# Draft Environmental Impact Report
# Selma Crossings Project

## State Clearinghouse No. 2007071008

# Appendices

City of Selma • May 31, 2012

Michael Brandman Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583

# DRAFT
# Environmental Impact Report
# Selma Crossings Project
# City of Selma, Fresno County, California

**State Clearinghouse No. 2007071008**

# APPENDICES

Prepared for:

**City of Selma**
1710 Tucker Street
Selma, CA 93662
559.891.2209

Contact: D-B Heusser, City Manager

Prepared by:

**Michael Brandman Associates**
2444 Main Street, Suite 150
Fresno, CA 93721
559.497.0310

Contact: Jason Brandman, Project Manager

Michael Brandman Associates

May 31, 2012

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# Notice of Preparation and Responses

# A.1 - 2007 Original Notice of Preparation

**CITY OF SELMA**
**NOTICE OF PREPARATION**

**Date:** **June 28, 2007**

**To:** **Responsible and Trustee Agencies/Interested Organizations & Individuals**

**Subject:** **Notice of Preparation of a Draft Environmental Impact Report-**
**Selma Crossings Commercial Development**

**Applicant:** **Selma Crossings, LLC**
2445 Capitol Street, 2nd Floor
Fresno, CA 93721

**Lead Agency**

City of Selma
Planning Department
1710 Tucker St.
Selma, CA 93662
559.891.2209
Contact: Michael Gaston
Community Development Director

**Consulting Firm Preparing the Draft EIR:**

Michael Brandman Associates
2444 Main St., Suite 215
Fresno, CA 93721
559.497.0310
Contact: Dave Mitchell, Senior Project Manager

The NOP includes a project description and a list of the environmental issues to be examined in the environmental impact report (EIR).

Due to time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

**Scoping Meeting:** A Scoping Meeting to discuss the issues to be addressed by the EIR will be held on Thursday July 19, 2007 at the Selma City Hall at 1710 Tucker St. at 2:00 PM.

Please send your NOP responses to Mr. Michael Gaston, Planning Director, at the City of Selma address shown above. Please include the name, phone number, and address of the contact person in your response.

**Project Title:** Selma Crossings Commercial Development

**Location:** The project is located along the southeastern city limits of Selma in Fresno County. The site is located at the northeast quadrants northwest and southwest of the intersection of Mountain View Avenue and the State Route 99 Freeway. Refer to the regional location map and local vicinity maps provided as Exhibits 1, 2, and 3.

**Project Description:** The applicant proposes to develop a 304-acre site with a mix of commercial uses in three phases as shown on the draft site plan Exhibit 4. Selma Crossings will provide a regional retail center serving Central California. The development will include approximately 3.1 million square feet of commercial space and a 44 acre auto mall. A list of the proposed uses and estimated square feet of each type of use is provided in Table 1. No specific tenants have been identified for the project.

Michael Gaston, Community Development Director

Santa Rosa Rancheria
Clarence Atwell, Chairperson
P.O. Box 8
Lemoore, CA 93245

Tache
Tachi
Yokuts

United States Dept. of the Interior, Bureau of Reclamation South-Central Area Office
ATTN: William Luce, Area Manager
1243 "N" Street

Sate of California Department of Fish & Game
ATTN:William Loudermilk
1234 E. Shaw Avenue
Fresno, CA 93710

State of Cailf. Dept. of Transportation. District 6
ATTN: Moses Stites
P. O. Box 12616
Fresno, CA 93778

Consolidated Irrigation District
ATTN: Mark Gilkey
P. O. Box 209
Selma, CA 93662

Fresno County Clerk
ATTN: Victoria M. Najera
2221 Kern Street
Fresno, CA 93721

Fresno County Agriculture Department
730 S. Maple Avenue
Fresno, CA 93702

City of Sanger
ATTN: Planning Director
1700 7th Street
Sanger, CA 93657

Union Pacific Railroad
ATTN: Jim Smith
10031 Foothills Blvd.
Roseville, CA 95744

Regional Water Quality Control Bd.
ATTN: B. Van Morris
3614 E. Ashlan Avenue
Fresno, CA 93706

Table Mountain Rancheria
Michael Russell, Tribal Admin.
P. O. Box 410
Friant, CA 93626-0177

Yokuts

Selma Hospital
ATTN: Rick Dawson, CEO
1145 Rose Avenue
Selma, CA 93662

SJVUAPC
ATTN: Hector G. Guerra, Senior Planner
1990 E. GETTYSBURG AVENUE
FRESNO, CA 93726-0244

County of Fresno Administrative Officer
Attn:Bart Bohn
2281 Tulare Street, Room 304
Fresno, CA 93721

Hargrove & Costanzo
575 E. Locust Street, Suite 115
Fresno, CA 93720

County of Fresno Assessor's Office
P. O. Box 1146
Fresno, CA 93715-1146

County of Fresno Development Services
ATTN: Margie McKenry
2220 Tulare Street, 6th Floor
Fresno, CA 93721

County of Fresno Fire Protection District
ATTN: Fred Bachelor, Chief
210 S. Academy Avenue
Sanger, CA 92657

County of Fresno Sheriff's Department
ATTN: Sonia
2220 Fresno Street, P.O. Box 1788
Fresno, CA 93717

Public Works & Development Service Department
Attn: Richard Brogan, Director
2220 Tulare Street,8th Floor
Fresno, CA 93721

Friant Water Users Authority
845 North Harvard Avenue
Lindsay, CA 93727

Fresno Irrigation District
2907 South Maple Avenue
Fresno, CA 93725

L. Elizabeth Strahlstrom shareholder
Steefel, Levitt & Weiss
A Professional Corporation
One Embarcadero center, 30th Floor
San Francisco, CA 94111

Fresno Metropolitan Flood Control District
5469 East Olive Avenue
Lindsay, CA 93727

Kings Canyon Unified School District
675 West Manning Avenue
Reedley, CA 93725

Kings River Conservation District
ATTN: Jeff Taylor, Manager
4886E. Jensen Avenue
Fresno, CA 93725

Kings River Water Association
ATTN: Tim O'Halloran
488 East Jensen Avenue
Fresno, CA 93725

Pacific Gas & Electric Company
ATTN:Ray Swift
1745 Second Street
Selma, CA 93662

San Joaquin Valley Air Pollution Control Board
1990 E. Gettysburg Avenue
Fresno, CA 93726

City of Kingsburg
Attn: Planning Director
1401 Draper Street
Kingsburg, CA 93631

LAFCO
ATTN:Rick Ballantyne
2115 Kern Street, Suite 310
Fresno, CA 93721

Pacific Bell, Right-of- Way Division
Right-of-Way Admin. ATTN: Lon Downer
1250 East Ashlan Avenue
Fresno, CA 93762

Selma Disposal & Recycling, Inc.
ATTN: Larry Johnson
P. O. Box 708
Selma, CA 93662

Fresno County Environmental Health
ATTN: Land Development
P. O.Box 11867
Fresno, CA 93775

Selma Unified School District
ATTN: District Superintendent
3036 Thompson Avenue
Selma, CA 93662

Southern California Gas Company
ATTN: Colby Wells
404 North Tipton Street
Visalia, CA 93292

Pacific Gas Electric Company
Attn: Kyle Patten
650 O Street, Mail Bag 23
Fresno, CA 93760

City of Fowler
Planning Director
128 S. Fifth Street
Fowler, CA 93625

City of Parlier
ATTN: Planning Director
1100 Parlier Avenue
Parlier, CA 93648

City of Reedley
ATTN: Planning Director
1717 9th Street
Reedley, CA 93654

Fresno County Hall of Records
2281 Tulare Street, Room 300
Fresno, CA 93721

ATTN: Hector Guerra
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244

California Regional Water Quality Control Board
Central Valley Region ATTN: Lisa Gymer
1685 E Street
Fresno, CA 93706

James P. Irwin
Fresno Irrigation District
2907 South Maple Avenue
Fresno, CA 93725-2218

Fresno County Public Works and Planning Depart.
Planning and Resource Analyst ATTN: Rick Thaxton
2220 Tulare Street , Sixth Floor
Fresno, CA 93721

California Highway Patrol
ATTN: Dave Foster
1382 W. Olive Avenue
Fresno, CA 93728-3890

California Water Service Company
ATTN: District Manager Scott Baily
2042 Second Street
Selma , CA 93662-3741

Selma-Kingsburg-Fowler County Sanitation District
ATTN: Jamie Ruiz, Engineering Technician
P.O. Box 158
Kingsburg, CA 96631-0158

City of Dinuba
ATTN: Planning Director
405 East El Monte Way
Dinuba, CA 93618

Fresno County Fire Protection
ATTN: Station 83
11500 E. Mountain View Avenue
Selma, CA 93662

B.N.S.F. Railroad
2989 Golden State Blvd.
Fresno, CA 93725

Fresno County Fire Protection District
ATTN: F. Bachlor, Chief
210 S. Academy Avenue
Sanger, CA 93657

City of Selma
ATTN: DB Heusser, City Manager
1710 Tucker Street
Selma, CA 93662

City of Selma Fire Department
ATTN: Jeff Kestly
2859 “A” Street
Selma, CA 93662

City of Selma
ATTN: Robert Weaver, Public Works
1710 Tucker Street
Selma, CA 93662

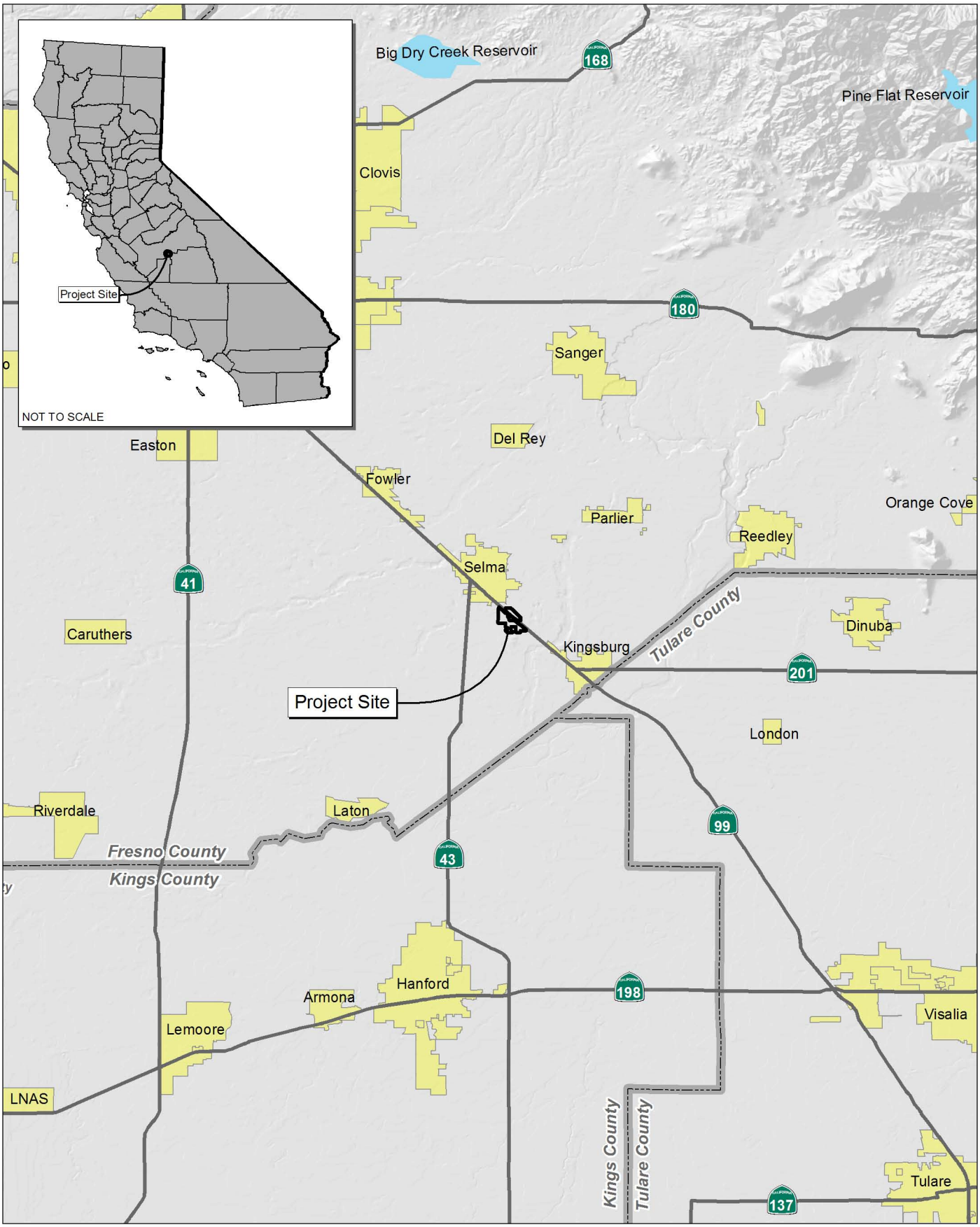
City of Selma,
City Engineer, Arshavir Moosakhanian
1710 Tucker Street
Selma, CA 93662

Police Department
City of Selma, ATTN: Tom Whiteside
1935 E. Front Street
Selma, CA 93662

City of Selma Recreation Department
Attn: Mikal Kirchner
1045 rose Avenue
Selma, CA 93662

Office of Planning and Reach
STATE CLEARINGHOUSE
1400 TENTH STREET, SUITE 212
SACRAMENTO, CA 95814

P. G. & E. Company
ATTN: Mr. Ray Swift
1745 Second Street
Selma, CA 93662




Source: Census 2000 Data, The CaSIL, MBA GIS 2007.

NORTH

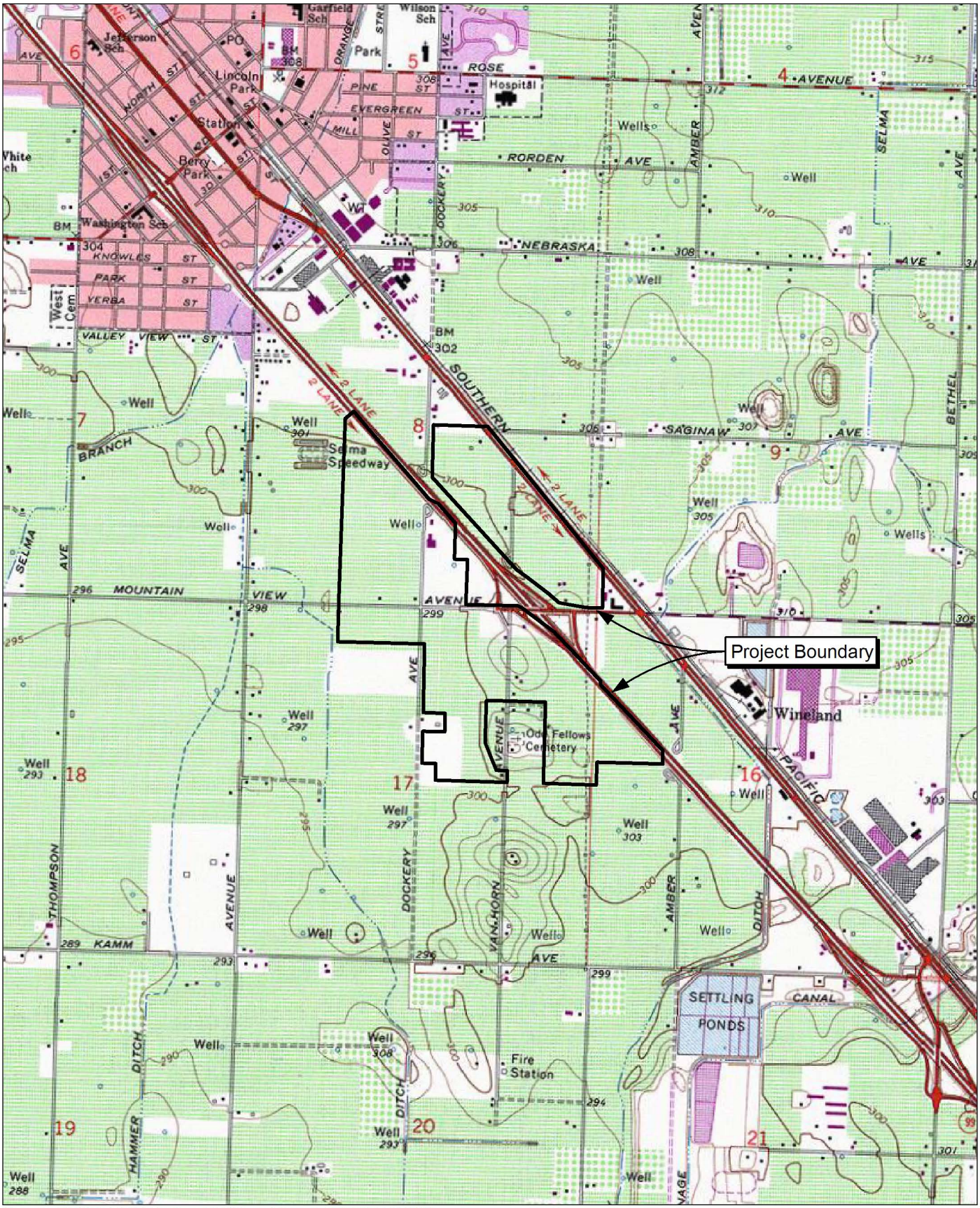
5 2.5 0 5 Miles

Michael Brandman Associates

31130002 • 06/2007 | 1_regional.mxd

# Exhibit 1
# Regional Location Map

CITY OF SELMA • SELMA CROSSING EIR
NOTICE OF PREPARATION




Source: TOPO! USGS Selma (1978) and Conejo (1978) 7.5' DRG.

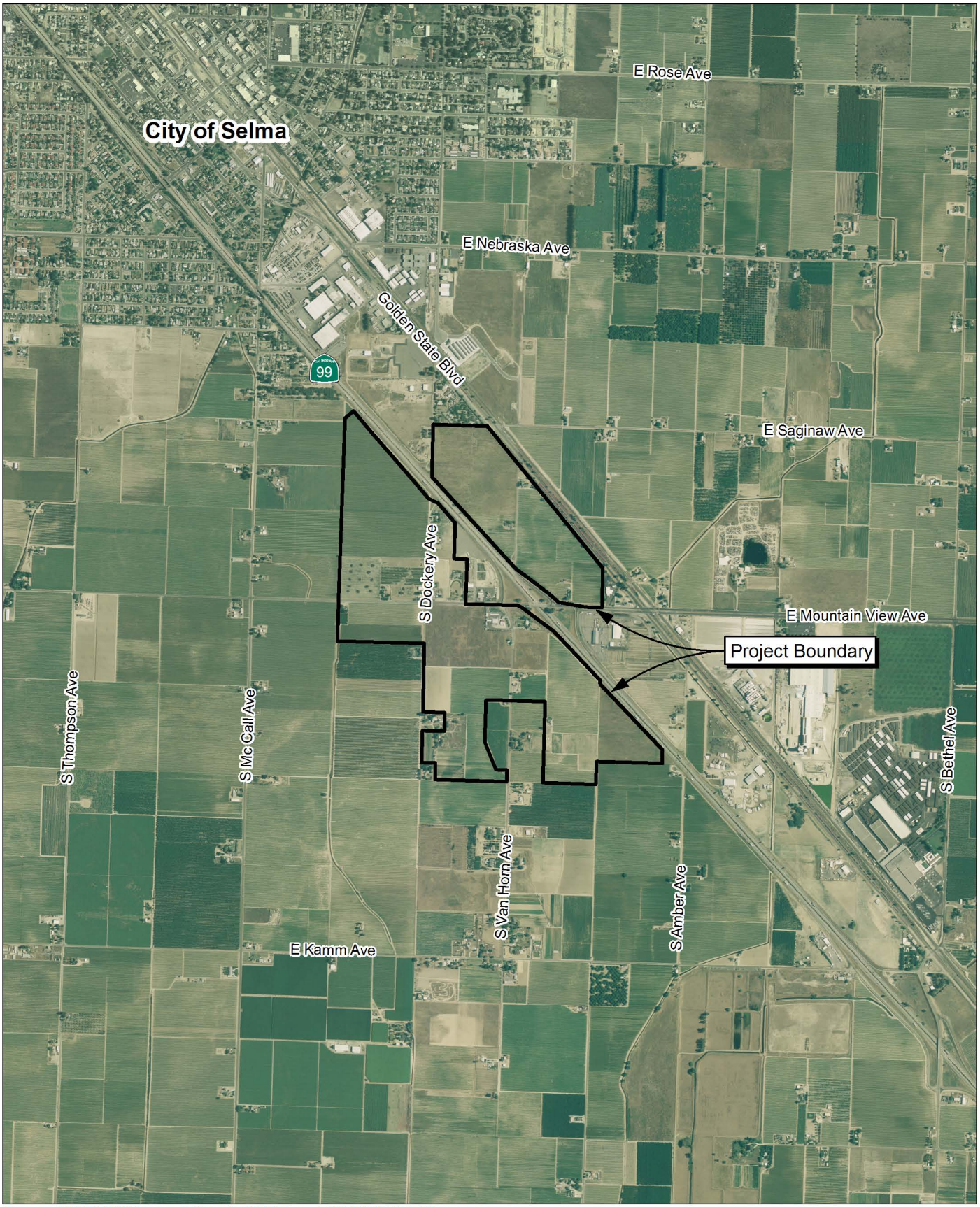
Michael Brandman Associates

NORTH

2,000 1,000 0 2,000 Feet

31130002 • 06/2007 | 2_usgs.mxd

# Exhibit 2
# Local Vicinity Map
# Topographic Base




Source: USDA NAIP Fresno County (2005), and MBA GIS (2007).

NORTH

2,000 1,000 0 2,000 Feet

Michael Brandman Associates

31130002 • 06/2007 | 3_aerial.mxd

# Exhibit 3
# Local Vicinity Map
# Aerial Base




Source: Nadel Retail Architects, 2007.

NORTH

670 335 0 670

Feet

Michael Brandman Associates

31130002 • 06/2006 | 4_site_plan.mxd

# Exhibit 4
# Site Plan

CITY OF SELMA • SELMA CROSSING EIR
NOTICE OF PREPARATION

Project buildout is expected to take place over approximately eight years. Primary access to the site will be provided by Golden State Boulevard, E. Mountain View Avenue, and State Route (SR) 99.

The site is owned or under contract for development by Selma Crossings, LLC. The site currently has several different uses. Most of the site is under agricultural production, but is not within an agricultural preserve or under Williamson Act Contract. Several homes are on the site. A gasoline station is located at East Mountain View and Golden State Boulevard. Existing structures will be removed as the site is developed.

The project site includes the following Assessor's Parcel Numbers (APN):

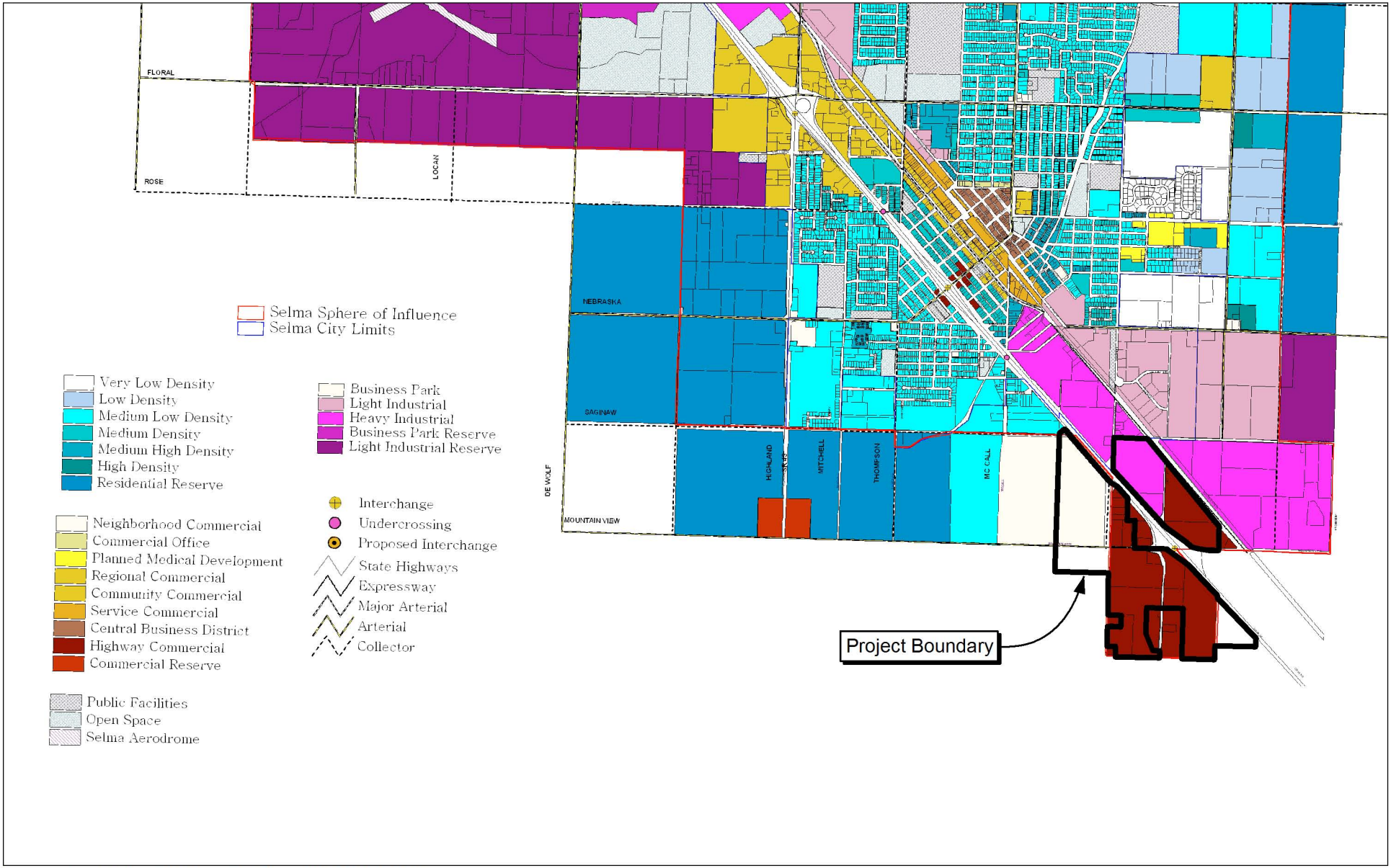
| | |
|---|---|
| 393-180-44 | 393-180-12 |
| 393-180-27s | 393-180-46 |
| 393-180-63 | 393-102-20 |
| 393-180-26 | 393-102-23s |
| 393-180-09 | 393-102-72 |
| 393-180-29s | 393-102-65 |
| 393-180-40 | 393-102-34 |
| 393-180-49 | 393-102-74 |
| 393-180-51 | 393-240-27 |
| 393-180-52 | |

The project site and the areas east, west, and south of the site are currently within Fresno County's jurisdiction. The portion of the site within the current Selma Sphere of Influence is designated Highway Commercial by the City of Selma General Plan. Refer to Exhibit 5. The site is designated for Highway Commercial and Light Industrial uses by Fresno County's Selma Community Plan and is zoned AE20 – Agriculture Exclusive 20 acre minimum parcel size, AL20 - Agriculture Limited with 20 acre minimum parcel size, C6, CM – Commercial Manufacturing, and RA – Residential Agriculture. The area to the west and south of the project site is zoned AE20 and is currently actively farmed. The area southeast of the site is within the Golden State Industrial Corridor. The Guardian Glass manufacturing plant is located east of Golden State Boulevard and south of Mountain View Avenue and is zoned for heavy industrial uses. Other light industrial zoning and development is located further southeast of the project site. The area northeast of the project site is designated as Industrial Corridor but is currently zoned AL20, and RA and is currently farmed and partially developed with rural residential housing in the RA zoned areas. See Exhibit 6.

The project will require public services from existing providers. The project is in the service area of SKF Utility District for sewer service and California Water Service for water. All utilities and issues regarding capacity will be addressed in the EIR.

The City of Selma has assigned case number 2007-0012 to the project. The proposed project will require the following actions by the City of Selma:

1. General Plan Amendment
2. Prezone Project Parcels
3. Tentative Tract Map
4. Site Plan Review
5. Development Agreement.




Source: City of Selma GIS Dept. (2006), and MBA GIS (2007).

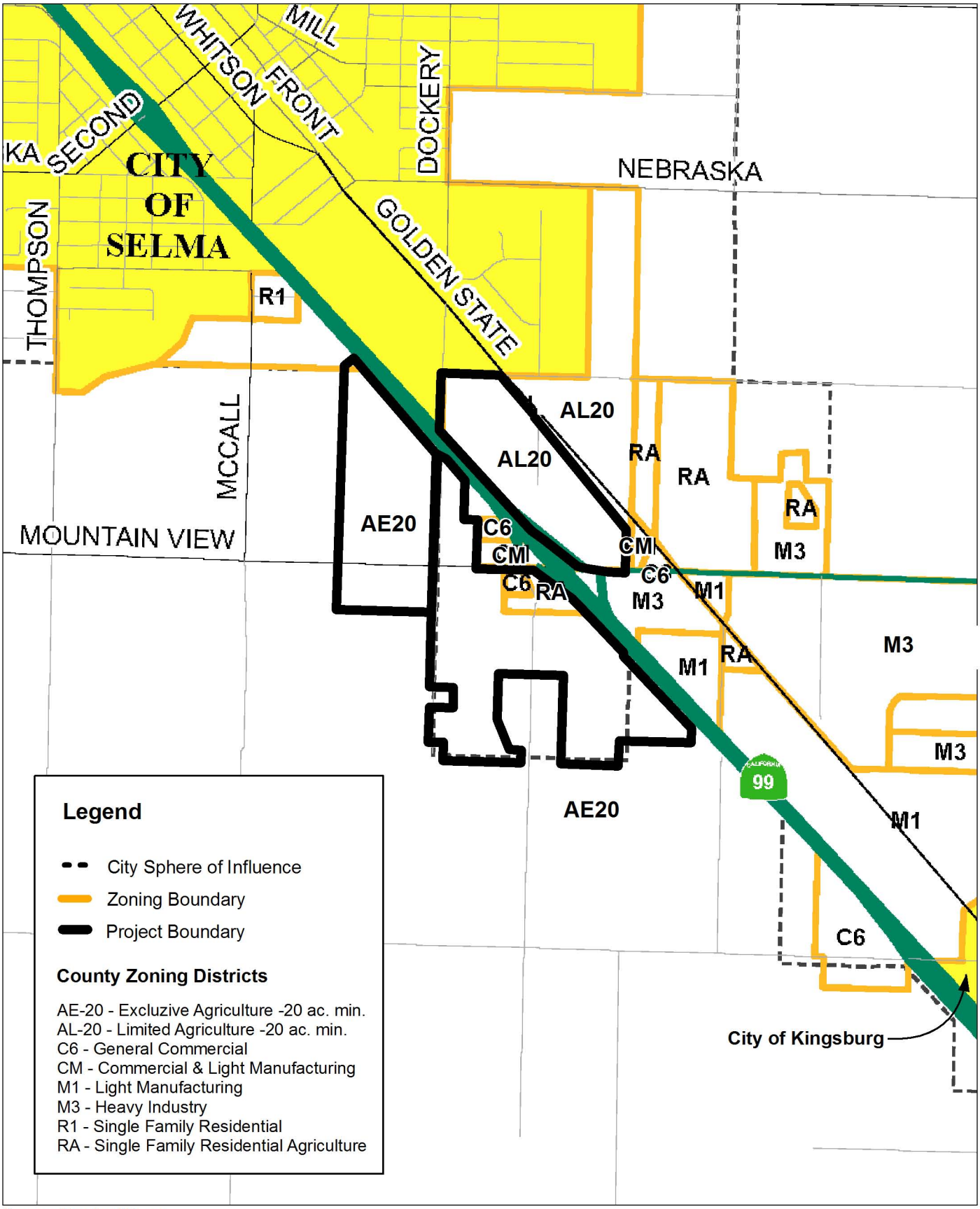
NORTH

3,300 1,650 0 3,300 Feet

Michael Brandman Associates

31130002 • 06/2007 | 5_existing_city_general_plan.mxd

# Exhibit 5
# Existing City General Plan




Source: County of Fresno.

NORTH

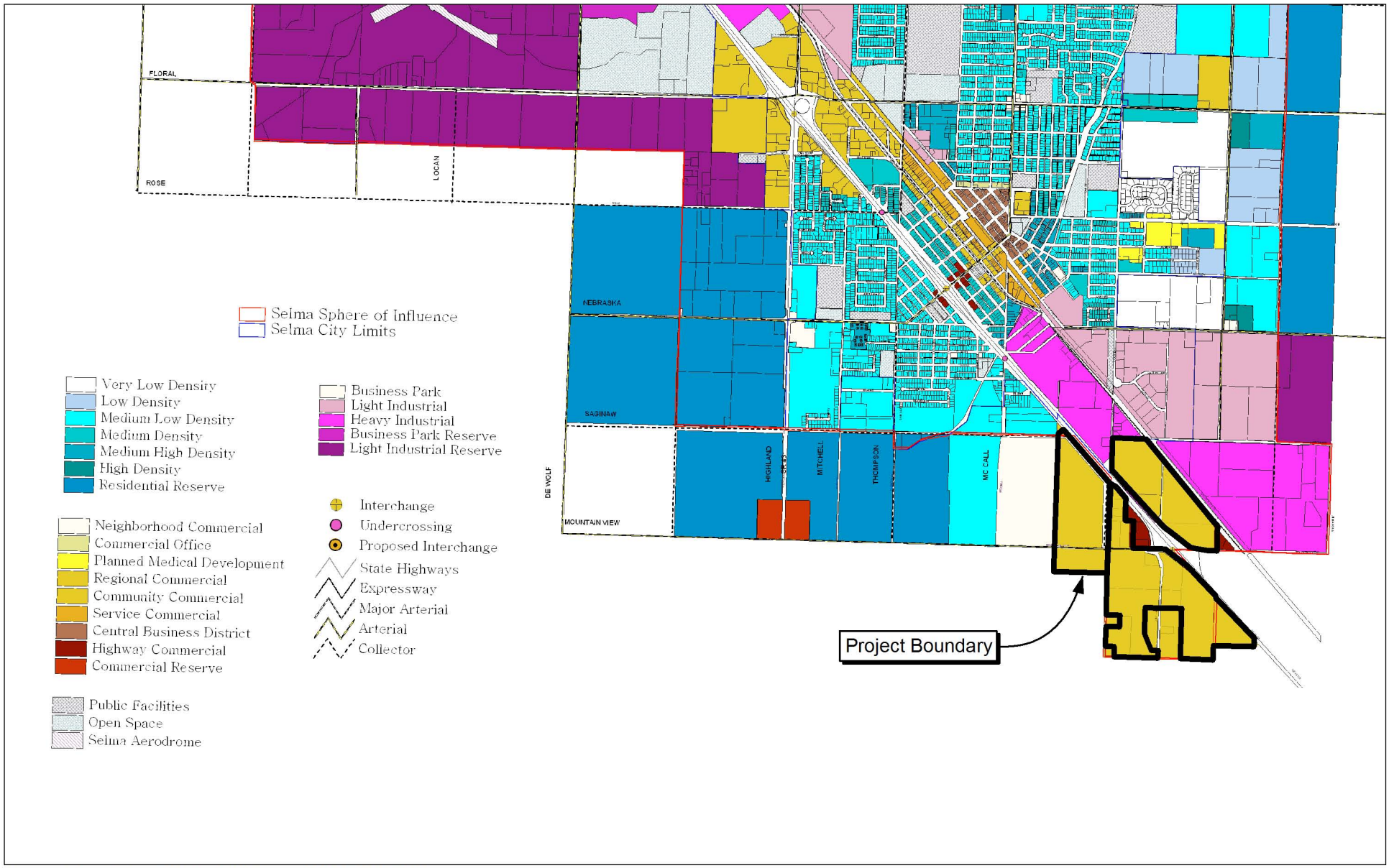
1,800 900 0 1,800

Feet

Michael Brandman Associates

31130002 • 06/2007 | 6_existing_zoning.mxd

# Exhibit 6
# Existing County Zoning




Source: City of Selma GIS Dept. (2006), and MBA GIS (2007).

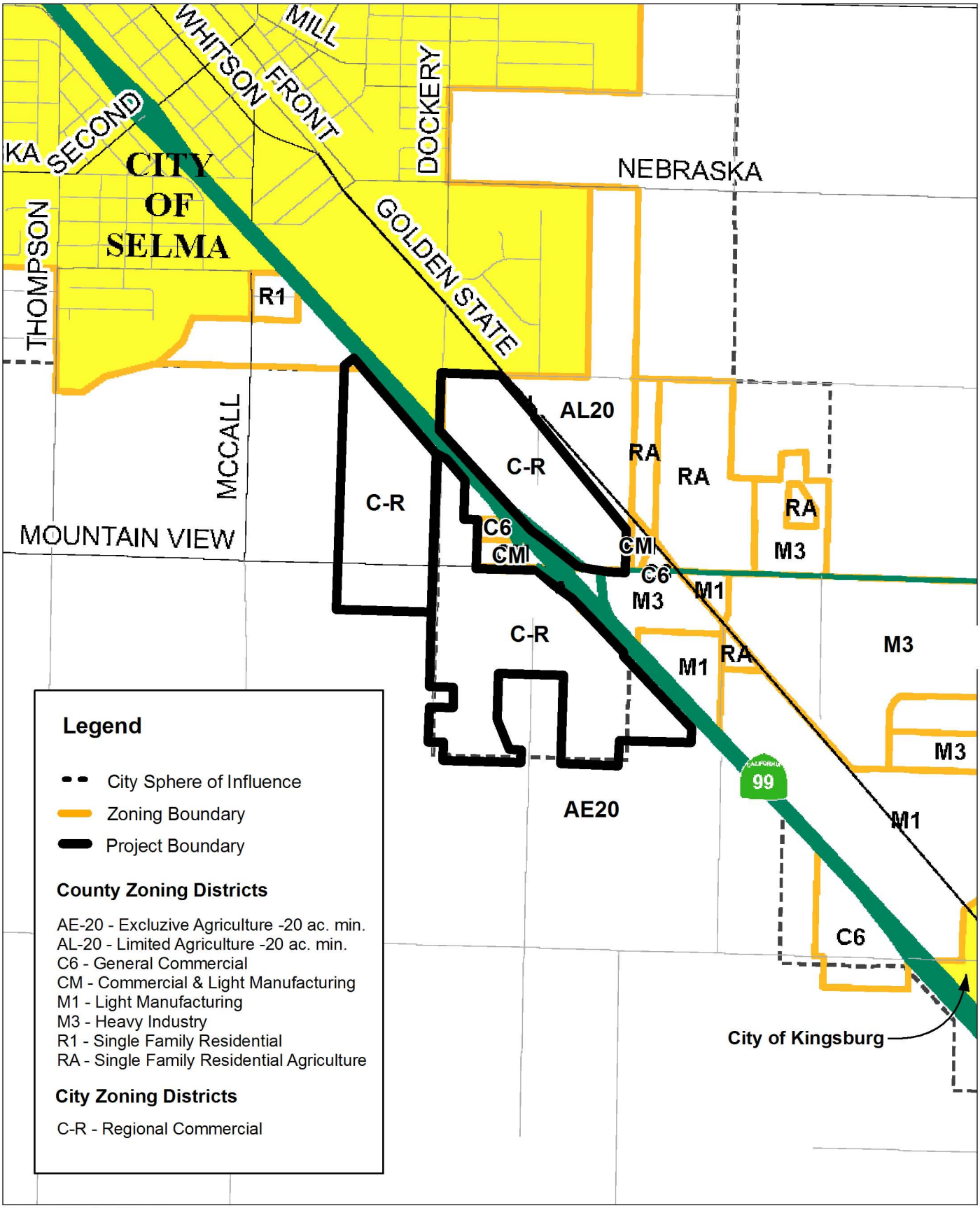
Michael Brandman Associates

NORTH

3,300 1,650 0 3,300 Feet

31130002 • 06/2007 | 7_proposed_city_general_plan.mxd

# Exhibit 7
# Proposed City General Plan




Source: County of Fresno.

NORTH

1,800 900 0 1,800

Feet

Michael Brandman Associates

31130002 • 06/2007 | 8_proposed_zoning.mxd

# Exhibit 8
# Proposed City Zoning

The General Plan Amendment will designate the site as Regional Commercial. Refer to Exhibit 7. The site will be prezoned as C-R (Regional Commercial) as shown in Exhibit 8. The tentative tract map will divide the existing parcels comprising the 304 acre site into 60 parcels of various sizes to facilitate the types of commercial development anticipated for the Selma Crossings project.

The City of Selma is in the process of preparing the South Selma Specific Plan that would permit development of approximately 2,650 acres of land along the city's southern limits. Once adopted, the South Selma Specific Plan will include the Selma Crossings project area. Selma Crossings and the South Selma Specific Plan are being closely coordinated to ensure plan consistency and coverage of the cumulative impacts of developing the entire area.

Other Public Agency Actions:

1. LAFCO – Sphere of Influence Amendment for 104.85 acres in 4 parcels on the northwestern and southeastern portions of the project
2. LAFCO – Annexation of the entire site
3. Regional Water Quality Control Board (RWQCB) - National Pollution Discharge Elimination System (NPDES)
4. San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) - Dust Control Plan. Individual businesses at the site may require an Authority to Construct and Permit to Operate if the business will include emitting equipment such as gasoline dispensing equipment, and diesel emergency generators.
5. California Department of Transportation (Caltrans) – The project is adjacent to Caltrans right of way and will likely require an Encroachment Permit and approval of improvements to the SR 99/Mountain View Avenue interchange.

The boundaries of the proposed annexation and sphere of influence change are provided in Exhibit 9.

E Nebraska Ave
E Saginaw Ave
S Dewolf Ave
E Mountain View Ave
E Caruthers Ave
E Kamm Ave
S Highland Ave
S Thompson Ave
S Mc Call Ave
S Dockery Ave
S Del Rey Ave
S Amber Ave
S Amber Ave
Golden State Blvd
99

**Legend**

- City of Kingsburg - Existing City Limits
- Selma Crossing Boundary
- South Selma Specific Plan Boundary
- City of Selma - Existing City Limits
- Existing Selma Sphere of Influence
- Existing Kingsburg Sphere of Influence

Source: USDA NAIP Fresno County (2005), City of Selma (2007), Fresno County LAFCO (2007), Nadel Retail Architects (2007), and MBA GIS (2007),

NORTH

1,500 750 0 1,500 Feet

Michael Brandman Associates

31130002 • 06/2007 | 9_annex_and_sphere_of_influence.mxd

# Exhibit 9
## Boundaries of Proposed Annexation and Sphere of Influence Change

**Table 1 - Selma Crossings Land Use Summary**

| Site Area | Acres | Square Feet of Building Space | Parking Spaces Required |
|---|---|---|---|
| **Summary for Entire Site** | **304.15** | **3,116,600** | **14,622** |
| | | | |
| **Northwest** | | | |
| Anchors | | 321,000 | 1,605 |
| Majors | | 247,500 | 1,238 |
| Shops | | 128,500 | 633 |
| Restaurant | | 50,300 | 503 |
| Office | | 6,200 | 15 |
| Office Park | | 291,700 | 729 |
| Totals for Northwest Building Area | **82.54** | **1,043,200** | **4,772** |
| | | | |
| **Northeast** | | | |
| Anchors | | 468,000 | 2,340 |
| Majors | | 30,600 | 153 |
| Shops | | 165,900 | 930 |
| Restaurant | | 53,000 | 530 |
| Hotel | | | 100 |
| Totals for Northeast Bldg Area | **75.75** | **874,800** | **4,053** |
| | | | |
| **Southwest** | | | |
| Anchors | | 260,000 | 1,300 |
| Majors | | 165,500 | 828 |
| Shops | | 163,500 | 818 |
| Restaurant | | 100,900 | 1,009 |
| Theatre | | 60,000 | 720 |
| Office Park | | 448,700 | 1,122 |
| Totals for Southwest Building Area | **102.22** | **1,198,600** | **5,797** |
| | | | |
| **Auto Mall** | | | |
| Gross site area | **43.64** | | |
| Net Site Area | **40.64** | | |
| | | | |

The proposed uses listed in Table 1 are based on the draft site plan. Analysis accomplished for the EIR will use the listed development types and sizes for estimating potential impacts. The site plan may be revised to relocate buildings and redistribute uses to meet the needs of future tenants as long as the intensity of use is less than or equal to that analyzed in the EIR.

**Project Objectives:**

The following objectives for the Selma Crossings Commercial Development were identified by the project applicant and the City of Selma:

- Construct a regional retail center that provides shopping opportunities that are not currently available or are underdeveloped in this part of the San Joaquin Valley
- Provide a highly accessible location for businesses that attracts customers from the traveling public using the Highway 99 corridor and from planned residential development in the Selma area
- Develop a regional center that is attractive and has unique design features that differentiate it from others in the Valley
- Develop the site at an intensity that most efficiently utilizes the infrastructure available and to be constructed as part of the project
- Create jobs for area residents
- Enhance sales tax revenues

## ENVIRONMENTAL ISSUES TO BE EVALUATED IN THE EIR

The environmental review of projects, such as the "Selma Crossings Development", is normally a three step process governed by the California Environmental Quality Act (CEQA). The first step is for the Lead Agency, in this case the City of Selma, to determine whether a project is exempt from CEQA review. The City of Selma has determined that this project is not exempt. The typical second step is the preparation of an Initial Study to determine if the project has the potential to cause one or more significant environmental impacts, the usual third step is to determine that an environmental impact report (EIR) must be prepared. CEQA Guidelines § 15063 provide that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required.

In this case, the City of Selma has determined that an EIR will need to be prepared based on the scale and potential complexity of the proposed project. The EIR will fully evaluate the potential impacts of the proposed development and will be comprehensive in nature, evaluating all subject issues from the CEQA Standard Initial Study Checklist, as follows:

- Aesthetics
- Air Quality
- Agricultural Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

The EIR will address the short- and long- term effects of the project on the environment. It will also evaluate the potential for the project to cause direct and indirect growth- inducing impacts, as well as cumulative impacts. Alternatives to the proposed project will be evaluated and may reduce potentially significant impacts identified in the EIR. Mitigation will be proposed for those impacts that are determined to be significant. A mitigation monitoring program will also be develop as required by § 15150 of CEQA Guidelines.

The environmental determination of this Notice of Preparation is subject to a 30-day public review period per Public Resources § 21080.4 and CEQA Guidelines § 15082. Public agencies, interested organizations, and individuals have the opportunity to comment on the proposed project and identify those environmental issues which have the potential to be generated by the project and should be addressed further by the City of Selma.

Please send your NOP responses to Mr. Michael Gaston, Community Development Director at the City of Selma, 1710 Tucker Street, Selma, CA 93662. Please include the name, phone number, and address of the contact person in your response. Comments will also be accepted during the NOP scoping meeting scheduled for Thursday July 19, 2007 at the Selma City Hall.

# A.2 - Responses to 2007 Original Notice of Preparation

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net

CITY OF SELMA
ANNEX

JUL 09 2007

COMMUNITY DEVELOPMENT
RECEIVED

July 6, 2007

Mr. Michael Gaston, Community Development Director
**City of Selma Planning Department**
1710 Tucker Street
Selma, CA 93662

Re: SCH# 2007071008; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for Selma Crossings Project, a Commercial Retail Center; City of Selma; Fresno County, California

Dear Mr. Gaston:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:

- If a part or the entire (APE) has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

- A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
- Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

**Native American Contacts**
Fresno County
July 6, 2007

Big Sandy Rancheria of Mono Indians
Connie Lewis, Chairperson
P.O. Box 337 / 7302 Rancheria Western Mono
Auberry , CA 93602
cl@bigsandyrancheria.com
(559) 855-4003
(559) 855-4129 Fax

Dunlap Band of Mono Indians
Florence Dick, Tribal Secretary
P.O. Box 344 Mono
Dunlap , CA 93621
tribecouncil@dunlapmono.org
(209) 338-2329

North Fork Mono Tribe
Ron Goode, Chairperson
13396 Tollhouse Road Mono
Clovis , CA 93619
eagleye@cuip.net
(559) 299-3729 Home

Dumna Wo-Wah Tribal Goverment
Keith F. Turner, Tribal Contact
P.O. Box 306 Dumna/Foothill
Auberry , CA 93602 Mono
(559) 855-3128 Home
(559) 696-0191 (Cell)

Santa Rosa Rancheria
Clarence Atwell, Chairperson
P.O. Box 8 Tache
Lemoore , CA 93245 Tachi
(559) 924-1278 Yokut
(559) 924-3583 Fax

Traditional Choinumni Tribe
Angie Osborne
2787 N Piedra Road Choinumni/Foothill
Sanger , CA 93657
(559) 787-2434

Table Mountain Rancheria
Lee Ann Walker Grant, Chairperson
P.O. Box 410 Yokuts
Friant , CA 93626-0177
(559) 822-2587
(559) 822-2693 FAX

Sierra Nevada Native American Coalition
Lawrence Bill, Interim Chairperson
P.O. 125 Mono
Dunlap , CA 93621 Foothill Yokuts
lb2354@yahoo.com
(559) 338-2354

his list is current only as of the date of this document.

istribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and afety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

his list is only applicable for contacting local Native American with regard to cultural resources for the proposed CH#2007071008; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for Selma Crossings ommercial Development; City of Selma; Fresno County, California.

**Native American Contacts**
Fresno County
July 6, 2007

Kenneth Woodrow
1179 Rock Haven Ct.
Salinas , CA 93906
831-443-9702

Foothill Yokuts
Mono

Dumna Tribal Government
Jim Redmoon - Cultural Resources Representative
535 W. Dayton
Fresno , CA 93705
559-241-0226

Dumna/Foothill
Choinumni

Carol Bill - Tribal Administrator
Cold Springs Rancheria of Mono Indians
P.O. Box 209
Tollhouse , CA 93667
(559) 855-5043
(559) 855-4445 - FAX
coldsprgstribe@netpt

Mono

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007071008; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for Selma Crossings Commercial Development; City of Selma; Fresno County, California.

County of Fresno
Department of Community Health
Edward L. Moreno, M.D., M.P.H., Director-Health Officer

July 6, 2007

999999999
LU0013967
PE 2600

Michael Gatson, Community Development Director
City of Selma Community Development Department
1700 Tucker Street
Selma, CA 93662

Dear Mr. Gatson:

**SUBJECT:** Selma Crossing Commercial Development, Notice of Preparation of a Draft EIR.

**LOCATION:** 304-acres southeast of the City of Selma

The Fresno County Department of Community Health, Environmental Health Division has reviewed the subject project and offers the following comments:

- The Fresno County Department of Community Health is concerned that abandoned water wells are not being properly destroyed, particularly with respect to new development projects. As city boundaries expand, community services are provided to areas originally served only by individual domestic and agricultural wells. Improper abandonment of such wells presents a significant risk of contaminating the city's community water supply. For this reason, when development occurs, it is extremely important to ensure the safe and proper destruction of all abandoned water wells.

  Prior to destruction of any existing agricultural well(s), a sample of the upper most fluid in the well column should be sampled for lubricating oil. The presence of oil staining around the well may indicate the use of lubricating oil to maintain the well pump. Should lubricating oil be found in the well, the oil should be removed from the well prior to placement of fill material for destruction. The "oily water" removed from the well must be handled in accordance with federal, state and local government requirements. Transportation of these materials on public roadways may require special permits and licensure.

  The Department of Community Health is available to provide consultation in cooperation with your city in order to encourage the proper destruction of wells and safeguard our water quality. City staff may contact Ed Yamamoto, Environmental Health Specialist, Water Surveillance Program, at (559) 445-3357 for more information.

- This Department recommends that any existing rural residential parcel(s) be required to connect to the City of Selma sewer system (SKF) in the event of a failure of the existing sewage system(s), and that no building permits be issued for repair of such a system whether or not the mandatory three (3) year connection requirement has expired.

- Although this Department's records do not indicate the use or storage of hazardous materials on the project site, it appears that the site has been used for agricultural purposes. Therefore this Department recommends that a Phase One site assessment be performed. This is in agreement with Department of Toxic Substances Control recommendations' for additional research to be conducted to determine if and where storage, mixing, rinsing, and disposal of pesticides may have occurred and whether contamination exists.

- This Department concurs with the proposal to include an analysis of noise in the Draft EIR and encourages the responsible agency to conduct an acoustical analysis in order to identify the potential noise impacts and offer mitigation alternatives, consideration should be given to conformance with the applicable standards of the Noise Element of the City of Selma General Plan.

If I can be of further assistance, please contact me at (559) 445-3357.

Sincerely,

Glenn Allen, R.E.H.S.
Environmental Health Specialist III
Environmental Health Division

ga

cc: Ed Yamamoto, Environmental Health Division

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

July 12, 2007

JUL 13 2007

Michael Gaston
City of Selma
Planning Department
1710 Tucker Street
Selma, CA 93662

**Project: Notice of Preparation of a Draft Environmental Impact Report – Selma Crossings Commercial Development**

**Subject:** CEQA comments regarding the Notice of Preparation for the development of roughly 3.1 million square feet of commercial space and a 44-acre auto mall situated on a 304-acre site.

**District Reference No: 200701248**

Dear Mr. Gaston:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and offers the following comments:

The entire San Joaquin Valley Air Basin is designated non-attainment for ozone and particulate matter (PM10 and PM2.5). This project would contribute to the overall decline in air quality due to construction activities in preparation of the site, and ongoing traffic and other operational emissions. Preliminary analysis, based on the information provided, indicates the project may exceed the District's Threshold of Significance for ozone precursors of 10 tons per year of reactive organic gases (ROG) and oxides of nitrogen (NOx).

The District recommends that the air quality section of the EIR have four main components:

1. **A description of the regulatory environment and existing air quality conditions impacting the area.** This section should be concise and contain information that is pertinent to analysis of the project. The District has several sources of information available to assist with the existing air quality and regulatory environment section of

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061
www.valleyair.org

Southern Region
2700 M Street, Suite 275
Bakersfield, CA 93301-2373
Tel: (661) 326-6900 FAX: (661) 326-6985

Printed on recycled paper.

the EIR. The District's "*Guide for Assessing and Mitigating Air Quality Impacts, 2002 Revision*" (GAMAQI) contains discussions regarding the existing air quality conditions and trends of the San Joaquin Valley Air Basin (SJVAB), including those pollutants of particular concern: ozone, PM10, and carbon monoxide. In addition, it provides an overview of the regulatory environment governing air quality at the federal, state, and regional levels. The GAMAQI provides air monitoring data and other relevant information for PM-10 and other pollutants. The current GAMAQI can be found at www.valleyair.org/transportation/ceqa guidance documents.htm. The most recent air quality data for the District is Available on the California Air Resources Board (ARB) website at http://www.arb.ca.gov/html/age&m.htm. The air quality section of EPA's Region 9 (which includes information on the SJVAB) can be found at http://www.epa.gov/ region09/air/index.html. Additionally, this section should also contain a discussion regarding growth projections that the City of Selma provided to the District (through the Fresno COG) for inclusion in the Ozone and PM10 Attainment Plans and any impacts this project will have on Federal Conformity for Fresno County and the SJVAB. Lastly, this section should clearly describe the air pollution regulatory authority of the District and ARB for the various emission sources from the Selma Crossings Commercial Development.

2. **Estimates of existing emissions and projected pollutant emissions related to the increase in project source emissions and vehicle use, along with an analysis of the effects of these increases.** The EIR should include the methodology, model assumptions, inputs and results for pollutant emissions. The cumulative impact analyses should consider current existing and planned development both within the project area and in surrounding areas. The EIR needs to address the short term and long term local and regional adverse air quality impacts associated with the operation of construction equipment (ROG, NOx, carbon monoxide [CO], and PM10) and emission generated from stationary and mobile sources. The EIR should identify the components and phases of the project. The EIR should provide emissions projections for the project at the build out of each phase (including ongoing emissions from each previous phase). The most current URBEMIS program may be used to quantify these emissions.

   **Ozone Precursors** – The District recommends using the regional transportation model to quantify mobile source emissions, but in some cases it may be possible to use the most current URBEMIS program to calculate project area and operational emissions. Fresno COG may be able to provide assistance with the regional transportation model. The District recommends using the most current URBEMIS program to calculate project area and operational emissions and to identify mitigation measures that reduce impacts. URBEMIS can be downloaded from http://www.urbemis.com/ or the South Coast Air Quality Management District's website at http://www.aqmd.gov/ceqa/urbemis.html. If the analysis reveals that the emissions generated by this project will exceed the District's thresholds, this project may significantly impact the ambient air quality if not sufficiently mitigated. The project applicant or consultant is encouraged to consult with District staff for assistance in determining appropriate methodology and model inputs.

**Toxic Air Pollutants** – The air analysis should discuss any District or State regulations for identifying and reducing toxic pollutants and should describe how the City of Selma would address future projects with sensitive receptors near existing sources that emit toxic pollutants and the citing of new sources of toxic pollutants in the plan area. Potential sources that emit toxic pollutants include project operations, and vehicles (the ARB has designated diesel particulate emissions as a toxic air contaminant). If the project is near sensitive receptors, or if existing sources are near the project area, the District should be contacted to determine if the project developer should perform a Health Risk Assessment (HRA). An HRA should include a discussion of the toxic risk associated with the proposed project, including project equipment, operations, and vehicles. The GAMAQI defines the significance levels for toxic impacts as a cancer risk greater than 10 in a million and/or a hazard index (HI) of 1.0 or greater for chronic non-carcinogenic or acute risks.

HRA guidelines promulgated by the California Office of Environmental Health Hazard Assessment (OEHHA) and OEHHA toxicity criteria must be used. In addition, the applicant should also refer to the "*Guidance for Air Dispersion Modeling*" document found on the District's web page for additional guidance. This document can be found at http://www.valleyair.org/busind/pto/Tox Resources/AirQualityMonitoring.htm.

The District recommends use of the latest version of the Hot Spots Analysis and Reporting Program (HARP) released by ARB for an HRA because it is the only software that is compliant with the OEHHA guidelines.

The project consultant should contact the District to review the proposed modeling approach before modeling begins. For more information on HAPs analyses, please contact Mr. Leland Villalvazo, Supervising Air Quality Specialist, at (559) 230-6000 or hramodeler@valleyair.org.

**Carbon Monoxide Hotspot Analysis** – Results of the traffic study should be used to identify intersections and corridors with high levels of congestion that may result in a CO hot spot. CO hot spots should be screened using a protocol developed by the Institute of Transportation Studies at University of California Davis entitled Transportation Project-Level Carbon Monoxide Protocol. Locations that are predicted by the CO Protocol to experience high levels of CO should be modeled using the most current CALINE dispersion model. The procedure for using the current EMFAC model to calculate emission factors to be used in the CALINE modeling can be downloaded at the Caltrans Division of Environmental Analysis site http://www.dot.ca.gov/hq/env/air/pages/calinesw.htm.

**Odor Analysis** – The proposed project should be analyzed to see if it is considered near a location of sensitive receptors (including residences) and if odor is a concern. The procedure outlined in the GAMAQI includes the following:

- Identify the location of sensitive receptors (including residences).

- Compare the distance to the nearest sensitive receptor to the distances in Table 4.2 of the GAMAQI. If the sensitive receptors are further away than the distances given in Table 4.2, no further analysis is required. The results should be documented in the EIR.
- Obtain any odor complaints against the facility or similar facilities from the local District office and the county's environmental health department.
- Review the complaints to determine the location of complainants relative to the facility.
- Identify any sensitive receptors at similar distances.
- Determine if emissions of odoriferous compounds will increase or decrease with implementation of the project.
- Draw any reasonable conclusions as to the probability that the project will generate odor complaints based on this analysis of complaint history.

Note that the emission of odiferous compounds should be mitigated as much as feasible if it is anticipated that the project will have a significant impact. For more information on odor impact analyses, please contact Mr. Leland Villalvazo, Supervising Air Quality Specialist, at (559) 230-6000, or hramodeler@valleyair.org.

3. **Identify and discuss all existing District regulations that apply to the project.** The EIR should identify and discuss all existing District regulations that apply to the project. It would be appropriate to discuss proposed rules that are being developed that would apply to the proposed project. Current rules and regulations are available on the District's website at http://www.valleyair.org/rules/1ruleslist.htm. District rules and regulations are periodically revised, and new regulations are promulgated. The District strongly advises the City of Selma to contact the District for any rule updates and new rules when the project development begins. Current District rules and regulations applicable to the proposed project are requirements. The project will be subject to the following District rules:

**Regulation VIII** (Fugitive PM10 Prohibitions) Rules 8011-8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc. The District's compliance assistance bulletin for construction sites can be found at www.valleyair.org/busind/comply/PM10/Reg VIII CAB.pdf.

If a non-residential project is 5.0 or more acres in area or the project will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials on at least three days, a Dust Control Plan must be submitted as specified in Section 6.3.1 of Rule 8021. Construction activities shall not commence until the District has approved the Dust Control Plan. A template of the District's Dust Control Plan is available at www.valleyair.org/busind/comply/PM10/forms/DCP-Form.doc

**Rule 4102** (Nuisance) This rule applies to any source operation that emits or may emit air contaminants or other materials. In the event that the project or

construction of the project creates a public nuisance, it could be in violation and be subject to District enforcement action.

**Rule 4601** (Architectural Coatings) This rule limits volatile organic compounds from architectural coatings by specifying architectural coatings storage, clean up and labeling requirements and applies to any person who supplies, sells, offers for sale, applies, or solicits the application of any architectural coating.

**Rule 4641** (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) If asphalt paving will be used, then paving operations of this project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

**Rule 9510** (Indirect Source Review) This rule was adopted to reduce the impacts of growth in emissions from all new development in the San Joaquin Valley. Rule 9510 requires applicants subject to the rule to provide information that enables the District to quantify construction, area and operational PM10 and NOx emissions, and potentially mitigate a portion of those emissions. Rule 9510 requires construction exhaust emissions to be reduced by 20 percent for NOx and 45 percent for PM10 when compared to the statewide fleet average or to pay an in lieu mitigation fee. The rule is applicable to any applicant (any person or entity that undertakes a development project), which upon full build out for a commercial/retail development is 2,000 square feet or more. An application must be filed with the District no later than concurrent with application with a local agency for the final discretionary approval. For more information and instruction, please contact the District's ISR staff by phone at (559) 230-5800 or by email at ISR@valleyair.org.

4. **Identify and discuss all feasible measures that will reduce air quality impacts generated by the project.** "Feasible" means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors: (California Code of Regulations (CCR § 15364)). CEQA requires that EIRs "describe measures which could minimize significant adverse impacts" (CCR §15126(c)). Additionally, the CCR requires that "a public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures that would substantially lessen any significant effects that the project would have on the environment " (CCR § 15021(a)(2)). For each potential adverse impact, mitigation measures should be identified to reduce impacts below air quality threshold levels of significance. Therefore, the EIR should identify which mitigation measures will be included in the project, and how each mitigation measure will be implemented. The reduction of air quality impacts from implementation of mitigation measures should be quantified to the extent possible. If a measure cannot be quantified a qualitative discussion should be provided explaining the benefits of the proposed mitigation measure. The EIR should discuss how project design modifications could reduce project impacts

This section should provide an analysis of existing mass transit/bicycle access to or near the site, and discuss if additional infrastructure will be needed. The section should identify which mitigation measures will be included in the project, and how each mitigation measure will be implemented. Site design, equipment alternatives, construction and operational measures that would reduce emissions should be identified. It should also analyze opportunities to mitigate urban heat island effects. The reduction of air quality impacts from implementation of mitigation measures should be quantified when possible. The EIR should discuss how the project design would encourage alternative transportation (including car pool parking), pedestrian and bicycle access/infrastructure, smart growth design, energy efficient project and building design, reduce urban heat island impacts, and include business programs that further reduce air pollution in the valley (such as carpooling). Mitigation measures must be included in the EIR that reduce the emissions of reactive organic gases, nitrogen oxides, and PM10 to the fullest extent possible. Site design and building construction measures that would reduce air quality impacts should be included. The Districts GAMAQI describes these features. The Local Government Commission (LGC) website, found at www.lgc.org/, contains valuable information and resources on subjects from street design to energy efficiency. The use of the principles of the document Landscape of Choice is encouraged to reduce air quality impacts. The District encourages the following mitigation measures:

If transit service is available to the project site, improvements should be made to encourage its use. If transit service is not currently available, but is planned for the area in the future, easements should be reserved to provide for future improvements such as bus turnouts, loading areas, route signs and shade structures.

Multi-story parking facilities should be considered instead of open parking lots to reduce exposed concrete surface. Alternatively, parking may be incorporated into the structure by building parking as the first floor or as a basement level.

Construction activity mitigation measures include:

- Limit area subject to excavation, grading, and other construction activity at any one time
- Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use
- Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set)
- Require that all diesel engines be shut off when not in use
- Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways, and "Spare the Air Days" declared by the District.
- Implement activity management (e.g. rescheduling activities to reduce short-term impacts)

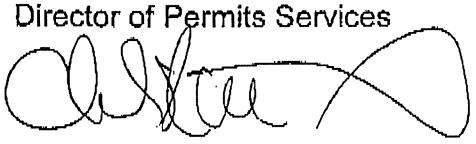
- During the smog season (May through October), lengthen the construction period to minimize the number of vehicles and equipment operating at the same time.
- Off road trucks should be equipped with on-road engines when possible.
- Minimize obstruction of traffic on adjacent roadways.

Heavy equipment powered by alternative diesel fuel blends and equipment that meets current off-road engine emissions standards reduce construction related air impacts. Alternative-fueled equipment may use Compressed Natural Gas (CNG), Liquid Propane Gas (LPG), electricity, or other designated alternative fuels to achieve greater emission reductions than current diesel equipment. Equipment with uncontrolled engines may be repowered with an emissionized engine that meets current standards. Tier I, Tier II, and Tier III engines have significantly less NOx and PM emissions compared to uncontrolled engines. For more information regarding alternative fuels and equipment retrofits, visit the California Air Resources Board (CARB) website at www.arb.ca.gov/diesel/ diesel.htm.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Mr. Chris Kalashian at (559) 230-6120 and provide the reference number at the top of this letter.

Sincerely,

David Warner
Director of Permits Services



FOR Arnaud Marjollet
Permit Services Manager

DW: ck

cc: File

SELMA - KINGSBURG - FOWLER
COUNTY SANITATION DISTRICT

**DIRECTORS**
Judith Case, Chairwoman
Leland Bergstrom, Vice Chair
David Cardenas
Don Tow
Bob Waterston

**STAFF**
David Michel, Gen. Mgr.
Ben Muñoz, Jr., Ass't. Mgr.

July 16, 2007

CITY OF SELMA
ANNEX
JUL 18 2007
COMMUNITY DEVELOPMENT
RECEIVED

Mr. Michael S. Gaston A.I.C.P.
Community Development Director
City of Selma
1710 Tucker Street
Selma, CA 93662

SUBJECT: Notice of Preparation of an EIR Dated June 28, 2007
Selma Crossing Commercial Development

Dear Mr. Gaston:

The conceptual commercial project is estimated at 1100 Equivalent Single Family Residences (ESFR's). The estimated ESFR's are based on preliminary conceptual information provided by you. The actual ESFR's would be determined as the project may progress.

Sewer Infrastructure Plans - All information provided by the District to date has been provided as a preliminary response to describe District planning documents, policies or existing infrastructure. Discussions, information and this letter shall not be considered to be acceptance of any sewer infrastructure plans. Any interested party must submit to the District a detailed set of sewer infrastructure plans or floor and plumbing plans for all buildings. With regard to a detailed set of sewer infrastructure plans or floor and plumbing plans, District staff will review submitted plans, but plans will not be signed off until the annexation has been completed by LAFCo or the property is within the City boundaries. The plan check process is not complete until the District has signed off on the plans. All sewer improvements required for a project are identified at completion of the plan check process.

Design Standards and Master Plan - Sewer system facilities must be designed and constructed in accordance with the District's Collection System Construction Standards, the District's Sewer System Master Plan and other requirements as may be specified by the District. The Standards and the Master Plan may be viewed on the District's website at www.skfcsd.org.

Will Serve Letters - The Selma-Kingsburg-Fowler County Sanitation District will issue a "will serve letter" upon receiving a written request by the City of Selma for the subject project. The will-serve letter has a time limit of 2½ years from the origination date, or expiration of tentative map, whichever comes later. The will-serve letter is good for the life of a final map.



MAILING ADDRESS: P.O. Box 158, Kingsburg, CA 93631-0158 SHIP TO: 11301 E. Conejo Ave., Kingsburg, CA 93631-9511
PHONE (559) 897-6500 FAX (559) 897-1985

Fees and Connection Permit - Applicable District annexation fees must be paid prior to completion of annexation or, if the fees have been deferred, at the time the District issues a sewer connection permit. District capacity charges (connection fees) must be paid at the time the District issues a sewer connection permit. District capacity charges (connection fees) are subject to change and must be paid at the rates in effect at the time the sewer connection permit is issued by the District. Sewer system improvements must be constructed, tested and approved by the District prior to the issuance of a sewer connection permit. You must contact the City in which the project is located in order to pay the separate City sewer connection fee and to determine if there are applicable reimbursement fees to be paid.

New City Sewer Collection System Infrastructure Reimbursement - The District does not participate financially in the construction of new City sewer collection system infrastructure. Persons interested in possible reimbursement for such construction must make arrangements in writing with the City in which the infrastructure is constructed and such written arrangements must be made prior to the District signing off on plans.

New District Interceptor System Infrastructure Reimbursement - With regard to the construction of new District interceptor system infrastructure, persons interested in possible reimbursement must obtain agreements or District determinations, each in writing, from the District prior to the District signing off on plans.

Existing City or District Sewer System Infrastructure Reimbursement - With regard to the refurbishment or replacement of existing City or District sewer system infrastructure, persons interested in possible District financial participation must obtain agreements or District determinations, each in writing, from the District prior to the District signing off on plans.

If you have any questions, call this office.

Sincerely,

Veronica Cazares

Veronica Cazares, PE
Supervising Engineer

Copies: R. H. Hargrove, General Counsel; Jaime Ruiz, Frank Hernandez, David Michel
City of Selma: Connie Cantu, Archie Moosakhanian, Bryant Hemby
Michael Brandman Associates, 2444 Main St., Ste 215, Fresno Ca 93721



MAILING ADDRESS: P.O. Box 158, Kingsburg, CA 93631-0158 SHIP TO: 11301 E. Conejo Ave., Kingsburg, CA 93631-9511
PHONE (559) 897-6500 FAX (559) 897-1985

SELMA - KINGSBURG - FOWLER
COUNTY SANITATION DISTRICT

**DIRECTORS**
Judith Case, Chairwoman
Leland Bergstrom, Vice Chair
David Cardenas
Don Tow
Bob Waterston

**STAFF**
David Michel, Gen. Mgr.
Ben Muñoz, Jr., Ass't. Mgr.

April 30, 2007

CITY OF SELMA
ANNEX

MAY 02 2007

COMMUNITY DEVELOPMENT
RECEIVED

Mr. Charles Maxwell
CBB Construction
857 W. Ashlan Ave. Ste 102
Clovis CA 93612

RE: Selma Crossing Commercial Development

Dear Mr. Maxwell:

This letter is a follow up to the unscheduled meeting of March 26, 2007 at the District office. The District provided information related to your conceptual residential/commercial development within the Golden State Blvd, Mountain View & McCall Avenue Area. The District provided information related to your conceptual commercial development project isestimated at 1,000 to 2,225 Equivalent Single Family Residences (ESFR's). Also, I looked at related information on the internet and noted that there is also planned a residential development of 2,500 to 3,000 ESFR's. The estimated ESFR's are based on preliminary conceptual information provided by you. The actual ESFR's would be determined as the project may progress. All information has been provided as a preliminary response to describe District policies or existing infrastructure. Discussions, information and this letter shall not be considered to be acceptance or approval of any potential project or of any plans. Any interested party must schedule a pre-design meeting with the District.

The availability of treatment plant capacity currently is under review. No commitment, allocation or reservation of such capacity can be made at this time. In any case, there is no commitment, allocation or reservation of such capacity until applicable fees are paid and the District issues a sewer connection permit. Such fees are subject to change and must be paid at the rates in effect at the time the sewer connection permit is issued by the District.

The District does not participate financially in the construction of new City sewer collection system infrastructure. Persons interested in possible reimbursement for such construction must make arrangements in writing with the City in which the infrastructure is constructed and such written arrangements must be made prior to the District signing off on plans. With regard to the construction of new District interceptor system infrastructure, persons interested in possible reimbursement must obtain agreements or District determinations, each in writing, from the District prior to the District signing off on plans. With regard to the refurbishment or replacement of existing City or District sewer



MAILING ADDRESS: P.O. Box 158, Kingsburg, CA 93631-0158 SHIP TO: 11301 E. Conejo Ave., Kingsburg, CA 93631-9511
PHONE (559) 897-6500 FAX (559) 897-1985

system infrastructure, persons interested in possible District financial participation must obtain agreements or District determinations, each in writing, from the District prior to the District signing off on plans.

If you have any questions, call this office.

Sincerely,

Veronica Cazares

Veronica Cazares
Supervising Engineer

Cc: RH Hargrove,
SKFCSD, David Michel, Jaime Ruiz, Frank Hernandez
Bratton Investments Inc. Mr. James A. Bratton, 857 W. Ashlan Ave., S 102 Clovis CA 93612
Bratton Investments Inc. Jeff Singh,857 W. Ashlan Ave., S 102 Clovis CA 93612
City of Selma, Mike Gaston, Bryant Hemby, 1710 Tucker St, Selma, Ca 93662



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# Fresno Local Agency Formation Commission

CITY OF SELMA
ANNEX

JUL 19 2007

COMMUNITY DEVELOPMENT
RECEIVED

July 18, 2007

Michael Gaston, Planning Director
City of Selma
1710 Tucker Street
Selma, CA 93662

Dear Mr. Gaston: ***Subject: Notice of Preparation for the Selma Crossings Commercial Development***

We are in receipt of your Notice of Preparation for the Selma Crossings Commercial Development. Our review indicates that the project is outside the current Sphere of Influence of the City of Selma. In this regard, prior to the filing of any entitlement permits, the Fresno Local Agency Formation Commission must consider and approve a Sphere of Influence Revision for the City of Selma as well as consider and approve a Reorganization application that would permit annexation to the City of Selma.

As you are aware, the Local Agency Formation Commission recently approved a *Municipal Service Review* for the City of Selma that is required prior to a formal update of your Sphere of Influence boundaries. As you are also aware, Fresno LAFCo will require that your project meet all applicable requirements of the California Environmental Quality Act (CEQA). In this regard, the City of Selma will serve as the "lead" agency in preparation of the environmental report(s). The Fresno LAFCo will serve as the "responsible" agency in assuring that the City's environmental work and determinations meet state law requirements.

Fresno LAFCo's primary obligations as set forth in State law are that LAFCOs address the preservation of "prime" agricultural lands, natural resource conservation, efficient extension and delivery of public services and facilities, and avoidance of "leap frog" development. All of these concerns should be considered within the Environmental Impact Report.

Additionally, Fresno LAFCo through review of the City of Selma's *Municipal Service Review* did indicate concern related to the creation of "buffers" that could serve to provide community identity between the City of Selma and its neighboring communities to the north, south, and east. In this regard, Fresno LAFCo will review the planning efforts that the City of Selma undertakes in addressing this concern as a part of any Sphere of Influence change.

LAFCo Office: 2115 Kern Street, Suite 310, Fresno, CA 93721
Phone: (559) 495-0604 • Fax: (559) 495-0655 • E-mail: cfleming@co.fresno.ca.us

A significant concern expressed at the LAFCo Meeting of July 11, 2007, related to impacts that urban development has upon the groundwater table/basin. This point was raised by the Consolidated Irrigation District and the County of Fresno at the Commission meeting. We understand that the lowering of the groundwater table within the Selma area has taken place over the years. The Report should address groundwater level trends and point to possible solutions and necessary mitigation measures to deal with this impact.

We would also suggest that Alan Weaver, Director, Fresno County Public Works and Planning Department be contacted to offer his staff's comments and recommendations (we understand that Rick Thaxton of the County's Environmental Division has been contacted).

We hope that the points that we raise will be addressed as a part of the EIR and by the planning efforts of the City of Selma. We appreciate the opportunity to provide comments related to Selma Crossing Commercial Project and look forward to working with you through the review process. If you have questions, please feel free to contact either Darrel Schmidt or myself at 495-0604.

Sincerely,

RICK BALLANTYNE, Executive Officer
Fresno LAFCo

CC: Alan Weaver, Fresno County
Mark Gilkey, Consolidated Irrigation District
Darrel Schmidt, Fresno LAFCo

# CITY OF SELMA

## FIRE DEPARTMENT

TO: Michael Gaston, Community Development Director

FROM: Jeffrey S. Kestly, Fire Chief

DATE: July 23, 2007

RE: Selma Crossing NOP

The Selma Fire Department is in favor of this commercial development but only so long as fire suppression, staffing, facilities, apparatus and response times are mitigated in an adequate manner.

**Background**: The City of Selma is served by two fire stations from which it provides fire, rescue and advanced life support transport. The city has grown to its current population of 23,194, in a city limit of 5 square miles with a 12.92 mile sphere of influence. The two fire station locations are challenged by the increasing calls for service due to population growth. In 2006, the SFD responded to 4,170 calls for service, 90 percent of which were medical in nature. The EMS or ambulance response area is 150 square miles. The current response standard is that an appropriately staffed unit will arrive at the scene of an emergency within the city limits in 5 minutes, 90 percent of the time. The 5 minutes is comprised of a 1-minute "turnout" time (to hear the dispatch, don appropriate protective clothing and get the apparatus moving), plus 4 minutes of actual driving time. Arriving on the scene within five minutes of an incident is vitally important in serious medical situations and fires that are just starting to burn.

The department does have mutual aid response agreements with the neighboring fire departments of Fresno County Fire Protection District, Kingsburg Fire, Fowler Fire and Master Mutual Aid. These departments can be requested through the regional Cal-Fire command center to help on any incidents that require more units. Some of these units are covered by volunteers which can cause a delay in response or no response due to staffing.

The current staffing for the department includes 24 full-time firefighting personnel and 10 reserve firefighters. The overhead staff includes two chief officers. The minimum daily staffing is six personnel, three at each station. Of the six, four personnel are assigned to ambulances. When both ambulances are on calls there are only two

2861 A STREET • SELMA, CALIFORNIA 93662
(559) 891-2211 / FAX (559) 896-4300

firefighters left to provide fire protection and emergency medical services to the entire community. For a typical residential house fire we can usually muster between 5-8 firefighters including on-duty, off-duty and reserve firefighters. NFPA Standard 1710 recommends 12-15 firefighters to mitigate a residential fire safely.

**Selma Crossing Development:** The Selma Crossing development will put more strain on an already strained resource. With the addition of over 3 million square feet of commercial development, the fire department will not be able to meet the necessary response times or staffing requirements to mitigate a fire incident in this location. Although a part of the development is within the 5-minute response time of our downtown station it is only at the very fringe and only under ideal weather and traffic conditions. The other fire station is at least 7-8 minutes away.

**Mitigation Solutions:** To mitigate this situation would require a staffed fire station with a minimum of 3 personnel on duty each day assigned to a fire engine or ladder truck. Ideally a 5-7000 s.f fire station on at least 1.5 acres would be located near Freeway 99 at or nearby the Selma Crossing project. This station should be staffed and opened prior to the end of Phase 1. Revenue sources for a new fire station, apparatus and staffing could be paid for though development impact fees, community facility district fees, sales tax or assistance from the developer.

Option 1

Obtain at least 1.5 acres of land in or very near the Selma Crossing project and construct a minimum 7, 000 s.f. fire station with a minimum daily staffing of three personnel.

Option 2

Enter into an agreement with Fresno County Fire Protection District to co-habitat at their fire station located on Mt. View east of Golden State. This could require only two personnel daily while utilizing the two firefighters from Fresno County Fire Protection District to augment the city's staffing. Look at purchasing this station if/when Fresno County Fire Protection District vacates this area.

Option 3

Enter into an automatic-aid agreement with Fresno County Fire District to help provide fire protection for the Selma Crossing area in the interim while a new station is built in the future.

**Analysis:**

Option 1 is the most appropriate for the city now and into the future. A staffed fire station at the Mt. View/Fwy 99 interchange area would allow us to provide fire and EMS to this development, to the new South Selma Specific plan area and to the south part of Selma proper and not have rely on Fresno County's engine to be available. Option 2

would work as a temporary fix while giving us fast response times and service immediately for phase 1. This could not be a long term solution due to Fresno County's potential of moving the staffing from this station to another location. Option 3 is the least preferred as it relies on the Fresno County engine to be available and does not increase fire protection for the rest of the city. This option also does not take into consideration the future of Fresno County Fire Protection District.

**Kings Canyon Unified School District**
**675 W Manning Ave ~ Reedley CA 93654**
**(559) 637-1210**
**Fax (559) 637-1186**

July 23, 2007

CITY OF SELMA
ANNEX

JUL 25 2007

COMMUNITY DEVELOPMENT
RECEIVED

Michael Gaston
City of Selma
1710 Tucker Street
Selma, CA 93662

Subject: Notice of Preparation of a Draft Environmental Impact Report-Selma Crossings Commercial Development

Kings Canyon Unified School District has no comment regarding the above Notice of Preparation.

Aide Garza
For Ron Hudson/Deputy Superintendent

State of California – The Resources Agency
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4014

July 24, 2007

Michael Gaston
City of Selma
1710 Tucker Street
Selma, California 93662

Dear Mr. Gaston:

**Selma Crossings**
**Notice of Preparation (NOP)**
**of a Draft Environmental Impact Report (DEIR)**
**SCH# 2007071008**

The Department of Fish and Game (Department) has reviewed the NOP for the above Project. Project approval would allow the development of a 304-acre site with a mix of commercial uses in three phases over approximately eight years. The development will include approximately 3.1 million square feet of commercial space and a 44 acre auto mall. The Project site is located at the intersection of Mountain View Avenue and State Route 99 along the southeastern city limits of Selma.

Because the Project will be developed in phases, the Department recommends that the Specific Plan include the requirement for preconstruction biological surveys that occur immediately prior to each phase of construction. The State threatened and Federally endangered San Joaquin kit fox (*Vulpes macrotis mutica*), the State threatened Swainson's hawk (*Buteo swainsoni*), and the State Species of Concern burrowing owl (*Athene cunicularia*) could potentially occur in the Project area, and avoidance, minimization, and mitigation measures should be developed and included in the DEIR prepared for this project. Our specific comments follow.

**Trustee Agency Authority:** The Department is a Trustee Agency with the responsibility under the California Environmental Quality Act (CEQA) for commenting on projects that could impact plant and wildlife resources. Pursuant to Fish and Game Code Section 1802, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. As a Trustee Agency for fish and wildlife resources, the Department is responsible for providing, as available, biological expertise to review and comment on environmental documents and impacts arising from project activities as those terms are used under CEQA.

**Responsible Agency Authority:** The Department has regulatory authority over projects that could result in the "take" of any species listed by the State as threatened or endangered pursuant to Fish and Game Code Section 2081. If the Project could result in the "take" of any species listed as threatened or endangered under the California Endangered Species Act

(CESA), the Department may need to issue an Incidental Take Permit for the Project. CEQA requires a Mandatory Finding of Significance if a project is likely to substantially impact threatened or endangered species (Sections 21001[c], 21083, Guidelines Sections 15380, 15064, 15065). Impacts must be avoided or mitigated to less than significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with Fish and Game Code Section 2080. The State threatened and Federally endangered San Joaquin kit fox (*Vulpes macrotis mutica*) and the State threatened Swainson's hawk (*Buteo swainsoni*) could potentially occur in the Project area.

**Unlisted Species:** Species of plants and animals need not be officially listed as Endangered, Rare, or Threatened (E, R, or T) on any state or federal list to be considered E, R, or T under CEQA. If a species can be shown to meet the criteria for E, R, or T as specified in the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15380), it should be fully considered in the environmental analysis for the Project. The State Species of Special Concern burrowing owl (*Athene cunicularia*) could occur in the Project area.

**Bird Protection:** The Department has jurisdiction over actions which may result in the disturbance or destruction of active nest sites or the unauthorized "take" of birds. Sections of the Fish and Game Code that protect birds, their eggs and nests include Section 3503 (regarding unlawful "take", possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the "take", possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful "take" of any migratory nongame bird). Since mature trees are present on the Project site and presumably will need to be removed for Project implementation, appropriate avoidance and minimization measures for raptors and other nesting birds potentially present in the Project area should be included in the DEIR prepared for the Project.

**General Comments**

Because the Project will be divided into three phases over eight years, preconstruction surveys should be timed so that they occur immediately prior to the start of construction for each phase. Surveys conducted too far in advance of ground disturbance may not provide an adequate representation of plant and animal resources within the Project area at the time of construction. The results of these surveys should be submitted to the Department well in advance of any ground-disturbing activities. This information is necessary to identify any mitigation, minimization, and avoidance measures and/or the need for additional focused surveys.

**Potential Project Impacts and Recommendations**

**Swainson's Hawk:** For projects in areas with suitable nesting habitat, surveys should be conducted to determine presence of nesting Swainson's hawks. These surveys should follow the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys (2000). Impacts to known nest trees should be avoided at all times of year. If avoidance of a known nest tree is not feasible, consultation with the

Department is warranted prior to taking any action and a determination of "take" potential under CESA or under Fish and Game Code Sections 3503.5 and 3513 will be made.

Due to the loss of suitable foraging that may occur as a result of Project development, mitigation should occur. The Department's Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (1994) recommends mitigation for projects that adversely modify nesting and/or foraging habitat within 10 miles of an active nest tree. In addition to providing foraging habitat for Swainson's hawks, set aside land will also benefit other raptors in the area that use the same habitat, such as burrowing owls. Funding of a sufficient long-term endowment for the management of the protected properties should be paid by the Project sponsors.

In addition to fee title acquisition of grassland habitat, mitigation could occur by the purchase of conservation or suitable agricultural easements. Suitable agricultural easements would include areas limited to production of crops such as alfalfa, dryland and irrigated pasture, and cereal grain crops. Vineyards, orchards, cotton fields, and other dense vegetation do not provide adequate foraging habitat.

**San Joaquin Kit Fox:** The Department recommends the United States Fish and Wildlife Service's (USFWS) "Standard Recommendations for the Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance" (USFWS 1999), be followed in order to asses the potential impacts within the Project area. In the event that this species is detected, consultation with the Department is warranted to discuss how to implement the individual projects and avoid "take" under CESA. If "take" cannot be avoided, acquisition of a State Incidental Take Permit would be required prior to Project implementation.

"Take" under the Federal Endangered Species Act (FESA) is more stringently defined than CESA; "take" under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or resting. Consultation with the United States Fish and Wildlife Service (USFWS), in order to comply with FESA, is also advised well ahead of Project implementation.

**Burrowing Owl:** Burrowing owls could occur within the Project area. Preconstruction surveys should be conducted no more than 30 days prior to ground disturbance. If owls or suitable burrows are detected during the preconstruction surveys, additional, more focused surveys should be conducted. All surveys should follow the guidelines presented in the Department's Staff Report on Burrowing Owl Mitigation (CDFG 1995).

If any ground-disturbing activities will occur in occupied habitats during the burrowing owl nesting season (approximately February 1 though August 31) implementation of avoidance measures is required. The Staff Report recommends that impacts to occupied burrows be avoided by implementation of a no-construction buffer zone of a minimum distance of 250 feet, unless a qualified biologist approved by the Department verifies through noninvasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Failure to

implement this buffer zone could cause adult burrowing owls to abandon the nest, cause eggs or young to be directly impacted (crushed), and/or result in reproductive failure.

The Staff Report also recommends that a minimum of 6.5 acres of foraging habitat per pair or unpaired resident burrowing owl should be acquired and permanently protected to offset the loss of foraging and burrowing habitat.

**Nesting Birds:** The mature trees within the Project area likely provide nesting habitat for songbirds and raptors. If tree removal is unavoidable, it should occur during the non-breeding season (mid-September through January). If construction activities or tree removal must occur during the breeding season (February through mid-September) surveys for active nests should be conducted by a qualified biologist no more than 30 days prior to the start of construction. A minimum no-disturbance buffer of 250 feet should be delineated around active nests until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.

If you have any questions regarding these comments, please contact Justin Sloan, Environmental Scientist, at the address or telephone number (extension 216) provided on this letterhead.

Sincerely,

for W. E. Loudermilk
Regional Manager

cc: State Clearinghouse
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95812-3044

## Literature Cited

DFG, 1994. Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California. California Department of Fish and Game.

DFG. 1995. Staff Report on Burrowing Owl Mitigation. California Department of Fish and Game.

SWHA TAC, 2000. Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley. Swainson's Hawk Technical Advisory Committee, May 31, 2000.

USFWS 1999. Standard Recommendations for the Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance. United States Fish and Wildlife Service.





# Department of Toxic Substances Control

CITY OF SELMA
ANNEX
JUL 26 2007
COMMUNITY DEVELOPMENT
RECEIVED



Linda S. Adams
Secretary for
Environmental Protection

Maureen F. Gorsen, Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Arnold Schwarzenegger
Governor

July 24, 2007

Mr. Michael Gaston, Community Development Director
City of Selma
Planning Department
1710 Tucker Street
Selma, California 93662

NOTICE OF PREPARATION FOR THE SELMA CROSSINGS COMMERCIAL DEVELOPMENT PROJECT (SCH #2007071008)

Dear Mr. Gaston:

The Department of Toxic Substances Control (DTSC) has reviewed the document described above that proposes building a mixed-used commercial development on land that has been used for agriculture. DTSC recommends that additional research be conducted to determine whether pesticides were used on the proposed development site. The site should be evaluated to determine if and where storage, mixing, rinsing and disposal of pesticides may have occurred and whether contamination exists.

In addition, although DTSC does not regulate pesticides legally applied to crops, if pesticides have historically been used on the property, we strongly recommend that these areas be tested for environmentally persistent pesticides such as organic pesticides and metals prior to development. The results of any testing should be evaluated to determine if concentrations present in soils will be protective of patrons and workers.

Please contact me by email at *tmiles@dtsc.ca.gov* or by telephone at (916) 255-3710 if you have any questions.

Sincerely,

Tim Miles

Tim Miles
Hazardous Substances Scientist

cc: Planning & Environmental Analysis Section (PEAS)
CEQA Tracking Center
1001 I Street, 22nd Floor
P.O. Box 806
Sacramento, California 95812-0806

cc: State Clearinghouse
Office of Planning and Research
1400 10th Street, Room 121
Sacramento, California 95814-0613

Mr. Tim Casagrande, Deputy Director
Fresno County Community Health Department
1221 Fulton Mall, Third Floor
Fresno, California 93775

STATE OF CALIFORNIA
Arnold Schwarzenegger, *Governor*
PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

July 24, 2007

CITY OF SELMA
AT [illegible]
JUL 27 2007
COMMUNITY DEVELOPMENT
RECEIVED

Michael Gaston
City of Selma
1710 Tucker Street
Selma, CA 95662

RE: Selma Crossings, SCH# 2007071008

Dear Mr. Gaston:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way (ROW).

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. Any project that includes a modification to an exiting crossing or proposes a new crossing is legally required to obtain authority to construct from the Commission. If the project includes a proposed new crossing, the Commission will be a responsible party under CEQA and the impacts of the crossing must be discussed within the environmental documents.

Of specific concern is the potential impact from increased traffic on the existing at-grade highway-rail crossings on East Mountain View Avenue and East Saginaw Avenue.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
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FAX (559) 488-4088
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*Flex your power!*
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July 26, 2007

2131-IGR/CEQA
6-FRE-99-3.742
NOP/DRAFT EIR
SELMA CROSSINGS, LLC
SCH 2007071008

Mr. Michael Gaston
City of Selma
Community Development Department
1710 Tucker Street
Selma, CA 93662

Dear Mr. Gaston:

We have completed our review of the proposal to develop a 304-acre site with a mix of commercial uses. The site is located in the northeast, northwest, and southwest quadrants of the State Route (SR) 99 interchange at Mountain View. Caltrans has the following comments:

It is anticipated that trips generated from this project would impact the SR 99 interchanges at Mountain View Avenue, Bethel/Kamm Avenues, and 2nd Street.

Previous traffic studies have identified the need for signals and additional turn lanes at the SR 99 interchange at Mountain View Avenue in the both the eastbound and westbound directions. However, the current configuration of the interchange does not facilitate left-turn channelization or traffic signals. Another possible upgrade to the interchange is to add loop on-ramps in both directions. The City has expressed an interest in initiating a Project Study Report (PSR) at this location to identify the ultimate footprint of the interchange. Right-of-way for this ultimate footprint should be preserved.

Kamm Avenue is a partial interchange with the complimentary movements at the partial interchange at Bethel Avenue. The scissors configuration of the southbound off-ramp to Kamm Avenue should be eliminated.

Previous traffic studies have identified the need to signalize the SR 99 northbound off-ramp and southbound off-ramp to 2nd Street. The current estimated cost/trip is $567.00 and $592.00 respectively.

A Traffic Impact Study (TIS) is needed to assess the project-related impacts to the State Highway system and appropriate mitigation measures. Please have the preparer of the traffic study reference the Caltrans Guide for the Preparation of Traffic Impact Studies, dated

December 2002, and send the scope of the TIS to Caltrans before the traffic study is conducted. Caltrans Guide, while advisory, contains Best Practices and gives insight into Caltrans' expectations when reviewing a traffic study. If the traffic consultant has any issues or concerns regarding the use of the Guide or its interpretation, please contact us so resolution can be reached.

This project is adjacent to three quadrants of the SR 99/Mountain View interchange. It is also adjacent to the east and west sides of the SR 99 mainline north of Mountain View and the west side of the mainline south of Mountain View. Right-of-way for the ultimate footprint of the interchange will need to be preserved. This will need to be determined by the PSR. The Caltrans Transportation Concept Report (TCR) identifies this segment of SR 99 as a future 8-lane freeway. Additional right-of-way will be necessary to accommodate this as well.

An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations."

Please be advised that any future development adjacent to a State Route, whether the entitlement is deemed by the lead agency to be discretionary or ministerial should be sent to Caltrans for review. Also, please send a response to our comments prior to staff's recommendations to the Planning Commission and the City Council. If you have any questions, call me at (559) 445-5868.

Sincerely,

MICHAEL NAVARRO
Office of Transportation Planning
District 06

Enclosure

C: SCH




OFFICERS
ROBERT NIELSEN JR., President
MARK A. GILKEY, Manager/Treasurer
MARGARET MACIAS, Secretary
ZOELLEN S. TAYLOR, Assessor Collector
J.B. SUMMERS, Consultant Engineer

2255 Chandler Street- PO Box 209 - Selma, California 93662
Phone (559) 896-1660 - Fax (559) 896-8488

DIRECTORS
THOMAS E. FEAVER, FOWLER
LARRY S. CRUFF, SELMA
STEVE FRAHENHEIM, SANGER
BOB PETERSEN, KINGSBURG
ROBERT NIELSEN JR., CARUTHERS

August 6, 2007

CITY OF SELMA
ANNEX
AUG 08 2007
COMMUNITY DEVELOPMENT
RECEIVED

Michael Gaston
City of Selma
Community Development Department
1710 Tucker Street
Selma, CA 93662

**SUBJECT: Notice of Preparation for Selma Crossing EIR**

Dear Mr. Gaston:

Thank you for notifying the District with respect to the above project so that we may have input into the development process at an early stage. Consolidated Irrigation District (CID) has reviewed the Notice of Preparation of an Environmental Impact Report (EIR) for this project and anticipates that the project will have substantial impacts on the District, its facilities, and the water resources that the District is entrusted to manage. As an affected agency, CID has the following comments.

**Impacts of Agricultural Land Conversion:** CID has determined through the preparation of an Urban Impacts Study and a Groundwater Impacts Analysis that conversion of the land from agriculture irrigated with imported surface water to commercial and residential urban use has the following impacts on CID. The project EIR should address these impacts and the mitigation thereof.

- As indicated in the District's Urban Impacts Study and Groundwater Analysis, the change in water service increases the average annual net consumption of groundwater by approximately 1.65 acre-feet per acre. This increase in net consumption compounds the existing groundwater overdraft in the District, which results primarily from urban groundwater demands without imported supplies. Mitigation of increased groundwater overdraft should include importation of additional surface water supplies and new recharge facilities.



- The four (4), one hundred (100) room hotels planned for this project did not make the Land Use Summary for the Notice of Preparation, a crucial item to be included when evaluating consumptive water use and even more so, in an area with an overdrafted basin. The 400 rooms in Hotel use needs to be included in the SB 610 analysis when evaluating groundwater conditions and water supply sufficiencies.

- Other items that need to be included as part of the SB 610 analysis are Future groundwater sufficiency; hydro-geologic conditions, groundwater conditions, groundwater recharge areas, water budget, historical and future pumping effects and the estimated level of total pumpage for the project area with ultimate measures to mitigate those additional uses.

- The proposed development contains a District facility known as the "Hatch Canal" to the west of the project. In addition to this open canal, there are two lines (Turner and Bigelow, either are 30 inches or less) that serve and deliver surface water to users in the area. There may be a possibility to eliminate the Bigelow Lateral on the east side of Golden State providing, the remaining property owners entitled to surface water forgo their water rights. A written consent provided to CID relinquishing these surface water rights is needed prior to the termination of this Line.

- The change in land use results in a substantial increase of impervious surfaces and subsequently storm water runoff and drainage impacts need to be addressed in the analysis for the EIR. There is neither indication of ponding facilities nor where the storm water might be diverted for this project. Surrounding land owners would be adversely impacted should the projects storm water concerns not be adequately addressed. Similarly, discharge of additional urban storm water into CID's system of canals and recharge ponds adversely impacts District operations and maintenance.

- The change in land use brings a greater population in closer proximity to existing District facilities which raises concerns of public safety and the ability for the District to operate efficiently. Mitigation of the impacts development has on these facilities is formulated on a per acre basis of new development in our Urban Impacts Study.

- The change in water service to the land from surface water and groundwater to groundwater only reduces the acreage in which groundwater recharge takes place in these affected areas. The analysis should not assume that CID will continue to deliver the same volume of imported surface water previously used on the converted land to the remaining agricultural lands adjacent to the development.

- The change from rural agricultural land use to an urban environment restricts CID's access to its facilities, increases vandalism and trash in CID's facilities, and

- The change from rural agricultural land use to an urban environment restricts CID's access to its facilities, increases vandalism and trash in CID's facilities, and reduces the efficiency of the District's operation and maintenance activities and ability to recharge the groundwater table.

- **Direct Impacts of CID Facilities:** The proposed development will have major impacts to CID's conveyance facilities. Although as previously stated, some of the smaller facilities may no longer be viable or needed with the conversion of agricultural land to urban use but with these conversions the major water facilities are being encroached upon and redirected with less efficiency. Adequate mitigation measures mutually acceptable to all parties need to be sought and included in any adopted measures for this and the larger Specific Plan Project.

- **Cumulative Impacts:** The EIR's analysis of water supplies and groundwater consumption should not be limited to the site specific groundwater impacts relative to the total overdraft in the region. It should consider the cumulative impacts from this development, the larger South Selma Specific Plan, other developments that have recently been built, approved or that have filed applications with the City.

- **SB610 Report:** CID would also request the opportunity to review and comment on the SB610 report and or any other hydrology report being prepared in connection with the project. The SB610 report and this EIR should incorporate the findings of the WRIMES Groundwater Impact Analysis, a copy of which is attached.

- **Proposed Mitigation Measures:**

  - Provide a new water supply for the needs of the project. With the existing overdraft condition to the basin, new development will only further burden the circumstance. Other jurisdictions obtain their own contracts (Federal or State) to bring water into city limits to help balance these shortfalls. Require this development to do the same and mitigate any groundwater impacts it may cause.
  - CID has proposed an urban groundwater impact fee for additional recharge efforts. These recharge efforts would be in addition to what is currently being done. Estimated water consumption needs to be determined to truly mitigate ground water use by this development. This is information needed to accurately comment on effects and impacts to the environment.

  - A Mitigation measure that should be considered as part of the EIR is for of the City to provide a new recharge pond site *and* an additional water supply needs to be secured to offset the increased groundwater consumption caused by this development.

Please continue to notify us of future environmental documents regarding any aspect of this project and preferably with at least 10 days notice prior to any City hearing discussing the environmental documents and/or the project. We would also expect to

be treated with all of the rights of a responsible agency under CEQA with respect to this project. In particular, we would like the opportunity to review and discuss the hydrological analysis with the EIR consultant in a meeting prior to completion of the Draft EIR once the study has been completed.

Very truly yours,

Mark Gilkey
General Manager

Pacific Gas and Electric Company®

LAND SERVICES
650 "O" Street, Bag #23
Fresno, CA 93760-0001

July 11, 2007

CITY OF SELMA
ANNEX

JUL 13 2007

COMMUNITY DEVELOPMENT
RECEIVED

City of Selma
Community Development Department
1710 Tucker Street
Selma CA. 93662
Attn: Mr. Michael Gaston

Dear Mr. Michael Gaston,

We have reviewed Tentative Parcel Map No. Selma Specific Plan

*OUR FILE: Kingsburg Cogen Tap 115KV T/L*
*McCall-Kingsburg #1 115 KV T/L*

Thank you for the opportunity to review the Selma Specific Plan

Pacific Gas and Electric Company (PG&E) owns and operates electric transmission lines located within the proposed project's boundaries. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Some examples of activities that could have an impact upon our facilities include permanent/temporary changes in grade under our facilities; construction of structures within or adjacent to PG&E's easements; and planting of certain types of vegetation under our electric facilities.

Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facility relocation's require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.

Expansion of distribution and transmission lines and related facilities are a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

*We also encourage the City of Selma to include information about the issue of electric and magnetic fields (EMF) in the Selma Specific Plan. It is PG&E's policy to share information and educate people about the issue of EMF.*

*Electric and Magnetic Fields (EMF) exist wherever there is electricity – in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please contact Mr. Michael Herz, EMF Program Consultant, at (925) 866-5202.*

PG&E remains committed to working with the City of Selma to provide timely, reliable and cost effective gas and electric service. Please contact me at 263-5167 if you have any questions regarding our comments. We would also appreciate being copied on future correspondence regarding this development.

Sincerely,

Kyle Patten
Land Agent

**CITY OF SELMA**
**NOTICE OF PREPARATION**

**Date:** **June 28, 2007**

**To:** **Responsible and Trustee Agencies/Interested Organizations & Individuals**

**Subject:** **Notice of Preparation of a Draft Environmental Impact Report-**
**Selma Crossings Commercial Development**

**Applicant:** **Selma Crossings, LLC**
2445 Capitol Street, 2nd Floor
Fresno, CA 93721

**Lead Agency**

City of Selma
Planning Department
1710 Tucker St.
Selma, CA 93662
559.891.2209
Contact: Michael Gaston
Community Development Director

**Consulting Firm Preparing the Draft EIR:**

Michael Brandman Associates
2444 Main St., Suite 215
Fresno, CA 93721
559.497.0310
Contact: Dave Mitchell, Senior Project Manager

The NOP includes a project description and a list of the environmental issues to be examined in the environmental impact report (EIR).

Due to time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

**Scoping Meeting:** A Scoping Meeting to discuss the issues to be addressed by the EIR will be held on Thursday July 19, 2007 at the Selma City Hall at 1710 Tucker St. at 2:00 PM.

Please send your NOP responses to Mr. Michael Gaston, Planning Director, at the City of Selma address shown above. Please include the name, phone number, and address of the contact person in your response.

**Project Title:** Selma Crossings Commercial Development

**Location:** The project is located along the southeastern city limits of Selma in Fresno County. The site is located at the northeast quadrants northwest and southwest of the intersection of Mountain View Avenue and the State Route 99 Freeway. Refer to the regional location map and local vicinity maps provided as Exhibits 1, 2, and 3.

**Project Description:** The applicant proposes to develop a 304-acre site with a mix of commercial uses in three phases as shown on the draft site plan Exhibit 4. Selma Crossings will provide a regional retail center serving Central California. The development will include approximately 3.1 million square feet of commercial space and a 44 acre auto mall. A list of the proposed uses and estimated square feet of each type of use is provided in Table 1. No specific tenants have been identified for the project.

Michael Gaston

Michael Gaston, Community Development Director

# A.3 - 2010 Re-Revised Notice of Preparation

# Notice of Completion & Environmental Document Transmittal

*Appendix C*

*Mail to:* State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
*For Hand Delivery/Street Address:* 1400 Tenth Street, Sacramento, CA 95814

**SCH #** _____

**Project Title:** Selma Crossings

Lead Agency: City of Selma, Planning Department — Contact Person: Bryant Hemby

Mailing Address: 1710 Tucker St. — Phone: 559.891.2209

City: Selma — Zip: 93662 — County: Fresno

**Project Location:**

County: Fresno — City/Nearest Community: Selma

Cross Streets: State Route 99 and Mountain View — Zip Code: 93662

Assessor's Parcel No.: See Attached — Section: 8 — Twp.: 16 S — Range: 22 E — Base: CA, Mt. Diablo

Within 2 Miles: State Hwy #: SR 99, Hwy 43 — Waterways: None

Airports: None — Railways: Southern Pacific — Schools: Lincoln, Roosevelt, Selma High, Garfield, Jackson

**Document Type:**

CEQA: ☒ NOP ☐ Draft EIR — NEPA: ☐ NOI — Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.)_____ ☐ Draft EIS ☐ Other_____
☐ Mit Neg Dec ☐ Other _____ ☐ FONSI

**Local Action Type:**

☐ General Plan Update ☒ Specific Plan ☒ Rezone ☒ Annexation
☒ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☒ Use Permit ☐ Coastal Permit
☐ Community Plan ☒ Site Plan ☒ Land Division (Subdivision, etc.) ☐ Other_____

**Development Type:**

☒ Residential: Units 250 Acres_____
☒ Office: Sq.ft. 540,000 Acres_____ Employees_____
☒ Commercial: Sq.ft. 2,492,203 Acres_____ Employees_____
☐ Industrial: Sq.ft. _____ Acres_____ Employees_____
☐ Educational
☒ Recreational Waterpark/Entertainment 10,000 sq. ft., 2 hotels 155,000 sq.ft.
**Total Acres** (approx.) 307

☐ Water Facilities: Type_____ MGD_____
☐ Transportation: Type_____
☐ Mining: Mineral _____
☐ Power: Type_____ MW_____
☐ Waste Treatment: Type_____ MGD_____
☐ Hazardous Waste: Type_____
☒ Other: 20 acre drainage/reention basin

**Project Issues Discussed in Document:**

☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☒ Economic/Jobs
☒ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☐ Geologic/Seismic
☐ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☐ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☒ Sewer Capacity
☐ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☒ Vegetation
☐ Water Quality
☒ Water Supply/Groundwater
☐ Wetland/Riparian
☐ Wildlife
☒ Growth Inducing
☒ Land Use
☒ Cumulative Effects
☐ Other _____

**Present Land Use/Zoning/General Plan Designation:**

A - Agricultural by the City of Tulare General Plan / A – Agricultural District, PL – Public Lands District, and M-2 – Heavy Industrial District by the City of Tulare Zoning Map

**Project Description:** *(please use a separate page if necessary)*

The applicant proposes to develop a 307-acre site with a mix of commercial uses in three phases as shown on the draft site plan Exhibit 4. Selma Crossings will provide a regional retail center serving Central California. The development will include approximately 3.4 million square feet of building space including retail, office, automall, hotels, waterpark, and 250 residential units above commercial. A list of the proposed uses and estimated square feet of each type of use is provided in Table 1. No specific tenants have been identified for the project.

*Note:* The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2004

## Reviewing Agencies Checklist

*Appendix C, continued*

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

| | | | |
|---|---|---|---|
| X | Air Resources Board | X | Office of Historic Preservation |
| | Boating & Waterways, Department of | | Office of Public School Construction |
| X | California Highway Patrol | | Parks & Recreation |
| X | Caltrans District # 6 | | Pesticide Regulation, Department of |
| | Caltrans Division of Aeronautics | X | Public Utilities Commission |
| X | Caltrans Planning (Headquarters) | | Reclamation Board |
| | Coachella Valley Mountains Conservancy | X | Regional WQCB # 5 |
| | Coastal Commission | | Resources Agency |
| | Colorado River Board | | S.F. Bay Conservation & Development Commission |
| | Conservation, Department of | | San Gabriel & Lower L.A. Rivers and Mtns Conservancy |
| | Corrections, Department of | | San Joaquin River Conservancy |
| | Delta Protection Commission | | Santa Monica Mountains Conservancy |
| | Education, Department of | | State Lands Commission |
| | Energy Commission | | SWRCB: Clean Water Grants |
| X | Fish & Game Region # 4 | | SWRCB: Water Quality |
| | Food & Agriculture, Department of | | SWRCB: Water Rights |
| | Forestry & Fire Protection | | Tahoe Regional Planning Agency |
| | General Services, Department of | | Toxic Substances Control, Department of |
| | Health Services, Department of | X | Water Resources, Department of |
| | Housing & Community Development | | |
| | Integrated Waste Management Board | | Other |
| X | Native American Heritage Commission | | Other |
| | Office of Emergency Services | | |

**Local Public Review Period (to be filled in by lead agency)**

Starting Date November 11, 2010 Ending Date December 12, 2010

**Lead Agency (Complete if applicable):**

Consulting Firm: Michael Brandman Associates
Address: 2444 Main St., Suite 150
City/State/Zip: Fresno, CA 93721
Contact: Dave Mitchell
Phone: 559.497.0310

Applicant: Selma Crossings, LLC
Address: 8365 N. Fresno Street, Suite 310
City/State/Zip: Fresno, CA 93720
Phone: 559.233.4800

**Signature of Lead Agency Representative:** Bryant Henley **Date:** 11/10/2010

# CITY OF SELMA

## Notice of Preparation

## Re-Release

**Date:** November 9, 2010 (previously released June 28, 2007)

**To:** Responsible and Trustee Agencies/Interested Organizations and Individuals

**Subject:** Notice of Preparation of a Draft Environmental Impact Report—Selma Crossings Commercial Development

**Applicant:** Selma Crossings, LLC
8365 N. Fresno Street, Suite 310
Fresno, CA 93720

**Lead Agency:**

City of Selma
Planning Department
1710 Tucker Street
Selma, CA 93662
559.891.2209
Contact: Bryant Hemby, Assistant Planner

**Consulting Firm Preparing the Draft EIR:**

Michael Brandman Associates
2444 Main Street, Suite 150
Fresno, CA 93721
559.497.0310
Contact: Dave Mitchell, Branch Manager

The NOP includes a project description and a list of the environmental issues to be examined in the environmental impact report (EIR).

**Because of time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.**

### Purpose

Because of changes in the project description and overall time lapse, this revised NOP supersedes the original NOP released June 28, 2007. The State Clearinghouse Number for the original NOP is 2007071008.

### Summary of Changes:

- Site Plan has been revised—sizes and arrangements of buildings and parking lots have been rearranged (see Exhibit 4).
- A 20-acre stormwater detention basin has been added to the south border of the project site.
- Revised land uses to include a water park and two 3-story hotels.
- Added 250 residential mixed-use units above retail.

- Overall square footage of buildings has been increased by 332,603 square feet (from 3,116,600 square feet to 3,449,203 square feet). This includes 400,000 square feet of floor space on 10 lots that comprise the automall, whereas the 2007 NOP showed only the acreage for the automall, and now it is included in the square footage total.
- The amount of retail commercial space has decreased from 2,370,000 square feet to 2,092,203 square feet.
- Total acres of development have been reduced by approximately 17 acres (from approximately 304 acres to 287 acres). With the inclusion of the stormwater detention basin, the total project area is 307 acres.

Please send your NOP responses to Mr. D-B Heusser, City Manager, at the City of Selma address shown above. If you had sent a response to the previous 2007 NOP letter, please send a new letter documenting your current comments/concerns, or that you have no further comments at this time and your previous comments are still valid. Please include the name, phone number, and address of the contact person in your response.

**Project Title:** Selma Crossings Commercial Development

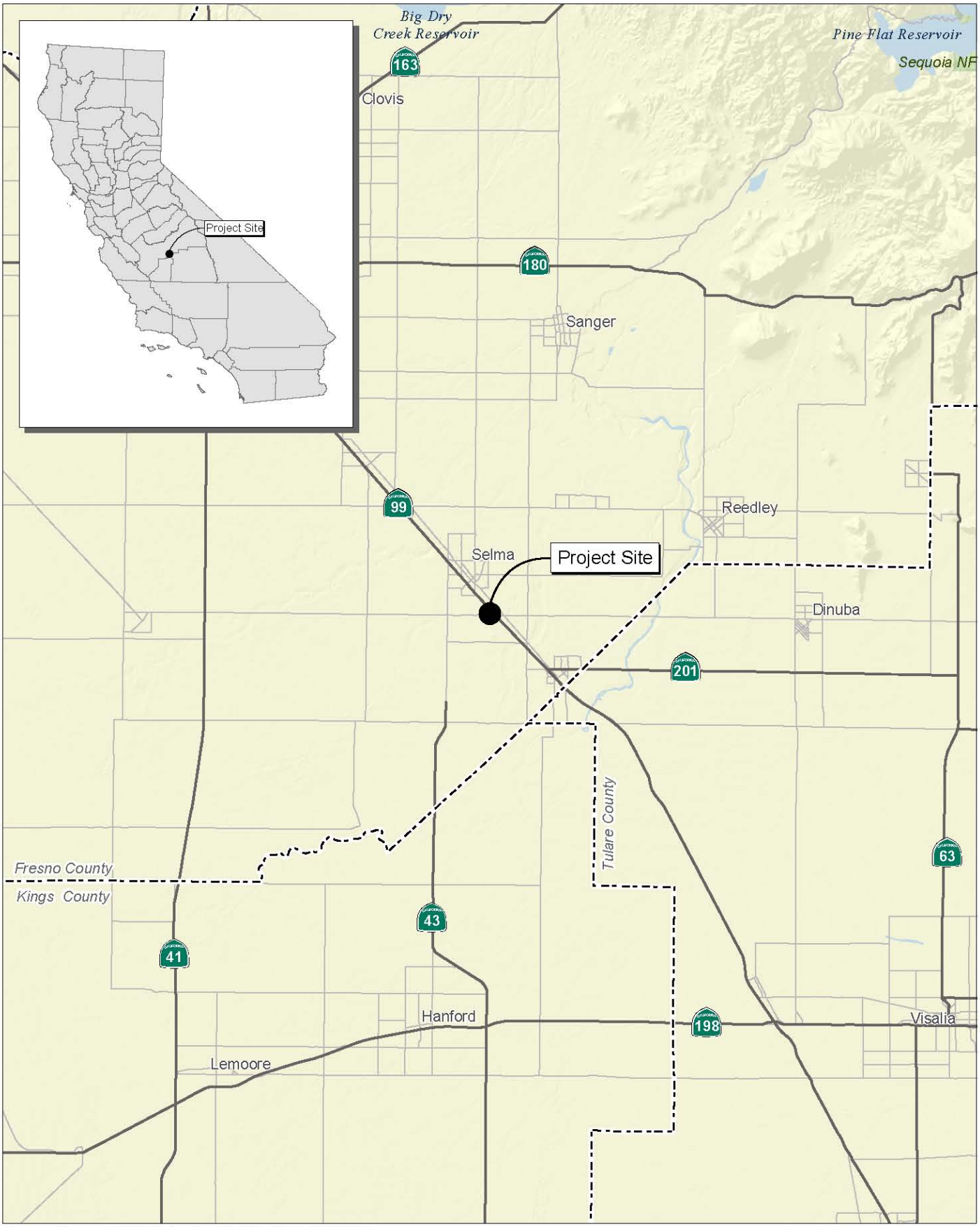
**Location:** The project is located along the southeastern city limits of Selma in Fresno County. The site is located at the northeast quadrants northwest and southwest of the intersection of Mountain View Avenue and the State Route 99 Freeway. Refer to the regional location map and local vicinity maps provided as Exhibit 1, Exhibit 2, and Exhibit 3. Please note the overall project boundary has changed slightly since the 2007 NOP.

**Project Description:** The applicant proposes to develop a ± 287-acre site with a mix of commercial and mixed-use residential uses in three phases as shown on the new site plan (Exhibit 4). The site also includes a 20-acre drainage/retention basin to accommodate stormwater runoff from the project, bringing the total site area to ± 307 acres. Selma Crossings will provide a regional retail center serving Central California. The development will include the following major use categories:

| | |
|---|---|
| Retail Commercial | 2,092,203 square feet |
| Office Commercial | 540,000 square feet |
| Residential Mixed Use | 252,000 square feet (250 dwelling units) |
| Automall | 400,000 square feet (on ten 3.6-acre parcels totaling 36 acres) |
| Hotels (2) | 155,000 square feet (3 story) |
| Waterpark/Entertainment | 10,000 square feet |

No specific tenants have been identified for the project.

D-B Heusser, City Manager



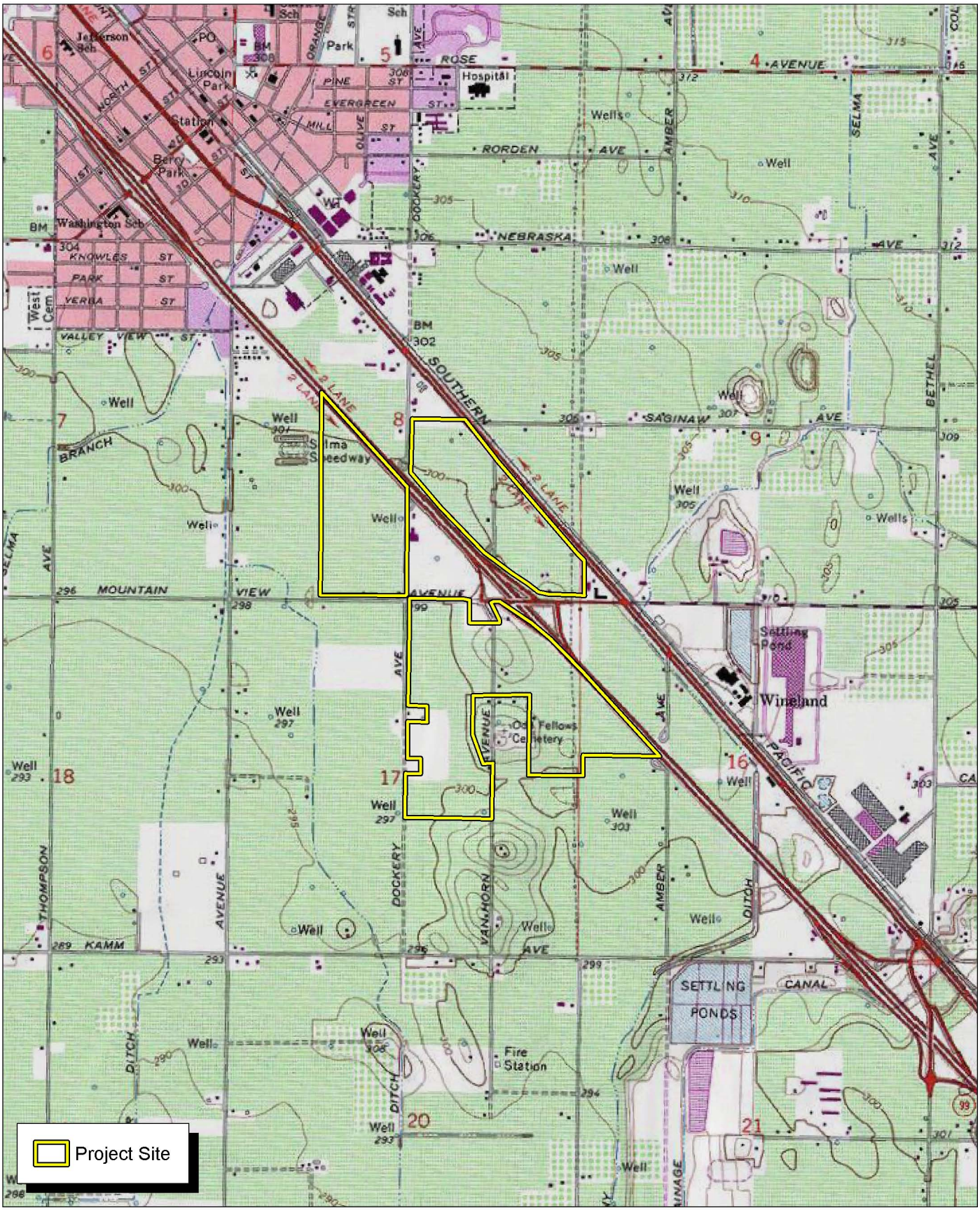

Source: Census 2000 Data, The CaSIL, MBA GIS 2009.

NORTH

5 2.5 0 5 Miles

Michael Brandman Associates

# Exhibit 1
# Regional Location Map




Source: TOPO! USGS Selma (1981) 7.5' DRG.

NORTH

2,000 1,000 0 2,000 Feet

Michael Brandman Associates

31130002 • 07/2010 | 2_local_topo.mxd

# Exhibit 2
# Local Vicinity Map
# Topographic Base




Source: NAIP for Fresno County (2009); ESRI (2008).

# Exhibit 3
# Local Vicinity Map
# Aerial Base

NORTH

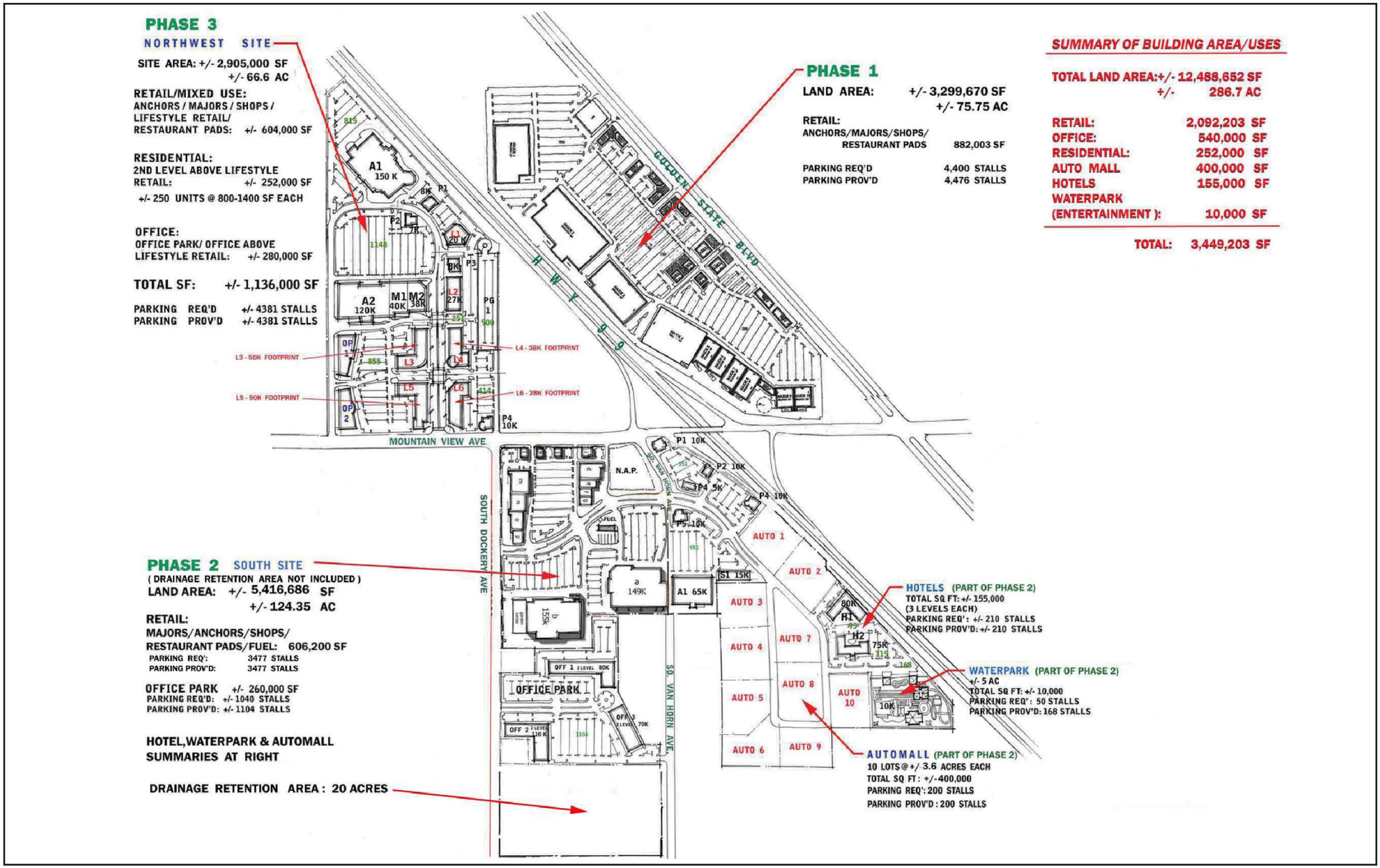
2,000 1,000 0 2,000

Feet

Michael Brandman Associates

31130002 • 07/2010 | 3_local_aerial.mxd

CITY OF SELMA • SELMA CROSSINGS PROJECT
NOTICE OF PREPARATION




Source: Studio Green Architecture LLP. (July 9, 2010).

NORTH

Not to Scale

Michael Brandman Associates

31130002 • 07/2010 | 4_Site_Plan_lndscp.ai

# Exhibit 4
# Site Plan

CITY OF SELMA • SELMA CROSSINGS PROJECT
NOTICE OF PREPARATION

# SELMA CROSSINGS COMMERCIAL DEVELOPMENT

## 1.1 - Existing Conditions

The site is owned or under contract for development by Selma Crossings, LLC. The site currently has several different uses. Most of the site is under agricultural production. One 30-acre parcel (APN 393-180-44) is under Williamson Act Contract and will require contract cancellation. Several homes are on the site. Existing structures will be removed as the site is developed. A gasoline station is located at East Mountain View Avenue and Golden State Boulevard but is not a part of the project site. Primary access to the site will be provided by Golden State Boulevard, E. Mountain View Avenue, and State Route 99 (SR-99).

The project site includes the following Assessor's Parcel Numbers (APNs):

| | |
|---|---|
| 393-180-44 | 393-102-20 |
| 393-180-27s | 393-102-23s |
| 393-180-63 | 393-102-72 |
| 393-180-26 | 393-102-65 |
| 393-180-09 | 393-102-34 |
| 393-180-29s | 393-240-27 |

The project includes a Tentative Parcel Map to create new parcels, as shown in Exhibit 5. The new parcel configuration is required to facilitate the development of the project site.

The project site and the areas east, west, and south of the site are currently within Fresno County's jurisdiction. The portion of the site within the current Selma Sphere of Influence is designated Highway Commercial by the City of Selma 1997 General Plan (Exhibit 6). The site is designated for Highway Commercial and Light Industrial uses by Fresno County's Selma Community Plan and is zoned AE20 – Agriculture Exclusive 20 acre minimum parcel size, AL20 – Agriculture Limited with 20 acre minimum parcel size, C6 – General Commercial, CM – Commercial Manufacturing, and RA – Residential Agriculture. The City of Selma General Plan Update 2035 was approved by the City Council on October 4, 2010. The General Plan Update designates the site RC – Regional Commercial. If a legal challenge delays the General Plan Update, the Selma Crossings project will require a General Plan Amendment to re-designate the site to Regional Commercial.

The area to the west and south of the project site is zoned AE20 and is actively farmed. The area southeast of the site is within the Golden State Industrial Corridor. The Guardian Glass manufacturing plant is located east of Golden State Boulevard and south of Mountain View Avenue and is zoned for heavy industrial uses. The Sun-Maid Growers of California raisin packing facility is located south of Guardian Glass. Other light industrial zoning and development is located further southeast of the project site. The area northeast of the project site is designated as Industrial Corridor but is currently zoned AL20, and RA and is currently farmed and partially developed with rural

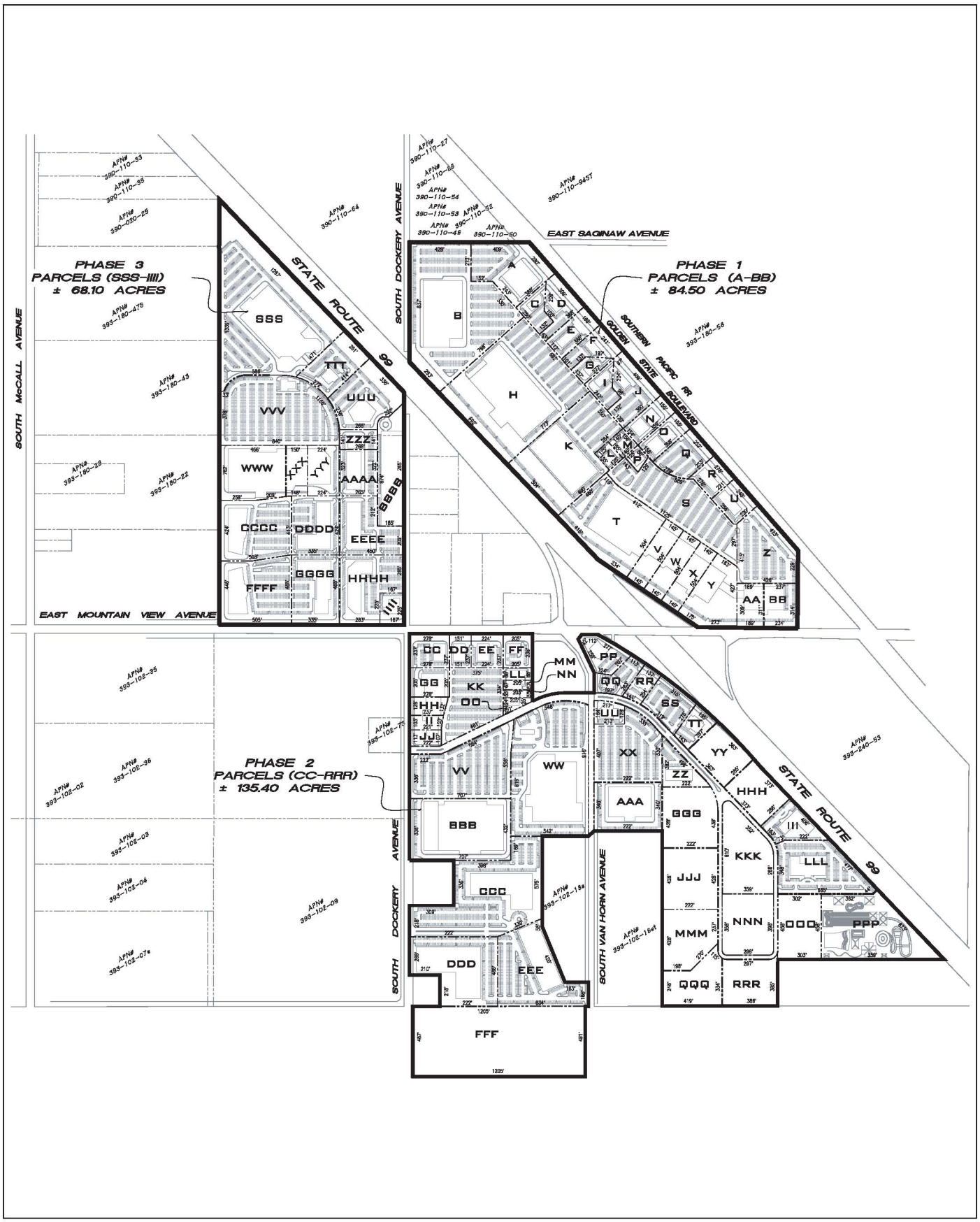
residential housing in the RA zoned areas. Selma Recycling and Disposal operates an existing recycling facility with plans for a solid waste transfer station north of the project between State Route 99 and Golden State Boulevard. See Exhibit 7. Please note that the Selma City Council adopted the new Selma 2035 General Plan on October 4, 2010 designating the entire project site as Regional Commercial.

The project will require public services from existing providers. The project is in the service area of Selma Kingsburg Fowler (SKF) County Sanitation District for sewer service and California Water Service for water. All utilities and issues regarding capacity will be addressed in the EIR.

## 1.2 - Required Approvals and Intended Uses

The City of Selma has assigned case number 2007-0012 to the project. The proposed project will require the following actions by the City of Selma:

1. General Plan Amendment (if proposed project is approved prior to the adoption of the new Selma General Plan)
2. Prezone Project Parcels to Regional Commercial (C-R)
3. Tentative Parcel Map
4. Conditional Use Permit
5. Site Plan Review
6. Development Agreement
7. Williamson Act Contract Cancellation (APN 393-180-44)
8. Sphere of Influence Amendment for 104.85 acres in 4 parcels on the northwestern and southeastern portions of the project (if the adoption of the new Selma 2035 General Plan is delayed by legal challenge) (LAFCO)
9. Annexation of the entire site (if the adoption of the new Selma 2035 General Plan is delayed by legal challenge) (LAFCO)

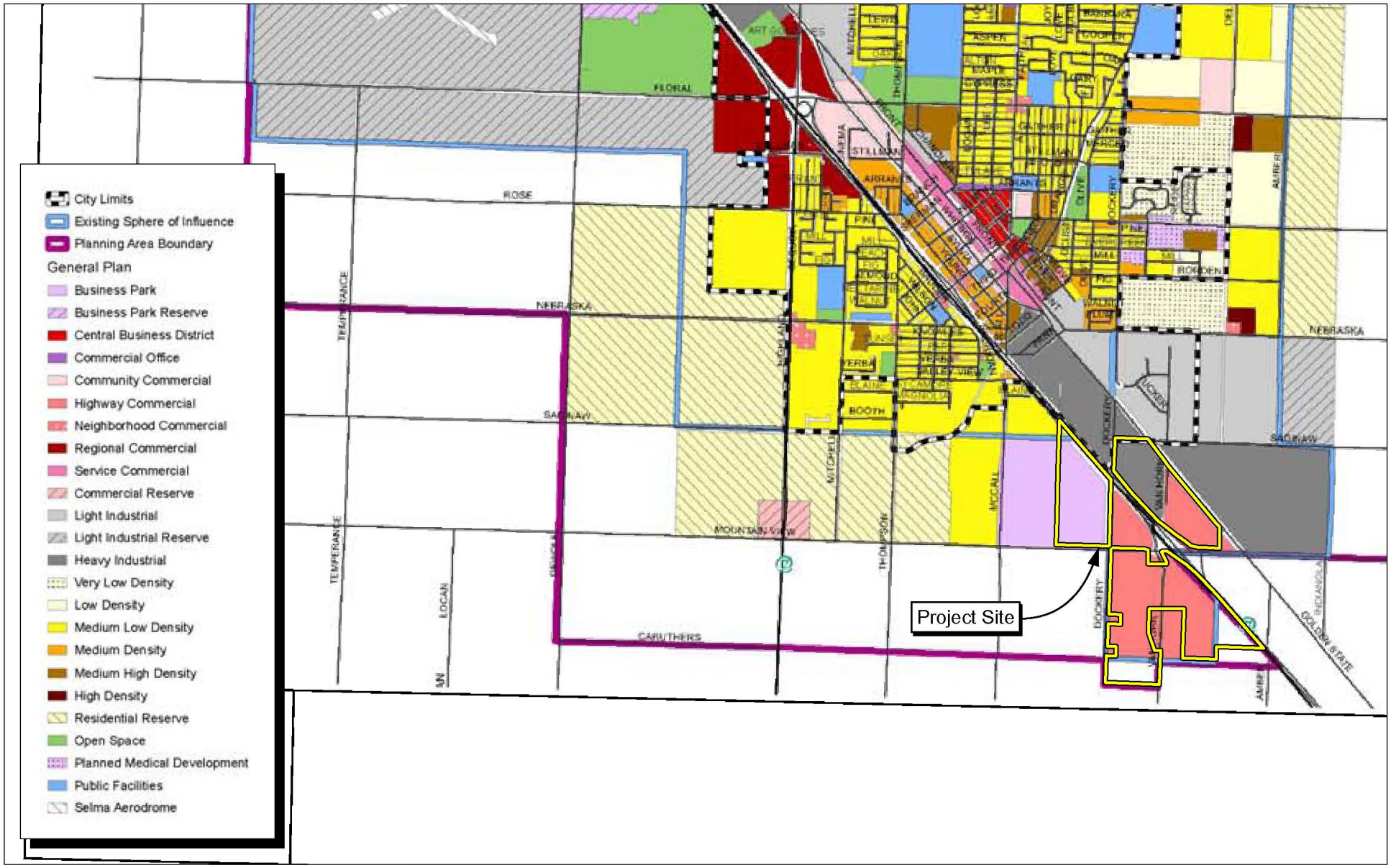



Source: Precision Engineering. (April 2010).

Michael Brandman Associates

Not to Scale

# Exhibit 5
# Tentative Parcel Map




Source: City of Selma 2035 General Plan Update, Quad Knopf (February 2010); and MBA GIS (2010).

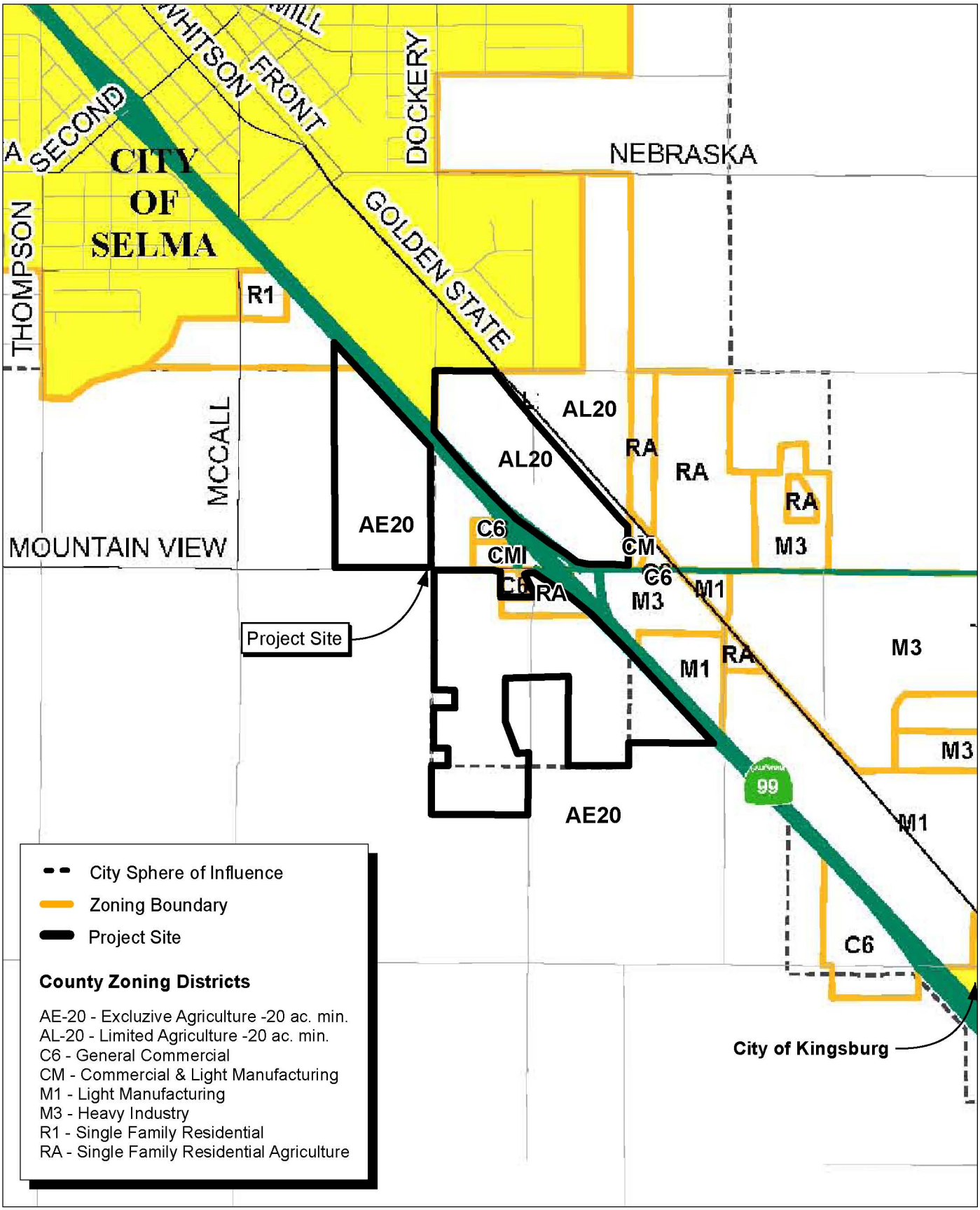
NORTH

3,300 1,650 0 3,300 Feet

Michael Brandman Associates

31130002 • 10/2010 | 6_existing_city_general_plan.mxd

# Exhibit 6
## Existing City General Plan Land Use Designations




Source: County of Fresno.

NORTH

1,800 900 0 1,800 Feet

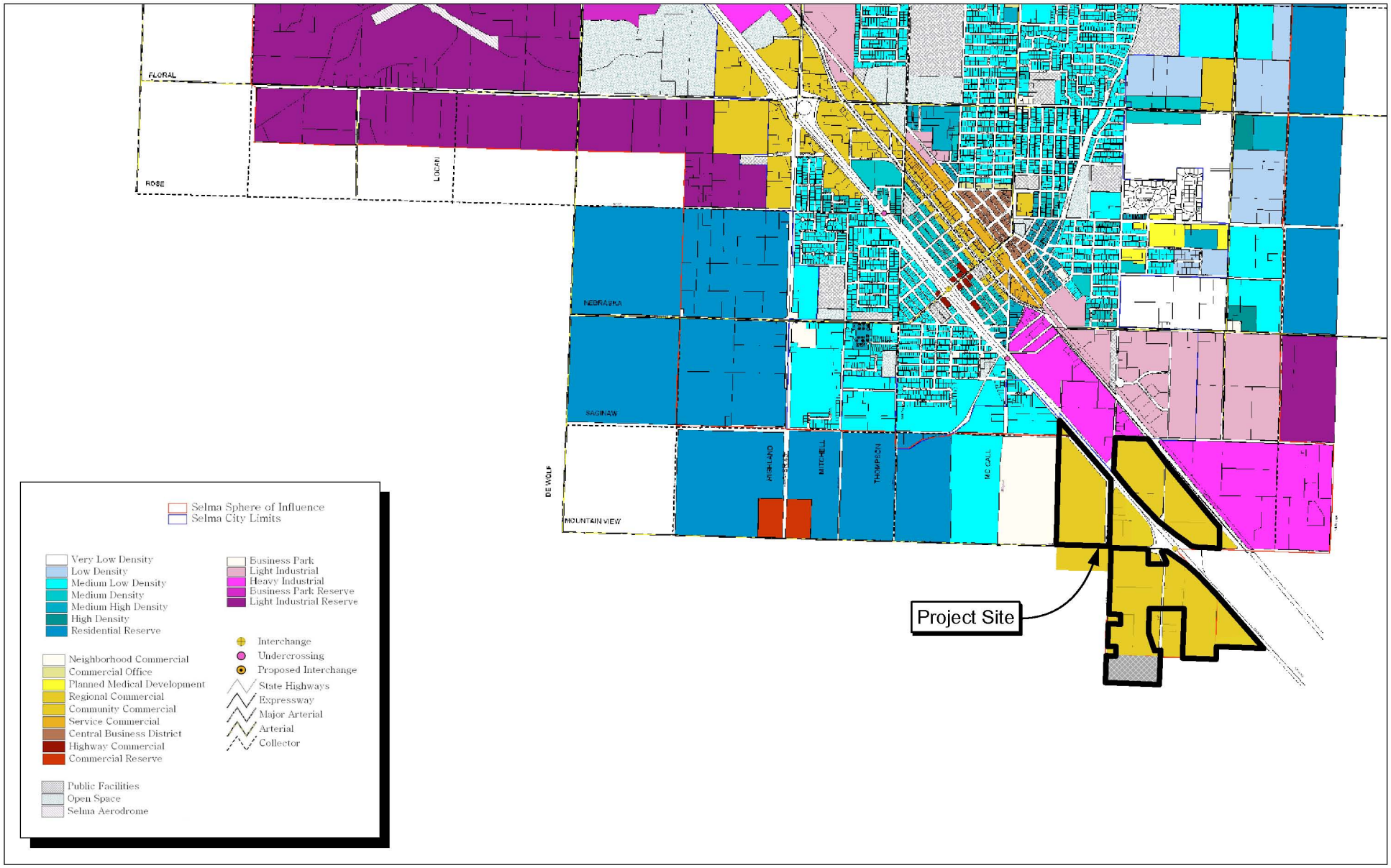
Michael Brandman Associates

# Exhibit 7
# Existing County Zoning

The General Plan Amendment will designate the site as Regional Commercial (Exhibit 8). The site will be prezoned as C-R (Regional Commercial), as shown in Exhibit 9. Note that if the Selma 2035 General Plan is not challenged prior to the approval of Selma Crossings, the General Plan Amendment will not be necessary, as the proposed project is consistent with the 2035 General Plan. The 2035 General Plan Update Land Use and Circulation Diagram is provided as Exhibit 10. The General Plan Update would also address the proposed annexation and sphere of influence change. The boundaries of the proposed annexation and sphere of influence change are provided in Exhibit 11. The tentative parcel map will divide the existing parcels comprising the 307-acre site into parcels of various sizes to facilitate the types of commercial development anticipated for the Selma Crossings project.

## 1.3 - Other Public Agency Actions

1. **Regional Water Quality Control Board (RWQCB):** National Pollution Discharge Elimination System (NPDES) The permit would require that the following measures be implemented during construction activities: eliminate or reduce non-storm water discharges to storm water systems and other waters of the United States, develop and implement a Storm-water Pollution Prevention Plan (SWPPP), and perform inspections of storm water control structures and pollution prevention measures.
2. **San Joaquin Valley Air Pollution Control District (SJVAPCD):** A Dust Control Plan will be required that identifies measures to reduce fugitive dust emissions during project construction. Individual businesses at the site may require an Authority to Construct and Permit to Operate if the business will include emitting equipment such as gasoline dispensing equipment and diesel emergency generators.
3. **California Department of Transportation (Caltrans):** The project is adjacent to a Caltrans right of way and will likely require an Encroachment Permit and approval of improvements to the SR-99/Mountain View Avenue interchange.




Source: City of Selma GIS Dept. (2006), and MBA GIS (2010).

NORTH

3,300 1,650 0 3,300

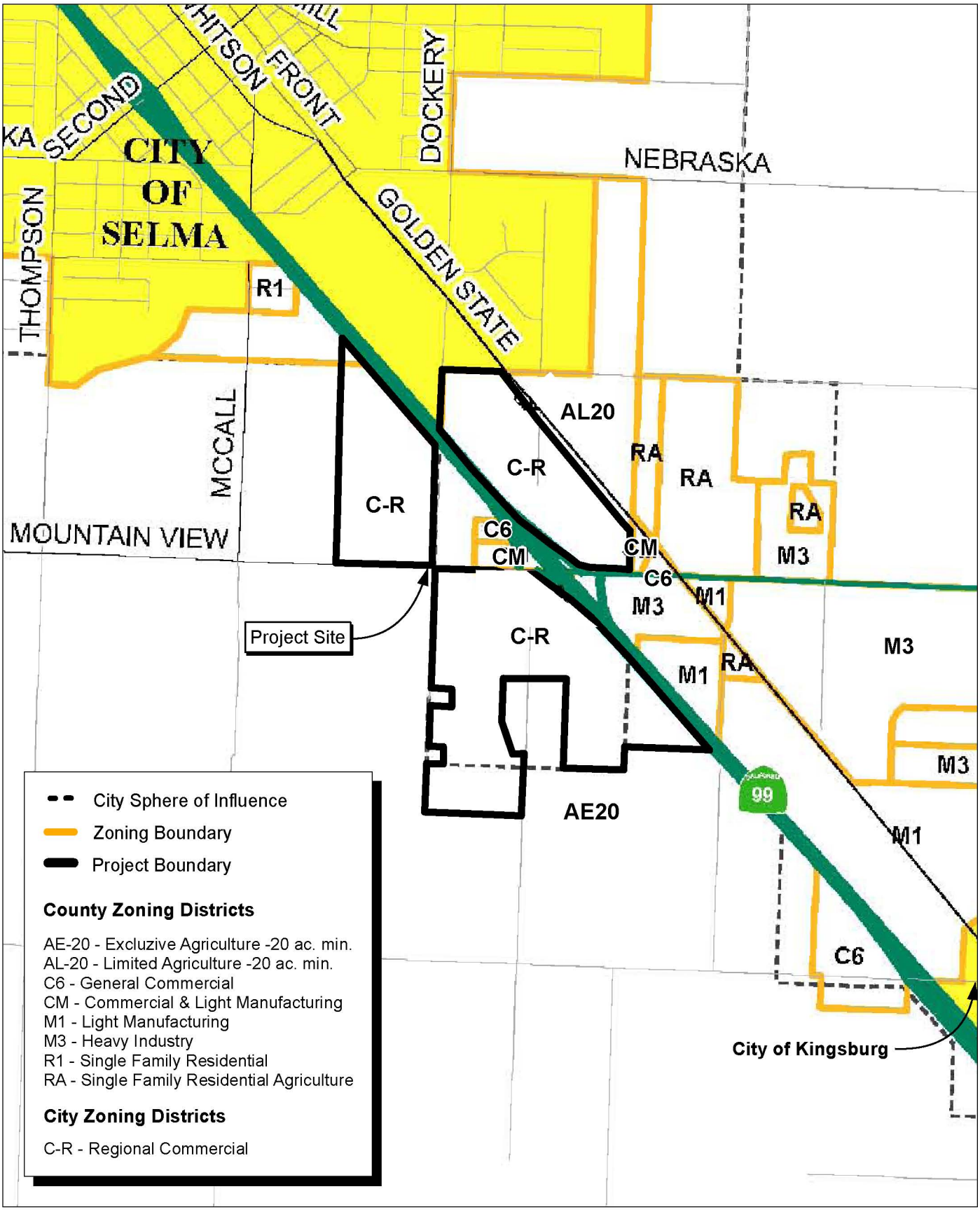
Feet

Michael Brandman Associates

31130002 • 10/2010 | 8_proposed_city_general_plan.mxd

# Exhibit 8
# Proposed City General Plan

CITY OF SELMA • SELMA CROSSINGS PROJECT
NOTICE OF PREPARATION



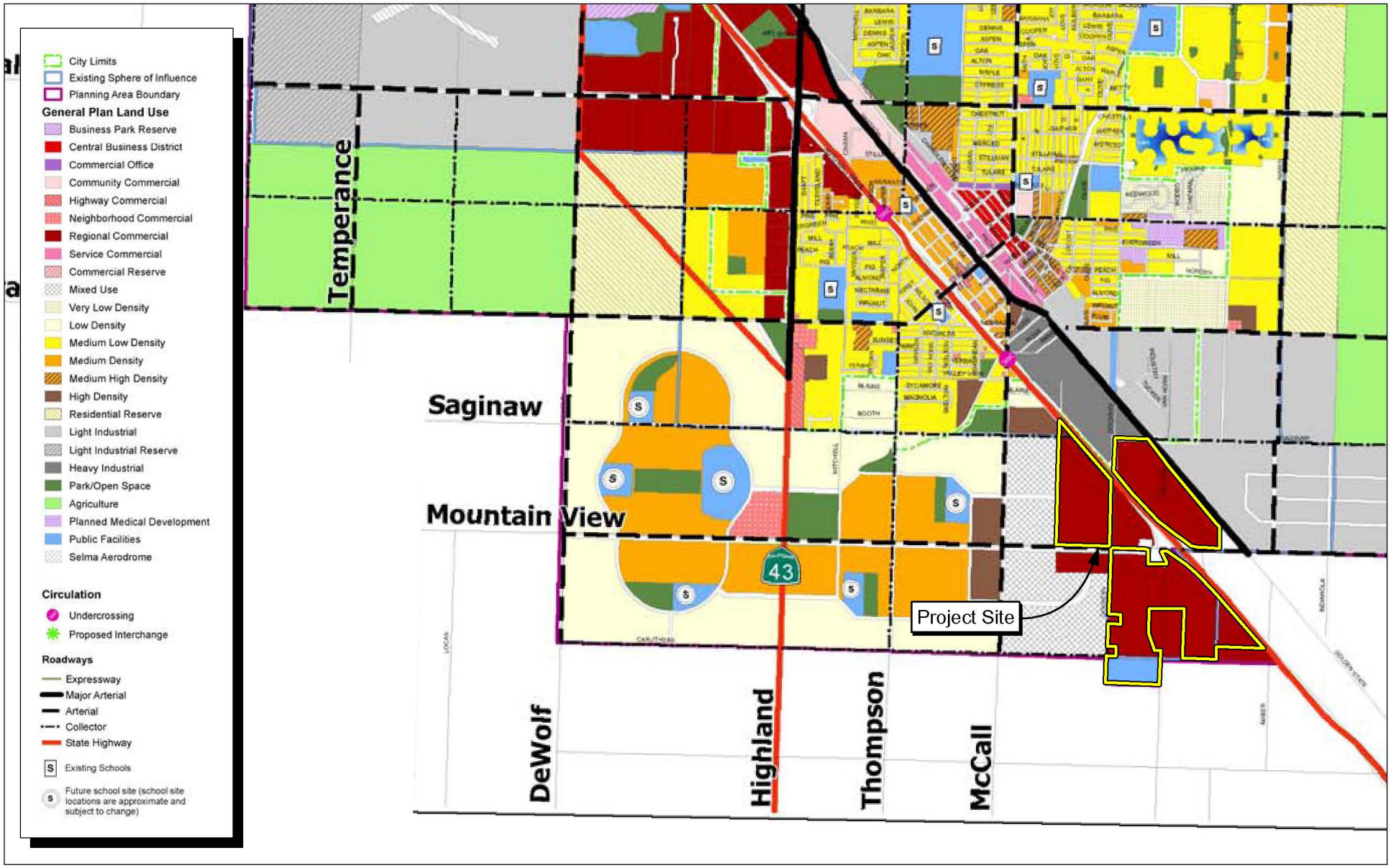

Source: County of Fresno.

Michael Brandman Associates

NORTH

1,800 900 0 1,800 Feet

# Exhibit 9
# Proposed City Zoning




Source: City of Selma 2035 General Plan Update, Quad Knopf (September 2009); and MBA GIS (2010).

NORTH

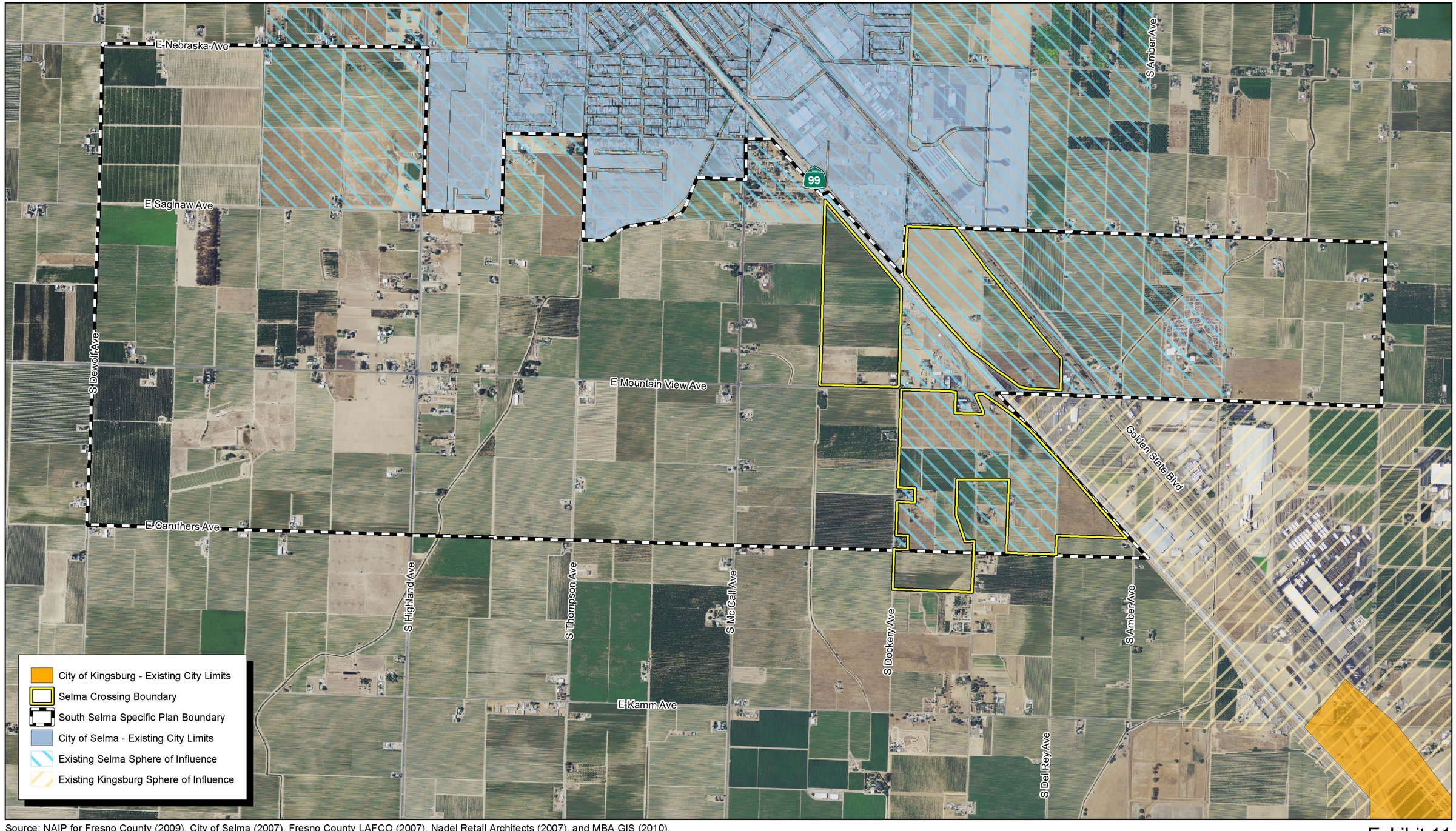
3,300 1,650 0 3,300

Feet

Michael Brandman Associates

31130002 • 10/2010 | 10_propLU_circ.mxd

# Exhibit 10
# Selma General Plan Update 2035
# Proposed Land Use and Circulation




Source: NAIP for Fresno County (2009), City of Selma (2007), Fresno County LAFCO (2007), Nadel Retail Architects (2007), and MBA GIS (2010),

NORTH

1,500 750 0 1,500 Feet

Michael Brandman Associates

31130002 • 10/2010 | 11_annex_and_sphere_of_influence.mxd

# Exhibit 11
## Boundaries of Proposed Annexation and Sphere of Influence Change

## 1.4 - Project Objectives

The following objectives for the Selma Crossings Commercial Development were identified by the project applicant and the City of Selma:

- Construct a regional retail center that provides shopping opportunities that are not currently available or are underdeveloped in this part of the San Joaquin Valley.
- Provide a highly accessible location for businesses that attracts customers from the traveling public using the SR-99 corridor and from planned residential development in the Selma area.
- Develop a regional center that is attractive and has unique design features that differentiate it from others in the Valley.
- Provide mixed-use commercial development with housing above retail in a portion of the site to create a vibrant pedestrian environment with activity throughout the day.
- Develop the site at an intensity that most efficiently utilizes the infrastructure available and to be constructed as part of the project.
- Create jobs for area residents.
- Enhance sales tax revenues.

## 1.5 - Project Development Land Use Summary

The project would be developed in three phases. The land use statistics for the phases including proposed land use types, square feet of development area, and required parking spaces are listed in Table 1.

**Table 1: Updated Selma Crossings Land Use Summary**

| Site Area | Acres | Square Feet of Building Space | Parking Spaces Provided |
|---|---|---|---|
| **Northeast Site (Phase 1)** | | | |
| Retail: Anchors/Majors/Shops/Restaurants | — | 882,003 | — |
| Total Building Area for Northeast Site | **75.75** | **882,003** | **4,476** |
| **South Site (Phase 2)** | | | |
| Retail: Anchors/Majors/Shops /Restaurants/Fuel | — | 606,200 | — |
| Office Park | — | 260,000 | — |
| Automall (10 pads) | — | 400,000 | — |

**Table 1 (cont.): Updated Selma Crossings Land Use Summary**

| Site Area | Acres | Square Feet of Building Space | Parking Spaces Provided |
|---|---|---|---|
| Hotels (2) 3 levels | — | 155,000 | — |
| Waterpark | — | 10,000 | — |
| Total Building Area for South Site: | **124.35** | **1,431,200** | **5,159** |
| **Northwest Site (Phase 3)** | | | |
| Retail Mixed-Use: Anchors/Majors/Shops/Lifestyle Retail/Restaurants | — | 604,000 | — |
| Residential (2nd level above lifestyle – 250 dwelling units) | — | 252,000 | — |
| Office Park/Office above lifestyle retail | — | 280,000 | — |
| **Total Building Area for Northwest Site:** | **66.60** | **1,136,000** | **4,381** |
| **Total Building Area for All Sites** | **286.76** | **3,449,203** | **14,016** |
| **Other (drainage retention area)** | 20.00 | N/A | — |
| **Proposed Project Total** | **306.76** | **3,449,203** | **14,016** |

## 1.6 - The Proposed Uses Listed in Project Objectives

The following objectives for the Selma Crossings Commercial Development were identified by the project applicant and the City of Selma:

- Construct a regional retail center that provides shopping opportunities that are not currently available or are underdeveloped in this part of the San Joaquin Valley.
- Provide a highly accessible location for businesses that attracts customers from the traveling public using the SR-99 corridor and from planned residential development in the Selma area.
- Develop a regional center that is attractive and has unique design features that differentiate it from others in the Valley.
- Provide mixed-use commercial development with housing above retail in a portion of the site to create a vibrant pedestrian environment with activity throughout the day.
- Develop the site at an intensity that most efficiently utilizes the infrastructure available and to be constructed as part of the project.
- Create jobs for area residents.
- Enhance sales tax revenues.

## 1.7 - Project Development Land Use Summary

The project would be developed in three phases. The land use statistics for the phases including proposed land use types, square feet of development area and required parking spaces are listed in Table 1.

Table 1 is based on the draft site plan. Analysis accomplished for the EIR will use the listed development types and sizes for estimating potential impacts. The site plan may be revised to relocate buildings and redistribute uses to meet the needs of future tenants as long as the intensity of use is less than or equal to that analyzed in the EIR. Project buildout is expected to take place over approximately 12 years.

## 1.8 - Environmental Issues to be Evaluated in the EIR

The environmental review of projects, such as the Selma Crossings Development, is normally a three-step process governed by the California Environmental Quality Act (CEQA). The first step is for the Lead Agency, in this case the City of Selma, to determine whether a project is exempt from CEQA review. The City of Selma has determined that this project is not exempt. The typical second step is the preparation of an Initial Study to determine if the project has the potential to cause one or more significant environmental impacts. The third step usually is to determine that an environmental impact report (EIR) must be prepared. CEQA Guidelines Section 15063 provides that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required.

In this case, the City of Selma has determined that an EIR will need to be prepared, based on the scale and potential complexity of the proposed project. The EIR will fully evaluate the potential impacts of the proposed development and will be comprehensive in nature, evaluating all subject issues from the CEQA Standard Initial Study Checklist, as follows:

- Aesthetics
- Air Quality/Climate Change
- Agricultural Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

The EIR will address the short- and long-term effects of the project on the environment. It will also evaluate the potential for the project to cause direct and indirect growth-inducing impacts, as well as cumulative impacts. Alternatives to the proposed project will be evaluated and may reduce potentially significant impacts identified in the EIR. Mitigation will be proposed for those impacts

that are determined to be significant. A mitigation monitoring program will also be developed as required by Section 15150 of CEQA Guidelines.

The environmental determination of this Notice of Preparation is subject to a 30-day public review period pursuant to Public Resources Section 21080.4 and CEQA Guidelines Section 15082. Public agencies, interested organizations, and individuals have the opportunity to comment on the proposed project and identify those environmental issues that have the potential to be generated by the project and should be addressed further by the City of Selma.

Please send your NOP responses to Mr. D-B Heusser, City Manager, City of Selma, 1710 Tucker Street, Selma, CA 93662. Please include the name, phone number, and address of the contact person in your response.

## 1.9 - Scoping Meeting

A public scoping meeting will be held at 10:00 AM on Thursday November 18, 2010**,** at the following location:

City of Selma
City Hall
1710 Tucker Street
Selma, CA 93662

At this meeting, agencies, organizations, and members of the public will be able to review the proposed project and provide comments on the scope of the environmental review process.

# A.4 - Responses to 2010 Re-Revised Notice of Preparation

# C I T Y  O F  S E L M A

FIRE DEPARTMENT

TO: DB Heusser, City Manager

FROM: Jeffrey S. Kestly JK

JAN 04 2011

CC: Bryant Hemby, Planner

DATE: November 18, 2010

RE: Selma Crossing NOP

This is an updated response to the Selma Crossing NOP. On July 23, 2007, my original response (attached) was sent to then current Community Development Director, Michael Gaston.

The Selma Fire Department is still in favor of the Selma Crossing commercial/residential project but only so long as fire suppression, staffing facilities, apparatus and response times are mitigated in an appropriate and adequate manner.

**Background (Updated)**

The City of Selma is serviced by two fire stations from which it provides fire, rescue, hazardous materials and advanced life support ambulance transport from. The city's population is currently around 23,000 people in a city of approximately five square miles with an approximate 12.92 mile sphere of influence. The two fire station locations are challenged by the increasing calls for service due to population growth. In 2010, the department is projected to respond to over 5,500 calls, 90% of which are medical in nature. Our ambulance response area is 150 square miles. The current response standard is that an appropriately staffed unit will arrive at the scene of an emergency within the city limits in five minutes, 90% of the time. The five minutes is comprised of a 1-minute "turnout" time (to hear the dispatch, don appropriate protective clothing and get the apparatus moving), plus four minutes of actual travel time. Arriving on the scene within five minutes of an incident is vitally important in serious medical situations and fires that are just starting to burn.

The department does have an automatic-aid agreement with the Fresno County Fire Protection District (FCFPD) which brings us two fire engines each with two firefighters

on board for all structure fires and mutual aid response agreements with the neighboring departments of Kingsburg Fire and Fowler Fire. These departments can be requested through the regional Cal-Fire command center to help on any incidents that require more units. Some of these units are covered by volunteers which can cause a delay in response or no response due to staffing.

The current staffing for the department includes 21 full-time firefighting personnel and 10 reserve firefighters. The overhead staff includes two chief officers. The minimum daily staffing is six personnel, three at each station. Of the six, four personnel are assigned to ambulances. When both ambulances are on calls there are only two firefighters left to provide fire protection and emergency medical services to the entire community. For a typical residential or commercial structure fire we can usually muster between 10-12 firefighters. NFPA Standard 1710 recommends 12-15 firefighters to mitigate a residential fire safely and 17 or more for a medium to large commercial fire.

**Selma Crossing Development:** The Selma Crossing development will put more strain on an already strained resource. With the addition of over 3 million square feet of commercial development, the fire department will not be able to meet the necessary response times or staffing requirements to mitigate a fire incident in this location. Although the northern most part of the development is within the 5-minute response time of our downtown station it is only at the very fringe and only under ideal weather and traffic conditions. The other fire station is at least 7-8 minutes away.

**Mitigation Solutions:** To mitigate this situation would require a staffed fire station with a minimum of 3 personnel on duty each day assigned to a fire engine or ladder truck. Ideally a 5-7000 s.f fire station on at least 1.5 acres would be located near Freeway 99 at or nearby the Selma Crossing project. This station should be staffed and opened prior to the end of Phase 1. Revenue sources for a new fire station, apparatus and staffing could be paid for though development impact fees, community facility district fees, sales tax or assistance from the developer.

Option 1

Obtain at least 1.5 acres of land in or very near the Selma Crossing project and construct a minimum 7, 000 s.f. fire station with a minimum daily staffing of three personnel.

Option 2

Enter into an agreement with FCFPD to co-habitat at their fire station located on Mt. View east of Golden State. This could require only two personnel daily while utilizing the two firefighters from Fresno County Fire Protection District to augment the city's staffing. Look at purchasing this station if/when Fresno County Fire Protection District vacates this area.

Option 3

Continue the automatic-aid agreement with Fresno County Fire District to help provide fire protection for the Selma Crossing area in the interim while a new station is built in the future.

**Analysis:**

**Option 1 is the most appropriate for the city now and into the future.** A staffed fire station at the Mt. View/Fwy 99 interchange area would allow us to provide fire and EMS to this development, to the new South Selma Specific plan area and to the south part of Selma proper and not have to rely on FCFPD's engine to be available. Option 2 would work as a temporary fix while giving us fast response times and service immediately for phase 1. This could not be a long term solution due to FCFPD's potential of moving the staffing from this station to another location. Option 3 is the least preferred as it relies on the FCFPD's engines to be available and does not increase fire protection for the rest of the city. This option depends on the closest district engines to be available, which is not always the case. The two closest stations are located at Mt View west of Bethel and American and McCall. The station on Mt. View is one of the districts busiest stations and the station at American and McCall is more than 10 miles from this project.

# CITY OF SELMA

## FIRE DEPARTMENT

TO: Michael Gaston, Community Development Director

FROM: Jeffrey S. Kestly, Fire Chief JL

DATE: July 23, 2007

RE: Selma Crossing NOP

The Selma Fire Department is in favor of this commercial development but only so long as fire suppression, staffing, facilities, apparatus and response times are mitigated in an adequate manner.

**Background**: The City of Selma is served by two fire stations from which it provides fire, rescue and advanced life support transport. The city has grown to its current population of 23,194, in a city limit of 5 square miles with a 12.92 mile sphere of influence. The two fire station locations are challenged by the increasing calls for service due to population growth. In 2006, the SFD responded to 4,170 calls for service, 90 percent of which were medical in nature. The EMS or ambulance response area is 150 square miles. The current response standard is that an appropriately staffed unit will arrive at the scene of an emergency within the city limits in 5 minutes, 90 percent of the time. The 5 minutes is comprised of a 1-minute "turnout" time (to hear the dispatch, don appropriate protective clothing and get the apparatus moving), plus 4 minutes of actual driving time. Arriving on the scene within five minutes of an incident is vitally important in serious medical situations and fires that are just starting to burn.

The department does have mutual aid response agreements with the neighboring fire departments of Fresno County Fire Protection District, Kingsburg Fire, Fowler Fire and Master Mutual Aid. These departments can be requested through the regional Cal-Fire command center to help on any incidents that require more units. Some of these units are covered by volunteers which can cause a delay in response or no response due to staffing.

The current staffing for the department includes 24 full-time firefighting personnel and 10 reserve firefighters. The overhead staff includes two chief officers. The minimum daily staffing is six personnel, three at each station. Of the six, four personnel are assigned to ambulances. When both ambulances are on calls there are only two

2861 A STREET • SELMA, CALIFORNIA 93662
(559) 891-2211 / FAX (559) 896-4300

firefighters left to provide fire protection and emergency medical services to the entire community. For a typical residential house fire we can usually muster between 5-8 firefighters including on-duty, off-duty and reserve firefighters. NFPA Standard 1710 recommends 12-15 firefighters to mitigate a residential fire safely.

**Selma Crossing Development:** The Selma Crossing development will put more strain on an already strained resource. With the addition of over 3 million square feet of commercial development, the fire department will not be able to meet the necessary response times or staffing requirements to mitigate a fire incident in this location. Although a part of the development is within the 5-minute response time of our downtown station it is only at the very fringe and only under ideal weather and traffic conditions. The other fire station is at least 7-8 minutes away.

**Mitigation Solutions:** To mitigate this situation would require a staffed fire station with a minimum of 3 personnel on duty each day assigned to a fire engine or ladder truck. Ideally a 5-7000 s.f fire station on at least 1.5 acres would be located near Freeway 99 at or nearby the Selma Crossing project. This station should be staffed and opened prior to the end of Phase 1. Revenue sources for a new fire station, apparatus and staffing could be paid for though development impact fees, community facility district fees, sales tax or assistance from the developer.

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Option 3

Enter into an automatic-aid agreement with Fresno County Fire District to help provide fire protection for the Selma Crossing area in the interim while a new station is built in the future.

**Analysis:**

Option 1 is the most appropriate for the city now and into the future. A staffed fire station at the Mt. View/Fwy 99 interchange area would allow us to provide fire and EMS to this development, to the new South Selma Specific plan area and to the south part of Selma proper and not have rely on Fresno County's engine to be available. Option 2

would work as a temporary fix while giving us fast response times and service immediately for phase 1. This could not be a long term solution due to Fresno County's potential of moving the staffing from this station to another location. Option 3 is the least preferred as it relies on the Fresno County engine to be available and does not increase fire protection for the rest of the city. This option also does not take into consideration the future of Fresno County Fire Protection District.

DEC 01 2010

DNB 2.

# County of Fresno

Department of Public Health
Edward L. Moreno, M.D., M.P.H., Director-Health Officer

November 29, 2010

999999999
LU0013967
PE 2600

Mr. D-B Heusser, City Manager
City of Selma Planning Department
1700 Tucker Street
Selma, CA 93662

Dear Mr. Heusser:

**SUBJECT:** Selma Crossing Commercial Development, Revised Notice of Preparation of a Draft EIR for the Selma Crossings Commercial Development

**LOCATION:** 304-acres southeast of the City of Selma

The Fresno County Department of Public Health, Environmental Health Division has reviewed the re-release of the subject project with the proposed changes and re-iterates the following previously made comments:

- The Fresno County Department of Public Health is concerned that abandoned water wells are not being properly destroyed, particularly with respect to new development projects. As city boundaries expand, community services are provided to areas originally served only by individual domestic and agricultural wells. Improper abandonment of such wells presents a significant risk of contaminating the city's community water supply. For this reason, when development occurs, it is extremely important to ensure the safe and proper destruction of all abandoned water wells.

  Prior to destruction of any existing agricultural well(s), a sample of the upper most fluid in the well column should be sampled for lubricating oil. The presence of oil staining around the well may indicate the use of lubricating oil to maintain the well pump. Should lubricating oil be found in the well, the oil should be removed from the well prior to placement of fill material for destruction. The "oily water" removed from the well must be handled in accordance with federal, state and local government requirements. Transportation of these materials on public roadways may require special permits and licensure.

  The Department of Public Health is available to provide consultation in cooperation with your city in order to encourage the proper destruction of wells and safeguard our water quality. City staff may contact Wayne Fox, Supervising Environmental Health Specialist, Water Surveillance Program, at (559) 445-3357 for more information.

- This Department recommends that any existing rural residential parcel(s) be required to connect to the City of Selma sewer system (SKF) in the event of a failure of the existing sewage system(s), and that no building permits be issued for repair of such a system whether or not the mandatory three (3) year connection requirement has expired.

- Although this Department's records do not indicate the use or storage of hazardous materials on the project site, it appears that the site has been used for agricultural purposes. Therefore this Department recommends that a Phase One site assessment be performed. This is in agreement with Department of Toxic Substances Control recommendations' for additional research to be conducted to determine if and where storage, mixing, rinsing, and disposal of pesticides may have occurred and whether contamination exists.

- This Department concurs with the proposal to include an analysis of noise in the Draft EIR and encourages the responsible agency to conduct an acoustical analysis in order to identify the potential noise impacts and offer mitigation alternatives, consideration should be given to conformance with the applicable standards of the Noise Element of the City of Selma General Plan.

If I can be of further assistance, please contact me at (559) 445-3271.

Sincerely,

Glenn Allen

Digitally signed by Glenn Allen
DN: cn=Glenn Allen, o=Environmental Health Division, ou=Public Health, email=gallen@co.fresno.ca.us, c=US
Date: 2010.11.29 14:12:21 -08'00'

R.E.H.S., M.S.
Supervising Environmental Health Specialist
Environmental Health Division

ga

cc: Wayne Fox, Environmental Health Division

**DEPARTMENT OF TRANSPORTATION**
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5868
FAX (559) 488-4088
TTY (559) 488-4066

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*Flex your power!*
*Be energy efficient!*

November 30, 2010

2131-IGR/CEQA
6-FRE-99-3.742
NOP/DRAFT EIR
SELMA CROSSINGS, LLC
SCH 2007071008

Mr. Bryant Hemby
City of Selma
Community Development Department
1710 Tucker Street
Selma, CA 93662

Dear Mr. Hemby:

We have completed our review of the proposal to develop a 307-acre site with a mix of commercial and residential uses. The site is located in the northeast, northwest, and southwest quadrants of the State Route (SR) 99 interchange at Mountain View Avenue. Caltrans has the following comments:

It is anticipated that trips generated from this project would impact the SR 99 interchanges at Mountain View Avenue, Bethel/Kamm Avenues, and 2nd Street. A trip distribution should be provided to confirm.

A Traffic Impact Study (TIS) is needed to assess the project-related impacts to the State Highway system and appropriate mitigation measures. Please have the preparer of the traffic study reference the Caltrans Guide for the Preparation of Traffic Impact Studies, dated December 2002, and send the scope of the TIS to Caltrans before the traffic study is conducted. Caltrans Guide, while advisory, contains Best Practices and gives insight into Caltrans' expectations when reviewing a traffic study. If the traffic consultant has any issues or concerns regarding the use of the Guide or its interpretation, please contact us so resolution can be reached.

Previous traffic studies have identified the need for signal control and additional turn-lanes for the northbound and southbound exit-ramp intersections in order to accommodate projected future demand. The estimated cost for these improvements is approximately $450,000 ($600/trip) for each intersection. It is also projected there will be a future need for eastbound and a westbound left-turn lane for the Mountain View Avenue approaches to the ramp intersections. The existing overcrossing will need to be replaced due to being narrow in nature and sitting too low over the freeway. It is also suggested there is a potential need for loop entrance-ramps in both directions.

In addition to the standard level-of-service analysis and signal warrant analysis at the two SR 99 exit-ramp intersections to Mountain View Avenue, a thorough queue analysis should be done as part of the traffic study for this proposed development. Given the concerns with the existing structure, the study should examine the adequacy of the structure's length, width, and vertical clearance from the freeway lanes. The study should also address the need for any eastbound and westbound left-turn lanes approaching the entrance ramps as well as location of driveway locations from the ramp intersections.

Kamm Avenue is a partial interchange with the complimentary movements at the partial interchange at Bethel Avenue. The scissors configuration of the southbound off-ramp to Kamm Avenue should be eliminated.

Previous traffic studies have identified the need to signalize the SR 99 northbound off-ramp and southbound off-ramp to 2nd Street. The current estimated cost for these improvements is approximately $250,000 ($567.00 and $592.00/trip) for each intersection respectively.

This project is adjacent to three quadrants of the SR 99/Mountain View interchange. It is also adjacent to the east and west sides of the SR 99 mainline north of Mountain View and the west side of the mainline south of Mountain View. Right-of-way for the ultimate footprint of the interchange will need to be preserved. The Caltrans Transportation Concept Report (TCR) identifies this segment of SR 99 as a future 8-lane freeway.

An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations."

If you have any questions, call me at (559) 445-5868.

Sincerely,

MICHAEL NAVARRO
Office of Transportation Planning
District 06

cc: SCH

SELMA - KINGSBURG - FOWLER
COUNTY SANITATION DISTRICT

DEC 02 2010 2ND 4.

**DIRECTORS**
Judith G. Case, Chairwoman
Dennis Lujan, Vice-Chairman
Henry Perea
David Cárdenas
David Karstetter

**STAFF**
Ben Muñoz, Jr., General Manager

November 30, 2010

Mr. Bryant Hemby
City of Selma
1710 Tucker St.
Selma, CA. 93662

**SUBJECT: Notice of Preparation Draft EIR, Dated November 9, 2010 (previously released June 28, 2007)**
**Selma Crossing Commercial Development**
***"Scoping Meeting of November 18, 2010"***

Dear Mr. Hemby:

The proposed development is estimated at 2,106 Equivalent Single Family Residences (ESFR's). The estimated ESFR's are based on preliminary conceptual information provided by you. The actual ESFR's would be determined as the project may progress.

Phase 1 and 2 of this project are within the City of Selma's Sphere of Influence but will require Annexation to the City of Selma and the District. Phase 3 is not within the City of Selma's Sphere of Influence and will also require Annexation to the City and the District.

Sewer Infrastructure Plans - All information provided by the District to date has been provided as a preliminary response to describe District planning documents, policies or existing infrastructure. Discussions, information and this letter shall not be considered to be acceptance of any sewer infrastructure plans. Any interested party must submit to the District a detailed set of sewer infrastructure plans or floor and plumbing plans for all buildings. With regard to a detailed set of sewer infrastructure plans or floor and plumbing plans, District staff will review submitted plans, but plans will not be signed off until the annexation has been completed by LAFCo or the property is within the City boundaries.

Plan check and inspection fees shall be paid at the time of submittal of plans to the District. The plan check process is not complete until the District has signed off on the plans. All sewer improvements required for a project are identified at completion of the plan check process.

Design Standards and Master Plan – On site and off site sewer system facilities must be designed and constructed in accordance with the District's Collection System Construction Standards, the District's Sewer System Master Plan and other requirements as may be specified by the District. The Standards and the Master Plan may be viewed on the District's website at www.skfcsd.org.



MAILING ADDRESS: P.O. Box 158, Kingsburg, CA 93631-0158 SHIP TO: 11301 E. Conejo Ave., Kingsburg, CA 93631-9511
PHONE (559) 897-6500 FAX (559) 897-1985
website: www.skfcsd.org

Fees and Connection Permit - Applicable District annexation fees must be paid for the entire project prior to completion of annexation or, if the fees have been deferred, at the time the District issues the project's first sewer connection permit. District capacity charges must be paid at the time the District issues a sewer connection permit. District capacity charges are subject to change and must be paid at the rates in effect at the time the sewer connection permit is issued by the District. Sewer system improvements must be constructed, tested and approved by the District prior to the issuance of a sewer connection permit. You must contact the City in which the project is located in order to pay the separate City sewer connection fee and to determine if there are applicable reimbursement fees to be paid.

Will-Serve Letters Policy – The District's 6-14-07 Will-Serve Letter Policy states "Staff shall issue will-serve letters, with no up-front fee or deposit, at the request or concurrence of a City/County, with the will-serve letters having a time limit of 2 1/2 years, or expiration of tentative map, whichever comes later, with the will-serve letter being good for the life of the final map."

New City Sewer Collection System Infrastructure Reimbursement - The District does not participate financially in the construction of new City sewer collection system infrastructure. Persons interested in possible reimbursement for such construction must make arrangements in writing with the City in which the infrastructure is constructed and such written arrangements must be made prior to the District signing off on plans.

New District Interceptor System Infrastructure Reimbursement - With regard to the construction of new District interceptor system infrastructure, persons interested in possible reimbursement must obtain agreements or District determinations, each in writing, from the District prior to the District signing off on plans.

Existing City or District Sewer System Infrastructure Reimbursement - With regard to the refurbishment or replacement of existing City or District sewer system infrastructure, persons interested in possible District financial participation must obtain agreements or District determinations, each in writing, from the District.

If you have any questions please call the District office. Thank you.

Sincerely,

Frank Hernandez
Engineering Tech. I

Copies: D-B Heusser, Jerry Howell; City of Selma
Dave Mitchell, Michael Brandman Associates, 2444 Main Street, Suite 150, Fresno, CA. 93721
Ben Muñoz, Veronica Cazares; SKF CSD



MAILING ADDRESS: P.O. Box 158, Kingsburg, CA 93631-0158 SHIP TO: 11301 E. Conejo Ave., Kingsburg, CA 93631-9511
PHONE (559) 897-6500 FAX (559) 897-1985
website: www.skfcsd.org

Department of Toxic Substances Control

Linda S. Adams
Secretary for
Environmental Protection

Maziar Movassaghi
Acting Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Arnold Schwarzenegger
Governor

December 7, 2010

Mr. D-B Heusser
City Manager
City of Selma
1710 Tucker Street
Selma, California 93662

SELMA CROSSINGS COMMERCIAL DEVELOPMENT STATE CLEARINGHOUSE NUMBER 2007071008

Dear Mr. Heusser:

The Department of Toxic Substances Control has reviewed the Notice of Preparation for the Selma Crossings Commercial Development, a proposal to develop 266 acres a portion of which is in the City of Selma. The Department of Toxic Substances Control is concerned that this project, specifically phase 3, could adversely impact the restoration of the groundwater plume that emanates from the Selma Treating Company Superfund Site. The approximate boundaries of the plume of contaminated chromium, which extends from the site toward McCall and East Mountain View Avenue, are depicted in the attached figure. The current remediation system extracts groundwater from the tail of the plume, amends the extracted water with a molasses substrate this water is injected into the up gradient plume. Injection and extraction wells are currently installed on Assessor's Parcel Numbers 393-180-63 and 393-180-44 which are subject to the work described in the Phase 3 area. DTSC has been actively working to insure access and operation for the following groundwater injection, extraction, and monitoring program wells: IEW-136, EW-14, IEW-175, P-9S, EW-3A, EW-3B, EW-4, P15D, P151-1, P151-2, R24, and R24I. Efforts to negotiate an access agreement have not been successful as of this date. We believe that the EIR should examine the impact that impeding the remediation will have on available resources. DTSC is committed to restoring the groundwater to the extent practicable in order that this resource is available to support the productive use of land in and near the city of Selma.

Sincerely,

Sam V. Martinez, Jr., P.E.
Hazardous Substances Engineer
Brownfields & Environmental Restoration Program

Enclosure

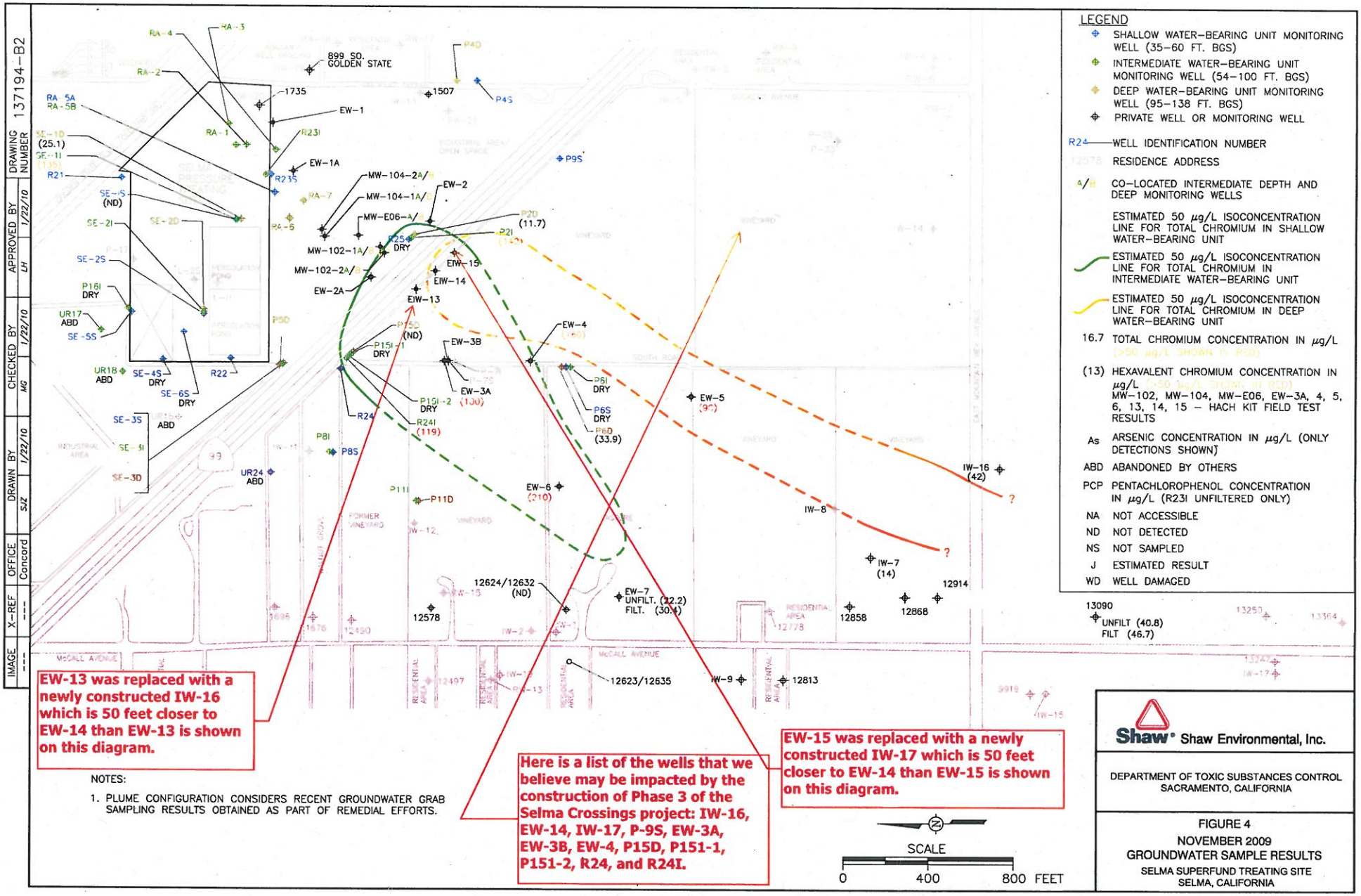
cc: See next page.

RECEIVED
DEC 9 2010
By

Printed on Recycled Paper

cc: Mr. Bryant Hemby
Assistant Planner
City of Selma
1710 Tucker Street
Selma California 93662

Mr. Dave Mitchell
Branch Manager
Michael Brandman Associates
2444 Main Street, Suite 150
Fresno, California 93721




NOTES:

1. PLUME CONFIGURATION CONSIDERS RECENT GROUNDWATER GRAB SAMPLING RESULTS OBTAINED AS PART OF REMEDIAL EFFORTS.

| IMAGE | X-REF | OFFICE | DRAWN BY | CHECKED BY | APPROVED BY | DRAWING NUMBER |
|---|---|---|---|---|---|---|
| --- | --- | Concord | SJZ 1/22/10 | MG 1/22/10 | LH 1/22/10 | 137194-B2 |

Shaw® Shaw Environmental, Inc.

DEPARTMENT OF TOXIC SUBSTANCES CONTROL
SACRAMENTO, CALIFORNIA

FIGURE 4
NOVEMBER 2009
GROUNDWATER SAMPLE RESULTS
SELMA SUPERFUND TREATING SITE
SELMA, CALIFORNIA

DEPOTS
CLOVIS
KINGSBURG
REEDLEY
SANGER
WESTSIDE

RECEIVED
DEC - REC'D
BY CITY OF SELMA

# Consolidated Mosquito Abatement District

DISTRICT OFFICE
2425 FLORAL AVENUE
MAIL: P.O. BOX 278
SELMA, CALIFORNIA 93662
(559) 896-1085
(559) 888-2619
FAX (559) 896-6425

December 7, 2010

Mr. D-B Heusser
City Manager
City of Selma Planning Department
1710 Tucker Street
Selma, CA 93662

JAN 03 2011

Re: Notice of Preparation of a Draft Environmental Report – Selma Crossings Commercial Development

Dear Mr. Heusser:

The Consolidated Mosquito Abatement District (District) is a local government agency charged by the California Health and Safety Code (Code) with the responsibility to protect the public, in our jurisdiction, from nuisance and disease caused by mosquitoes. Code section 2041 (1) encourages participation in the review process by authorizing the District to make recommendations regarding local, state, or federal land use planning and environmental quality processes. The above referenced project is in the District's jurisdiction, and we are concerned with the potential for the 20 acre stormwater detention basin to promote mosquito production. Public Health issues, such as preventing habitat development for disease carrying mosquitoes, need to be addressed when stormwater detention basins are designed and constructed.

Stormwater detention basins provide mosquitoes with substantial breeding habitat during the summer when low in-flows of surface water runoff (nuisance water) result in the formation of a large shallow pond. Shallow water conditions encourage pond-edge and emergent weed growth such as cattails and tules that both enhance mosquito breeding habitat and complicate basin maintenance efforts. To help illustrate this point, I have included a photo of a basin that exemplifies the negative effects of shallow water in a stormwater basin. Proper design and maintenance of stormwater basins is essential to minimize the public's exposure to mosquitoes and mosquito-borne diseases such as West Nile virus.

The District strongly recommends that the City of Selma require the Applicant to implement the following mosquito control mitigation measures as a condition of approval for the Selma Crossings Commercial Development:

1. The basin should be constructed and/or managed so that water depths are maintained to a minimum of four feet in order to preclude invasive emergent vegetation such as cattails.

2. If water levels are subject to fluctuation during the summer mosquito breeding season, the basin should be constructed with a low flow/sump area (see attached diagram). To prevent the growth of emergent vegetation the sump area should be excavated to a minimum depth of four feet below the pond floor. The engineer responsible for the grading and drainage plan for this project should be able to approximate the size of the sump area required to accommodate the low in-flows of summer-time nuisance water that are associated with this type of development. The basin floor should also be graded or sloped so as the standing water recedes it will drain into the sump area.

3. Access must be provided. A free and unencumbered access roadway around the entire basin perimeter for pond maintenance and mosquito abatement activities is essential.

4. Basin edges should be well managed and maintained free of excess vegetation that promotes mosquito breeding and hinders District control efforts.

District Manager Steve Mulligan and I are available to meet with Planning Department staff, if needed, to discuss the District's mosquito control mitigation measures for this Project. Please call me at (559) 896-1085 if you have any questions.

Sincerely,

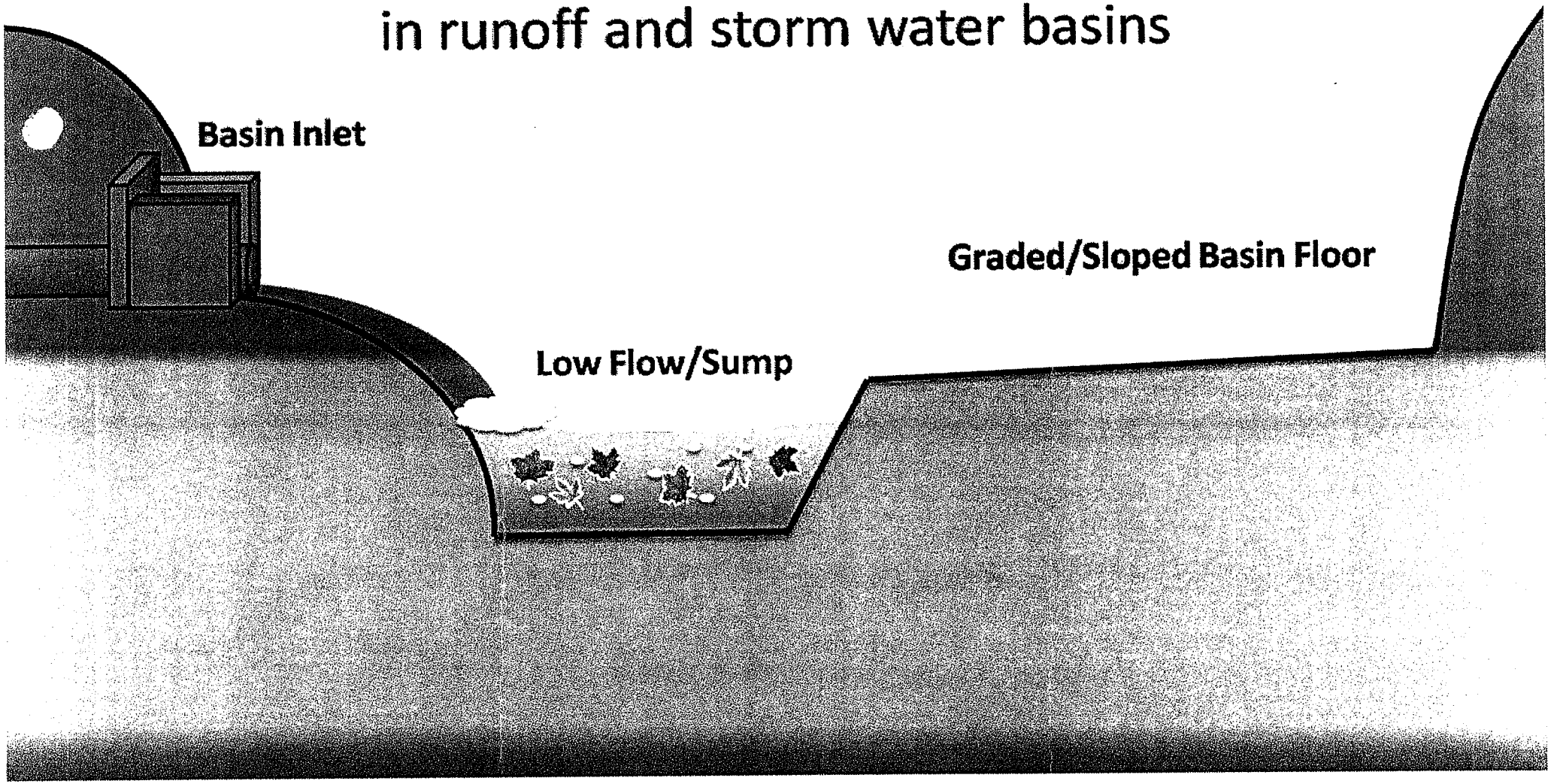
Mark Amorino

Mark Amorino
Field Supervisor



Stormwater Detention Basin Displaying The Negative Effects Of Shallow Water And Favorable Mosquito Production Habitat

# Design criteria to minimize mosquito breeding habitat in runoff and storm water basins



**DEPARTMENT OF TRANSPORTATION**
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5868
FAX (559) 488-4088
TTY (559) 488-4066

CITY OF SELMA
ANNEX
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COMMUNITY DEVELOPMENT
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*Flex your power!*
*Be energy efficient!*

December 20, 2010

2131-IGR/CEQA
6-FRE-99-3.742
TIS SCOPE OF WORK
SELMA CROSSINGS, LLC
SCH 2007071008

Mr. Bryant Hemby
City of Selma
Community Development Department
1710 Tucker Street
Selma, CA 93662

Dear Mr. Hemby:

We have completed our review of the traffic study scope for the proposed development of 307 acres situated in the southern portion of the City of Selma near and adjacent to the State Route (SR) 99 interchange at Mountain View Avenue. Approximately 85 acres would be located in the northeast quadrant of the interchange, about 140 acres would be situated on the southwest quadrant, and around 70 acres would be near the northwest quadrant of the interchange. The development anticipates that there will be approximately 2,092,000-ft$^2$ of retail commercial, 540,000-ft$^2$ of office commercial, 250 dwelling units, a 36-acre auto-mall, two 3-story hotels, and a 10,000-ft$^2$ water-park. The current use of the land is agriculture related. The proposed uses would require a change in the planned designated land use to regional commercial. Caltrans has the following comments:

The scope appears to be mostly consistent with Caltrans' previous scope recommendations stated in the notice of preparation; however, signal warrant analysis does not seem to be specifically stated in this scope. The SR 99 ramp intersections at Mountain View Avenue should be analyzed to determine if signal warrants 1 and 2 are satisfied. Also, Caltrans will be particularly interested in the queue analysis between the ramp intersections at Mountain View Avenue. If the interchange remains Type L-2, then the queue analysis should be used in addition to the operational analysis to determine the number of lanes crossing over the freeway. As previously stated, the traffic study should address the adequacy of the existing Mountain View Avenue structure crossing over the freeway. In addition to the width of the structure, the height of the structure over the freeway should be addressed in the study.

On page 5 of the TIS scope, 25 intersections are listed as intersections that are proposed to be analyzed in the study. For this project Caltrans is mostly interested in intersections numbered as 8, 9, 10, 11, and 19. It is recommended that the intersection of Dockery Avenue and Mountain View Avenue be added to the analysis due to its close proximity to the SR 99/Mountain View Avenue interchange.

Thank you for the opportunity to review the proposed scope of work prior to conducting the traffic analysis. If you have any questions, call me at (559) 445-5868.

Sincerely,

MICHAEL NAVARRO
Office of Transportation Planning
District 06

William D. Ross
Kypros G. Hostetter
Karin A. Briggs
Matthew S. Schuman

Law Offices of
**William D. Ross**
520 South Grand Avenue, Suite 300
Los Angeles, CA 90071-2610
Telephone: (213) 892-1592
Facsimile: (213) 892-1519

Palo Alto Office:
400 Lambert Street
Palo Alto, California 94306
Telephone: (650) 843-8080
Facsimile: (650) 843-8093

File No: 19/44.1

JAN 03 2011

December 22, 2010

***VIA ELECTRONIC & U.S. MAIL***
dbh@cityofselma.com

D-B Heusser, City Manager
City of Selma
1710 Tucker Street
Selma, CA 93662

Re: Comments on Notice of Preparation of Draft Environmental Impact Report; City of Selma "Selma Crossings"; SCH # 2007071008

Dear Mr. Heusser:

This office represents the Fresno County Fire Protection District (the "District"). This communication comments on the Notice of Preparation (the "NOP") for the City of Selma (the "City") "Selma Crossings" Project (the "Project").

## I. Introduction.

The District encompasses approximately 2,655 square miles and serves a population of more than 220,000 citizens. It is bounded on the east by the Sierra Nevada Mountains and on the west by the Coastal Mountain Range and includes the unincorporated area of Fresno County as well as the territory included within the City's sphere of influence.

Consistent with the purposes of an NOP,[1] this communication sets forth the significant environmental issues, reasonable alternatives, and mitigation measures that the District needs the City to address in the Project Draft Environmental Impact Report ("DEIR") to comply with the California Environmental Quality Act, Public Resources Code, § 21000 *et seq.* ("CEQA").

## II. Primary Purposes of an NOP.

CEQA Guidelines, § 15082(a)(1) provides in part that, "The notice of preparation shall provide the responsible and trustee agencies and the Office of Planning and Research with sufficient information describing the project and the potential environmental effects to make a

[1] *See* 14 Cal. Code Regs. (hereinafter "CEQA Guidelines") § 15082(b)(1)(A).

meaningful response."

## III. Issues that Must Be Addressed in the DEIR

As the Agency which currently provides fire protection services to the Project site, the District has an obligation to provide the City with specific detail about the scope and content of the environmental information related to District's area of responsibility, *i.e.* the provision of Fire Protection Services. *See* CEQA Guidelines § 15082.

The DEIR must include a description of the current provision of fire protection services, the Project's demand on fire protection services, and propose project alternatives and mitigation measures that will adequately address the Project's impacts. In particular, the DEIR must address local agencies' ability to provide fire protection services in the context of the ongoing State fiscal crisis.

Although CEQA generally does not require an analysis of the economic and social effects of a project, physical changes to the environment caused by a project's economic and social effects must be analyzed if those effects are potentially significant.[2] Economic effects resulting from a project may be found to cause a significant physical impact that must be analyzed in the DEIR.[3] Here, physical changes to the environment, in the form of reduced public services as well as related impacts on facilities and equipment, caused by the Project's economic effects on the physical environment could be potentially significant given the State and City fiscal condition.

In particular, the DEIR must address the impacts of the ongoing State fiscal crisis, which began when the Governor issued a Proclamation of Fiscal Emergency on January 10, 2008. The Governor issued an Executive Order on May 13, 2009 to address the fiscal emergency and implement a furlough of represented State employees to address a shortfall in State revenue. On January 8, 2010, the Governor declared that a Proclamation of Fiscal Emergency still exists and projected insufficient cash reserves and cash deficits in Fiscal Year 2010-2011. The Governor also issued an Executive Order on July 28, 2010, for additional furloughs of represented State employees. The Executive Order states that there is an approximately $19 billion General Fund Deficit for the 2010-2011 fiscal year. The State has already taken extraordinary measures including payment deferrals to schools and transfers of funds to the State from other units of local government. As part of the solution, the Governor has included a 15 percent reduction in employee compensation cost for fiscal year 2010-2011. In addition to the past suspension of

---

[2] *See* CEQA Guidelines §15064(e); *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1215-16 (holding that EIR improperly dismissed possibility that large shopping center could drive other retailers out of business as economic effect, when urban decay and other blight-like conditions could result.)
[3] *See El Dorado Union High Sch. Dist. V. City of Placerville* (1983) 144 Cal.App.3d 123.

Propostion 1A (borrowing property taxes from cities, counties, and special districts),[4] the State also has taken measures which reduce the amount of property tax resources available to special districts.

The DEIR must address the Project's economic impacts on local agencies' ability to provide public services, including fire protection services, in the context of the ongoing State fiscal crisis because the size and location of the project will create an additional demand on public services both within the City and in the unincorporated parts of Fresno County.

The Project site is currently outside the City of Selma. The NOP provides that the Project will be Annexed into the City through the adoption of the City's updated General Plan or by Annexation. NOP p. 8, Section 1.2-Required Approvals and Intended Uses. Because the District's jurisdiction includes the unincorporated areas of Fresno County, the District is currently responsible for the provision of fire protection services to the project site and surrounding areas, which are served by District Fire Station No. 83, located on Mountain View Avenue east of Highway 99.

We also observe that the City currently calls for District assistance with large structure fires when City resources are overwhelmed. Accordingly, the DEIR should address whether the Project's size, the construction of 3,449,203 square feet of buildings on 287 acres, will overwhelm the City's ability to provide fire protection services and, thus, whether the District, rather than the City, should be the primary provider of fire protection services to the Project.

Even assuming that the Project is Annexed into the City, the District will continue to provide fire protection services to the areas adjacent to the Project, which will remain in the unincorporated areas of Fresno County. The development of the Project will result in additional traffic to the area and an increased demand for emergency responses to traffic incidents. However, assuming the Project is Annexed into the City, the District will have to provide such increased services without the allocation of any property tax revenue from the Project. As discussed above, the Project's size will result in additional demands for fire protection services, which would require, at a minimum, the execution of a mutual aid or automatic aid agreement between the City and the District to keep response times as short as practicable. To adequately address such issues, the DEIR must: 1) identify the District as the agency that currently provides fire protection services; 2) explore how fire protection services will be provided to the Project and surrounding environment, including whether the District, rather than the City should be the primary provider of fire protection services; and 3) address how the City will fund such services in the context of the ongoing State fiscal crisis.

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[4] The District observes that the passage of Proposition 22 in the November 2, 2010 General Election further implements Proposition 1A and limits the State's ability to borrow property taxes. Nevertheless, the passage of Proposition 22 does not negate the impacts such borrowing has had on local agencies.

## IV. Conclusion

Accordingly, for the DEIR to adequately address the impact of the Project on public services, including fire protection services, and for the DEIR to adequately address the City's and other local agencies' ability to provide such services, the DEIR must address the impacts of the state fiscal crisis on the City and surrounding local agencies.

If you have any questions, please contact our office.

Very truly yours,

William D. Ross

WDR:ms

Cc (via email only):

Keith Larkin, Fire Chief
keith.larkin@fire.ca.gov

Brian Newlin, Battalion Chief
brian.newlin@fire.ca.gov

STATE OF CALIFORNIA

Arnold Schwarzenegger, *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

December 23, 2010

Bryant Hemby
City of Selma
1710 Tucker Street
Selma, CA 93662

Re: Notice of Preparation, Draft Environmental Impact Report (DEIR)
Selma Crossing
SCH# 2007071008

Dear Mr. Hemby:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The project applicant proposes to develop a 304-acre site with a mix of commercial uses in three phases. Selma Crossings will provide a regional retail center serving Central California. The development will include approximately 3.1 million square feet of commercial space and a 44 acre auto mall.

The CPUC recommends the Traffic Impact Study (T.I.S) and the Transportation/Circulation section of the DEIR specifically evaluate traffic safety issues to the at-grade railroad crossings in the project area. In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians.

Measures to reduce adverse impacts to rail safety need to be considered in the DEIR. General categories of such measures include:

- Installation of grade separations at crossings , i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning devices
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption

- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices, channelization and sidewalks
- Construction of pill out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings
- Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.

Please forward the traffic impact study scope of services from the traffic consultant when available so we can review the *assumptions/methodologies* and *thresholds of significance* and provide input early in the project. This will avoid future discrepancies on the traffic analysis for the at-grade railroad crossings and will expedite our review. A formal traffic scoping meeting by the City is recommended to address this matter based on the Regional Significance of this project.

The Commission is a responsible agency under CEQA section 15381 with regard to this project. Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing. As such, we greatly appreciate the opportunity to work with the City to improve public safety as it relates to the at-grade railroad crossings in the proposed project area.

Thank you for your consideration of these comments. Regarding any environmental review questions, please contact me at (415) 713-0092 or email at ms2@cpuc.ca.gov.

Sincerely,

Moses Stites

Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939

Section

# A PROJECT UNDERSTANDING AND APPROACH

**SCHNOOR STREET COMMERCIAL PROJECT, CITY OF MADERA**
**TRANSPORTATION IMPACT ANALYSIS REPORT**
**Michael Brandman Associates**

***Project Understanding*** – The project site is located on the east side of Schnoor Street just south of the existing Home Depot. As currently proposed, the project site plan (see following page) includes three driveway access locations onto Schnoor Street. The purpose of this traffic study is to provide technical quantified peak hour analysis in support of the project environmental documents.

***Project Approach*** - The following Scope of Services to prepare a comprehensive Transportation Impact Analysis Report (TIAR) for this development project has been created consistent with the City of Madera standards and typical CEQA guidelines. Study locations are illustrated on the following pages, and have been tentatively reviewed by the City. We recommend that this scope and the related study locations be formally reviewed with the City to obtain their comments and concerns at the earliest juncture. The study will quantify the existing and future traffic impacts associated with development of the overall project for vehicular, pedestrian, and transit related impacts, along with mitigation measures required to mitigate impacts to an acceptable performance and safety level. The traffic scenarios to be studied will include:

- *Existing* Conditions
- *Short Term No Project* Conditions
- *Short Term Plus Project* Conditions
- *Cumulative No Project* Conditions
- *Cumulative Plus Project* Conditions

Truck routing to the project site will be reviewed, and recommendations pertaining to routes and roadway geometric improvements will be provided. *(Note: A phased project analysis would be subject to additional fees.)*

***Agency Reviews*** – The Administrative Draft TIAR will be submitted to the City, and Caltrans for review and comment (if appropriate). Following review of the Administrative Draft TIAR by the client and local agencies OMNI-MEANS will prepare the Final TIAR for use in completing the project's environmental documents. Comments received on the draft and final environmental documents will be responded to by revisions to the TIAR (or in a standard Response to Comments format), and submitted to the client for use in the project's final applications.

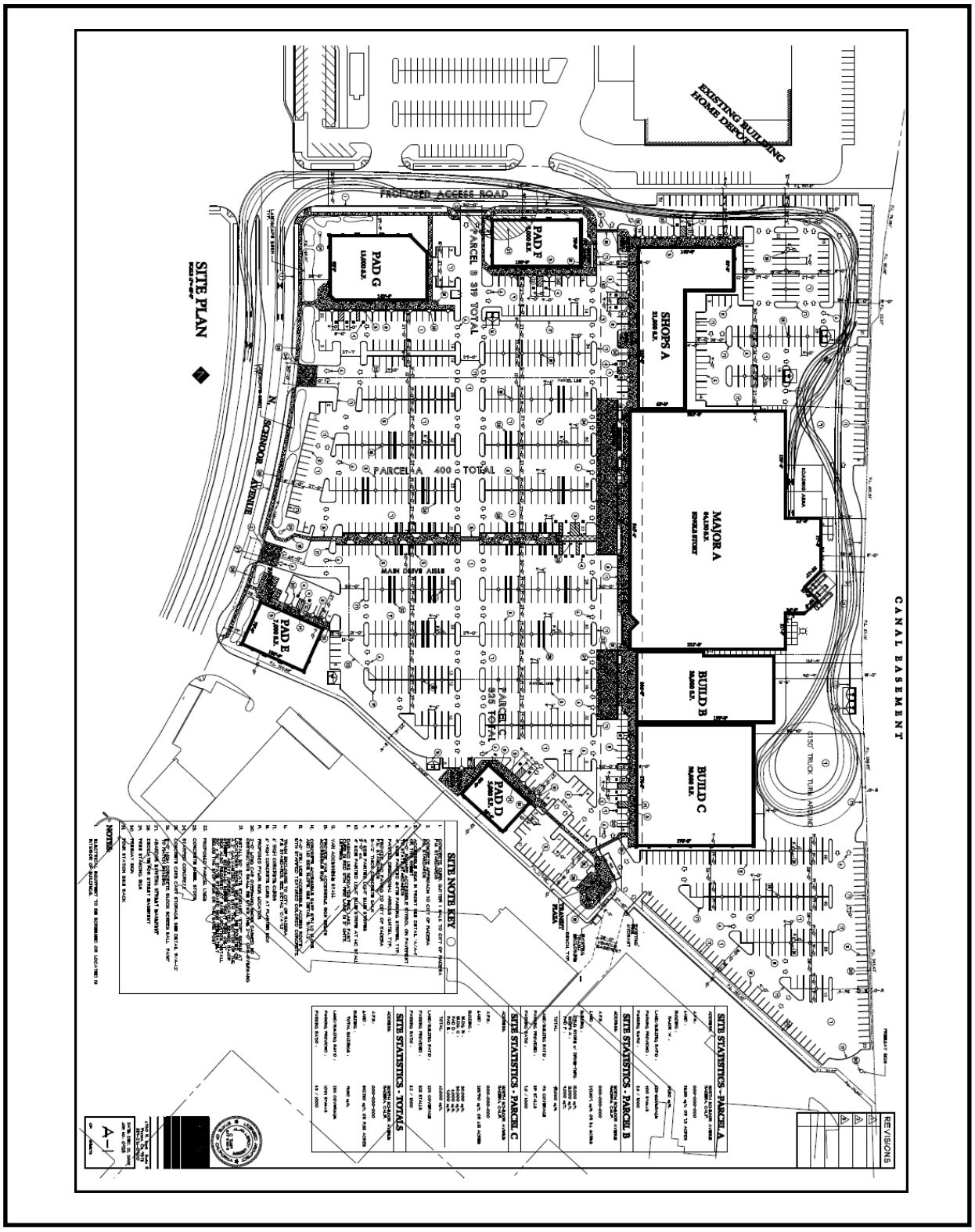
*{Note: Agency comments requiring significant new analysis or technical discussion may be subject to additional charges. This additional work will be completed only with the client's prior authorization, and will be billed on a Time and Materials Basis. In addition, we have included budget for responding to approximately 12 comments requiring a detailed responses, and 25 comments requiring only a simple response on the draft environmental document review period.}*

***Meetings*** – The scope of services for this work includes attendance at three (3) project meetings. We anticipate that this project may have an extensive meeting schedule including pre-application (scoping) meeting, City meetings, Caltrans meetings, Planning Commission meetings, and City Council meetings. As such, attendance at more than three (3) meetings will be billed on a Time and Materials basis.

***Schedule*** – OMNI-MEANS will begin work on this project immediately following notice to proceed. We will provide the administrative draft technical report within an eight (8) week period of time. Following each agency review, we anticipate that either a revised report or detailed response to comment letter would be prepared within one (1) weeks following receipt of the comments (depending on the nature and extent of the comments).

**SCHNOOR STREET COMMERCIAL PROJECT, CITY OF MADERA**
**TRANSPORTATION IMPACT ANALYSIS REPORT**
**Michael Brandman Associates**

## PROJECT SITE MAP



## PHASE I – PROJECT MANAGEMENT, MEETINGS AND DATA COLLECTION

**Task 1** **Project Management and Meetings.** OMNI-MEANS will review all project related material, including; site maps, land use quantities, site access locations, project descriptions, project applications, past transportation studies, recent transportation studies within the study area, agency transportation planning documents (including general plan circulations elements, and/or specific plan circulation elements).

The OMNI-MEANS Project Manager will conduct an initial field review, and review this Scope of Work with the City of Madera (if applicable), to ascertain any changes relative to their requirements. We will also obtain any additional information which the City may have pertinent to this project. Project management work items, along with ongoing communication, correspondence and coordination with the involved agencies and environmental consultant team will be conducted as part of this task.

OMNI-MEANS will prepare for and attend three (3) project meetings. We anticipate that this project may have an extensive meeting schedule including pre-application (scoping) meeting, City meetings, Caltrans meetings, Planning Commission meetings, and City Council meetings. As such, attendance at more than three (3) meetings will be billed on a Time and Materials basis.

**Task 2** **Identification of Study Locations and Data Collection.** Transportation facility study locations are comprised of all existing vehicular, pedestrian, bicycle, and transit facilities in the vicinity of the project site that would reasonably be impacted by this project. Vehicular transportation facilities (roadways and intersections) to be included in this study were identified based upon expected travel flows to/from the proposed project, and the configuration of the transportation system these flows will impact. These study locations have been tentatively reviewed by the City, and are listed below.

*Roadways:*

1. Schnoor Street (W. Cleveland Avenue to Avenue 16)
2. W. Cleveland Avenue (N. Granada Drive to Country Club Drive)
3. Avenue 16 (Schnoor Street to N. Gateway Drive)
4. N. Gateway Drive (Schnoor Street to W. Cleveland Avenue)

*Intersections:*

1. Ellis Street/Country Club Road
2. Avenue 16/Schnoor Avenue
3. Avenue 16/State Route 99 SB Ramps
4. Avenue 16/State Route 99 NB Ramps
5. Clark Street/Country Club Road
6. Sherwood Way/Country Club Road
7. Sherwood Way/D Street
8. Cleveland Avenue/Granada Drive
9. Cleveland Avenue/Schnoor Avenue
10. Cleveland Avenue/Fairgrounds Entrance
11. Cleveland Avenue/State Route 99 SB Ramps
12. Cleveland Avenue/State Route 99 NB Ramps

13. Cleveland Avenue/Gateway Drive
14. Cleveland Avenue/Country Club Road
15. Dutra Way/Schnoor Avenue
16. Jefferson Avenue/Schnoor Avenue
17. Sunset Avenue/Schnoor Avenue
18. Country Club Drive/UP Railroad Crossing

To provide a database of existing and future conditions, available relevant transportation related data will be collected from the City and State. This data would include traffic counts, traffic signal timing plans, existing development, planned development proposals, improvement plans, transit schedules, pedestrian counts, and other data as deemed necessary. New peak hour traffic and pedestrian counts will be conducted at study intersections for both the AM and PM peak hours denoted above. Traffic counts will be modified to account for seasonal variances and school schedules as appropriate.

*Railroad Crossing Data Collection:* Omni-Means will conduct a 12 hour video surveillance of the Country Club Drive/UP Railroad Crossing during typical weekday conditions. In addition, all existing traffic signal and advance railroad pre-emption timing plans will be obtained from the City and PUC.

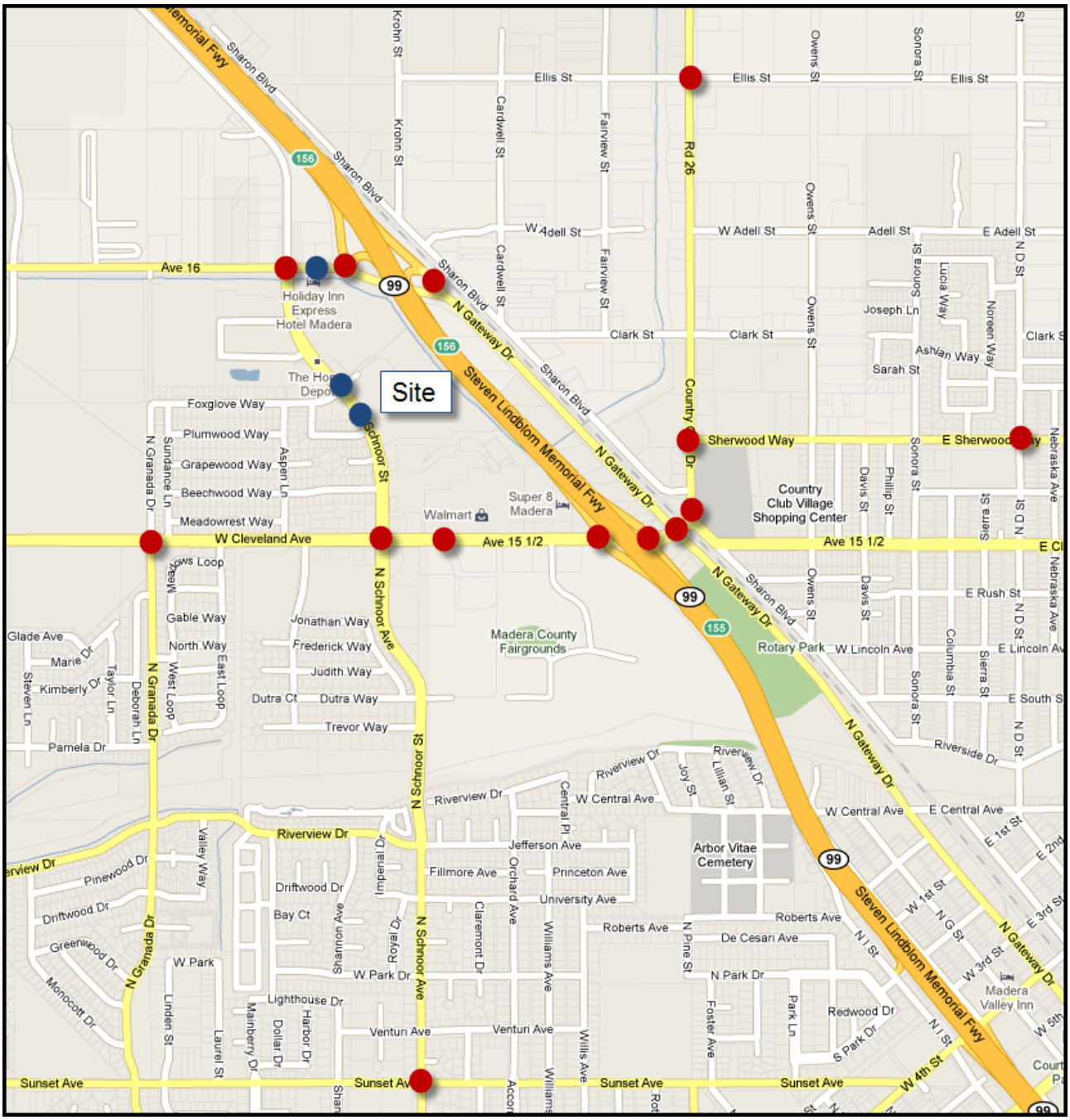
**Task 3** **Estimate Project Trip Generation.** The total number of vehicle trips generated by the proposed project will be estimated for full project build-out conditions. Information from the *Trip Generation Manual, 8th Edition* published by the *Institute of Transportation Engineers (ITE)* will be used to calculate appropriate trip generation rates. These rates will be adjusted accordingly for the specific site conditions, and reviewed with by the appropriate agencies. Project trip generation volumes will be estimated for daily, weekday peak hour (AM and PM) peak hour conditions during normal operating months.

**Task 4** **Project Trip Distribution and Assignment.** Based on an analysis of the trip making characteristics of the proposed project, the City of Madera travel demand model, along with area demographics, the trip distribution of project generated traffic will be estimated. Traffic will be assigned to the existing street system based on logical travel patterns associated with this directional distribution. Estimated average trip lengths will be computed based upon modeled data. In addition, total new trip VMT increases will be quantified using appropriate modeling techniques.

**Task 5** **Estimate Approved/Pending Projects Trip Generation.** The location and description for all currently approved/pending projects within the vicinity of the study area will be obtained from the City of Madera. The total number of vehicle trips expected to be generated by each of the identified approved projects will be estimated for weekday AM and PM peak hour traffic conditions. The primary source of trip generation rates will be information obtained from the Institute of Transportation Engineers Trip Generation Handbook, *Eight Edition*. These rates will be adjusted accordingly for specific site conditions, and reviewed with the City.

**Task 6** **Approved/Pending Projects Trip Distribution and Assignment.** Trip distribution estimates for approved project traffic will be based on existing and future traffic flow patterns, the City of Madera travel demand model, origin/destination data and area demographics. Traffic will be assigned to the existing street system based on logical travel patterns associated with this directional distribution.

## PROJECT STUDY LOCATIONS



**Task 7** **Memorandum of Assumptions.** Prior to completion of the following work tasks, OMNI-MEANS will prepare a detailed Memorandum of Assumptions that documents all technical assumptions that will be used to complete the study. These assumptions will include; trip generation rates, directional distribution estimates, capacity analysis methodologies, traffic growth rates and/or future model projections for daily, weekday AM and PM peak periods conditions, average trip lengths and VMT estimates. The Memorandum will be submitted to the client (and appropriate agencies) for review and comment. If adjustments are required, a second draft will be resubmitted to the client (and agencies as appropriate) for final approval.

**PHASE II – EXISTING CONDITIONS ANALYSIS**

**Task 8** **Existing Conditions Analysis.** Based on the data collected in Task 2, the *Existing* transportation conditions at all study locations will be analyzed. Transportation facility study locations (as listed in Task 2) will be described in terms of functional classification, roadway geometries, number of travel lanes, current traffic volumes, intersection spacing, and pedestrian walkways, and bike lanes/routes. Transportation improvements required to maintain acceptable vehicular traffic flows and queuing characteristics (including trucks), along with pedestrian, bicycle, and transit circulation at all study locations will be identified.

**Task 9** **Existing Conditions Railroad Crossing Analysis.** An operations and safety analysis will be conducted at the Country Club Drive/UP Railroad Crossing and adjacent traffic signals during typical weekday peak hour conditions. This analysis will be conducting by developing a VISSIM micro-simulation model for this study location. The micro-simulation model will be programmed to replicate all existing traffic signal and advance railroad pre-emption timing plans as obtained from the City and PUC. The following aspects of the existing railroad crossing will be reviewed and improvement needs identified.

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning signage
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption
- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices, channelization and sidewalks
- Construction of pull out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings



*{Note: The micro-simulation model prepared in this task will be used as the basis for future conditions analysis. Operational deficiencies identified within this task will be reviewed with future traffic volume increases and improvement needs identified.}*

**Task 10** **Short-Term Conditions Analysis.** Based on the results of Tasks 5 and 6 , the weekday AM and PM peak hour approved/pending projects trips will be added to existing volumes to obtain the *Short-Term* conditions. The potential LOS impacts of the approved/pending projects will be quantified, by comparison of *Existing* conditions to *Short-Term* conditions at all study area critical intersections and roadways.

**Task 11** **Short Term Plus Project Conditions.** Based on the results of Tasks 3, 4, and 9, the project generated peak hour traffic volumes will be added to *Short-Term* conditions volumes, to obtain *Short-Term Plus Project* conditions for all peak hour scenarios. The potential transportation related impacts of the project will be quantified by comparison of *Short-Term* conditions to *Short-Term Plus Project* conditions at all study locations. Transportation improvements required to maintain acceptable vehicular traffic flows and queuing characteristics (including trucks), along with pedestrian, bicycle, and transit circulation at all study locations will be identified.

**Task 12** **Project Access and On-site Circulation.** Proposed project access intersections will be evaluated to determine appropriate configuration, location, and traffic control. Spacing with other intersections and roadways, and vehicle queuing requirements (including trucks) will be evaluated. Internal site related vehicle, pedestrian and bicycle (and transit as appropriate) circulation will also be reviewed. Transportation improvements required to maintain acceptable traffic flows and queuing characteristics within and adjacent to the project site will be identified.

**PHASE III – FUTURE CONDITIONS ANALYSIS**

**Task 13** **Cumulative No Project Conditions.** Peak hour volumes will be obtained from available travel forecasting models, to simulate *Cumulative No Project* conditions. Planned roadway improvements for roadway and intersections within the study area for cumulative conditions, will be determined, and incorporated into these analyses. Transportation improvements required to maintain acceptable vehicular traffic flows and queuing characteristics (including trucks), along with pedestrian, bicycle, and transit circulation at all study locations will be identified.

**Task 14** **Cumulative Plus Project Conditions.** Based on the results of Tasks 3, 4, and 12 the weekday AM and PM peak hour trip volumes associated with project build-out will be added to *Cumulative No Project* volumes to obtain *Cumulative Plus Project* traffic conditions. The potential transportation related impacts of the project for these conditions will be quantified by comparison of *Cumulative No Project* condition to *Cumulative Plus Project* conditions at all study area critical intersection. Transportation improvements required to maintain acceptable vehicular traffic flows and queuing characteristics (including trucks), along with pedestrian, bicycle, and transit circulation at all study locations will be identified.

**Task 15** **Mitigation Measures.** Transportation improvements required to mitigate the project impacts identified in Tasks 10 and 13 for the proposed project, will be identified and described in detailed terms. These improvements could include, but are not limited to; intersection and/or roadway widening, signalization, channelization, turning movement restrictions, roundabout construction, road and access closure, additional facilities, or Transportation Demand Management (TDM) measures. Traffic flow metrics (LOS, delay, etc.) will be reported for each of these mitigated conditions. The project's fair share percentage of improvements will be calculated based upon formulas contained in the *Caltrans Traffic*

**PHASE IV – TIAR REPORT PREPARATION AND AGENCY REVIEW**

**Task 16** **Prepare Administrative Draft TIAR.** The analysis conducted in Tasks 1 through 14 will be used to prepare the draft report. The analysis will be summarized in text, tables, and figures to explain the technical evaluation and recommendations. The Administrative Draft TIAR will be prepared and submitted to the client (and local agencies, as appropriate) for review and comment.

**Task 17** **Draft and Final TIAR.** Following review of the Administrative Draft TIAR by the client (and local agencies, if appropriate) OMNI-MEANS will prepare the Draft TIAR for use in completing the project's environmental document. Comments received during the environmental document review period will be responded to by revisions to the TIAR (or in a standard Response to Comments format as appropriate), and submitted to the client for use in the project's final applications.

*{Note: Agency comments requiring significant new analysis or technical discussion may be subject to additional charges. This additional work will be completed only with the client's prior authorization, and will be billed on a Time and Materials Basis. In addition, we have included budget for responding to approximately 12 comments requiring a detailed response, and 25 comments requiring only a simple response on the draft environmental document review period. The project team member completing the environmental document will be responsible for all non-technical comments (i.e., grammatical or formatting comments). OMNI-MEANS will respond to technical comments only.}*

**Task 18** **Public Meetings.** OMNI-MEANS has not budgeted for public meetings. However, if the budgeted project meetings are not attended, then remaining budget could be used for attendance at the public meetings. OMNI-MEANS will attend any additional meetings on a Time and Materials basis with prior written authorization.



**City of Reedley**

Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
FAX 637-2139

December 23, 2010

D-B Heusser, City Manager
City of Selma
1710 Tucker Street
Selma, CA 93662

Dear Mr. Heusser:

Re: Notice of Preparation of a Draft Environmental Impact Report – Selma Crossing Commercial Development.

Thank you for the opportunity to comment on the Selma Crossing Commercial Development. The City of Reedley Community Development Department has reviewed the NOP for the above referenced Project. The City of Reedley would suggest the following areas be addressed:

- Potential impact on regional traffic system.
- Air quality.
- Expansion of SOI necessitates analysis of current capacity within SOI.
- Economic Impact – analysis of regional commercial vacancy.
- Consistency with the San Joaquin Valley Blue Print.

If we can be of any further assistance, please contact the City of Reedley Community Development Department at 559-637-4200, Ext. 222.

Sincerely,

David Brletic
City Planner

C: Rocky Rogers, City Manager

10fw165

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

December 24, 2010

JAN 04 2011

Mr. Bryant Hemby, Planner
**City of Selma**
1710 Tucker Street
Selma, CA 93662

Sent by FAX to 559-896-1068 & 559-497-0319
No. of Pages: 2

Re: Tribal Consultation Per Government Code §§ 65352.3, 65352.4 and 65560 (SB 18/Sacred Lands File Search) for Project- **General Plan Amendment 5for the Selma Crossings Commercial Development Project**; located in the City of Selma; Fresno County, California;

Dear Mr. Hemby:

Government Code §65352.3, .4 and .5 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places that might be impacted by a General Plan or Specific or modifications thereof. Attached is a Native American Tribal Consultation list of tribes with traditional lands or cultural places located within the requested plan, the Area of Potential Effect (APE).

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) (Contact the Office of Historic Preservation at (916) 445-7000 to find the nearest CHRIS Information Center) to determine if there are any recorded archaeological sites are located within the area(s) affected by the proposed action, in the California Historical Resources Information System (CHRIS) Inventory.

A NAHC Sacred Lands File search was conducted based on the project site n information included in your request; **Native American cultural resources were NOT identified** within ½-mile of the APE. Also, the absence of archaeological items and/or Native American cultural resources does not mean they do not exist at the subsurface level and ground-breaking activity may expose them.. Consultation with local Native American is the best and recommended manner for identifying specific sensitive cultural areas with which your agency should become familiar. Early consultation with the Native American tribes on the attached list is the best way to find out if the proposed project may impact Native American cultural resources. Local governments should be aware that records searches do not preclude the existence of and the discovery of sacred sites or a cultural place of special religious and cultural significance to local Native American tribes. And please note that a tribe or tribal members may be the only source of information regarding the existence of a sacred site or a cultural place.

If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Dave Singleton, Program Analyst

*Happy Holidays!*

Attachment: Native American Tribal Government Contacts

Cc: David M. Mitchell, Michael Brandman Associates

**Native American Tribal Consultation List**
**Fresno County**
December 24, 2010

Big Sandy Rancheria of Mono Indians
Liz Hutchins Kipp, Chairperson
P.O. Box 337 / 37302 Western Mono
Auberry , CA 93602
(559) 855-4003
lk@bigsandyrancheria.com

Cold Springs Rancheria of Mono Indians
Robert Marquez, Chairperson
P.O. Box 209 Mono
Tollhouse , CA 93667
(559) 855-5043

Santa Rosa Rancheria
Rueben Barrios, Chairperson
P.O. Box 8 Tache
Lemoore , CA 93245 Tachi
Yokut
(559) 924-1278

Dumna Wo-Wah Tribal Goverment
Keith F. Turner, Tribal Contact
P.O. Box 306 Dumna/Foothill
Auberry , CA 93602 Mono
t'si-akimcorr@at.net
(559) 855-3128 Home
(559) 696-0191 (Cell)

Table Mountain Rancheria
Bob Pennell, Cultural Resources Director
P.O. Box 410 Yokuts
Friant , CA 93626-0177
(559) 325-0351
(559) 217-9718 - cell

Kings River Choinumni Farm Tribe
John Davis, Chairman
1064 Oxford Avenue Foothill Yokuts
Clovis , CA 93612-2211 Choinumni
(669) 307-6430

Esohm Valley Band of Indians/Wuksache Tribe
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct. Foothill Yokuts
Salinas , CA 93906 Mono
kwood8934@aol.com
831-443-9702

Dumna Wo-Wah Tribal Government
Jim Redmoon - Cultural Resources Representative
724 W. Fountain Dumna/Foothill
Fresno , CA 93705 Choinumni
559-824-0265
darkstarmoondog@yahoo.com

Traditional Choinumni Tribe
David Alvarez, Chairperson
2415 E. Houston Avenue
Fresno , CA 93720
davealvarez@sbcglobal.net Choinumni

(559) 323-6231

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.

# DEPARTMENT OF CONSERVATION

*Managing California's Working Lands*

**DIVISION OF LAND RESOURCE PROTECTION**

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

**PHONE** 916 / 324-0850 • **FAX** 916 / 327-3430 • **TDD** 916 / 324-2555 • **WEBSITE** conservation.ca.gov


December 28, 2010

JAN 03 2011
RECEIVED

**VIA FACSIMILE (559) 896-1068**
Mr. Bryant Hemby, Assistant Planner
City of Selma Planning Department
1710 Tucker Street
Selma, CA 93662

Subject: Notice of Preparation of a DEIR for the Selma Crossings Commercial Development - SCH# 2007071008

Dear Mr. Hemby:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation of a DEIR for the Selma Crossings Commercial Development. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the proposed project's potential impacts on agricultural land and resources.

**Project Description:**

The project proposes to develop a 287-acre site with a mix of commercial uses including retail, office, auto mall, hotels, a water park, and residential units. The site also includes a 20-acre detention basin to accommodate stormwater runoff from the project, bringing the total site to 307-acres.

The project is located along the southeastern city limits of Selma in Fresno County. The site is located at the northeast quadrants northwest and southwest of the intersection of Mountain View Avenue and the State Route 99 Freeway. The project site and areas east, west, and south are currently within Fresno County's jurisdiction. The project site is designated Highway commercial by Fresno County's Selma Community Plan and is zoned Agriculture Exclusive 20-Acre Minimum, Agriculture Limited 20-Acre Minimum, General Commercial, Commercial Manufacturing, and Resident Agriculture. The area to the west and south of the project site is zoned Agriculture Exclusive 20-Acre Minimum and actively farmed. One 30-acre parcel is under Williamson Act contract and is proposed for cancellation to complete the project.

**Division Comments:**

The Fresno East 2008 Farmland Mapping and Monitoring Program Important Farmland map designates the site as Prime Farmland, Farmland of Local Importance, and possibly some Urban and Rural Residential land. Therefore, the Division recommends that the Notice of

Preparation of a DEIR for the Selma Crossings Commercial Development address the following items to provide a comprehensive discussion of potential impacts of the project on agricultural land and activities:

Agricultural Setting of the Project

- Location and extent of Prime and Important Farmland in and adjacent to the project area.
- Current and past agricultural use of the project area. Please include data on the types of crops grown, and crop yields and farm gate sales values.

To help describe the full agricultural resource value of the soils on the site, the Department recommends the use of economic multipliers to assess the total contribution of the site's actual or potential agricultural production to the local, regional, and state economies. Two sources of economic multipliers can be found at the University of California Cooperative Extension Service and the United States Department of Agriculture (USDA).

Project Impacts on Agricultural Land

When determining the agricultural value of the land, it is important to recognize that the value of a property may have been reduced over the years due to inactivity, but it does not mean that there is no longer any agricultural value. The *inability* to farm the land, rather than the choice not to do so, is what could constitute a reduced agricultural value. The Division recommends the following discussion under the Agricultural Resources section of the Draft EIR:

- Type, amount, and location of farmland conversion that may result directly and indirectly from project implementation and growth inducement, respectively.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, vandalism, etc.
- Incremental project impacts leading to cumulative impacts on agricultural land. This would include impacts from uses allowed in the proposed Community Plan, as well as impacts from past, current, and likely projects in the future.

Under California Code of Regulations Section 15064.7, impacts on agricultural resources may also be both quantified and qualified by use of established thresholds of significance. As such, the Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model. The California LESA model is a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is available on the Division's website at:

http://www.consrv.ca.gov/DLRP/qh_lesa.htm

Mitigation Measures

Although direct conversion of agricultural land is often an unavoidable impact under California Environmental Quality Act (CEQA) analysis, mitigation measures must be considered. The

adoption of a Statement of Overriding Consideration does not absolve an agency of the requirement to implement feasible mitigation that lessens a project's impacts. A principal purpose of an EIR is to present a discussion of mitigation measures in order to fully inform decision-makers and the public about ways to lessen a project's impacts. In some cases, the argument is made that mitigation cannot reduce impacts below the level of significance because agricultural land will still be converted by the project, and, therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation. Rather, the criterion is feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline §15370, mitigation includes measures that "avoid, minimize, rectify, reduce or eliminate, or compensate" for the impact.

All measures allegedly feasible should be included in the DEIR. Each measure should be discussed, as well as the reasoning for selection or rejection. A measure brought to the attention of the Lead Agency should not be left out unless it is infeasible based on its elements.

The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. As such, the Department recommends the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, the Department recommends that this ratio of conservation easements to lost agricultural land be increased. Mitigation for the loss of Prime Farmland is suggested at a 2:1 ratio due to its importance in the State of California. Conservation easements will protect a portion of those remaining land resources and lessen project impacts in accordance with CEQA Guideline §15370. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation.

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence, the search for replacement lands can be conducted regionally or statewide, and need not be limited strictly to lands within the project's surrounding area.

One source that has proven helpful for information about regional and statewide agricultural mitigation banks is the California Council of Land Trusts, which can be found at:

http://www.calandtrusts.org

The Council deals with all types of mitigation banks. It is suggested that when contacting the Land Trust, you specify the need for agricultural mitigation banks.

The Department also has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report

may be requested from the Division at the address or phone number at the conclusion of this letter. Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered.

Williamson Act Lands

The Department recommends that the following information be provided and/or discussed in the DEIR:

- A map detailing the location of agricultural preserves and contracted land within each preserve. The CEQA document should also tabulate the number of Williamson Act acres, according to land type (e.g., prime or non-prime agricultural land), which could be impacted directly or indirectly by the project.
- A discussion of Williamson Act contracts that may be terminated in order to implement the project and the proposed new use of the land. The CEQA document should discuss the probable impacts on nearby properties resulting from the termination of adjacent Williamson Act contracts. For example, a termination of a Williamson Act contract may have a growth-inducing impact.

Termination of Williamson Act Contracts

This project includes the cancellation of a Williamson Act contract. As a general rule, land can only be withdrawn from a Williamson Act contract through the nine-year non-renewal process. Immediate termination via cancellation is reserved for "extraordinary circumstances" (see Sierra Club v. City of Hayward (1981) 28 Cal.3d 840, 852-855). Cancellation procedures are outlined in Government Code §51282 through 51285.

To approve a tentative contract cancellation, the County must make specific findings that are supported by substantial evidence (§51282), and the landowner must pay a cancellation fee equal to 12.5 percent of the unrestricted, current fair market valuation of the property. Once the final cancellation is recorded, the contract is terminated immediately. If there is the potential for a cancellation, the Department recommends that a discussion of the required findings be included in the DEIR.

Government Code §51284.1 requires a notice for petition of a contract cancellation, separate from the CEQA documentation, to be sent to the Director of the Department of Conservation as soon as the cancellation application is deemed complete, but not less than thirty (30) days prior to the scheduled action by the Board. The Board must consider any comments from the Department when making its findings. The petition of cancellation must be mailed to:

Department of Conservation
C/o Division of Land Resource Protection
801 K Street, MS 18-01
Sacramento, CA 95814-3528

Please also provide the Department with the date of any hearings for this particular action, and any staff reports pertaining to it. The Williamson Act contract will remain in effect if the contract is not terminated correctly; therefore, any ensuing development on the subject parcel could be considered a breach of the contract, and potentially a material breach.

Thank you for giving us the opportunity to comment on the Notice of Preparation of a DEIR for the Selma Crossings Commercial Development. As noted above, the Board of Supervisors is required to make findings in order to approve a tentative cancellation. Please provide this Department with the date of any hearings for this particular action, and any staff reports pertaining to it. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Meri Meraz, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814, or by phone at (916) 445-9411.

Sincerely,

DJOt

Dan Otis
Program Manager
Williamson Act Program

cc: State Clearinghouse

2ND 1.

DEC 01 2010

Chevron

**Lee Higgins**
Environmental Project Manager

**Chevron Environmental Management Company**
6111 Bollinger Canyon Road
BR1Y/3484
San Ramon, CA 94583
Tel (925) 543-2365
Fax (925) 543-2323
leehiggins@chevron.com

November 30, 2010

Stakeholder Correspondence – City of Selma Planning Department

Mr. Bryant Hemby
Assistant Planner
City of Selma Planning Department
1710 Tucker Street
Selma, CA 93662

*Subject:* **Comments on the Notice of Preparation of a Draft Environmental Impact Report**
**Selma Crossings Commercial Development**
Chevron Environmental Management Company
Historical Pipeline Portfolio–Bakersfield to Richmond

Dear Mr. Hemby:

Chevron Environmental Management Company (CEMC) recently became aware of the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Selma Crossings Commercial Development project. The purpose of this letter is to notify the City of Selma Planning Department as to the location of a formerly active crude-oil pipeline in Selma (Figure 1), and to provide background information about the former pipeline. The intent is that information regarding the location and construction of this pipeline will be incorporated into the DEIR and future project development and environmental plans.

A portion of the former Tidewater Associated Oil Company (TAOC) crude-oil pipeline existed in the vicinity of the proposed Selma Crossings Commercial Development project, along Golden State Boulevard. This historic pipeline was constructed in the early 1900s and carried crude oil from the southern San Joaquin Valley to the Bay Area. Operations for the TAOC pipeline ceased in 1970s.

The pipeline was originally installed at depths ranging from 18 inches to 10 feet below ground surface. The steel pipeline was typically encased in a protective coating composed of coal tar and asbestos-containing felt material (ACM). When pipeline operations ceased, the pipeline was taken out of commission. The degree and method of decommission varied; in some instances the pipeline was removed, while in others it remains in place.

Evidence of historic releases associated with the former TAOC pipeline is sometimes identified during the course of underground utility work and other subsurface construction activities near the former pipeline right of way (ROW). Residual weathered crude oil associated with former TAOC pipeline operations can usually be observed visually; however, analytical testing is necessary to confirm the identity of the affected material. Analytical results from risk assessments performed by CEMC at numerous historical pipeline release sites confirm that soil affected by the historic release of crude oil from the pipeline is non-hazardous.

Figure 1 illustrates the location of the former TAOC pipeline with respect to the proposed Selma Crossings Commercial Development.

CEMC recommends that project proponents be prepared to potentially address residual weathered crude oil, pipeline, and ACM from the former TAOC pipeline during subsurface construction activities. This potentiality is easily managed with some advanced planning. CEMC would appreciate being informed of progress regarding the proposed project, any encountered petroleum, pipeline, and pipeline-related ACM, and any other planned construction and land development projects in the vicinity of the former TAOC ROW.

For more information regarding this historic pipeline, please visit http://www.hppinfo.com/. If you have any questions, require additional information, or would like to request more detailed maps, please contact SAIC-Benham consultants Tom Burns (thomas.a.burns@saic.com) at (916) 979-3748 or Daniel Anzelon [daniel.b.anzelon@saic.com] at (858) 826-3316.

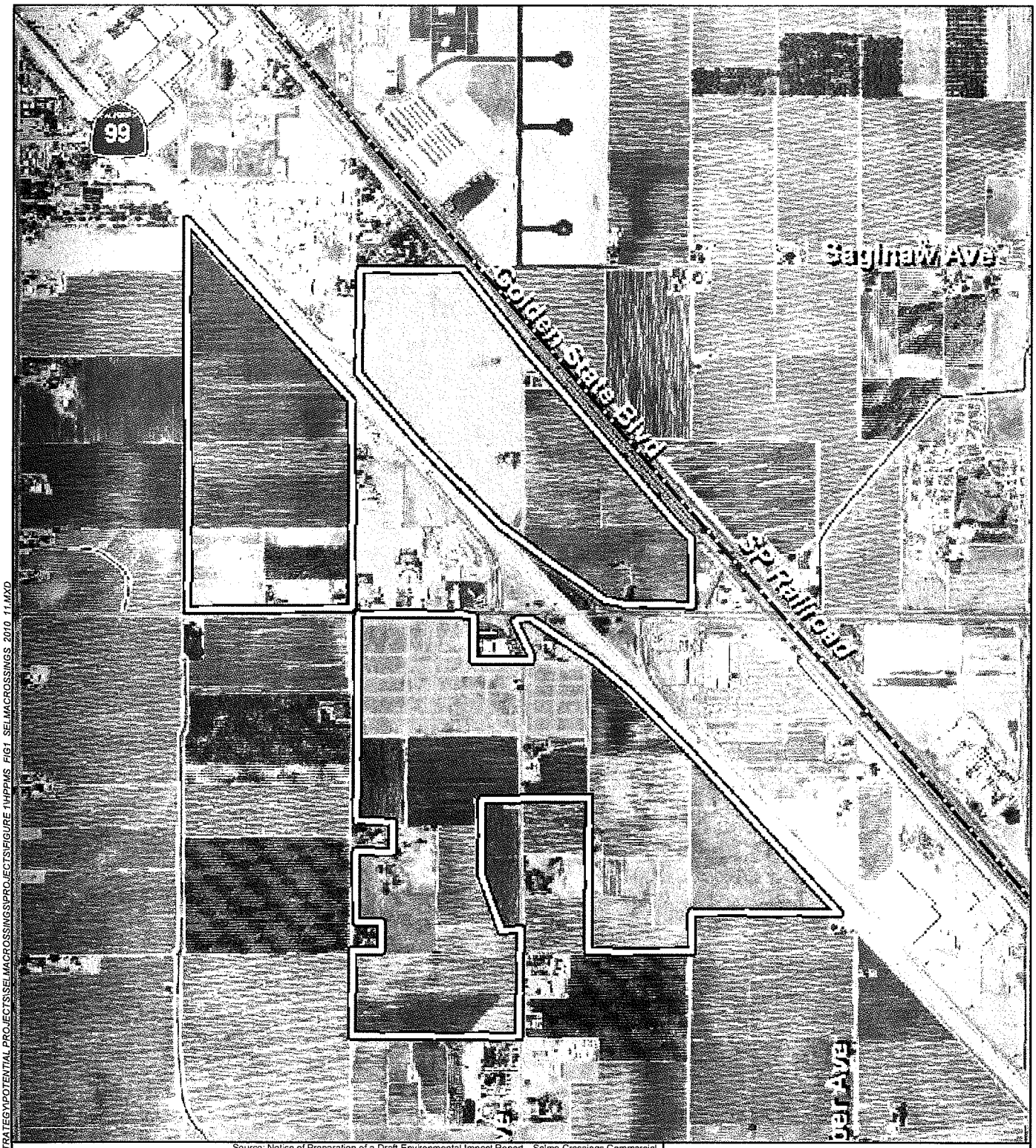
Sincerely,

Lee Higgins

LPH/klg

Enclosure:
Figure 1. Historical Pipeline Right of Way – Selma Crossings Commercial Development

cc: Mr. Tom Burns – SAIC-Benham
3800 Watt Avenue, Suite 210, Sacramento, California 95821
Mr. Mike Jenkins – SAIC-Benham (letter only)
3800 Watt Avenue, Suite 210, Sacramento, California 95821
Mr. Stuart Batstone – ARCADIS
3240 El Camino Real, Suite 200 Irvine, California 92602




Source: Notice of Preparation of a Draft Environmental Impact Report—Selma Crossings Commercial Development (November 9, 2010)

0 250 500
Feet

N

CALIFORNIA LOCATION MAP

Historical Tidewater Associated Oil Company (TAOC) Pipeline

Project Site

# HISTORICAL PIPELINE RIGHT OF WAY

SELMA CROSSINGS
COMMERCIAL DEVELOPMENT
Selma, California

| DATE: 11/19/2010 | ANALYST: HOANGTA | FIGURE: |
|---|---|---|
| SAIC From Science to Solutions | The Benham Companies, LLC A Wholly Owned Subsidiary | 1 |

FILE: \\SACGIS\GIS\CADD\PPBTRMANAGEMENTSTRATEGY\POTENTIAL PROJECTS\SELMACROSSINGS\PROJECTS\FIGURE 1\HPPIMS_FIG1_SELMACROSSINGS_2010_11.MXD

# Appendix B:
# Land Evaluation and Site Assessment Model

# LAND EVALUATION and SITE ASSESSMENT MODEL
## Selma Crossings Project
## City of Selma, Fresno County, California

Prepared for:

**City of Selma**
1710 Tucker Street
Selma, CA 93662
559.891.2209

Contact: D-B Heusser, City Manager

Prepared by:

**Michael Brandman Associates**
2444 Main Street, Suite 150
Fresno, CA 93721
559.497.0310

Contact: Grant Gruber, Project Manager

Michael Brandman Associates

June 30, 2011

**Land Capability Classification (LCC) and Storie Index Scores**

| Soil Map Unit | Project Acres | Proportion of Project Area | LCC | LCC Rating | LCC Score | Storie Index | Storie Index Score |
|---|---|---|---|---|---|---|---|
| Hc | 41.83 | 14.20% | IIs | 80 | 11.356818 | 90 | 12.77642028 |
| Hd | 3.94 | 1.34% | IIe | 90 | 1.2034209 | 90 | 1.203420892 |
| Hm | 176.57 | 59.92% | I | 100 | 59.923301 | 90 | 53.93097129 |
| Hsr | 30.38 | 10.31% | I | 100 | 10.310188 | 90 | 9.279169212 |
| PmB | 29.16 | 9.90% | IVe | 50 | 4.9480757 | 90 | 8.906536347 |
| TzbA | 12.78 | 4.34% | IVs | 40 | 1.7348809 | 70 | 3.036041539 |
| | | | | | | | 0 |
| TOTAL | 294.66 | 1 | | 460 | 89.476685 | 520 | 89.13255956 |

Total Acres

| Total Class I-II | Total Class III | Total Class IV-VIII |
|---|---|---|
| 252.72 | | 41.94 |

**Project Size Score**

| LCC Class I-II | LCC Class III | LCC Class IV-VIII |
|---|---|---|
| | | |

Table 3-Proj. Size Scoring

| LCC Class I-II | | LCC Class III | | LCC Class IV-VIII | |
|---|---|---|---|---|---|
| Acres | Score | Acres | Score | Acres | Score |
| 80 + | 100 | 160 + | 100 | 320 + | 100 |
| 60-79 | 90 | 120-159 | 90 | 240-319 | 80 |
| 40-59 | 80 | 80-119 | 80 | 160-239 | 60 |
| 20-39 | 50 | 60-79 | 70 | 100-159 | 40 |
| 10-19. | 30 | 40-59 | 60 | 40-99 | 20 |
| fewer than 10 | 0 | 20-39 | 30 | fewer than 40 | 0 |
| | | 10-19. | 10 | | |
| | | fewer than 10 | 0 | | |

Total Acres
Total Class I-II | Total Class III | Total Class IV-VIII
252.72 | | 41.94

| | | | |
|---|---|---|---|
| Total Acres | 0 | 0 | 0 |
| Project Size Scores | | | |

Highest Project Size Score

Total Acres

| Total Class I-II | Total Class III | Total Class IV-VIII |
|---|---|---|
| 252.72 | | 41.94 |

| | | | |
|---|---|---|---|
| Total Acres | | | |
| Score | 100 | | 20 |

TOTAL PROJECT SIZE RATING= 100

| Project Portion | | Water Source | Proportion | Water Availability Score | Weighted Availability S |
|---|---|---|---|---|---|
| | 1 | Irrigation District Water Only | | | 0 |
| | 2 | Groundwater only | | | 0 |
| | 3 | Both irrigation and ground | 100% | 80 | 80 |
| | 4 | Not irrigated at all | | | 0 |
| | | Total | 1 | Total water resource score | 80 |

Score (C x D)

**Table 5. Water Resource Availability Scoring**

| Option | Non-Drought Years | | | Drought Years | | | WATER RESOURCE SCORE |
|---|---|---|---|---|---|---|---|
| | RESTRICTIONS | | | RESTRICTIONS | | | |
| | Irrigated Production Feasible? | Physical Restrictions ? | Economic Restrictions ? | Irrigated Production Feasible? | Physical Restrictions ? | Economic Restrictions ? | |
| 1 | YES | NO | NO | YES | NO | NO | 100 |
| 2 | YES | NO | NO | YES | NO | YES | 95 |
| 3 | YES | NO | YES | YES | NO | YES | 90 |
| 4 | YES | NO | NO | YES | YES | NO | 85 |
| 5 | YES | NO | NO | YES | YES | YES | 80 |
| 6 | YES | YES | NO | YES | YES | NO | 75 |
| 7 | YES | YES | YES | YES | YES | YES | 65 |
| 8 | YES | NO | NO | NO | -- -- | -- -- | 50 |
| 9 | YES | NO | YES | NO | -- -- | -- -- | 45 |
| 10 | YES | YES | NO | NO | -- -- | -- -- | 35 |
| 11 | YES | YES | YES | NO | -- -- | -- -- | 30 |
| 12 | Irrigated production not feasible, but rainfall adequate for dryland production in both drought and non-drought years | | | | | | 25 |
| 13 | Irrigated production not feasible, but rainfall adequate for dryland production in non-drought years (but not in drought years) | | | | | | 20 |
| 14 | Neither irrigated nor dryland production feasible | | | | | | 0 |

**Table 6: Surrounding Ag Land Rating**

| Percent of Project's Zone of Influence in Agricultural Use | Surround Ag Land Score |
|---|---|
| 90-100% | 100 points |
| 80-89 | 90 |
| 75-79 | 80 |
| 70-74 | 70 |
| 65-69 | 60 |
| 60-64 | 50 |
| 55-59 | 40 |
| 50-54 | 30 |
| 45-49 | 20 |
| 40-44 | 10 |
| <40 | 0 |

**Table 7: Surrounding Protected Resource Land Score**

| Percent of Project's Zone of Influence in Agricultural Use | Surround Ag Land Score |
|---|---|
| 90-100% | 100 points |
| 80-89 | 90 |
| 75-79 | 80 |
| 70-74 | 70 |
| 65-69 | 60 |
| 60-64 | 50 |
| 55-59 | 40 |
| 50-54 | 30 |
| 45-49 | 20 |
| 40-44 | 10 |
| <40 | 0 |

| | Acres |
|---|---|
| Williamson Act | 641.97 |
| Zone of Influence Area | 1996.05 |
| Percentage | 32.16% |

| FMMP | | *acreage* | | | |
|---|---|---|---|---|---|
| *polygon_ty* | *Cnt_polygo* | *Project site a* | *Proejct site* | *ZOI only* | |
| D Urban and Built up land | 2 | 230.8971 | 6.53 | 224.3671 | |
| L Farmland of Local Importan | 9 | 237.2542 | 70.38 | 166.8742 | |
| P prime farmland | 4 | 1201.6306 | 185.6 | 1016.0306 | |
| R rural residential land | 3 | 44.7827 | 2.36 | 42.4227 | |
| S Farmalnd of statewide impo | 10 | 157.6016 | 23.23 | 134.3716 | |
| U uniquie farmland | 1 | 5.4035 | | 5.4035 | |
| V vacant or disturbed | 1 | 14.2731 | | 14.2731 | |
| sAC semi ag and rural comme | 5 | 104.3595 | 6.53 | 97.8295 | ZOI Ag Use Acres |
| | | | | | 1322.6799 |
| | | | ZOI Area | | 1996.05 |
| | | | Percentage | | 66.26% |

## Section III. Weighting of Factors and Final LESA Scoring

The California LESA Model is weighted so that 50 percent of the total LESA score of a given project is derived from the Land Evaluation factors, and 50 percent from the Site Assessment factors. Individual factor weights are listed below, with the sum of the factor weights required to equal 100 percent.

**Land Evaluation Factors**

| | |
|---|---|
| Land Capability Classification | 25% |
| Storie Index Rating | 25% |
| **Land Evaluation Subtotal** | **50%** |

**Site Assessment Factors**

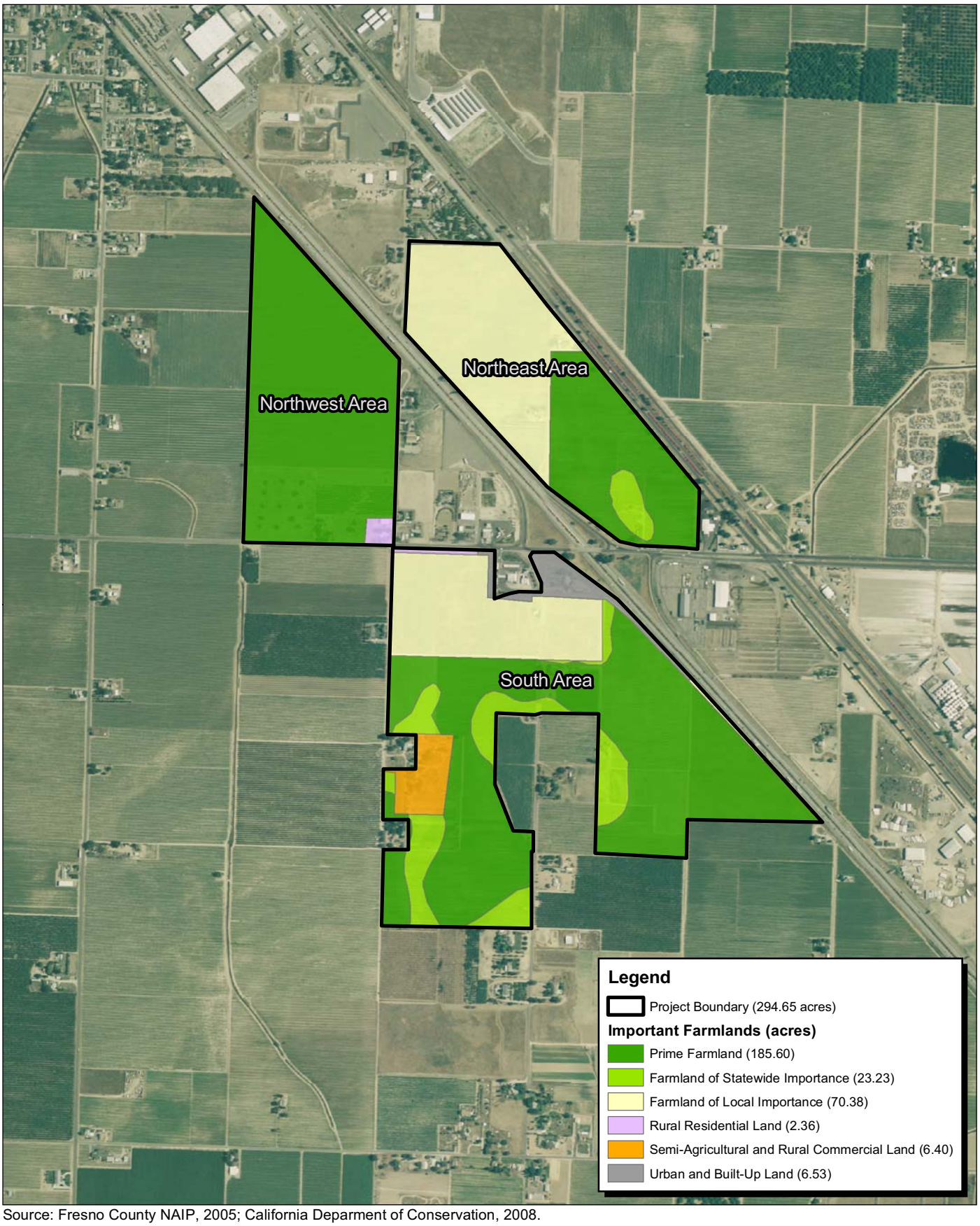
| | |
|---|---|
| Project Size | 15% |
| Water Resource Availability | 15% |
| Surrounding Agricultural Lands | 15% |
| Surrounding Protected Resource Lands | 5% |
| **Site Assessment Subtotal** | **50%** |
| **Total LESA Factor Weighting** | **100%** |

Each factor is measured separately (each on 100 point scale) and entered in the appropriate line in **Column B** of the **Final LESA Scoresheet** (Table 8). Each factor's score is then multiplied by its respective factor weight, resulting in a weighted factor score in **Column D** as indicated in Table 8. The weighted factor scores are summed, yielding a Total LESA Score (100 points maximum ) for a given project, which is entered in **Line 7** of **Column D**.

| Factor Name | Factor Rating (0-100 points) | X | Factor Weighting (Total=1.0) | = | Weighted Factor Rating |
|---|---|---|---|---|---|
| **Land Evaluation** | | | | | |
| 1. Land Capability Classification | 89.48 | | 0.25 | | 22.37 |
| 2. Storie Index Rating | 89.13 | | 0.25 | | 22.2825 |
| | | | | | |
| **Site Assessment** | | | | | |
| 1. Project Size | 100 | | 0.15 | | 15 |
| 2. Water Resource Availability | 80 | | 0.15 | | 12 |
| 3. Surrounding Agricultural Lands | 60 | | 0.15 | | 9 |
| 4. Protected Resource Lands | 0 | | 0.05 | | 0 |
| | | | | | |
| | | | | TOTAL | 80.6525 |

**Table 9. California LESA Model Scoring Thresholds**

| Total LESA Score | Scoring Decision |
|---|---|
| 0 to 39 Points | Not Considered Significant |
| 40 to 59 Points | Considered Significant only if LE and SA subscores are each greater than or equal to 20 points |
| 60 to 79 Points | Considered Significant unless either LE or SA subscore is less than 20 points |
| 80 to 100 Points | Considered Significant |




Source: Fresno County NAIP, 2005; California Deparment of Conservation, 2008.

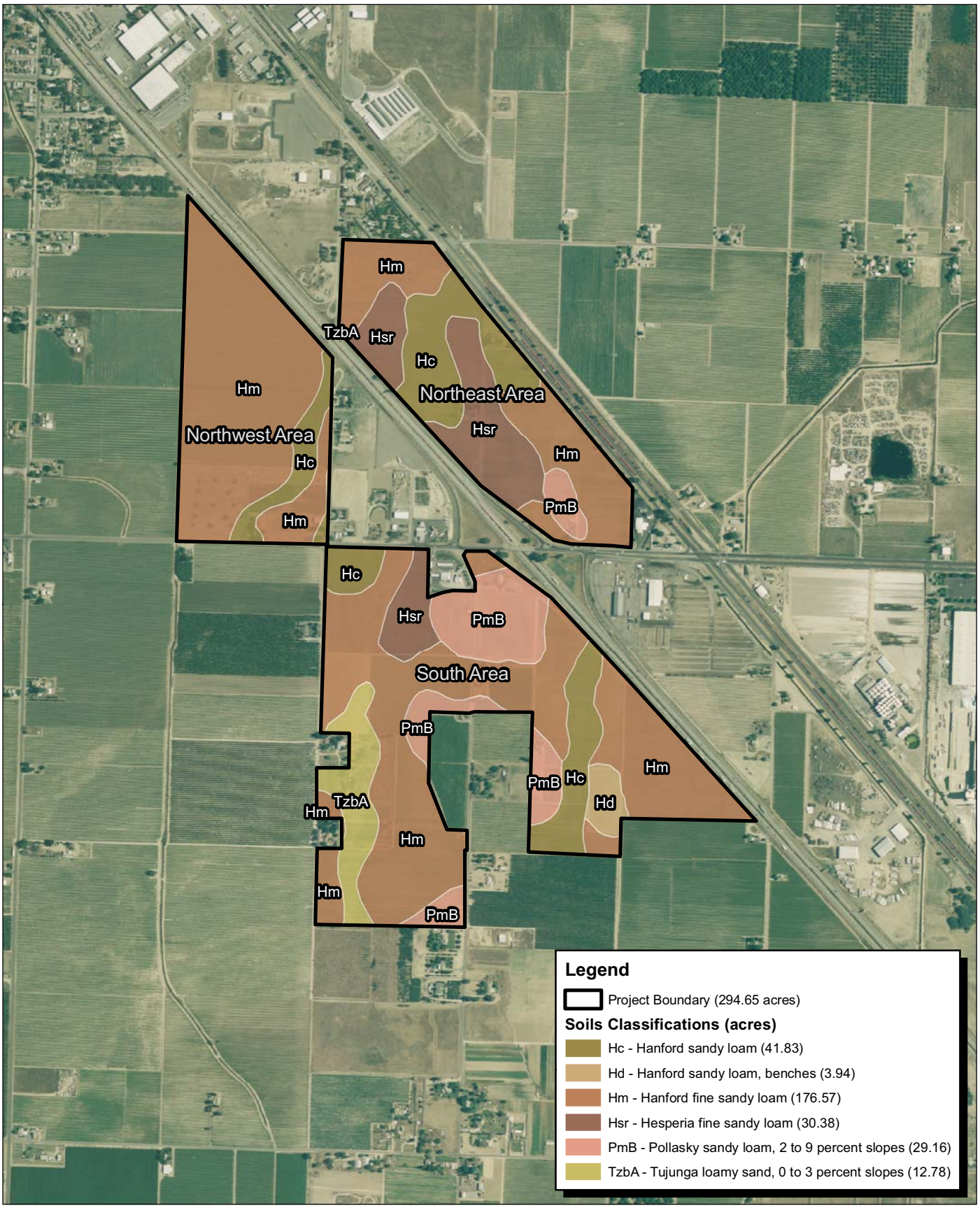
NORTH

1,000 500 0 1,000

Feet

Michael Brandman Associates

# Exhibit 1
# Important Farmland Map




Source: Fresno County NAIP, 2005; NRCS Soils Data.

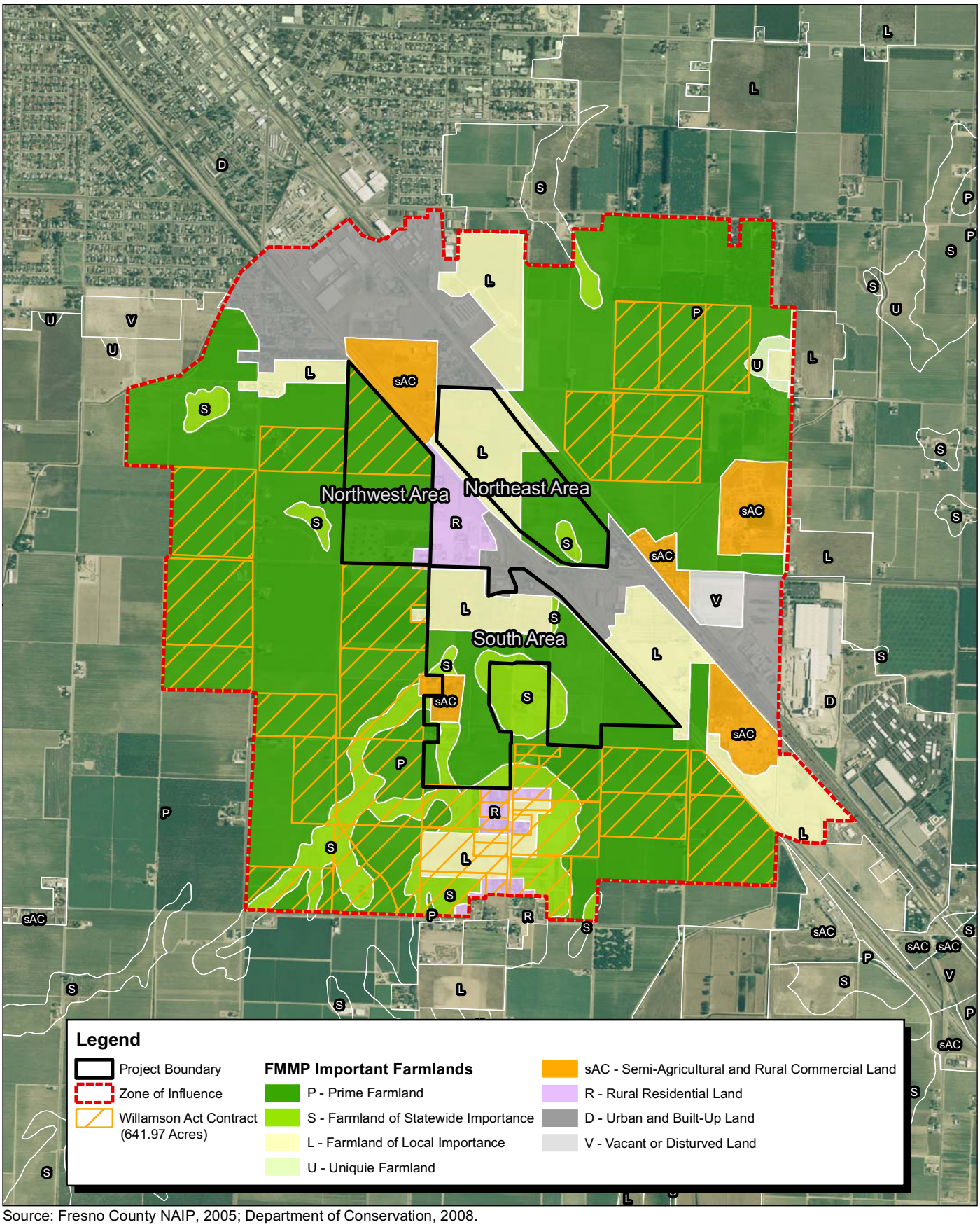
NORTH

1,000 500 0 1,000

Feet

Michael Brandman Associates

# Exhibit 2
# Soils Map




Source: Fresno County NAIP, 2005; Department of Conservation, 2008.

NORTH

2,100 1,050 0 2,100

Feet

Michael Brandman Associates

# Exhibit 3
# Zone of Influence

# Appendix C:
# Air Quality Modeling Data

# C.1 - Health Risk Assessment

# Local Air Quality and Health Risk Assessment
# the Selma Crossings Project
# City of Selma, Fresno County, California

Prepared for:

**City of Selma**
Community Development Department
1710 Tucker Street
Selma, CA 93662

Contact: Michael Gaston

Prepared by:

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Michael Brandman Associates

March 6, 2012

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## ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| µm | Micrometer |
| AERMOD | American Meteorological Society and Environmental Protection Agency Regulatory Model |
| AT | Averaging Time for Cancer Risk |
| CARB | California Air Resources Control Board |
| CEQA | California Environmental Quality Act |
| CP | Cancer Potency Factor |
| DBR | Daily Breathing Rate |
| DEIR | Draft Environmental Impact Report |
| DPM | Diesel Particulate Matter |
| ED | Exposure Duration for Cancer Risk |
| EF | Exposure Frequency for Cancer Risk |
| EMFAC | California Air Resources Board Emissions Factor Model |
| EPA | Environmental Protection Agency |
| GAMAQI | Guide for Assessing and Mitigating Air Quality Impacts |
| HARP | Hotspots Analysis and Reporting Program |
| HI | Non-cancer Hazard Index |
| MEI | Maximum Exposed Individual |
| OEHHA | California Office of Environmental Health Hazard Assessment |
| PAH | Polycyclic Aromatic Hydrocarbons |
| REL | Relative Exposure Level |
| SJVAPCD | San Joaquin Valley Air Pollution Control District |
| TAC | Toxic Air Contaminants |
| TRU | Transportation Refrigeration Units |
| VMT | Vehicle Miles Traveled |

# SECTION 1: INTRODUCTION

## 1.1 - Purpose

The purpose of this report is to assess the potential air quality and health risk impacts on the local community associated with the operation of the Selma Crossings Project ("Project") in Selma, California. The Project would consist of a number of emission sources that will emit air quality and toxic air contaminants (TAC) including motor vehicle traffic that accesses the Project facilities, several fast food restaurants, and a gasoline service station that comprise the Project development.

The estimated local air quality and health risk impacts were then compared to the applicable air quality and health risk significance levels as prescribed by the San Joaquin Valley Air Pollution Control District (SJVAPCD) to assess the regulatory significance of these impacts.

## 1.2 - Methods of Analysis

This report follows the guidance and methodologies contained in the Guide for Assessing and Mitigating Air Quality Impacts prepared by the SJVAPCD (GAMAQI, 2002) for quantification of emissions and evaluation of potential impacts to air resources, the Guidance for Air Dispersion Modeling (SJVAPCD, 2006), and the health risk assessment methodology recommended by the California Office of Environmental Health Hazard Assessment (OEHHA, 2003).

The assessment employed several mathematical modeling tools that are routinely used to perform such health risk assessments. These tools included:

- The U.S. Environmental Protection Agency (USEPA) AERMOD model (USEPA 2004) which represents the latest generation of air quality assessment models developed by USEPA in cooperation with the American Meteorological Society. The USEPA (Federal Register 2005) and SJVAPCD (SJVAPCD 2007) have designated the AERMOD model as the preferred model for performing air quality and health risk assessments;
- The California Air Resources Board (CARB) EMFAC2011 mobile emission source model (CARB 2011), which is used to calculate emissions from the various mobile sources that will access the project site during operation; and
- The CARB Hotspots Analysis and Reporting Program (HARP) model (CARB 2003) which is used to compile and manage emissions inventory data and to assess the potential health risks from toxic air contaminant emissions from single or multiple emission sources.

The above models and assumptions are described in subsequent sections and appendices to this report.

## 1.3 - Project Location and Description

The Project would be located on approximately 307 acres within the proposed South Selma Specific Plan Area adjacent to and south of the City of Selma, California. The site currently consists of agricultural land but is bisected by Highway 99 that runs through the central portion of the Project. The site area is relatively flat at an elevation of about 300 feet above means sea level.

The Project would be comprised of three phases each with differing locations for development and build-out dates. Included within this Project are retail, offices, restaurants, a water park, auto mall, hotels, and residences. The table below summarizes the commercial uses and build-out year for each phase.

**Table 1: Selma Crossing Commercial Uses**

| Use | Building Space (sq-ft)) |
|---|---|
| **Northeast Site (Phase 1): 2016** | |
| Retail: Anchors/Majors/Shops/Restaurants | 882,003 |
| Total Building Area for Phase 1 | 882,003 |
| **South Site (Phase 2): 2020** | |
| Retail: Anchors/Majors/Shops/ Restaurants/Fuel | 606,200 |
| Office Park | 260,000 |
| Automall (10 pads) | 400,000 |
| Hotels (2) 3 levels | 155,000 |
| Waterpark | 10,000 |
| Total Building Area for Phase 2 | 1,431,200 |
| **Northwest Site (Phase 3): 2024** | |
| Retail: Anchors/Majors/Shops/Lifestyle Retail/Restaurants | 604,000 |
| Residential (2nd level above lifestype - 250 dwelling units | 252,000 |
| Office Park/Office above lifestyle retail | 280,000 |
| Total Building Area for Phase 3 | 1,136,000 |
| **Total Building Area for All Phases** | **3,449,203** |
| Source: Notice of Preparation, City of Selma, Selma Crossing, November 9, 2010, | |

Exhibit 1 provides a regional view of the site location while Exhibit 2 displays a local aerial view. The site plan for the Project is provided in Exhibit 3. Phase 1 is identified in Exhibit 3 as the "Northeast Site," Phase 2 as the "South Site," and Phase 3 as the "Northwest Site."

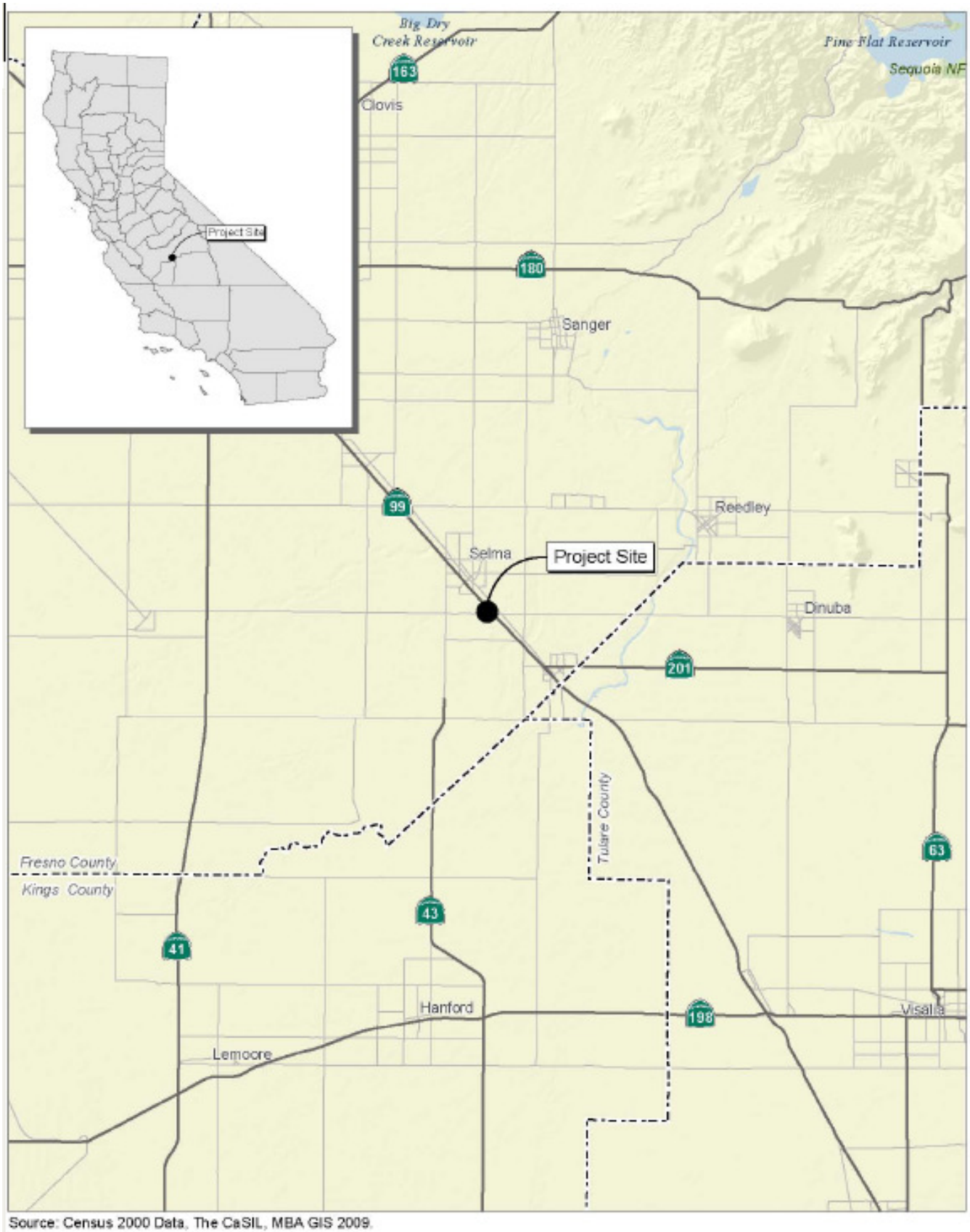
## 1.4 - Sensitive Receptors

The SJVAPCD defines sensitive receptors as "facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors" (GAMAQI). Presently, there are only scattered residences in the immediate Project area as the area is predominantly agricultural land use. The closest residences are located along Dockery Street and at the northern end of the project along Golden State Boulevard. Additional sensitive residences would be located within the Project as part of the Phase 3 development.

## 1.5 - Executive Summary

This report contains the results of a detailed local air quality and health risk assessment to determine the potential health risk impacts from the operation of the Selma Crossings Project on the local community. This assessment used methods approved by the USEPA, CARB, and the SJVAPCD to derive the impact estimates. The results of this air quality and health risk assessment support the following conclusions:

- The maximum predicted localized criteria pollutant impacts for carbon monoxide, nitrogen dioxide, and particulate matter ($PM_{10}$ and $PM_{2.5}$) resulting from the operation of the Project would not exceed any identified SJVAPCD air quality significance threshold during any phase of the Project. Therefore, the localized Project air quality impacts are considered to be *less than significant*.
- The maximum predicted lifetime cancer risks associated with the toxic air contaminant emissions from the operation of the Project would not exceed the cancer risk significance threshold established by the SJVAPCD. Therefore, the localized Project health risk impacts from toxic air contaminant emissions are considered to be *less than significant*.




Michael Brandman Associates

31130002 • 01/2010

# Exhibit 1
# Regional Location Map

CITY OF SELMA ● SELMA CROSSINGS PROJECT




Source: NAIP for Fresno County (2009); ESRI (2008).

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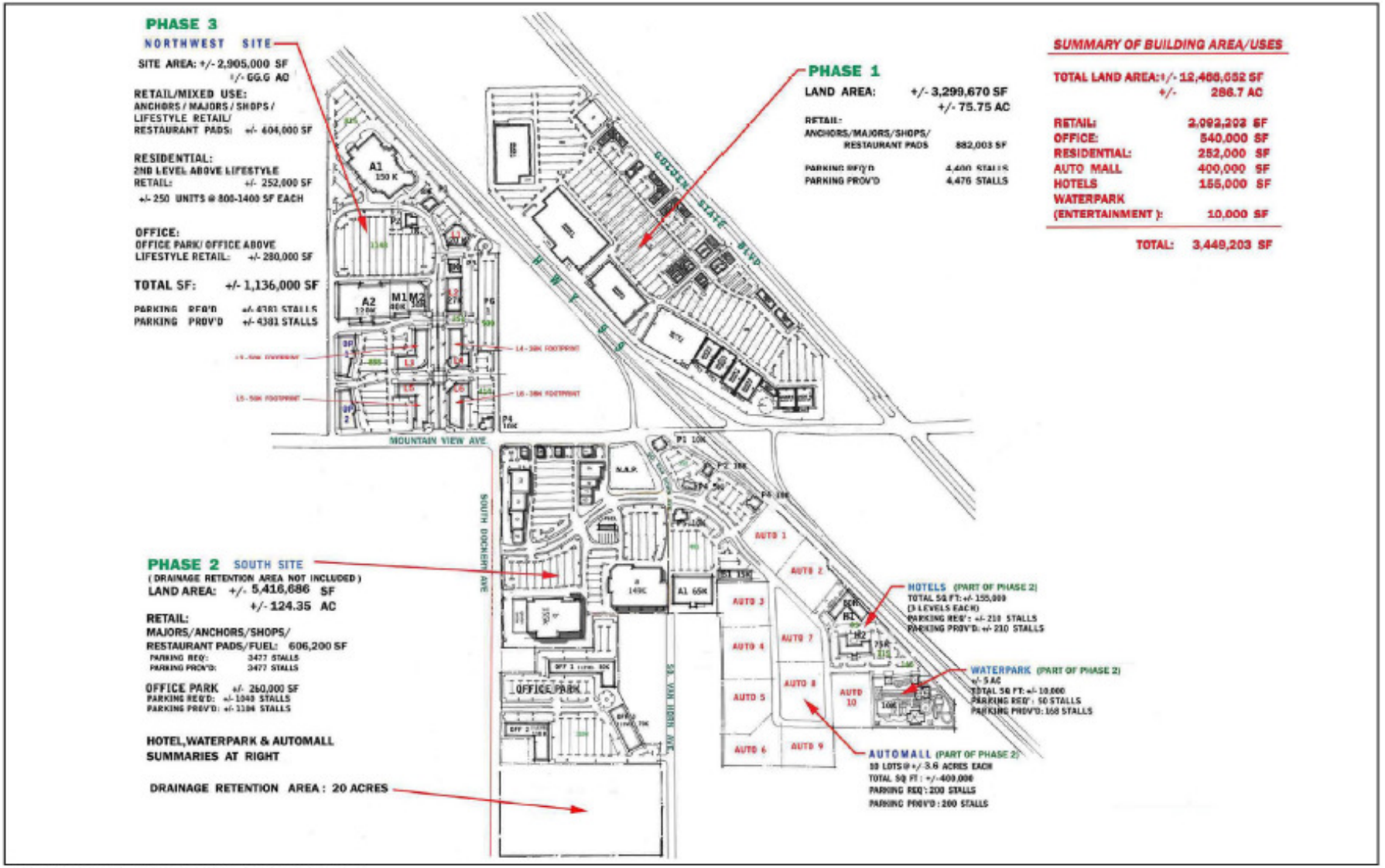
NORTH

2,000 1,000 0 2,000

Feet

# Exhibit 2
# Local Location Aerial




Source: Studio Green Architecture LLP. (July 9, 2010).

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3/2012 | 3_site plan.mxd

# Exhibit 3
# Site Plan

# SECTION 2: SETTING

## 2.1 - Regulatory Setting

Air pollutants are regulated at the national, State, and air basin level with each agency having a different level of regulatory responsibility. The EPA regulates at the national level. CARB regulates at the State level while the SJVAPCD regulates at the air basin level.

### 2.1.1 - National and State Regulatory Agencies

The EPA handles global, international, national, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research, and guidance for air pollution programs, and sets National Ambient Air Quality Standards, also known as federal standards. There are national standards for six common air pollutants, called criteria air pollutants, which were identified from provisions of the Clean Air Act of 1970.

The criteria pollutants are:

- Ozone
- Particulate matter ($PM_{10}$ and $PM_{2.5}$)
- Nitrogen dioxide
- Carbon monoxide (CO)
- Lead
- Sulfur dioxide

The national standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary national standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health.

A State Implementation Plan is a document prepared by each State describing existing air quality conditions and measures that will be followed to attain and maintain National standards. The State Implementation Plan for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. The ARB also administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the California Clean Air Act. The 10 State air pollutants are the six National standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride.

The national and State ambient air quality standards, relevant effects, properties, and sources of the pollutants are summarized in Table 2.

**Table 2: Air Pollutant Standards, Effects, Properties, and Sources**

| Air Pollutant | Averaging Time | California Standard | National Standard [a] | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|---|---|---|---|---|---|---|
| Ozone | 1 Hour | 0.09 ppm | — | (a) Decrease of pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; (f) Property damage. | Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), oxides of nitrogen ($NO_x$) and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind. | Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NOx) are mobile sources (on-road and off-road vehicle exhaust). |
| | 8 Hour | 0.070 ppm | 0.075 ppm | | | |
| Carbon Monoxide (CO) | 1 Hour | 20 ppm | 35 ppm | (a) Aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses. | Carbon monoxide (CO) is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood. | CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources. |
| | 8 Hour | 9.0 ppm | 9 ppm | | | |
| Nitrogen Dioxide [c] ($NO_2$) | 1 Hour | 0.18 ppm | 0.100 ppm | (a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration. | During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides - $NO_x$ (NO, $NO_2$, $NO_3$, $N_2O$, $N_2O_3$, $N_2O_4$, and $N_2O_5$). $NO_x$ is a precursor to ozone, $PM_{10}$, and $PM_{2.5}$ formation. $NO_x$ can react with compounds to form nitric acid and related particles. | $NO_x$ is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. $NO_2$ concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations. |
| | Annual | 0.030 ppm | 0.053 ppm | | | |

| Air Pollutant | Averaging Time | California Standard | National Standard [a] | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|---|---|---|---|---|---|---|
| Sulfur Dioxide ($SO_2$) | 1 Hour | 0.25 ppm | 0.075 ppm [d] | Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor. | Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfur oxides ($SO_x$) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below State and national standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and $PM_{10}$. | Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethylsulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards. |
| | 3 Hour[1] | — | 0.50 ppm | | | |
| | 24 Hour | 0.04 ppm | 0.14 ppm | | | |
| | Annual | | 0.03 ppm | | | |
| Particulate Matter ($PM_{10}$) | 24 hour | 50 µg/$m^3$ | 150 µg/$m^3$ | (a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in the elderly. Daily fluctuations in $PM_{2.5}$ levels have been related to hospital admissions for acute respiratory conditions, school absences, and increased medication use in children and adults with asthma. | Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. $PM_{10}$ refers to particulate matter that is between 2.5 and 10 microns in diameter, (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter. | Stationary sources include fuel combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust. |
| | Mean | 20 µg/$m^3$ | — | | | |
| Particulate Matter ($PM_{2.5}$) | 24 Hour | — | 35 µg/$m^3$ | | | |
| | Annual | 12 µg/$m^3$ | 15.0 µg/$m^3$ | | | |
| Sulfates | 24 Hour | 25 µg/$m^3$ | — | (a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage. | The sulfate ion is a polyatomic anion with the empirical formula $SO_4^{2-}$. Sulfates occur in combination with metal and/or hydrogen ions. Many sulfates are soluble in water. | Sulfates are particulates formed through the photochemical oxidation of sulfur dioxide. In California, the main source of sulfur compounds is combustion of gasoline and diesel fuel. |

| Air Pollutant | Averaging Time | California Standard | National Standard [a] | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|---|---|---|---|---|---|---|
| Lead [b] | 30-day | 1.5 µg/m$^3$ | — | Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction. The more serious effects of lead poisoning include behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs. Lead may also contribute to high blood pressure and heart disease. | Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. An aerosol is a collection of solid, liquid, or mixed-phase particles suspended in the air. Lead was first regulated as an air pollutant in 1976. Leaded gasoline was first marketed in 1923 and was used in motor vehicles until around 1970. Lead concentrations have not exceeded State or national air quality standards at any monitoring station since 1982. | Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering. Lead can be removed from the atmosphere through deposition to soils, ice caps, oceans, and inhalation. |
| | Quarter | — | 1.5 µg/m$^3$ | | | |
| | Rolling 3-month average | — | 0.15 µg/m$^3$ | | | |
| Vinyl Chloride [b] | 24 Hour | 0.01 ppm | — | Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Epidemiological studies of occupationally exposed workers have linked vinyl chloride exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers. | Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1990, CARB identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor. | Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. It can be formed when plastics containing these substances are left to decompose in solid waste landfills. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites. |
| Hydrogen Sulfide | 1 Hour | 0.03 ppm | — | High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema. | Hydrogen sulfide ($H_2S$) is a flammable, colorless, poisonous gas that smells like rotten eggs. | Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary sources of hydrogen sulfide. Anthropogenic sources include the combustion of sulfur containing fuels (oil and coal). |

| Air Pollutant | Averaging Time | California Standard | National Standard [a] | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|---|---|---|---|---|---|---|
| Volatile Organic Compounds (VOC) | | There are no State or national ambient air quality standards for VOCs because they are not classified as criteria pollutants. | | Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, the kidneys, and the central nervous system. Many VOCs have been classified as toxic air contaminants. | Reactive organic gases (ROGs), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. | Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher $PM_{10}$ and lower visibility. |
| Diesel particulate matter (DPM) | | There are no ambient air quality standards for DPM. | | Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure. | DPM is a source of $PM_{2.5}$—diesel particles are typically 2.5 microns and smaller. Diesel exhaust is a complex mixture of thousands of particles and gases that is produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total particulate matter mass, which consists of compounds such as hydrocarbons and their derivatives, and polycyclic aromatic hydrocarbons and their derivatives. Fifteen polycyclic aromatic hydrocarbons are confirmed carcinogens, a number of which are found in diesel exhaust. | Diesel exhaust is a major source of ambient particulate matter pollution in urban environments. Typically, the main source of DPM is from combustion of diesel fuel in diesel-powered engines. Such engines are in on-road vehicles such as diesel trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment. |

| Air Pollutant | Averaging Time | California Standard | National Standard [a] | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|---|---|---|---|---|---|---|
| Benzene | | There are no ambient air quality standards for benzene. | | Short-term (acute) exposure of high doses from inhalation of benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, loss of consciousness can occur. Long-term (chronic) occupational exposure of high doses has caused blood disorders, leukemia, and lymphatic cancer. | Benzene is a VOC. It is a clear or colorless light-yellow, volatile, highly flammable liquid with a gasoline-like odor. The EPA has classified benzene as a "Group A" carcinogen. | Benzene is emitted into the air from fuel evaporation, motor vehicle exhaust, tobacco smoke, and from burning oil and coal. Benzene is used as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts and in the manufacture of detergents, explosives, and pharmaceuticals. |

Abbreviations:
ppm = parts per million (concentration) $\mu g/m^3$ = micrograms per cubic meter Annual = Annual Arithmetic Mean 30-day = 30-day average Quarter = Calendar quarter

[a] National standard refers to the primary national ambient air quality standard, or the levels of air quality necessary, with an adequate margin of safety to protect the public health. All standards listed are primary standards except for 3 Hour $SO_2$, which is a secondary standard. A secondary standard is the level of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[b] The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[c] Effective April 12, 2010, to attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb, or 188 $ug/m^3$

[d] To attain this standard, the 3-year average of the 99th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 75 ppb.

### 2.1.2 - Toxic Air Contaminants

Besides the "criteria" air pollutants, there is another group of substances found in ambient air referred to as Hazardous Air Pollutants (HAPs) under the Federal Clean Air Act and Toxic Air Contaminants (TACs) under the California Clean Air Act. These contaminants tend to be localized and are found in relatively low concentrations in ambient air. However, they can result in adverse chronic health effects if exposure to low concentrations occurs for long periods. They are regulated at the local, State, and federal level. HAPs are the air contaminants identified by US EPA as known or suspected to cancer, serious illness, birth defects, or death. Many of these contaminants originate from human activities, such as fuel combustion and solvent use. Mobile Source Air Toxics (MSATs) are a subset of the 188 HAPs. Of the 21 HAPs identified by EPA as MSATs, a priority list of six priority HAPs were identified that include: diesel exhaust, benzene, formaldehyde, acetaldehyde, acrolein, and 1, 3-butadiene. While vehicle miles traveled in the United States is expected to increase by 64 percent over the period 2000 to 2020, emissions of MSATs are anticipated to decrease substantially as a result of efforts to control mobile source emissions (by 57% to 67% depending on the contaminant).

Particulate matter from diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to CARB, diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by CARB, and are listed as carcinogens either under State Proposition 65 or under the Federal Hazardous Air Pollutants programs.

The CARB Statewide comprehensive air toxics program was established in the early 1980s. The TAC Identification and Control Act (AB 1807, Tanner 1983) created California's program to reduce exposure to air toxics. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, Connelly 1987) supplements the AB 1807 program by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks.

Under AB 1807, the ARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, the CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community." AB 1807 also requires the CARB to use available information gathered from the CARB 2588 program to include in the prioritization of compounds. In September 1992, the Hot Spots Act was amended by Senate Bill 1731, which required facilities that pose a significant health risk to reduce their risk through a risk management plan.

The CARB has made estimates of total cancer risk from diesel and non-diesel TACs throughout California. As shown in Exhibit 4, the cancer risk in the Project based on cancer risk estimates for the year 2010 is between 100 and 250 in one million.

## 2.2 - Physical Setting

### 2.2.1 - Climate

The Project is located in the City of Selma in Fresno County. This region is located within the San Joaquin Valley Air Basin (SJVAB). Regional and local air quality are impacted by topography, dominant airflows, atmospheric inversions, location and season. The combination of topography and inversion layers generally prevents dispersion of air pollutants.

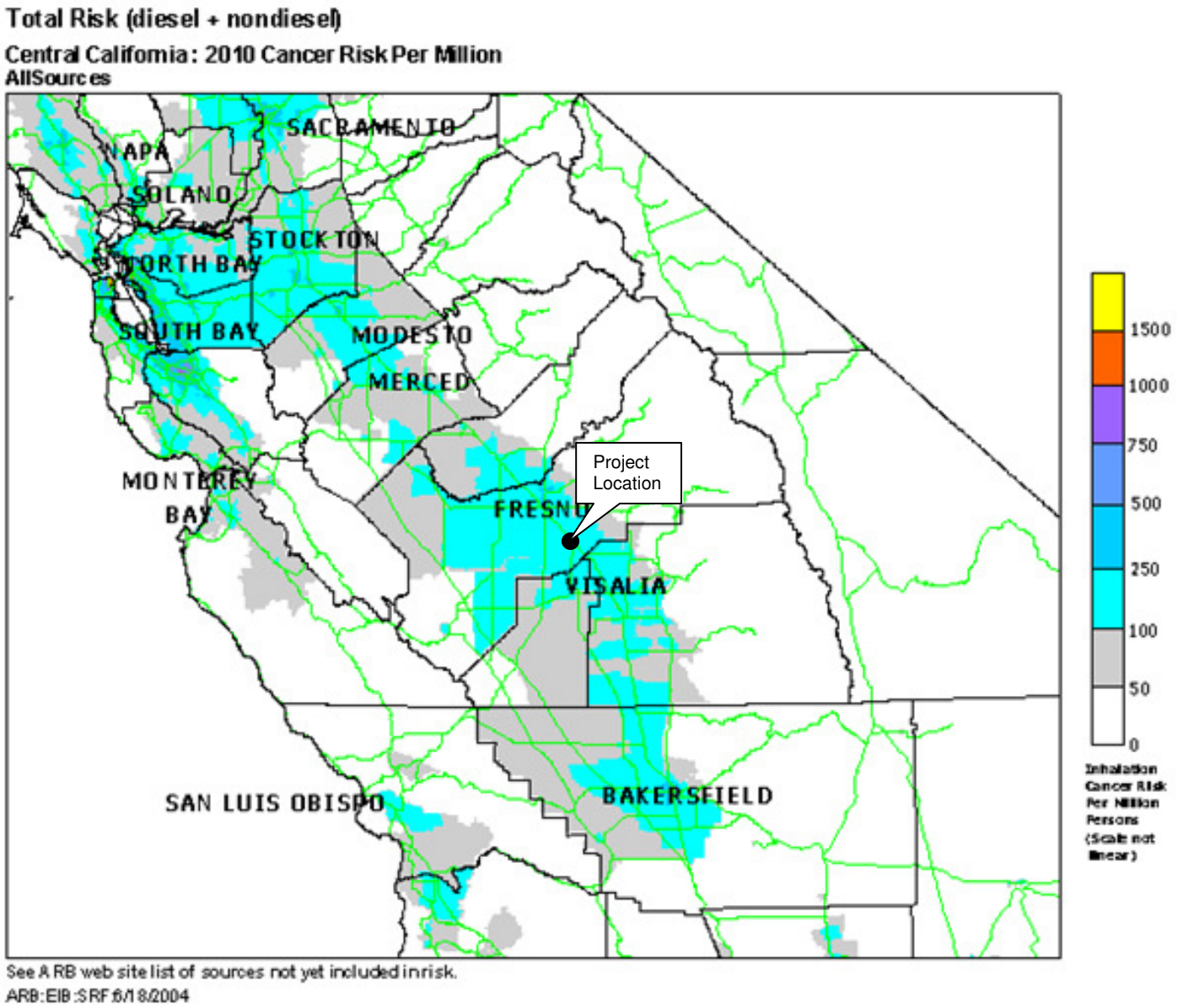
The SJVAB has an "inland Mediterranean" climate and is characterized by long, hot, dry summers and short, foggy winters. Sunlight can be a catalyst in the formation of some air pollutants (such as ozone); the SJVAB averages over 260 sunny days per year. Maximum daily average temperatures in the Selma area reach approximately 98.0 ºF in July. The range of daily temperature in the summer can vary as much as 30 ºF. The lowest average minimum daily temperatures dip to approximately 37 ºF) occur in January and December. The annual average temperature is 67 ºF. The majority of rainfall in the SJVAB occurs between November and April. The Selma area receives an average of 11 inches of precipitation per year. The Selma experiences about 272 sunny days per year.

#### *Topography*

The SJVAB is generally shaped like a bowl. It is open in the north and is surrounded by mountain ranges on all other sides. The Sierra Nevada mountains are along the eastern boundary (8,000 to 14,000 feet in elevation), the Coast Ranges are along the western boundary (3,000 feet in elevation), and the Tehachapi Mountains are along the southern boundary (6,000 to 8,000 feet in elevation) (SJVAPCD 2002).

#### *Dominant Airflow*

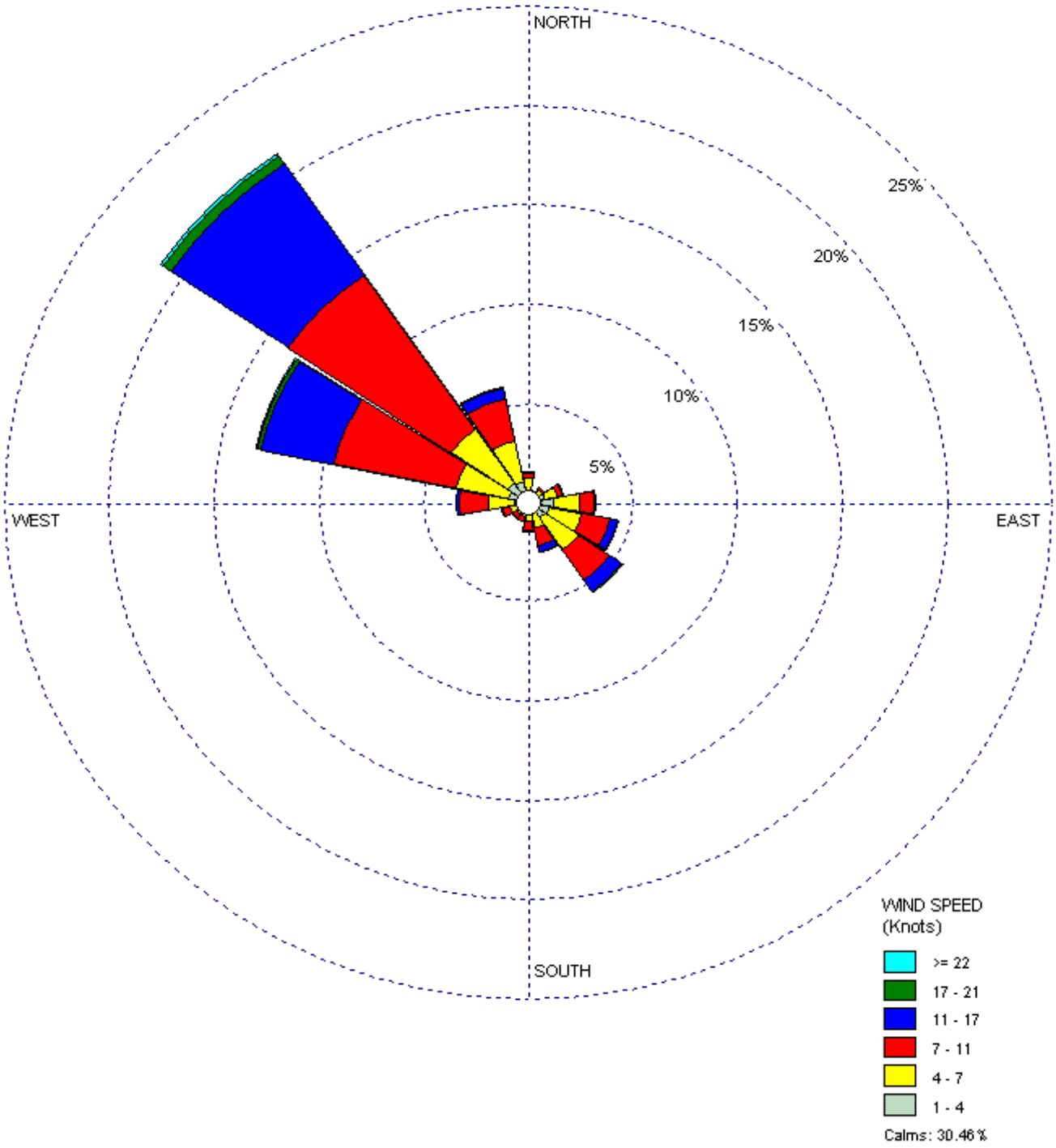
Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the SJVAB form natural horizontal barriers to the dispersion of air contaminants. The wind generally flows south-southeast through the valley, through the Tehachapi Pass and into the Southeast Desert Air Basin portion of Kern County. As the wind moves through the SJVAB, it mixes with the air pollution generated locally, generally transporting air pollutants from the north to the south in the summer and in a reverse flow in the winter due to these influences. The predominant winds in the Project area are from the northwest and southeast directions along the alignment with San Joaquin Valley as shown in Exhibit 5 as derived from wind data at the Fresno Airport located approximately 17 miles northwest of the Project site.




Michael Brandman Associates

3/2012 | 4_Cancer Risk.mxd

# Exhibit 4
# Estimated Cancer Risk in Central California




Michael Brandman Associates

# Exhibit 5
# Wind Rose – Fresno Airport (2005-2009)

### *Inversions*

Generally, the temperature of air decreases with height, creating a gradient from warmer air near the ground to cooler air at elevation. This gradient of cooler air over warm air is known as the environmental lapse rate. Inversions occur when warm air sits over cooler air, trapping the cooler air near the ground. These inversions trap pollutants from dispersing vertically and the mountains surrounding the San Joaquin Valley trap the pollutants from dispersing horizontally. Strong temperature inversions occur throughout the SJVAB in the summer, fall, and winter. Daytime temperature inversions occur at elevations of 2,000 to 2,500 feet above the San Joaquin Valley floor during the summer and at 500 to 1,000 feet during the winter. The result is a relatively high concentration of air pollution in the valley during inversion episodes. These inversions cause haziness, which in addition to moisture may include suspended dust, a variety of chemical aerosols emitted from vehicles, particulates from wood stoves, and other pollutants.

### *Location and Season*

Because of the prevailing daytime winds and time-delayed nature of ozone, concentrations are highest in the southern portion of the SJVAB, such as around Bakersfield. Summers are often periods of hazy visibility and occasionally unhealthful air, while winter air quality impacts tend to be localized and can consist of (but are not exclusive to) odors from agricultural operations, soot or smoke around residential, agricultural and hazard reduction wood burning, or dust near mineral resource recovery operations.

## 2.2.2 - Local Air Quality

The SJVAPCD operates monitoring stations throughout the SJVAB. Existing levels of ambient air quality and historical trends and projections of air quality in the Project area are best documented from measurements made near the Project site. Table 3 summarizes 2008 through 2010 published monitoring data available for the Fresno-Parlier air-monitoring stations located approximately 8 miles northeast of the Project. Measurements of ozone and nitrogen dioxide are currently being made at the Parlier monitoring station. To complete the data record, monitoring data available from the Fresno 1st Street air monitoring station were used. These data are considered representative of the Project site. The data shows that during the past few years, the Project area has exceeded the national and/or State ozone, $PM_{10}$, and $PM_{2.5}$ ambient air quality standards.

**Table 3: Air Quality Monitoring Summary**

| Air Pollutant, Location | Averaging Time | Item | 2008 | 2009 | 2010 |
|---|---|---|---|---|---|
| OzoneParlier | 1 Hour | Max 1 Hour (ppm) | 0.137 | 0.121 | 0.139 |
| | | Days > State Standard (0.09 ppm) | 36 | 21 | 20 |
| | 8 Hour | Max 8 Hour (ppm) | 0.116 | 0.095 | 0.102 |
| | | Days > State Standard (0.07 ppm) | 73 | 49 | 47 |
| | | Days > National Standard (0.075 ppm) | 51 | 26 | 30 |
| Carbon monoxide Fresno-1st Street | 1 Hour(1) | Max 1 Hour (ppm) | 3.34 | 2.96 | 2.90 |
| | | Days> State Standard (20 ppm) | 0 | 0 | 0 |
| | | Days > National Standard (35 ppm) | 0 | 0 | 0 |
| | 8 Hour | Max 8 Hour (ppm) | 2.34 | 2.07 | 2.03 |
| | | Days > State Standard (9.0 ppm) | 0 | 0 | 0 |
| | | Days > National Standard (9 ppm) | 0 | 0 | 0 |
| Nitrogen dioxide Parlier | Annual | Annual Average (ppm) | 0.009 | 0.009 | ND |
| | 1 Hour | Max 1 Hour (ppm) | 0.049 | 0.049 | 0.040 |
| | | 98th Percentile of Max 1-hour Levels(2) | —— | 0.039 | —— |
| | | Days > State Standard (0.18 ppm) | 0 | 0 | 0 |
| | | Days > National Standard (0.10 ppm)(2) | —— | 0 | 0 |
| Inhalable coarse particles ($PM_{10}$) Fresno 1st Street | Annual | Annual Average ($\mu g/m^3$) | 34.4 | 30.7 | 25.8 |
| | 24 hour | 24 Hour ($\mu g/m^3$) | 77.7 | 71.9 | 88.6 |
| | | Days > State Standard (50 $\mu g/m^3$) | 15 | 8 | 6 |
| | | Days > National Standard (150 $\mu g/m^3$) | 0 | 0 | 0 |
| Fine particulate matter ($PM_{2.5}$) Fresno 1st Street | Annual | Annual Average ($\mu g/m^3$) | 17.3 | 15.1 | 13.0 |
| | 24 Hour | 24 Hour ($\mu g/m^3$) | 79.5 | 82.3 | 59.3 |
| | | Measured Days > National Standard (35 $\mu g/m^3$) | 50 | 35.8 | 21.7 |

Abbreviations:
> = exceed ppm = parts per million $\mu g/m^3$ = micrograms per cubic meter
ID = insufficient data ND = no data max = maximum
State Standard = California Ambient Air Quality Standard
National Standard = National Ambient Air Quality Standard

(1) The CARB does not report the 1-hour average carbon monoxide measurements. The 1-hour average was estimated by dividing the 8-hour average by a consistency factor of 0.7. (UCD 1997)

(2) To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm. The current 3-year average of the 98th percentile at Parlier monitoring station is 0.039 ppm. Therefore, the area did not exceed the standard during the three-year period.

Sources: California Air Resources Board (CARB 2012a).

The EPA and the CARB designate air basins where ambient air quality standards are exceeded as "non-attainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National non-attainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual $PM_{2.5}$ standard is met if the three-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard.

The current attainment designations for the basin are shown in Table 4. The basin is designated as non-attainment for the State ozone, $PM_{10}$, and $PM_{2.5}$ standards and the national ozone and $PM_{2.5}$ standards.

**Table 4: San Joaquin Valley Air Basin Attainment Status**

| Pollutant | Designation | |
|---|---|---|
| | National | State |
| Ozone –1-hour | No Designation | Nonattainment/Severe |
| Ozone – 8-hour | Nonattainment/Extreme | Nonattainment |
| $PM_{10}$ | Attainment-Maintenance | Nonattainment |
| $PM_{2.5}$ | Nonattainment | Nonattainment |
| Carbon Monoxide | Attainment/Unclassified | Attainment |
| Nitrogen Dioxide | Attainment/Unclassified | Attainment |
| Sulfur Dioxide | Attainment/Unclassified | Attainment |
| Lead | Attainment/Unclassified | Attainment |
| Hydrogen Sulfide | No Designation | Unclassified |
| Sulfates | No Designation | Attainment |
| Visibility Reducing Particles | No Designation | Unclassified |
| Vinyl Chloride | No Designation | Unclassified |
| Source: CARB 2012b. | | |

## 2.3 - Thresholds of Significance for Impacts from Project Operations

### 2.3.1 - Criteria Pollutant Significance Thresholds

The criteria pollutants analyzed in this assessment include CO, $NO_2$, $PM_{10}$ and $PM_{2.5}$[1]. The goal of significance thresholds is to ensure that no source creates, or receptor endures, a significant adverse impact from any individual project. The thresholds for Project-level criteria pollutants and health risks are intended to apply to all sources of emissions, including both permitted stationary sources and on- and off-road mobile sources, such as sources related to busy roadways.

A threshold of significance is "an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant" (CEQA Guidelines §15064.7(a)). Indeed, the use of Project-level significance thresholds is the methodology adopted by the several air districts including the SJVAPCD, Bay Area Air Quality Management District (BAAQMD) and the South Coast Air Quality Management District.

The SJVAPCD recommends air pollution thresholds that can be used by Lead Agencies in determining whether a proposed project could result in a significant air quality and health risk impacts. These thresholds are designed to ensure that an individual new source does not contribute to, or cause a violation of an ambient air quality standard or expose sensitive receptors to substantial levels of air pollution. The values of the individual significance thresholds have been defined based on scientific research and studies by the CARB and USEPA and are protective of public health. If a project has the potential to exceed any adopted significance threshold, then the project should be considered significant.

In the absence of a relevant significance threshold recommended by an expert commenting agency, CEQA Guidelines Section 15064.7 provides that lead agencies are encouraged to adopt and/or apply "thresholds of significance." The Project-level significance thresholds adopted for this analysis are discussed below.

Since the SJVAB is presently in attainment of federal and State ambient air quality standards for nitrogen dioxide ($NO_2$, a component of $NO_X$) and carbon monoxide (CO), the significance thresholds are defined as the most restrictive ambient air quality standards for these pollutants. A significant impact would result if the change in the $NO_2$ or CO pollutant impacts from the addition of the Project plus the background concentrations of these pollutants contributed by other local and regional emission sources exceeds the most restrictive ambient air quality standards.

[1] There are also significance thresholds for sulfur dioxide. However, the Project is expected to emit negligible amounts of sulfur dioxide. Therefore, sulfur dioxide impacts were not evaluated in this assessment.

The significance thresholds identified for $PM_{10}$ and $PM_{2.5}$ require a different characterization. Although the SJVAB has not violated the national AAQS for $PM_{10}$ in the past five years, it has violated the State standard for $PM_{10}$ during the past several years. The SJVAC also exceeds both the national and State $PM_{2.5}$ air standards. For pollutants where the air basin is classified as non attainment under either the federal or State ambient air quality standards such as in the SJVAB for $PM_{10}$ and $PM_{2.5}$, the significance approach accepted by local, State, and federal air agencies is to identify a SIL based on a level of increase determined to be de minimus by the US Environmental Protection Agency (EPA). CEQA case law (Kings County Farm Bureau vs. the City of Hanford) established that the threshold in this case is not one additional molecule (or particle), which would require an EIR for any new development while the area was in non-attainment. The ruling stated, "The relevant question to be addressed in the EIR is not the relative amount of precursors emitted by the project when compared with preexisting emissions, but whether any additional amount of precursor emissions should be considered significant in light of the serious nature of the ozone problems in this air basin.". Therefore, for purposes of this assessment, the USEPA significant impact levels (SILs) contained in Title 40, Part 51, (51.165(b)(2)) of the Code of Federal Regulations were adopted to assess the significance of the change in particulate matter impacts from the Project. SILs are a screening tool used to determine whether a proposed source's emissions will have a significant impact on air quality. If an individual project's impacts are less than the corresponding SIL, its impact is said to be de minimus. SILs are also used to determine whether a proposed source's impact on an existing violation of a standard is significant enough that it is considered to "cause or contribute to" the violation. In October 2011, the SJVAPCD adopted significance thresholds for $PM_{10}$ and $PM_{2.5}$. (SJVAPCD 2011) based on the federal Significant Impact Levels (SILs) for these pollutants.

The criteria pollutant significance thresholds applied in this assessment are summarized in Table 5. A significant impact would occur if the change in any pollutant exceeds the appropriate significance threshold.

**Table 5: Criteria Pollutant Significance Threshold Summary**

| Pollutant | Criteria Pollutant Air Concentration Threshold[(1)] | Regulatory Authority |
|---|---|---|
| CO | 20 ppm (1-hour)<br>9 ppm (8-hour) | State Standard<br>State/National Standard |
| $NO_2$ | 0.10 ppm (3-year average of the 98th percentile of maximum daily 1-hour average).<br>0.18 ppm (1-hour)<br>0.03 ppm (annual) | National Standard<br><br>State Standard<br>State Standard |
| $PM_{10}$ | 5 µg/m$^3$ (24-hour)<br>1 µg/m$^3$ (annual) | EPA 40 CFR Parts 51 and 52 (SIL)<br>EPA 40 CFR Parts 51 and 52 (SIL) |
| $PM_{2.5}$[(2)] | 1.2 µg/m$^3$ (24-hour)<br>0.3 µg/m$^3$ (annual) | EPA 40 CFR Parts 51 and 52 (SIL)<br>EPA 40 CFR Parts 51 and 52 (SIL) |

Notes:
(1) Sulfur dioxide air quality impacts were not analyzed since the Project is expected to emit negligible emissions of sulfur dioxide
(2) Based on the SJVAPCD procedures for modeling for a minor source of $PM_{2.5}$ (SJVAPCD 2011c) which does not require the modeling of secondary $PM_{2.5}$.

### 2.3.2 - Health Risk-Based Thresholds

Any project with the potential to expose sensitive receptors or the general public to substantial levels of TACs would be deemed to have a potentially significant impact. Proposed development projects that have the potential to expose the public to toxic air contaminants in excess of the following thresholds are considered to have a significant air quality impact (GAMAQI):

- Probability of contracting cancer at the Maximally Exposed Individual (MEI) exceeds 10 in one million; and
- Ground-level concentrations of non-carcinogenic (non-cancer) toxic air contaminants would result in a Hazard Index (HI) greater than 1 for the MEI.
- These significance thresholds were used to assess the regulatory significance of the project's health risk impacts.

## SECTION 3: AIR QUALITY AND HEALTH RISK ASSESSMENT

An air quality and health risk assessment requires the completion and interaction of four general steps:

- Identify and quantify project-generated emissions;
- Identify ground-level receptor locations that may be affected by the emissions (including any special sensitive receptor locations such as residences, schools, hospitals, convalescent homes, and daycare centers);
- Perform air dispersion modeling and health risk analyses to estimate ambient pollutant concentrations at each receptor location using project emissions and representative meteorological data to define the transport of those emissions in the atmosphere; and
- Compare the calculated pollutant concentrations and health risk impacts with the applicable health risk thresholds of significance.

In this regard, it is relevant to note the SJVAPCD's policy that a project-level air quality impact analyses does not require the inclusion of emissions from customer vehicles traveling through a project or in the parking lots or emissions from project vehicle travel along any roadways outside the project boundaries. Furthermore, the analysis does not need to perform a cumulative analysis (Reed, SJVAPCD 2011c). However, to provide a comprehensive assessment of all sources of Project-level emissions, the following emission source were identified and analyzed in connection with the operation of the Project:

- Heavy duty diesel truck exhaust emissions while traveling within the Project site;
- Heavy duty diesel truck exhaust emissions while traveling along nearby roadways away from the Project;
- Heavy duty diesel truck idling emissions while loading or unloading goods at loading docks;
- Transport refrigeration units on trucks transporting perishable goods;
- Customer and small delivery truck exhaust emissions while traveling within the parking lot;
- Customer and small delivery truck exhaust emissions while traveling along nearby roadways away from the Project;
- Emissions resulting from the cooking of meat associated with restaurant operations
- Emissions resulting from the evaporation of gasoline associated with the operation of a service station.

## 3.1 - Emission Inventory Development

The first requirement to carryout the assessment involves the process of identifying and quantifying the sources of air emissions from the Project, also termed an emission inventory. Each piece of equipment that emits is identified as to location and physical characteristics (release height, release temperature, etc.) as well as the chemical nature of the emissions.

### 3.1.1 - Criteria Pollutant Emission Estimates

A primary focus in this report is on the potential impacts resulting from the emissions associated with the mobile traffic during the operation of the project.

#### Mobile Source Emissions

The estimation of mobile source emissions requires the specification of several key pieces of information including the number of vehicle trips by vehicle type, trip travel lengths, vehicle idling time, and emission factors that define the amount of emissions as a function of vehicle speed and distance traveled or amount of idling time per vehicle.

Pollutant emissions from the various mobile sources were calculated using information derived from the Project description, Project traffic study (Peters Engineering Group 2012), and mobile source emission factors from the CARB EMFAC2011 emissions factor model (CARB 2011). Vehicle trip link distances for travel onsite were determined from the Project site plan as the distances from the entrances off Golden State Boulevard, Mountain Ave, Van Horn Avenue, and Dockery Avenue. The Project was assumed to commence operation in three phases: Phase 1 in 2016, Phase 2 in 2020, and Phase 3 in 2024. Vehicle travel speeds were assumed 15 miles per hour for all vehicles. All delivery trucks were assumed to be diesel powered and to idle onsite at their respective buildings for 15 minutes per day while customer vehicles were assumed to idle for one-half minute per day. Travel to the project from State Route 99 were also included in the assessment.

#### *Vehicle Trips*

Table 6 provides an inventory of the operational vehicles for the Project by individual phase. Buildings associated with a transport refrigeration unit (TRU) were assumed to be restaurant locations. All trucks were assumed to be either as 4+ axle heavy-heavy duty trucks or 2 axle medium-heavy duty trucks/

**Table 6: Estimated Daily Vehicle Traffic**

| Project Building | Vehicle Class [1] | Phase 1 Trips (trips per day) | Phase 2 Trips (trips per day) | Phase 3 Trips (trips per day) |
|---|---|---|---|---|
| Building A | 4+ axle<br>2 axle | 2<br>2 | — | — |
| Building B | 4+ axle<br>2 axle | 2<br>4 | — | — |

**Table 6 (cont.): Estimated Daily Vehicle Traffic**

| Project Building | Vehicle Class [1] | Phase 1 Trips (trips per day) | Phase 2 Trips (trips per day) | Phase 3 Trips (trips per day) |
|---|---|---|---|---|
| Building C | 4+ axle (with TRU) | 2 | — | — |
| Building D | 4+ axle (with TRU) | 2 | — | — |
| Building E | 4+ axle (with TRU) | 2 | — | — |
| Building F | 4+ axle (with TRU) | 2 | — | — |
| Building G | 4+ axle (with TRU) | 2 | — | — |
| Building H | 4+ axle<br>2 axle | 4<br>6 | — | — |
| Building I | 4+ axle (with TRU) | 2 | — | — |
| Building J | 4+ axle (with TRU) | 2 | — | — |
| Building K | 4+ axle<br>2 axle | 2<br>2 | — | — |
| Building L | 2 axle (with TRU) | 2 | — | — |
| Building M | 2 axle (with TRU) | 2 | — | — |
| Building N | 4+ axle (with TRU)<br>2 axle | 2<br>2 | — | — |
| Building O | 2 axle | 4 | — | — |
| Building P | 2 axle (with TRU) | 2 | — | — |
| Building Q | 4+ axle (with TRU) | 2 | — | — |
| Building R | 4+ axle (with TRU) | 2 | — | — |
| Building T | 4+ axle<br>2 axle | 4<br>4 | — | — |
| Building U | 4+ axle (with TRU)<br>2 axle | 2<br>2 | — | — |
| Building V | 4+ axle<br>2 axle | 2<br>2 | — | — |
| Building W | 4+ axle<br>2 axle | 2<br>2 | — | — |
| Building X | 4+ axle | 2 | — | — |
| Building Y | 4+ axle<br>2 axle | 2<br>2 | — | — |
| Building AA | 4+ axle (with TRU) | 2 | — | — |
| Building BB | 4+ axle (with TRU) | 2 | — | — |
| Building CC | 4+ axle | — | 2 | — |
| Building DD | 4+ axle | — | 2 | — |
| Building EE | 4+ axle | — | 2 | — |
| Building FF | 4+ axle | — | 2 | — |

**Table 6 (cont.): Estimated Daily Vehicle Traffic**

| Project Building | Vehicle Class [1] | Phase 1 Trips (trips per day) | Phase 2 Trips (trips per day) | Phase 3 Trips (trips per day) |
|---|---|---|---|---|
| Building GG | 2 axle (with TRU) | — | 2 | — |
| Building HH | 2 axle (with TRU) | — | 2 | — |
| Building II | 2 axle (with TRU) | — | 2 | — |
| Building JJ | 2 axle (with TRU) | — | 2 | — |
| Building LL | 2 axle (with TRU) | — | 2 | — |
| Building MM | 2 axle (with TRU) | — | 2 | — |
| Building NN | 2 axle (with TRU) | — | 2 | — |
| Building OO | 2 axle (with TRU) | — | 2 | — |
| Building PP | 4+ axle (with TRU) | — | 2 | — |
| Building QQ | 4+ axle (with TRU) | — | 2 | — |
| Building RR | 4+ axle (with TRU) | — | 2 | — |
| Building TT | 4+ axle (with TRU) | — | 2 | — |
| Building UU | 4+ axle | — | 2 | — |
| Building WW | 4+ axle<br>2 axle | — | 2<br>4 | — |
| Building YY | 4+ axle | — | 2 | — |
| Building AAA | 4+ axle<br>2 axle | — | 2<br>2 | — |
| Building BBB | 4+ axle<br>2 axle | — | 2<br>4 | — |
| Building CCC | 4+ axle<br>2 axle | — | 2<br>4 | — |
| Building DDD | 4+ axle<br>2 axle | — | 2<br>4 | — |
| Building EEE | 4+ axle<br>2 axle | — | 2<br>4 | — |
| Building GGG | 4+ axle | — | 2 | — |
| Building HHH | 4+ axle | — | 2 | — |
| Building III | 4+ axle (with TRU)<br>2 axle | — | 2<br>2 | — |
| Building JJJ | 4+ axle | — | 2 | — |
| Building KKK | 4+ axle | — | 2 | — |
| Building LLL | 4+ axle (with TRU)<br>2 axle | — | 2<br>2 | — |
| Building MMM | 4+ axle | — | 2 | — |
| Building NNN | 4+ axle | — | 2 | — |

**Table 6 (cont.): Estimated Daily Vehicle Traffic**

| Project Building | Vehicle Class [(1)] | Phase 1 Trips (trips per day) | Phase 2 Trips (trips per day) | Phase 3 Trips (trips per day) |
|---|---|---|---|---|
| Building OOO | 4+ axle | —- | 2 | — |
| Building PPP | 4+ axle (with TRU)<br>2 axle | —- | 2<br>2 | — |
| Building QQQ | 4+ axle | —- | 2 | — |
| Building RRR | 4+ axle | —- | 2 | — |
| Building SSS | 4+ axle<br>2 axle | — | — | 2<br>2 |
| Building TTT | 2 axle | — | — | 2 |
| Building UUU | 2 axle | — | — | 2 |
| Building WWW | 4 axle<br>2 axle | — | — | 2<br>2 |
| Building XXX | 2 axle | — | — | 2 |
| Building YYY | 2 axle | — | — | 2 |
| Building AAAA | 4 axle | — | — | 2 |
| Building CCCC | 4 axle | — | — | 2 |
| Building DDDD | 4 axle | — | — | 2 |
| Building EEEE | 4 axle | — | — | 2 |
| Building FFFF | 4 axle | — | — | 2 |
| Building GGGG | 4 axle | — | — | 2 |
| Building HHHH | 4 axle | — | — | 2 |
| Truck Total | 4 axle (with TRU)<br>4 axle<br>2 axle (with TRU)<br>2 axle | 26<br>22<br>6<br>30 | 14<br>40<br>16<br>30 | 0<br>18<br>0<br>12 |
| Daily Customer/Worker | | 37,464 (Saturday) | 39,158 (Weekday) | 27,694 (Saturday) |
| Peak Hour Customer/Workers | | 3,667 (Saturday) | 4,004 (Saturday) | 2,733 (Saturday) |
| Truck trips estimated from project description and typical uses<br>Daily and peak hour customer/worker trips taken from project traffic impact study. | | | | |

### *Vehicle Emission Factors*

The amount of emissions from a motor vehicle depends on a number of factors including vehicle class (auto vs. truck), fuel (gas vs. diesel), vehicle year (indicative of the degree on emission controls on the vehicle), pollutant, vehicle speed, and atmospheric conditions. The CARB recently updated its mobile source emission factor in September 2011 to version EMFAC2011. The emission factors

from this model update were used to quantify emissions from the Project's vehicles. The emission factors used in the assessment are provided in Table 7 to Table 9 for the three Project phase build out years of 2016, 2020, and 2024, respectively. The emission factors are shown for $NO_x$, CO, $PM_{10}$, and $PM_{2.5}$. Emissions of $PM_{10}$ for the truck vehicles are also used to represent emissions of diesel particulate matter, which are used in the health risk assessment section of this report.

**Table 7: Mobile Source Emission Factors for Phase 1 Build Out year - 2016**

| Diesel Truck Running Exhaust Emission Factors[(1)] | $NO_x$ (g/mi) | CO (g/mi) | $PM_{10}$/DPM (g/mi) | $PM_{2.5}$ (g/mi) |
|---|---|---|---|---|
| 4+axle truck (HHDT) @ 15 mph | 9.51 | 2.23 | 0.11 | 0.10 |
| 2 axle truck (MHDT) @ 15 mph | 7.37 | 1.47 | 0.19 | 0.17 |
| **Diesel Truck Idle Emission Factors** | **$NO_x$ (g/hr)** | **CO (g/hr)** | **$PM_{10}$ (g/hr)** | **$PM_{2.5}$ (g/hr)** |
| 4+ axle truck (HHDT) | 56.94 | 38.83 | 0.18 | 0.17 |
| 2 axle truck (MHDT) | 82.50 | 29.47 | 0.53 | 0.49 |
| **TRU Emission Factors[(1)]** | **$NO_x$ (g/hp-hr)** | **CO (g/hp-hr)** | **$PM_{10}$/DPM (g/hp-hr)** | **$PM_{2.5}$ (g/hp-hr)** |
| TRU Exhaust + Idle | 3.52 | 3.89 | 0.11 | 0.10 |
| **Customer/Small Delivery Trucks Composite Emission Factors** | **$NO_x$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$)** |
| Running Exhaust @ 15 mph (g/mi) | 0.25 | 2.75 | 0.007 | 0.006 |
| Idling (g/hr) | 1.63 | 18.67 | 0.073 | 0.067 |

Notes:
(1) TRU emission factors based on fleet average for Fresno County in 2016 from CARB OFFROAD model
MHDT – medium heavy duty trucks HHDT = heavy-heavy duty trucks NOx = oxides of nitrogen
CO = carbon monoxide $PM_{10}$ = particulate matter with a diameter of 10 microns or less
$PM_{2.5}$ = particulate matter with a diameter of 2.5 microns or less DPM = diesel particulate matter
Source: see Appendix A.

**Table 8: Mobile Source Emission Factors for Phase 2 Build Out year – 2020**

| Diesel Truck Running Exhaust Emission Factors[1] | $NO_x$ (g/mi) | CO (g/mi) | $PM_{10}$/DPM (g/mi) | $PM_{2.5}$ (g/mi) |
|---|---|---|---|---|
| 4+axle truck (HHDT) @ 15 mph | 5.99 | 1.95 | 0,073 | 0.067 |
| 2 axle truck (MHDT) @ 15 mph | 4.03 | 0.87 | 0.062 | 0.57 |
| **Diesel Truck Idle Emission Factors** | **$NO_x$ (g/hr)** | **CO (g/hr)** | **$PM_{10}$/DPM (g/hr)** | **$PM_{2.5}$ (g/hr)** |
| 4+ axle truck (HHDT) | 45.32 | 39.15 | 0.133 | 0.122 |
| 2 axle truck (MHDT) | 60.96 | 23.56 | 0.261 | 0.240 |
| **TRU Emission Factors[1]** | **$NO_x$ (g/hp-hr)** | **CO (g/hp-hr)** | **$PM_{10}$/DPM (g/hp-hr)** | **$PM_{2.5}$ (g/hp-hr)** |
| TRU Exhaust + Idle | 2.93 | 3.86 | 0.04 | 0.04 |
| **Customer/Small Delivery Trucks Composite Emission Factors** | **$NO_x$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| Running Exhaust @ 15 mph (g/mi) | 0.17 | 1.83 | 0.006 | 0.005 |
| Idling (g/hr) | 1.16 | 9.16 | 0.067 | 0.062 |

Notes:
[1] TRU emission factors based on fleet average for Fresno County in 2020 from CARB OFFROAD model
MHDT – medium heavy duty trucks HHDT = heavy-heavy duty trucks
NOx = oxides of nitrogen CO = carbon monoxide
$PM_{10}$ = particulate matter with a diameter of 10 microns or less
$PM_{2.5}$ = particulate matter with a diameter of 2.5 microns or less DPM = diesel particulate matter
Source: see Appendix A

**Table 9: Mobile Source Emission Factors for Phase 3 Build Out year – 2024**

| Diesel Truck Running Exhaust Emission Factors[(1)] | $NO_x$ (g/mi) | CO (g/mi) | $PM_{10}$/DPM (g/mi) | $PM_{2.5}$ (g/mi) |
|---|---|---|---|---|
| 4+axle truck (HHDT) @ 15 mph | 3.77 | 1.82 | 0.064 | 0.059 |
| 2 axle truck (MHDT) @ 15 mph | 1.93 | 0.70 | 0.035 | 0.032 |
| **Diesel Truck Idle Emission Factors** | **$NO_x$ (g/hr)** | **CO (g/hr)** | **$PM_{10}$/DPM (g/hr)** | **$PM_{2.5}$ (g/hr)** |
| 4+ axle truck (HHDT) | 38.62 | 41.61 | 0.108 | 0.099 |
| 2 axle truck (MHDT) | 40.06 | 25.03 | 0.093 | 0.086 |
| **TRU Emission Factors[(1)]** | **$NO_x$ (g/hp-hr)** | **CO (g/hp-hr)** | **$PM_{10}$/DPM (g/hp-hr)** | **$PM_{2.5}$ (g/hp-hr)** |
| TRU Exhaust + Idle | 2.70 | 3.86 | 0.01 | 0.01 |
| **Customer/Small Delivery Trucks Composite Emission Factors** | **$NO_x$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| Running Exhaust @ 15 mph (g/mi) | 0.13 | 1.42 | 0.006 | 0.006 |
| Idling (g/hr) | 0.89 | 8.76 | 0.067 | 0,062 |

Notes:
(1) TRU emission factors based on fleet average for Fresno County in 2024 from CARB OFFROAD model
MHDT = medium heavy duty trucks HHDT = heavy-heavy duty trucks
NOx = oxides of nitrogen CO = carbon monoxide $PM_{10}$ = particulate matter with a diameter of 10 microns or less
$PM_{2.5}$ = particulate matter with a diameter of 2.5 microns or less
DPM = diesel particulate matter
Source: see Appendix A.

### 3.1.2 - Charbroiling Cooking Emissions from Fast Food Restaurants

The cooking of meat creates fine particulate matter and volatile organic carbon emissions. PAHs, a group of over 100 chemicals, are key TACs from cooking operations. PAHs are formed by the incomplete combustion of coal, oil, petrol, wood, tobacco, charbroiled meats, garbage, or other organic materials. Exposure to PAHs usually occurs by breathing air contaminated by wild fires or coal tar, or by eating foods that have been grilled. Cancer is the major concern from exposure to PAH. Epidemiological studies have reported an increase in lung cancer in humans exposed to coke oven emissions, roofing tar emissions, and cigarette smoke; all of these mixtures contain PAH compounds. Two primary components of PAH are benzo[a]pyrene and naphthalene. Animal studies have reported respiratory tract tumors from inhalation exposure to benzo[a]pyrene and fore-stomach tumors, leukemia, and lung tumors from oral exposure to benzo[a]pyrene. Naphthalene is also a component of cooking emissions that can impact respiratory functions, (OEHHA 2001).

The Project site plan does not specifically identify restaurant pads for development. At this time, specific tenants have not been identified Therefore, restaurant pads were identified based on their relative location, clustering, and building size. A total of 62 pads were identified as potential restaurant pads throughout the three phases. This number likely represents an overestimate of the total number restaurants but was used to provide a conservative estimate of the Project's potential air quality and health risk impacts. The SJVAPCD has identified 4 types of restaurants according to the method of cooking: chain drive charbroiler (for hamburger, poultry without skin, and pork), flat

griddle (for hamburger, poultry without skin, and pork), under-fired charbroiler (hamburger and poultry with skin), and flat griddle (for poultry without skin and pork). (SJVAPCD 2006). The various restaurants were assigned a cooking type in keeping with the SJVAPCD modeling guidance.

### 3.1.3 - Gasoline Service Station Emissions

A gasoline service station is planned for development as part of Phase 2 at the northern end of the Phase 2 development at the entrance on Mountain View Avenue and Van Horn Avenue. The TAC emissions of concern in this regard are DPM emissions from the onsite travel and idling of delivery trucks at the gas station and evaporative emissions of benzene from the storage and dispensing of gasoline. Benzene has also been identified by the CARB as a carcinogenic substance (see Table 2 above). Estimates of benzene from the evaporation of gasoline were made using the methodology published by the California Air Pollution Control Officers Association (CAPCOA 1997) assuming a delivery of one 8,800 gallon fuel truck each day.

### 3.1.4 - Emission Source Characterization

Each of the emission source types described above also requires geometrical and emission release specifications for use in the air dispersion model. Table 10 provides a summary of the assumptions used to configure the various emission sources. By way of explanation, the following definitions are used in defining the emission source geometrical configurations referred to in Table 10:

- Point source: a single identifiable local source of emissions; it is approximated in the AERMOD air dispersion model as a mathematical point in the modeling region with a location and emission characteristics such as height of release, temperature, etc. (Example: a stack or vent);
- Volume source: sources from which emissions are distributed over a volume with a certain depth, for instance at the height of a stack from a moving vehicle; and
- Line source: a series of volume sources along a path (Example: vehicular traffic along a street).
- Area source: represent emissions from many individually small emission sources (Example: a parking lot)

**Table 10: Summary of Emission Source Configurations**

| Emission Source Type | Geometric Configuration | Relevant Assumptions |
|---|---|---|
| Onsite Diesel Truck Travel [(1)] | Line Sources | See Table 6 for an inventory of truck operations<br>Stack release height: 6 feet<br>Vehicle Speed: 15 mph<br>Length of the line source (distance from the facility entrances from Mountain View Avenue or Golden State Boulevard to the loading docks of the respective facilities)<br>Vehicle types: heavy duty and medium heavy duty diesel delivery trucks<br>Emission factor: CARB EMFAC2011 |
| Onsite Diesel Truck Idling [(1)] | Point Sources located at each facility | Stack release height: 12 feet<br>Stack release characteristics<br>> Stack diameter: 0.3 feet<br>> Stack velocity: 170 feet/sec<br>> Stack temperature: 200° F<br>Idle time: 15 minutes per truck per day<br>Vehicle type: heavy duty and medium heavy duty diesel delivery trucks<br>Emission factor: CARB EMFAC2011 |
| Diesel Truck TRU [(1,2)] | Point Sources at each facility loading dock; emissions also include operation while traveling onsite | Effective stack release height: 12 feet<br>TRU Size: 35 horsepower (typical size)<br>Cooling time (idling): 60 min per truck per day<br>Load factor: 60%<br>The TRU emission factors were derived as fleet averages for Fresno County |
| Fast Food Restaurants[(2)] | Point Sources | Stack release: 5 feet above top of building<br>Stack diameter: 1 feet<br>Stack temperature: ambient<br>Stack velocity: 0.001 feet/sec<br>Emission factors and activity levels: SJVAPCD 2006 |
| Gasoline Service Station | Point and Volume Sources | Daily throughput of 8,800 gallons/day<br>Emission factors (CAPCA 1997)<br>Includes loading losses, breathing losses, refueling, and spillage |

**Table 10 (cont.): Summary of Emission Source Configurations**

| Emission Source Type | Geometric Configuration | Relevant Assumptions |
|---|---|---|
| Parking Lots | Area Sources | Parking lot defined for each Phase<br>Vehicle types: light duty cars and light duty and medium trucks<br>Onsite travel speed: 15 mph<br>Idle time: one-half minute per vehicle per day |
| Retail/Commercial Facility Operations | All facilities | 24/7 365 days/yr |

Notes:
(1) Appendix A contains the emission worksheets for the air quality and health risk assessment.
(2) Truck travel and idle and fast food restaurant stack parameters derived from SJVAPCD (2006).

Exhibit 6 provides the location of the various project facilities during Phase 1, Exhibit 7 during Phase 2, and Exhibit 8 during Phase 3.

## 3.2 - Receptor Network

The assessment requires that a network of receptors be specified such that the impacts can be computed at the various locations surrounding the project. Presently, there are only scattered residences in the immediate project area as the area is predominantly agricultural. The closest residences are located along to Dockery Avenue at the western end of the Project and along the northern end of the Project on Golden State Boulevard. A network of receptor locations was established within the first 500 meters of the Project where impacts were estimated by the dispersion model. Exhibit 9, Exhibit 10, and Exhibit 11 provide views of the locations of the receptors assumed for the three phases. Note that the some receptors were eliminated beyond Phase 1 as the subsequent phases replaced the affected receptors. In addition, new residential receptors associated with the development of Phase 3 were also included in the assessment.




Point Sources: Truck Idling /TRU and Restaurant Emissions

Vehicle Travel Routes

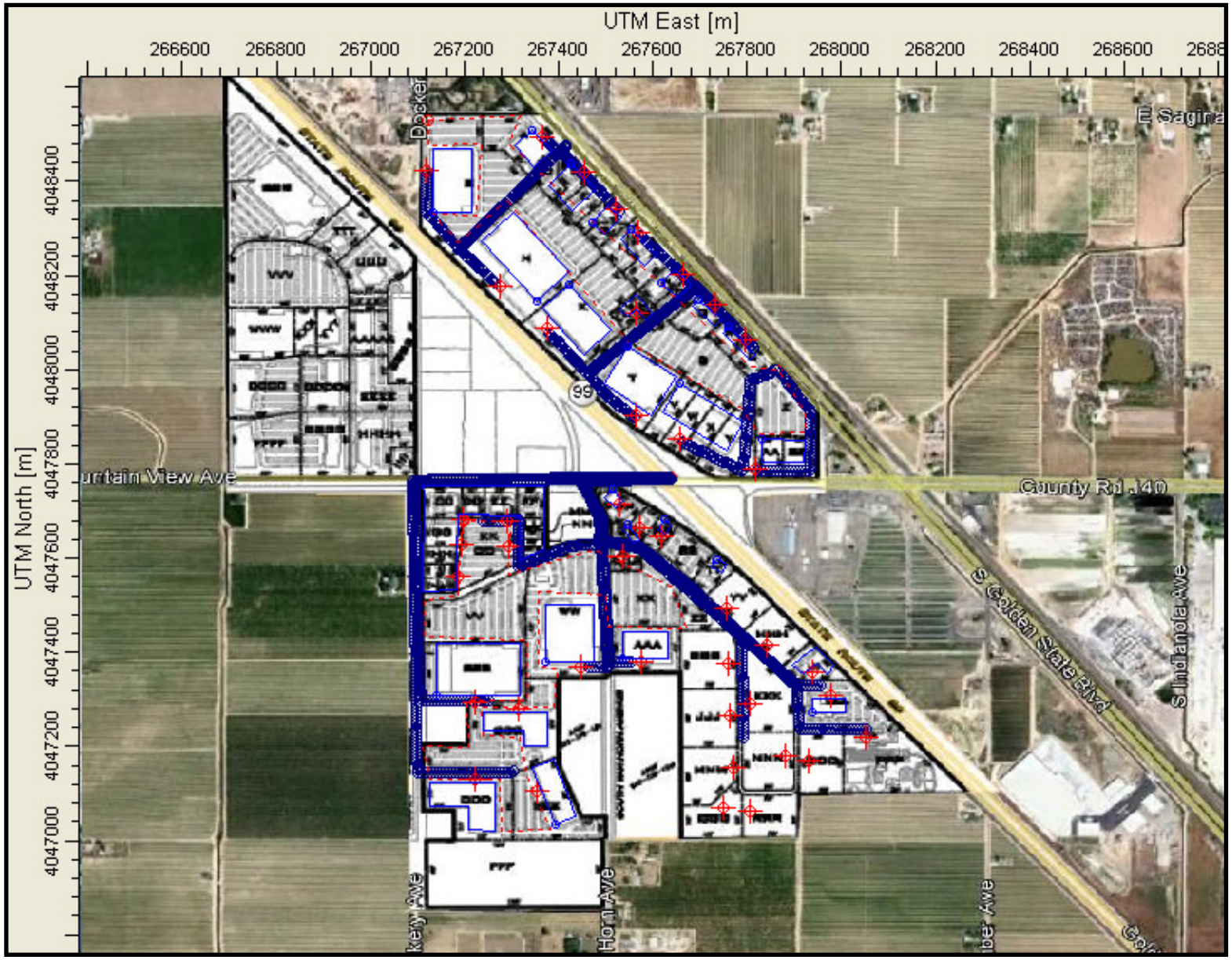
Parking Lot

NORTH

Michael Brandman Associates

3/2012 | 6_PHASE 1 SOURCES.mxd

# Exhibit 6
## Location of Phase 1 Emission Sources




Point Sources: Truck Idling /TRU and Restaurant Emissions

Vehicle Travel Routes

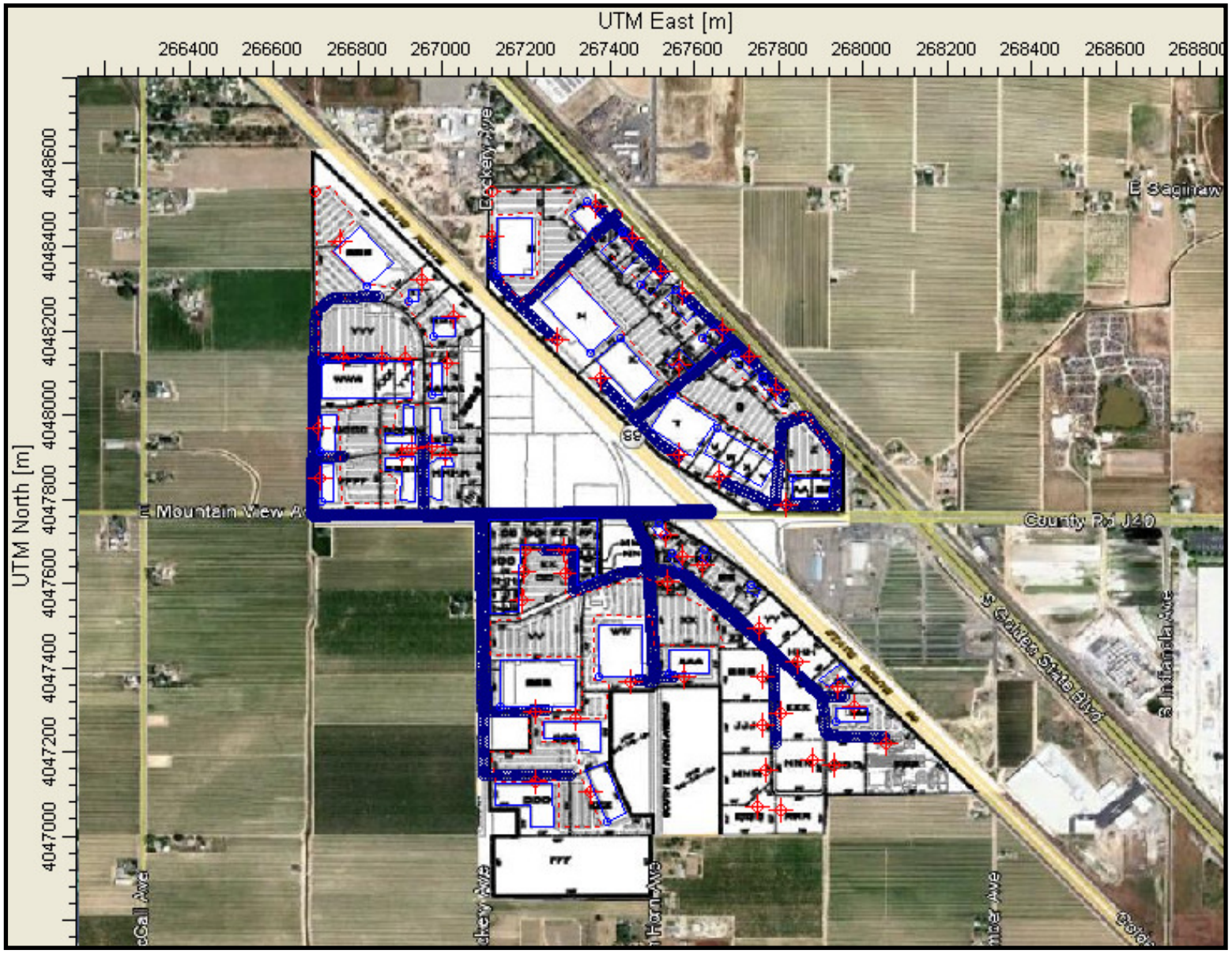
Parking Lot

NORTH

Michael Brandman Associates

3/2012 | 7_PHASE 2 SOURCES.mxd

# Exhibit 7
## Location of Phase 2 Emission Sources




Point Sources: Truck Idling /TRU and Restaurant Emissions

Vehicle Travel Routes

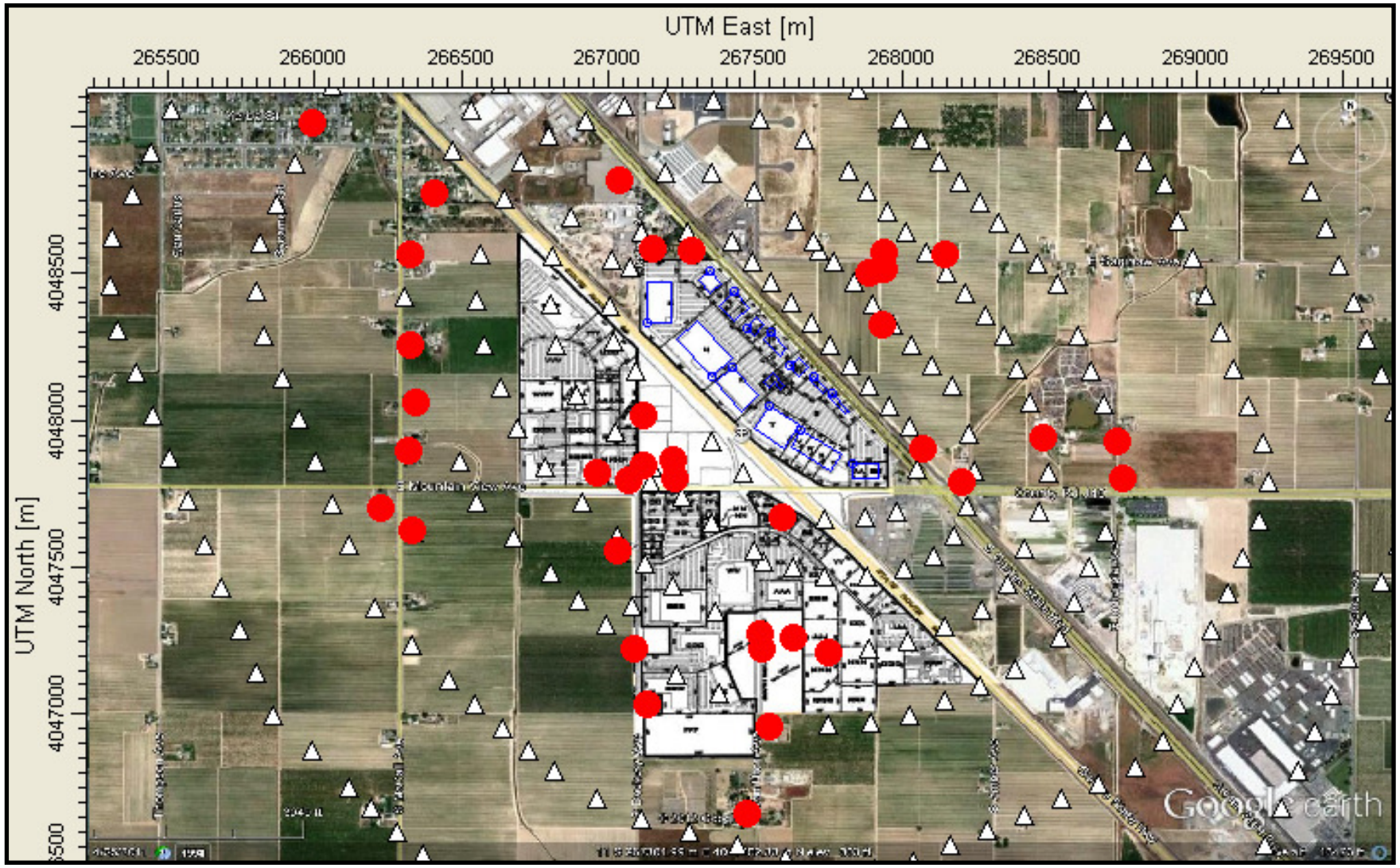
Parking Lot

NORTH

Michael Brandman Associates

3/2012 | 8_PHASE 3 SOURCES.mxd

# Exhibit 8
## Location of Phase 3 Emission Sources




△ Model receptors ● Existing Sensitive Receptors

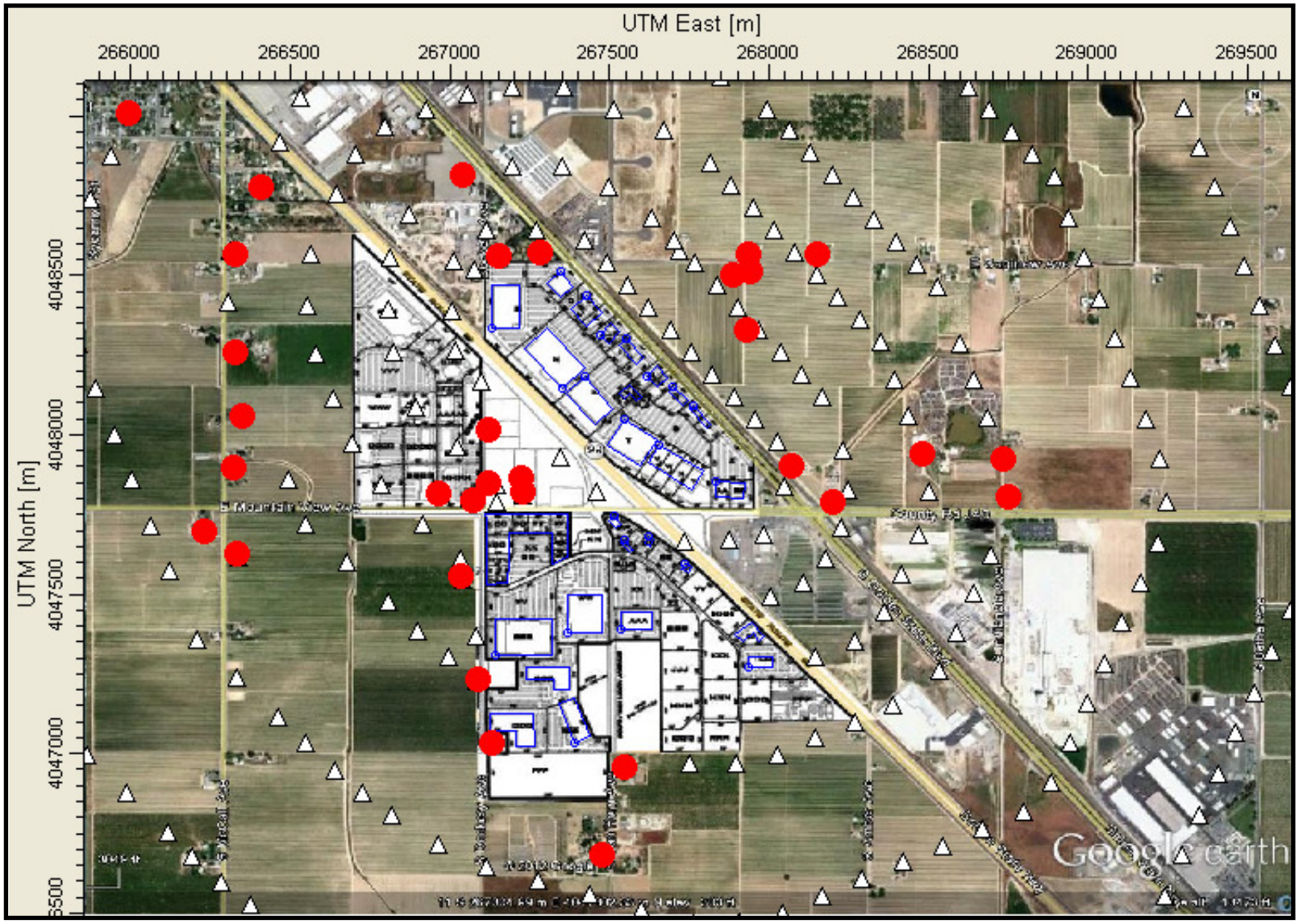
Note: receptors have been cropped at the edge of the image

Michael Brandman Associates

NORTH

3/2012 | 9_PHASE 1 receptors.mxd

# Exhibit 9
## Location of Phase 1 Model Receptors




△ Model receptors ● Existing Sensitive Receptors

Note: receptors have been cropped at the edge of the image

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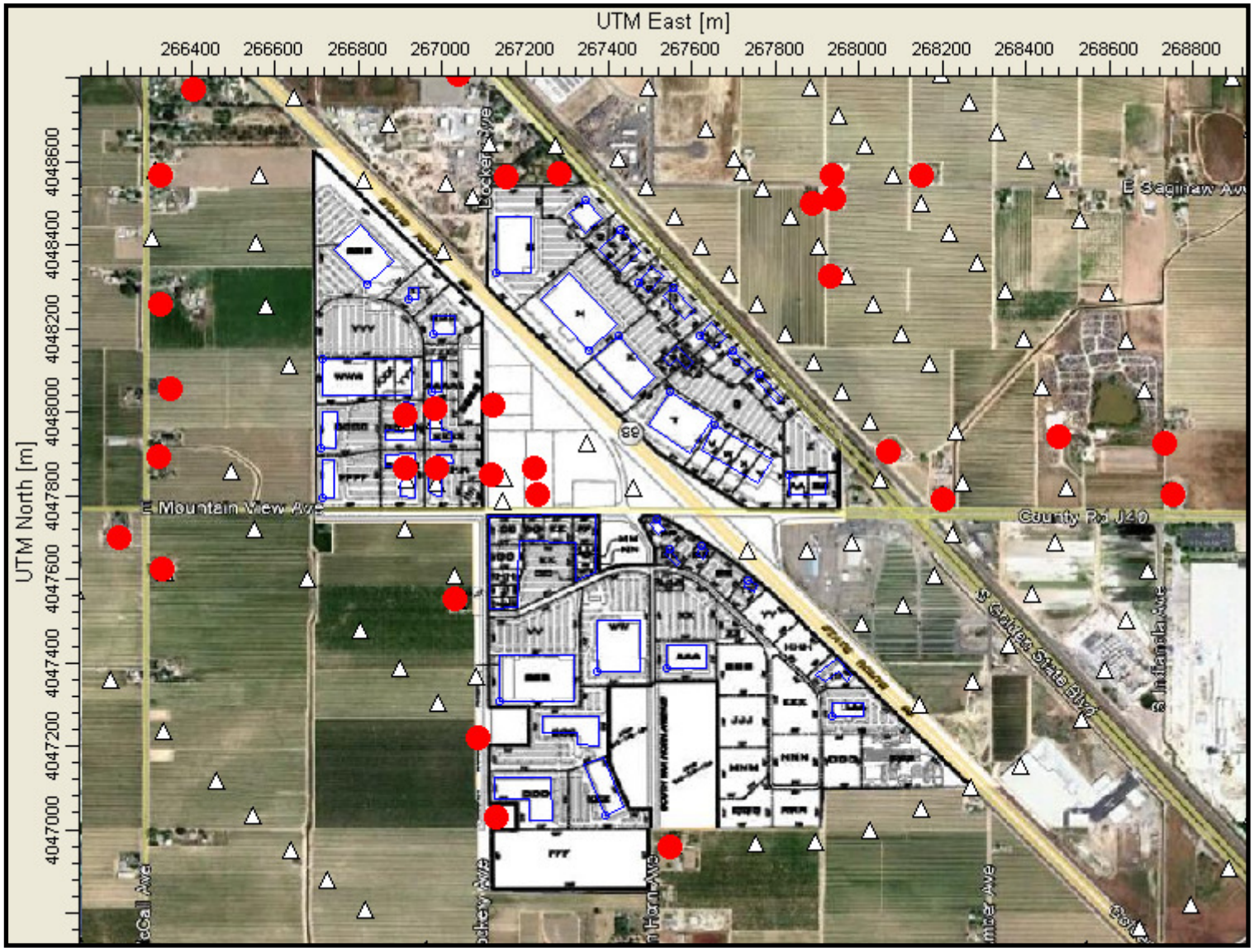
3/2012 | 9_PHASE 2 receptors.mxd

# Exhibit 10
## Location of Phase 2 Model Receptors




Note: receptors have been cropped at the edge of the image

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3/2012 | 11_PHASE 3 receptors.mxd

# Exhibit 11
## Location of Phase 3 Model Receptors

## 3.3 - Dispersion Modeling

The next step in the assessment process utilizes the emissions inventory along with a mathematical air dispersion model and representative meteorological data to calculate impacts at the various receptor locations. The dispersion model used in this assessment is described below.

### 3.3.1 - Model Selection

In accordance with guidance from the USEPA and the SJVAPCD (SJVAPCD 2006), the health risk assessment of TAC emissions from this project applied the USEPA AERMOD Model. AERMOD represents a major scientific improvement over the USEPA Industrial Source Complex Model (ISC) model that was previously recommended by the USEPA for air quality assessments. AERMOD predicts pollutant concentrations from point, area, volume, line, and flare sources with variable emissions in terrain from flat to complex with the inclusion of building downwash effects from buildings on pollutant dispersion. It captures the essential atmospheric physical processes and provides reasonable estimates over a wide range of meteorological conditions and modeling scenarios.

### 3.3.2 - General Model Assumptions

The basic options used in the dispersion modeling are summarized in Table 11.

**Table 11: General Modeling Assumptions**

| Feature | Option Selected |
|---|---|
| Terrain processing | Flat terrain |
| Emission source configuration | See Table 10 above |
| Regulatory Dispersion Options | Default |
| Land Use | Rural |
| Coordinate System | UTM |
| Building downwash | Included in Calculations |
| Receptor height | 0 meters |

As indicated in Table 11, account was taken of the effects of building downwash on the dispersion of emissions from the various sources located on the project's property. Building downwash occurs when the aerodynamic turbulence, induced by nearby buildings, cause pollutants emitted from an elevated source to be mixed rapidly toward the ground (downwash). This results in potentially higher ground-level concentrations than if the buildings were not present. The AERMOD dispersion model contains algorithms to account for building downwash effects. The required information includes the location of the emission source, location of adjacent buildings, and the building geometry in terms of length, width, and height. For purposes of this analysis, the emission source and building locations

were taken from the Project site plan assuming a building height of 35 feet for smaller sized buildings and 40 feet for the larger anchor and major buildings.

### Meteorological Data

Hourly meteorological data are also required to operate the AERMOD model to determine the direction and rate of dispersion of emissions released into the atmosphere. The SJVAPCD published a 5-year set of pre-processed meteorological released covering the period 2005-2009 for several locations within the District. These data are used as input to the AERMOD model. The data sets include items such as wind direction and speed, air temperature, surface roughness, albedo, Bowen Ratio, and vertical temperature structure of the lower atmosphere. The SJVAPCD meteorological from the data set Fresno Airport were applied in this assessment. These meteorological data are considered representative of the Project site. As shown in Exhibit 5 above, the most frequent wind directions are from the northwest. In accordance with guidance from the USEPA and SJVAPCD, the AERMOD model was run for all 5 years of meteorological data.

## 3.4 - Health Risk Assessment Methodology

The next step in the assessment process involves applying a risk characterization model to the results from the air dispersion model to estimate potential health risks at each sensitive receptor location. A health risk assessment is a guide that helps to determine if current or future exposure to a chemical or substance could affect the health of a population. The State of California Office of Environmental Health Hazard Assessment (OEHHA) develops methods for conducting health risk assessments. As defined under the Air Toxics "Hot Spots" Information and Assessment Act of 1987 ["AB 2588"(Chapter 1252, Statutes of 1987), California Health and Safety Code Section 44306], "A health risk assessment means a detailed comprehensive analysis prepared pursuant to Section 44361 to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations and to assess and quantify both the individual and population-wide health risks associated with those levels of exposure" (OEHHA 1987).

### 3.4.1 - Cancer Risk Characterization

This step involves using the data output from the AERMOD air dispersion as input to a health risk assessment model, which calculates cancer and non-cancer risks from project's TAC emissions. For this purpose, two methods are involved in the assessment process as recommended by the SJVAPCD. The first method applies to the assessment of health risks associated only with the diesel particulate emissions from the diesel emission sources during operations. This "diesel-only" method is described below. The second step assesses the cancer risks for non-DPM toxic air contaminants, i.e., benzene and PAH emissions as input into the CARB HARP health risk assessment model as also described further below.

### Diesel Particulate Emission Health Risk Assessment Methodology

The cancer risk from DPM is calculated by multiplying the annual average DPM concentration calculated using the AERMOD model and an inhalation exposure factor as in Equation 1 below OEHHA, 2003).

Cancer Risk = Dose-inhalation x Inhalation cancer potency factor (EQ-1)

Where:

Cancer Risk = Total individual lifetime excess cancer risk is defined as the cancer risk a hypothetical individual faces if exposed to carcinogenic emissions from a particular facility continuously, 24 hours/day, 365 days a year, for a 70-year lifetime; this risk is defined as an excess risk because it is above and beyond the background cancer risk to the population; cancer risk is expressed in terms of risk per million exposed individuals.

Inhalation cancer potency factor (CPF) = 1.1 (milligrams per kilogram per day)$^{-1}$ for DPM

Dose-inhalation = $C_{air}$ x (DBR x A x EF x ED x $10^{-6}$ /AT) x $10^{6}$ (EQ-2)

Where:

Cair = Annual average DPM concentration calculated from the AERMOD model in µg/m3

DBR = Daily breathing rate = 393 L/kg of body weight – day (at 95th percentile)

A = Inhalation absorption factor = 1

EF = Exposure frequency = 350 days/year

ED = Exposure duration = 70 years lifetime

AT = Averaging time period over which the exposure is averaged = 25,550 days

Values for the components of the Inhalation Exposure Factor were provided by the SJVAPCD (SJVAPCD 2006). Applying Equations 1 and 2 with the values for the various factors, the Cancer Risk is then calculated as:

Cancer Risk = $C_{air}$ x 414.5 (EQ-3)

### Non-Diesel Particulate Emission Health Risk Assessment Methodology

The second health risk assessment method applies to the assessment of health risks due to the emissions of non-DPM toxic air contaminants. These pollutant emissions for this project include

naphthalene and benzo[a]pyrene from the charbroiling of meat in the fast food restaurants and benzene from the operation of the gasoline service station. As in the first method, pollutant concentrations are first estimated from the AERMOD air dispersion model, however, a unit emission rate of 1 gram/sec is used for each non-DPM emission source. Then, using a conversion program developed by the CARB, the AERMOD results are imported into the CARB HARP health risk assessment model along with the actual source emissions for each TAC to determine cancer and non-cancer risks associated with these air pollutants[2]. The HARP model provides direct estimates of cancer risk for pollutants through several exposure pathways such as inhalation, dermal absorption, consumption of homegrown vegetables, soil ingestion, and mother's milk.

The final step is in the assessment process is to add the health risks from the DPM and non-DPM emissions to arrive a total cancer risk at each receptor which is then compared to the health risk significance thresholds

### 3.4.2 - Non-Cancer Health Risk Characterization

Toxic air contaminants can cause both acute (short-term) and chronic (long-term) related non-cancer illnesses such as reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system, birth defects, or other adverse environmental effects. Risk characterization for non-cancer health risks is expressed as a hazard quotient (HQ) for individual substances or a hazard index (HI) for multiple substances. All HQs and HIs must be determined by target organ, that is, a bodily organ or physiological process that is most likely to be affected by exposure to a substance. The HI is a ratio of the predicted concentration of the facility's emissions to a concentration considered acceptable to public health professionals summed for each TAC/target organ exposure. A significant risk is defined as an HI of 1 or greater (GAMAQI). The relationship for the non-cancer risks is given by the following equation:

$$HI = \Sigma HQ = \Sigma C_{TAC} / REL_{TAC} \quad \text{(EQ-4)}$$

Where:

HI = Hazard Index – an expression of the potential for non-cancer health risks which is represented as the sum of the hazard quotients (HQ) for each TAC by target organ; an HI is calculated separately for acute and chronic exposures

CTAC = Maximum 1-hr average (for acute effects) or annual average (for chronic effects) TAC concentration (µg/m3)

[2] The current version of HARP does not directly integrate with the AERMOD model but instead uses the USEPA ISC Model that was supplanted by the AERMOD Model. During mid-June 2007, the CARB issued guidance and software for converting AERMOD model output data for use in HARP.

RELTAC = Reference Exposure Level for TACs – the TAC concentration at which no adverse health effects are anticipated; acute and chronic RELs for TACs are established by the OEHHA (OEHHA 2012)

## 3.5 - Air Quality and Health Risk Impact Results

The results of the air quality and health risk assessment are summarized in this section. These impact results are compared with the significance thresholds established in report.

### 3.5.1 - Criteria Pollutant Air Quality Impacts

Table 12 to Table 17 summarize the criteria pollutant air quality impacts for CO, $NO_2$, $PM_{10}$, and $PM_{2.5}$ for the various development phases. Table 12 and Table 13 provide the results for Phase 1; Table 14 and Table 15 provide the cumulative impacts from Phase 1 and Phase 2, and Table 16 and Table 17 provide the cumulative impacts from the operation of the entire Project. As noted earlier, the Project would emit miniscule amounts of $SO_x$. Therefore, the impacts of $SO_x$ emissions were not quantified and are less than significant. From the information contained in these tables, the operation of the Project would not exceed any defined SJVAPCD significance threshold during any phase of the Project. Therefore, the operation of the project has a less than significant impact on air quality.

**Table 12: Project Air Quality Impacts for CO and $NO_2$ – Phase 1**

| Pollutant | Averaging Time | Background Air Quality[(1)] (ppm) | Project Impact[(2)] (ppm) | Background + Project Impact (ppm) | Significance Threshold[(3)] (ppm) | Exceeds Threshold? |
|---|---|---|---|---|---|---|
| CO | 1 Hour[(4)] | 3.34 | 0.05 | 3.39 | 20.0 | No |
| | 8 Hour | 2.34 | 0.03 | 2.37 | 9.0 | No |
| $NO_2$ | 1-hour[(5)] | 0.049 | 0.045 | 0.094 | 0.18 | No |
| | 1 Hour[(6)] | 0.039 | 0.024 | 0.063 | 0.10 | No |
| | Annual | 0.009 | <0.001 | 0.009 | 0.030 | No |

Notes:
(1) The highest concentrations measured during the most recent 3-year period of 2008 to 2010 or from the percentile data collected by the SJVAPCD for $NO_2$
(2) The impacts noted under the column labeled "Project Impact" were determined as the highest impacts at any receptor within the modeling domain. The highest impacts during Phase 1 were found to occur at both the northern and southern ends of the Phase 1 development.
(3) Significance thresholds derived from Table 5
(4) 1-hour average background CO was derived by dividing the 8-hr average CO by 0.7 since the 1-hour average is not routinely reported by CARB[3]
(5) 1-hour California State standard
(6) The background 1-hour $NO_2$ is the three-year average of the 98th percentile $NO_2$ concentrations at the air monitoring station in Parlier. The maximum incremental Project $NO_2$ 1-hour impact is the 98$^{th}$ percentile modeled $NO_2$ concentration using the Ozone Limiting Method to convert $NO_x$ to $NO_2$
Source: Appendix B.

[3] University of California, Davis. 1997. Prepared for California Department of Transportation. Transportation Project-Level Carbon Monoxide Protocol

**Table 13: Project Air Quality Impacts for $PM_{10}$ and $PM_{2.5}$ – Phase 1**

| Pollutant | Averaging Time | Project Impact[(1)] ($\mu g/m^3$) | EPA SIL Significance Threshold[(2)] ($\mu g/m^3$) | Exceed Thresholds ? |
|---|---|---|---|---|
| $PM_{10}$ | 24 Hour | 0.15 $\mu g/m^3$ | 5 | No |
| | Annual | 0.02 $\mu g/m^3$ | 1 | No |
| $PM_{2.5}$ | 24 Hour | 0.14$\mu g/m^3$ | 1.2 | No |
| | Annual | 0.02 $\mu g/m^3$ | 0.3 | No |

Notes:
$PM_{10}$ and $PM_{2.5}$ = particulate matter; $\mu g/m^3$ = micrograms per cubic meter (a unit of concentration);
(1) The impacts noted under the column labeled "Project Impact" were determined as the highest impacts at any receptor within the modeling domain. The highest impacts during Phase 1 were found to occur at both the northern and southern ends of the Phase 1 development
(2) EPA SIL = Title 40, Part 51, (51.165(b)(2)) of the Code of Federal Regulations and SJVAPCD 2011a
Source: See Appendix B

**Table 14: Project Air Quality Impacts for CO and $NO_2$ – Phase 1 and Phase 2**

| Pollutant | Averaging Time | Background Air Quality[(1)] (ppm) | Project Impact[(2)] (ppm) | Background + Project Impact (ppm) | Significance Threshold[(3)] (ppm) | Exceeds Threshold? |
|---|---|---|---|---|---|---|
| CO | 1 Hour[(4)] | 3.34 | 0.10 | 3.44 | 20.0 | No |
| | 8 Hour | 2.34 | 0.05 | 2.39 | 9.0 | No |
| $NO_2$ | 1-hour[(5)] | 0.049 | 0.076 | 0.125 | 0.18 | No |
| | 1 Hour[(6)] | 0.039 | 0.060 | 0.099 | 0.10 | No |
| | Annual | 0.009 | <0.001 | 0.009 | 0.030 | No |

Notes:
(1) The highest concentrations measured during the most recent 3-year period of 2008 to 2010 or from the percentile data collected by the SJVAPCD for $NO_2$
(2) The impacts noted under the column labeled "Project Impact" were determined as the highest impacts at any receptor within the modeling domain. The highest impacts during the operation of both Phase 1 and Phase 2 were found to occur along the western edge of Phase 2 across Dockery Avenue.
(3) Significance thresholds derived from Table 5
(4) 1-hour average background CO was derived by dividing the 8-hr average CO by 0.7 since the 1-hour average is not routinely reported by CARB[7]
(5) 1-hour California State standard
(6) The background 1-hour $NO_2$ is the three-year average of the 98th percentile $NO_2$ concentrations at the air monitoring station in Parlier. The maximum incremental Project $NO_2$ 1-hour impact is the 98$^{th}$ percentile modeled $NO_2$ concentration using the Ozone Limiting Method to convert $NO_x$ to $NO_2$
Source: Appendix B

**Table 15: Project Air Quality Impacts for $PM_{10}$ and $PM_{2.5}$ – Phase 1 and Phase 2**

| Pollutant | Averaging Time | Project Impact[(1)] ($\mu g/m^3$) | EPA SIL Significance Threshold[(2)] ($\mu g/m^3$) | Exceed Thresholds ? |
|---|---|---|---|---|
| $PM_{10}$ | 24 Hour | 0.26 $\mu g/m^3$ | 5 | No |
| | Annual | 0.03$\mu g/m^3$ | 1 | No |
| $PM_{2.5}$ | 24 Hour | 0.25 $\mu g/m^3$ | 1.2 | No |
| | Annual | 0.03 $\mu g/m^3$ | 0.3 | No |

Notes:
$PM_{10}$ and $PM_{2.5}$ = particulate matter; $\mu g/m^3$ = micrograms per cubic meter (a unit of concentration);
(1) The impacts noted under the column labeled "Project Impact" were determined as the highest impacts at any receptor within the modeling domain. The highest impacts during the operation of both Phase 1 and Phase 2 were found to occur along the western edge of Phase 2 across Dockery Avenue.
(2) EPA SIL = Title 40, Part 51, (51.165(b)(2)) of the Code of Federal Regulations and SJVAPCD 2011a
See Appendix B.

**Table 16: Project Air Quality Impacts for CO and $NO_2$ – Phase 1, Phase 2, and Phase 3**

| Pollutant | Averaging Time | Background Air Quality[(1)] (ppm) | Project Impact[(2)] (ppm) | Background + Project Impact (ppm) | Significance Threshold[(3)] (ppm) | Exceeds Threshold? |
|---|---|---|---|---|---|---|
| CO | 1 Hour[(4)] | 3.34 | 0.09 | 3.43 | 20.0 | No |
| | 8 Hour | 2.34 | 0.04 | 2.38 | 9.0 | No |
| $NO_2$ | 1-hour[(5)] | 0.049 | 0.044 | 0.093 | 0.18 | No |
| | 1 Hour[(6)] | 0.039 | 0.039 | 0.078 | 0.10 | No |
| | Annual | 0.009 | <0.001 | 0.009 | 0.030 | No |

Notes:
(1) The highest concentrations measured during the most recent 3-year period of 2008 to 2010 or from the percentile data collected by the SJVAPCD for $NO_2$
(2) The impacts noted under the column labeled "Project Impact" were determined as the highest impacts at any receptor within the modeling domain. The highest impacts during the operation of Phase 1, Phase 2, and Phase 3 were found to occur along the western edge of Phase 2 across Dockery Avenue.
(3) Significance thresholds derived from Table 5
(4) 1-hour average background CO was derived by dividing the 8-hr average CO by 0.7 since the 1-hour average is not routinely reported by CARB[7]
(5) 1-hour California State standard
(6) The background 1-hour $NO_2$ is the three-year average of the 98th percentile $NO_2$ concentrations at the air monitoring station in Parlier. The maximum incremental Project $NO_2$ 1-hour impact is the $98^{th}$ percentile modeled $NO_2$ concentration using the Ozone Limiting Method to convert $NO_x$ to $NO_2$
Source: Appendix B.

**Table 17: Project Air Quality Impacts for $PM_{10}$ and $PM_{2.5}$ – Phase 1, Phase 2, and Phase 3**

| Pollutant | Averaging Time | Project Impact[(1)] ($\mu g/m^3$) | EPA SIL Significance Threshold[(2)] ($\mu g/m^3$) | Exceed Thresholds? |
|---|---|---|---|---|
| $PM_{10}$ | 24 Hour | 0.27 $\mu g/m^3$ | 5 | No |
| | Annual | 0.04 $\mu g/m^3$ | 1 | No |
| $PM_{2.5}$ | 24 Hour | 0.25 $\mu g/m^3$ | 1.2 | No |
| | Annual | 0.04 $\mu g/m^3$ | 0.3 | No |

Notes:
$PM_{10}$ and $PM_{2.5}$ = particulate matter; µg/m3 = micrograms per cubic meter (a unit of concentration);
(1) The impacts noted under the column labeled "Project Impact" were determined as the highest impacts at any receptor within the modeling domain. The highest impacts during the operation of Phase 1, Phase 2, and Phase 3 were found to occur along the western edge of Phase 2 across Dockery Avenue
(2) EPA SIL = Title 40, Part 51, (51.165(b)(2)) of the Code of Federal Regulations and SJVAPCD 2011a
Source: See Appendix B.

### 3.5.2 - Toxic Air Contaminant Health Risk Assessment Results Cancer Impacts

Table 18 summarizes the total individual excess cancer risk as determined by this health risk assessment the three phase build-out years of 2016 (Phase 1), 2020 (Phase 1 and Phase 2), and 2024 (Phase1 to Phase 3). The cancer estimates incorporate risks from diesel particulate matter, restaurant cooling emissions, and benzene from the operation of the service station. As noted from this table, the estimated cancer risk from the operation of the Project is less than the cancer risk significance threshold established by the SJVAPCD. Therefore, the operation of the Project would not result in a significant health risk impact.

**Table 18: Estimated Lifetime Cancer Risk**

| Project Development | Lifetime Project Cancer Risk (risk per million) | SJVAPCD Cancer Risk Significance Threshold (risk per million) | Exceeds Threshold? |
|---|---|---|---|
| Phase 1 (2016) | 1.1 | 10 | No |
| Phase 1 and Phase 2 (2020) | 1.4 | 10 | No |
| Phase 1m Phase 2, and Phase 3 (2024) | 1.3 | 10 | No |

Notes:
The impacts noted under the column labeled "Project Impact" were determined as the highest impacts at any receptor within the modeling domain. The highest impacts during the operation of Phase 1 was found to occur at the southern end of the Phase 1 development while the highest impacts during the combined operation of Phase 1 and Phase 2 and Phase 1, Phase 2, and Phase 3 were found to occur along the western edge of Phase 2 across Dockery Avenue
See Appendix C.

### Non–Cancer Risk

The maximum calculated non-cancer acute or chronic hazard index as represented by the Hazard Index (EQ-4 above) from the operation of the project was found to be significantly less than the non0cancer risk hazard index significance threshold of 1.0. Therefore, the operation of the Project would have a less than significant impact in non-cancer risks.

## 3.6 - Risk Assessment Uncertainty

There are substantial uncertainties involved in assessing the health risk of air pollutants. There are uncertainties in dispersion modeling, toxicological factors, and exposure assessment. Dispersion models and their attendant assumptions for model application have been developed to provide conservative results (in terms of over-predicting impacts). Although many chemical reactions take place in the atmosphere that can transform certain pollutants, model algorithms assume chemical reactions do not take place. Toxicological risk factors are derived primarily from laboratory animal experiments; therefore, there is uncertainty in converting the risk to humans.

The OEHHA (2003) recommends using the 70-year exposure duration for determining residential cancer risks. Although it is unlikely that people will reside at a single residence for 70 years, it is common that people will spend their entire lives in a major urban area. While residing in urban areas, it is very possible to be exposed to the emissions of other facilities. In order to help ensure that people do not accumulate an excess unacceptable cancer risk from cumulative exposure to stationary facilities at multiple residences, OEHHA recommends the 70-year exposure duration for risk management decisions. However, it is important to note that a person who has resided in his current residence for less than 70 years will have a cancer risk less than what is calculated for a 70-year risk. Nonetheless, this assessment attempts to be conservative and provide a worst-case scenario for exposure.

The calculation of cancer risk also depends on the value of the breathing rate factor and consequently the factor used to multiply the DPM concentration to arrive at a cancer risk as defined in Equation 3. The value recommended by the SJVAPCD is 414.5, which is the 95$^{th}$ percentile breathing rate. The CARB and other APCD's have applied a value of up to 318 (CARB 2005a). Thus, the computed cancer risks related to diesel particulate matter emissions from this project provide a conservative estimate (in terms of overestimating the cancer risk – 30% higher) using the SJVAPCD unit risk factor compared to the cancer risk calculated using other unit risk factors published by the CARB and other regulatory agencies.

## SECTION 4: REFERENCES

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# Appendix A:
# Criteria Pollutant Emissions

**Proposed Selma Crossings Phase I 2016 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total (g/hr) | Peak Hour Emissions Total (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 2 | 2 | 0 | 0.21 | 0.14 | 3.49E-01 | 0.00E+00 | 3.49E-01 | 9.70E-05 |
| SLINEB | Truck route - Building B | 522 | 2 | 4 | 0 | 1.45 | 1.91 | 3.35E+00 | 0.00E+00 | 3.35E+00 | 9.31E-04 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 6 | 0 | 6 | 0.99 | 0.00 | 9.88E-01 | 1.04E+00 | 2.03E+00 | 5.63E-04 |
| SLINEFG | Truck route - Buildings F and G | 202 | 4 | 0 | 4 | 1.12 | 0.00 | 1.12E+00 | 1.17E+00 | 2.29E+00 | 6.37E-04 |
| SLINEH | Truck route - Building H | 425 | 4 | 6 | 0 | 2.35 | 2.33 | 4.68E+00 | 0.00E+00 | 4.68E+00 | 1.30E-03 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 4 | 0 | 4 | 0.94 | 0.00 | 9.41E-01 | 9.87E-01 | 1.93E+00 | 5.36E-04 |
| SLINEK | Truck route - Building K | 427 | 2 | 2 | 0 | 1.18 | 0.78 | 1.96E+00 | 0.00E+00 | 1.96E+00 | 5.45E-04 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 0 | 6 | 6 | 0.00 | 0.79 | 7.89E-01 | 1.25E+00 | 2.04E+00 | 5.68E-04 |
| SLINENO | Truck route - Buildings N and O | 57 | 2 | 6 | 2 | 0.16 | 0.31 | 4.70E-01 | 1.66E-01 | 6.36E-01 | 1.77E-04 |
| SLINEQ | Truck route - Building Q | 70 | 2 | 0 | 2 | 0.19 | 0.00 | 1.94E-01 | 2.03E-01 | 3.97E-01 | 1.10E-04 |
| SLINERU | Truck route - Buildings R and U | 206 | 4 | 0 | 4 | 1.14 | 0.00 | 1.14E+00 | 1.20E+00 | 2.34E+00 | 6.49E-04 |
| SLINET | Truck route - Building T | 434 | 4 | 4 | 0 | 2.40 | 1.59 | 3.99E+00 | 0.00E+00 | 3.99E+00 | 1.11E-03 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 8 | 8 | 0 | 4.35 | 2.87 | 7.22E+00 | 0.00E+00 | 7.22E+00 | 2.01E-03 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 4 | 0 | 4 | 1.99 | 0.00 | 1.99E+00 | 2.08E+00 | 4.07E+00 | 1.13E-03 |
| **Total** | | | **48** | **38** | **32** | **18** | **11** | **2.92E+01** | **8.10E+00** | **3.73E+01** | **1.04E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 2.228
2-Axle MHDT (g/mi) = 1.470

Truck emissions for trucks based on EMFAC2011 for 2016 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 35.0
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.89
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2016 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors CO Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2013 | Annual | LDA | DSL | AllMYr | 15 | 0.403 |
| Fresno (SJV) | 2013 | Annual | LDT1 | DSL | AllMYr | 15 | 0.548 |
| Fresno (SJV) | 2013 | Annual | LDT2 | DSL | AllMYr | 15 | 0.458 |
| Fresno (SJV) | 2013 | Annual | LHD1 | DSL | AllMYr | 15 | 1.853 |
| Fresno (SJV) | 2013 | Annual | LHD2 | DSL | AllMYr | 15 | 1.762 |
| Fresno (SJV) | 2013 | Annual | MDV | DSL | AllMYr | 15 | 0.387 |
| Fresno (SJV) | 2013 | Annual | MH | DSL | AllMYr | 15 | 1.479 |
| Fresno (SJV) | 2013 | Annual | OBUS | DSL | AllMYr | 15 | 1.377 |
| Fresno (SJV) | 2013 | Annual | SBUS | DSL | AllMYr | 15 | 1.160 |
| Fresno (SJV) | 2013 | Annual | T6 | DSL | AllMYr | 15 | 1.470 |
| Fresno (SJV) | 2013 | Annual | T7 | DSL | AllMYr | 15 | 2.228 |
| Fresno (SJV) | 2013 | Annual | UBUS | DSL | AllMYr | 15 | 4.430 |
| Fresno (SJV) | 2013 | Annual | LDA | GAS | AllMYr | 15 | 1.852 |
| Fresno (SJV) | 2013 | Annual | LDT1 | GAS | AllMYr | 15 | 4.571 |
| Fresno (SJV) | 2013 | Annual | LDT2 | GAS | AllMYr | 15 | 2.706 |
| Fresno (SJV) | 2013 | Annual | LHD1 | GAS | AllMYr | 15 | 4.053 |
| Fresno (SJV) | 2013 | Annual | LHD2 | GAS | AllMYr | 15 | 3.135 |
| Fresno (SJV) | 2013 | Annual | MCY | GAS | AllMYr | 15 | 21.671 |
| Fresno (SJV) | 2013 | Annual | MDV | GAS | AllMYr | 15 | 4.005 |
| Fresno (SJV) | 2013 | Annual | MH | GAS | AllMYr | 15 | 11.075 |
| Fresno (SJV) | 2013 | Annual | OBUS | GAS | AllMYr | 15 | 8.426 |
| Fresno (SJV) | 2013 | Annual | SBUS | GAS | AllMYr | 15 | 57.256 |
| Fresno (SJV) | 2013 | Annual | T6 | GAS | AllMYr | 15 | 10.196 |
| Fresno (SJV) | 2013 | Annual | T7 | GAS | AllMYr | 15 | 78.116 |
| Fresno (SJV) | 2013 | Annual | UBUS | GAS | AllMYr | 15 | 17.654 |

**Proposed Selma Crossing Phase 1 2016 - Emissions for Truck and TRU Idling**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips |
|---|---|---|---|---|
| ***Proposed Project*** | | | | |
| SLINEA | Truck route - Building A | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 4 | 0 | 4 |
| **Total** | | **48** | **38** | **32** |

| | | Peak Hour Truck Deliveries | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Source ID** | **User/ Location** | **4+ Axle w/TRU*** | **4+ Axle w/o TRU** | **2-Axle w/TRU** | **2 Axle w/o TRU** | **Total 4-Axle** | **Total 2-Axle** | **Type Truck (HV) or TRU (T)** | **Oper. Time per Event (hour)** | **Emissions (g/hr)** |
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 17.075 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 24.443 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 29.123 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.415 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 41.518 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.415 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 17.075 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 22.103 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 31.810 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 9.708 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.415 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 34.150 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 68.300 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.415 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 372.963 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 105.147 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 70.098 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 70.098 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 105.147 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 35.049 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 35.049 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 70.098 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 70.098 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 560.8 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 35.0
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.89
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 29.470
HHD Truck Idle Emissions (g/hr) = 38.830

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2016 for the SJV

Proposed Selma Crossing Phase 1  2016 - Emissions for Truck and TRU Idling
CO Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 4.74E-03 | | | 4.74E-03 |
| STCKB | ISTCKB | 6.79E-03 | | | 6.79E-03 |
| STCKCDE | ISTCKCDE | 8.09E-03 | TRU_CDE | 2.92E-02 | 3.73E-02 |
| STCKFG | ISTCKFG | 5.39E-03 | TRU_FG | 1.95E-02 | 2.49E-02 |
| STCKH | ISTCKH | 1.15E-02 | | | 1.15E-02 |
| STCKIJ | ISTCKIJ | 5.39E-03 | TRU_IJ | 1.95E-02 | 2.49E-02 |
| STCKK | ISTCKK | 4.74E-03 | | | 4.74E-03 |
| STCKLMP | ISTCKLMP | 6.14E-03 | TRU_LMP | 2.92E-02 | 3.53E-02 |
| STCKNO | ISTCKNO | 8.84E-03 | TRU_NO | 9.74E-03 | 1.86E-02 |
| STCKQ | ISTCKQ | 2.70E-03 | TRU_Q | 9.74E-03 | 1.24E-02 |
| STCKRU | ISTCKRU | 5.39E-03 | TRU_RU | 1.95E-02 | 2.49E-02 |
| STCKT | ISTCKT | 9.49E-03 | | | 9.49E-03 |
| STCKVWXY | ISTCKVWX | 1.90E-02 | | | 1.90E-02 |
| STCKAABB | ISTCKAABB | 5.39E-03 | TRU_AABB | 1.95E-02 | 2.49E-02 |
| | | 1.04E-01 | | 1.56E-01 | 2.59E-01 |

**Selma Crossing Phase I** 2016
**CO Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 1950 | 0 | 1950 |
| LDT1 | 22.5% | 23.4% | 2.8 | 859 | 24 | 835 |
| LDT2 | 16.3% | 17.0% | 0 | 622 | 0 | 622 |
| MDT | 6.2% | 6.5% | 0 | 237 | 0 | 237 |
| Total | 96% | 100.0% | | 3667 | 24 | 3643 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2016

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.403 | 0.548 | 0.458 | 0.387 | 1.852 | 4.571 | 2.706 | 4.005 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 1.64E+00 | 0.00E+00 | 0.00E+00 | 4.49E+02 | 4.74E+02 | 2.09E+02 | 1.18E+02 | 1.25E+03 |
| 1 | grams/sec | 0.00E+00 | 4.55E-04 | 0.00E+00 | 0.00E+00 | 1.25E-01 | 1.32E-01 | 5.81E-02 | 3.27E-02 | 3.47E-01 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 3.285 | 4.521 | 3.749 | 3.130 | 12.367 | 31.925 | 18.141 | 26.646 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 3.76E-01 | 0.00E+00 | 0.00E+00 | 1.00E+02 | 1.11E+02 | 4.70E+01 | 2.63E+01 | 2.85E+02 |
| 1 | grams/sec | 0.00E+00 | 1.04E-04 | 0.00E+00 | 0.00E+00 | 2.79E-02 | 3.08E-02 | 1.31E-02 | 7.30E-03 | 7.92E-02 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 4.27E-01 | 3.82E-06 |

**Composite Emission Factors (across all vehicles)**

| | |
|---|---|
| Running Exhaust | 2.746 |
| Idling | 18.667 |

Selma Crossing Phase I 2016
CO Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) | CO Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.657 | 3.285 |
| LDT1 | DSL | 5 | 0.904 | 4.521 |
| LDT2 | DSL | 5 | 0.750 | 3.749 |
| MDV | DSL | 5 | 0.626 | 3.130 |
| LDA | GAS | 5 | 2.473 | 12.367 |
| LDT1 | GAS | 5 | 6.385 | 31.925 |
| LDT2 | GAS | 5 | 3.628 | 18.141 |
| MDV | GAS | 5 | 5.329 | 26.646 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.403 |
| LDT1 | DSL | 15 | 0.548 |
| LDT2 | DSL | 15 | 0.458 |
| MDV | DSL | 15 | 0.387 |
| LDA | GAS | 15 | 1.852 |
| LDT1 | GAS | 15 | 4.571 |
| LDT2 | GAS | 15 | 2.706 |
| MDV | GAS | 15 | 4.005 |
| T6 | GAS | 15 | 10.196 |

**Proposed Selma Crossings Phase I 2016 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Peak Hour | | | Peak Hour Emissions | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4-Axle Truck Trips | 2-Axle Truck Trips | No. TRU Trips | 4-Axle Emissions (g/hr) | 2-Axle Emissions (g/hr) | Total Trucks (g/hr) | TRUs (g/hr) | Total (g/hr) | Total (g/sec) |
| ***Proposed Project*** | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 2 | 2 | 0 | 0.90 | 0.70 | 1.59E+00 | 0.00E+00 | 1.59E+00 | 4.43E-04 |
| SLINEB | Truck route - Building B | 522 | 2 | 4 | 0 | 6.17 | 9.56 | 1.57E+01 | 0.00E+00 | 1.57E+01 | 4.37E-03 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 6 | 0 | 6 | 4.22 | 0.00 | 4.22E+00 | 9.38E-01 | 5.16E+00 | 1.43E-03 |
| SLINEFG | Truck route - Buildings F and G | 202 | 4 | 0 | 4 | 4.77 | 0.00 | 4.77E+00 | 1.06E+00 | 5.83E+00 | 1.62E-03 |
| SLINEH | Truck route - Building H | 425 | 4 | 6 | 0 | 10.04 | 11.68 | 2.17E+01 | 0.00E+00 | 2.17E+01 | 6.03E-03 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 4 | 0 | 4 | 4.02 | 0.00 | 4.02E+00 | 8.93E-01 | 4.91E+00 | 1.36E-03 |
| SLINEK | Truck route - Building K | 427 | 2 | 2 | 0 | 5.05 | 3.91 | 8.96E+00 | 0.00E+00 | 8.96E+00 | 2.49E-03 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 0 | 6 | 6 | 0.00 | 3.96 | 3.96E+00 | 1.14E+00 | 5.09E+00 | 1.41E-03 |
| SLINENO | Truck route - Buildings N and O | 57 | 2 | 6 | 2 | 0.67 | 1.57 | 2.24E+00 | 1.50E-01 | 2.39E+00 | 6.64E-04 |
| SLINEQ | Truck route - Building Q | 70 | 2 | 0 | 2 | 0.83 | 0.00 | 8.27E-01 | 1.84E-01 | 1.01E+00 | 2.81E-04 |
| SLINERU | Truck route - Buildings R and U | 206 | 4 | 0 | 4 | 4.87 | 0.00 | 4.87E+00 | 1.08E+00 | 5.95E+00 | 1.65E-03 |
| SLINET | Truck route - Building T | 434 | 4 | 4 | 0 | 10.26 | 7.95 | 1.82E+01 | 0.00E+00 | 1.82E+01 | 5.06E-03 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 8 | 8 | 0 | 18.57 | 14.40 | 3.30E+01 | 0.00E+00 | 3.30E+01 | 9.16E-03 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 4 | 0 | 4 | 8.48 | 0.00 | 8.48E+00 | 1.89E+00 | 1.04E+01 | 2.88E-03 |
| **Total** | | | **48** | **38** | **32** | **79** | **54** | **1.33E+02** | **7.33E+00** | **1.40E+02** | **3.89E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 9.508
2-Axle MHDT (g/mi) = 7.370

Truck emissions for trucks based on EMFAC2011 for 2016 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 31.7
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.52
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2016 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors NOx Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | NOX_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2016 | Annual | LDA | DSL | AllMYr | 15 | 0.533 |
| Fresno (SJV) | 2016 | Annual | LDT1 | DSL | AllMYr | 15 | 0.592 |
| Fresno (SJV) | 2016 | Annual | LDT2 | DSL | AllMYr | 15 | 0.624 |
| Fresno (SJV) | 2016 | Annual | LHD1 | DSL | AllMYr | 15 | 4.152 |
| Fresno (SJV) | 2016 | Annual | LHD2 | DSL | AllMYr | 15 | 3.963 |
| Fresno (SJV) | 2016 | Annual | MDV | DSL | AllMYr | 15 | 0.461 |
| Fresno (SJV) | 2016 | Annual | MH | DSL | AllMYr | 15 | 10.842 |
| Fresno (SJV) | 2016 | Annual | OBUS | DSL | AllMYr | 15 | 9.109 |
| Fresno (SJV) | 2016 | Annual | SBUS | DSL | AllMYr | 15 | 13.837 |
| Fresno (SJV) | 2016 | Annual | T6 | DSL | AllMYr | 15 | 7.370 |
| Fresno (SJV) | 2016 | Annual | T7 | DSL | AllMYr | 15 | 9.508 |
| Fresno (SJV) | 2016 | Annual | UBUS | DSL | AllMYr | 15 | 15.682 |
| Fresno (SJV) | 2016 | Annual | LDA | GAS | AllMYr | 15 | 0.142 |
| Fresno (SJV) | 2016 | Annual | LDT1 | GAS | AllMYr | 15 | 0.389 |
| Fresno (SJV) | 2016 | Annual | LDT2 | GAS | AllMYr | 15 | 0.274 |
| Fresno (SJV) | 2016 | Annual | LHD1 | GAS | AllMYr | 15 | 0.404 |
| Fresno (SJV) | 2016 | Annual | LHD2 | GAS | AllMYr | 15 | 0.347 |
| Fresno (SJV) | 2016 | Annual | MCY | GAS | AllMYr | 15 | 1.160 |
| Fresno (SJV) | 2016 | Annual | MDV | GAS | AllMYr | 15 | 0.477 |
| Fresno (SJV) | 2016 | Annual | MH | GAS | AllMYr | 15 | 0.722 |
| Fresno (SJV) | 2016 | Annual | OBUS | GAS | AllMYr | 15 | 1.089 |
| Fresno (SJV) | 2016 | Annual | SBUS | GAS | AllMYr | 15 | 1.964 |
| Fresno (SJV) | 2016 | Annual | T6 | GAS | AllMYr | 15 | 0.804 |
| Fresno (SJV) | 2016 | Annual | T7 | GAS | AllMYr | 15 | 4.167 |
| Fresno (SJV) | 2016 | Annual | UBUS | GAS | AllMYr | 15 | 2.733 |

**Proposed Selma Crossing Phase 1 2016 - Emissions for Truck and TRU Idling**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips |
|---|---|---|---|---|
| ***Proposed Project*** | | | | |
| SLINEA | Truck route - Building A | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 4 | 0 | 4 |
| **Total** | | **48** | **38** | **32** |

| Peak Hour Truck Deliveries | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Source ID** | **User/ Location** | **4+ Axle w/TRU*** | **4+ Axle w/o TRU** | **2-Axle w/TRU** | **2 Axle w/o TRU** | **Total 4-Axle** | **Total 2-Axle** | **Type Truck (HV) or TRU (T)** | **Oper. Time per Event (hour)** | **Emissions (g/hr)** |
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 34.910 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 55.584 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 42.705 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 28.470 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 90.494 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 28.470 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 34.910 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 62.024 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 76.259 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 14.235 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 28.470 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 69.819 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 139.638 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 28.470 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 734.456 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 95.146 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 63.430 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 63.430 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 95.146 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 31.715 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 31.715 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 63.430 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 63.430 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 507.4 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 31.7
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.52
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 82.698
HHD Truck Idle Emissions (g/hr) = 56.940

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2016 for the SJV

Proposed Selma Crossing Phase 1  2016 - Emissions for Truck and TRU Idling
NOx Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 9.70E-03 | | | 9.70E-03 |
| STCKB | ISTCKB | 1.54E-02 | | | 1.54E-02 |
| STCKCDE | ISTCKCDE | 1.19E-02 | TRU_CDE | 2.64E-02 | 3.83E-02 |
| STCKFG | ISTCKFG | 7.91E-03 | TRU_FG | 1.76E-02 | 2.55E-02 |
| STCKH | ISTCKH | 2.51E-02 | | | 2.51E-02 |
| STCKIJ | ISTCKIJ | 7.91E-03 | TRU_IJ | 1.76E-02 | 2.55E-02 |
| STCKK | ISTCKK | 9.70E-03 | | | 9.70E-03 |
| STCKLMP | ISTCKLMP | 1.72E-02 | TRU_LMP | 2.64E-02 | 4.37E-02 |
| STCKNO | ISTCKNO | 2.12E-02 | TRU_NO | 8.81E-03 | 3.00E-02 |
| STCKQ | ISTCKQ | 3.95E-03 | TRU_Q | 8.81E-03 | 1.28E-02 |
| STCKRU | ISTCKRU | 7.91E-03 | TRU_RU | 1.76E-02 | 2.55E-02 |
| STCKT | ISTCKT | 1.94E-02 | | | 1.94E-02 |
| STCKVWXY | ISTCKVWX | 3.88E-02 | | | 3.88E-02 |
| STCKAABB | ISTCKAABB | 7.91E-03 | TRU_AABB | 1.76E-02 | 2.55E-02 |
| | | 2.04E-01 | | 1.41E-01 | 3.45E-01 |

**Selma Crossing Phase I** 2016
**NOx Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 1950 | 0 | 1950 |
| LDT1 | 22.5% | 23.4% | 2.8 | 859 | 24 | 835 |
| LDT2 | 16.3% | 17.0% | 0 | 622 | 0 | 622 |
| MDT | 6.2% | 6.5% | 0 | 237 | 0 | 237 |
| Total | 96% | 100.0% | | 3667 | 24 | 3643 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2016

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.533 | 0.592 | 0.624 | 0.461 | 0.142 | 0.389 | 0.274 | 0.477 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 1.77E+00 | 0.00E+00 | 0.00E+00 | 3.44E+01 | 4.04E+01 | 2.11E+01 | 1.40E+01 | 1.12E+02 |
| 1 | grams/sec | 0.00E+00 | 4.91E-04 | 0.00E+00 | 0.00E+00 | 9.57E-03 | 1.12E-02 | 5.87E-03 | 3.89E-03 | 3.10E-02 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 3.348 | 3.718 | 3.925 | 2.861 | 0.913 | 2.658 | 1.806 | 3.191 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 3.93E-01 | 0.00E+00 | 0.00E+00 | 7.42E+00 | 9.24E+00 | 4.68E+00 | 3.15E+00 | 2.49E+01 |
| 1 | grams/sec | 0.00E+00 | 1.09E-04 | 0.00E+00 | 0.00E+00 | 2.06E-03 | 2.57E-03 | 1.30E-03 | 8.74E-04 | 6.91E-03 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 3.79E-02 | 3.39E-07 |

Composite Emission Factors

| | |
|---|---|
| Running Exhaust | 0.24524027 |
| Idling | 1.62675976 |

Selma Crossing Phase I 2016
NOx Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) | NOx Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.670 | 3.348 |
| LDT1 | DSL | 5 | 0.744 | 3.718 |
| LDT2 | DSL | 5 | 0.785 | 3.925 |
| LDA | GAS | 5 | 0.183 | 0.913 |
| LDT1 | GAS | 5 | 0.532 | 2.658 |
| LDT2 | GAS | 5 | 0.361 | 1.806 |
| MDV | GAS | 5 | 0.638 | 3.191 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.533 |
| LDT1 | DSL | 15 | 0.592 |
| LDT2 | DSL | 15 | 0.624 |
| MDV | DSL | 15 | 0.461 |
| LDA | GAS | 15 | 0.142 |
| LDT1 | GAS | 15 | 0.389 |
| LDT2 | GAS | 15 | 0.274 |
| MDV | GAS | 15 | 0.477 |

**Proposed Selma Crossings Phase I 2016 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 24 | 2 | 2 | 0 | 1.04E-02 | 1.74E-02 | 2.79E-02 | 0.00E+00 | 2.79E-02 | 2.56E-06 | 0.02 | 3.22E-07 |
| SLINEB | Truck route - Building B | 522 | 24 | 2 | 4 | 0 | 7.16E-02 | 2.40E-01 | 3.11E-01 | 0.00E+00 | 3.11E-01 | 2.86E-05 | 0.25 | 3.60E-06 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 24 | 6 | 0 | 6 | 4.89E-02 | 0.00E+00 | 4.89E-02 | 2.93E-02 | 7.83E-02 | 7.18E-06 | 0.06 | 9.06E-07 |
| SLINEFG | Truck route - Buildings F and G | 202 | 24 | 4 | 0 | 4 | 5.54E-02 | 0.00E+00 | 5.54E-02 | 3.32E-02 | 8.86E-02 | 8.13E-06 | 0.07 | 1.02E-06 |
| SLINEH | Truck route - Building H | 425 | 24 | 4 | 6 | 0 | 1.17E-01 | 2.93E-01 | 4.09E-01 | 0.00E+00 | 4.09E-01 | 3.76E-05 | 0.33 | 4.74E-06 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 24 | 4 | 0 | 4 | 4.66E-02 | 0.00E+00 | 4.66E-02 | 2.79E-02 | 7.45E-02 | 6.84E-06 | 0.06 | 8.63E-07 |
| SLINEK | Truck route - Building K | 427 | 24 | 2 | 2 | 0 | 5.85E-02 | 9.80E-02 | 1.57E-01 | 0.00E+00 | 1.57E-01 | 1.44E-05 | 0.13 | 1.81E-06 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 24 | 0 | 6 | 6 | 0.00E+00 | 9.92E-02 | 9.92E-02 | 3.55E-02 | 1.35E-01 | 1.24E-05 | 0.11 | 1.56E-06 |
| SLINENO | Truck route - Buildings N and O | 57 | 24 | 2 | 6 | 2 | 7.81E-03 | 3.93E-02 | 4.71E-02 | 4.68E-03 | 5.17E-02 | 4.75E-06 | 0.04 | 5.99E-07 |
| SLINEQ | Truck route - Building Q | 70 | 24 | 2 | 0 | 2 | 9.60E-03 | 0.00E+00 | 9.60E-03 | 5.75E-03 | 1.53E-02 | 1.41E-06 | 0.01 | 1.78E-07 |
| SLINERU | Truck route - Buildings R and U | 206 | 24 | 4 | 0 | 4 | 5.65E-02 | 0.00E+00 | 5.65E-02 | 3.38E-02 | 9.03E-02 | 8.29E-06 | 0.07 | 1.05E-06 |
| SLINET | Truck route - Building T | 434 | 24 | 4 | 4 | 0 | 1.19E-01 | 1.99E-01 | 3.18E-01 | 0.00E+00 | 3.18E-01 | 2.92E-05 | 0.26 | 3.68E-06 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 24 | 8 | 8 | 0 | 2.15E-01 | 3.61E-01 | 5.76E-01 | 0.00E+00 | 5.76E-01 | 5.29E-05 | 0.46 | 6.67E-06 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 24 | 4 | 0 | 4 | 9.84E-02 | 0.00E+00 | 9.84E-02 | 5.90E-02 | 1.57E-01 | 1.44E-05 | 0.13 | 1.82E-06 |
| **Total** | | | | **48** | **38** | **32** | **9.15E-01** | **1.35E+00** | **2.26E+00** | **2.29E-01** | **2.49E+00** | **2.29E-04** | **2.00E+00** | **2.88E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.110
2-Axle MHDT (g/mi) = 0.185

Truck emissions for trucks based on EMFAC2011 for 2016 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 1.0
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.11
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2016 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors PM10 Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2016 | Annual | LDA | DSL | AllMYr | 15 | 0.047 |
| Fresno (SJV) | 2016 | Annual | LDT1 | DSL | AllMYr | 15 | 0.086 |
| Fresno (SJV) | 2016 | Annual | LDT2 | DSL | AllMYr | 15 | 0.057 |
| Fresno (SJV) | 2016 | Annual | LHD1 | DSL | AllMYr | 15 | 0.072 |
| Fresno (SJV) | 2016 | Annual | LHD2 | DSL | AllMYr | 15 | 0.068 |
| Fresno (SJV) | 2016 | Annual | MDV | DSL | AllMYr | 15 | 0.052 |
| Fresno (SJV) | 2016 | Annual | MH | DSL | AllMYr | 15 | 0.327 |
| Fresno (SJV) | 2016 | Annual | OBUS | DSL | AllMYr | 15 | 0.128 |
| Fresno (SJV) | 2016 | Annual | SBUS | DSL | AllMYr | 15 | 0.208 |
| Fresno (SJV) | 2016 | Annual | T6 | DSL | AllMYr | 15 | 0.185 |
| Fresno (SJV) | 2016 | Annual | T7 | DSL | AllMYr | 15 | 0.110 |
| Fresno (SJV) | 2016 | Annual | UBUS | DSL | AllMYr | 15 | 0.412 |
| Fresno (SJV) | 2016 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2016 | Annual | LDT1 | GAS | AllMYr | 15 | 0.010 |
| Fresno (SJV) | 2016 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2016 | Annual | LHD1 | GAS | AllMYr | 15 | 0.004 |
| Fresno (SJV) | 2016 | Annual | LHD2 | GAS | AllMYr | 15 | 0.004 |
| Fresno (SJV) | 2016 | Annual | MCY | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2016 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (SJV) | 2016 | Annual | MH | GAS | AllMYr | 15 | 0.007 |
| Fresno (SJV) | 2016 | Annual | OBUS | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2016 | Annual | SBUS | GAS | AllMYr | 15 | 0.022 |
| Fresno (SJV) | 2016 | Annual | T6 | GAS | AllMYr | 15 | 0.004 |
| Fresno (SJV) | 2016 | Annual | T7 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2016 | Annual | UBUS | GAS | AllMYr | 15 | 0.002 |

**Proposed Selma Crossing Phase 1 2016 - Emissions for Truck and TRU Idling**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| SLINEA | Truck route - Building A | 24 | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 24 | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 24 | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 24 | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 24 | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 24 | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 24 | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 24 | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 24 | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 24 | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 24 | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 24 | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 24 | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 24 | 4 | 0 | 4 |
| **Total** | | | **48** | **38** | **32** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.176 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.308 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 0.133 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.089 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 0.484 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.089 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.176 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 0.395 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 0.440 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 0.044 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.089 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.353 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 0.705 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.089 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 3.571 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 2.973 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 1.982 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 1.982 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 2.973 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.991 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.991 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 1.982 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 1.982 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 15.9 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 1.0
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.11
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.527
HHD Truck Idle Emissions (g/hr) = 0.178

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2016 for the SJV

Proposed Selma Crossing Phase 1  2016 - Emissions for Truck and TRU Idling
PM10 Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 2.04E-06 | | | 2.04E-06 |
| STCKB | ISTCKB | 3.57E-06 | | | 3.57E-06 |
| STCKCDE | ISTCKCDE | 1.54E-06 | TRU_CDE | 3.44E-05 | 3.60E-05 |
| STCKFG | ISTCKFG | 1.03E-06 | TRU_FG | 2.29E-05 | 2.40E-05 |
| STCKH | ISTCKH | 5.61E-06 | | | 5.61E-06 |
| STCKIJ | ISTCKIJ | 1.03E-06 | TRU_IJ | 2.29E-05 | 2.40E-05 |
| STCKK | ISTCKK | 2.04E-06 | | | 2.04E-06 |
| STCKLMP | ISTCKLMP | 4.58E-06 | TRU_LMP | 3.44E-05 | 3.90E-05 |
| STCKNO | ISTCKNO | 5.09E-06 | TRU_NO | 1.15E-05 | 1.66E-05 |
| STCKQ | ISTCKQ | 5.14E-07 | TRU_Q | 1.15E-05 | 1.20E-05 |
| STCKRU | ISTCKRU | 1.03E-06 | TRU_RU | 2.29E-05 | 2.40E-05 |
| STCKT | ISTCKT | 4.08E-06 | | | 4.08E-06 |
| STCKVWXY | ISTCKVWX | 8.16E-06 | | | 8.16E-06 |
| STCKAABB | ISTCKAABB | 1.03E-06 | TRU_AABB | 2.29E-05 | 2.40E-05 |
| | | 4.13E-05 | | 1.84E-04 | 2.25E-04 |

**Selma Crossing Phase I** 2016
**PM10 Emissions**

**Onsite Customer Vehicle Emissions**

Total Number of Daily Trips 37464 Saturday
Total Number of Peak Hour Trips 3667 Saturday
Trip Length 0.124 average trip length

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 19921 | 0 | 19921 |
| LDT1 | 22.5% | 23.4% | 2.8 | 8771 | 246 | 8526 |
| LDT2 | 16.3% | 17.0% | 0 | 6354 | 0 | 6354 |
| MDT | 6.2% | 6.5% | 0 | 2417 | 0 | 2417 |
| Total | 96% | 100.0% | | 37464 | 246 | 37218 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2016

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.047 | 0.086 | 0.057 | 0.052 | 0.005 | 0.010 | 0.005 | 0.006 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 2.63E+00 | 0.00E+00 | 0.00E+00 | 1.16E+01 | 1.07E+01 | 4.18E+00 | 1.81E+00 | 3.09E+01 |
| 1 | grams/sec | 0.00E+00 | 3.05E-05 | 0.00E+00 | 0.00E+00 | 1.34E-04 | 1.23E-04 | 4.84E-05 | 2.10E-05 | 3.58E-04 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 0.336 | 0.618 | 0.407 | 0.378 | 0.055 | 0.111 | 0.061 | 0.070 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 4.16E-01 | 0.00E+00 | 0.00E+00 | 4.53E+00 | 3.96E+00 | 1.61E+00 | 7.00E-01 | 1.12E+01 |
| 1 | grams/sec | 0.00E+00 | 4.82E-06 | 0.00E+00 | 0.00E+00 | 5.24E-05 | 4.58E-05 | 1.87E-05 | 8.10E-06 | 1.30E-04 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 4.87E-04 | 4.36E-09 |

**Composite Emission Factors**

| | |
|---|---|
| Running Exhaust @ 15 mph | 0.00663759 |
| Idling | 0.07324602 |

Selma Crossing Phase I
PM10 Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.067 | 0.33631 |
| LDT1 | DSL | 5 | 0.124 | 0.61774 |
| LDT2 | DSL | 5 | 0.081 | 0.4066 |
| MDV | DSL | 5 | 0.076 | 0.37785 |
| LDA | GAS | 5 | 0.011 | 0.05453 |
| LDT1 | GAS | 5 | 0.022 | 0.11149 |
| LDT2 | GAS | 5 | 0.012 | 0.06099 |
| MDV | GAS | 5 | 0.014 | 0.06952 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.047 |
| LDT1 | DSL | 15 | 0.086 |
| LDT2 | DSL | 15 | 0.057 |
| MDV | DSL | 15 | 0.052 |
| LDA | GAS | 15 | 0.005 |
| LDT1 | GAS | 15 | 0.010 |
| LDT2 | GAS | 15 | 0.005 |
| MDV | GAS | 15 | 0.006 |

**Proposed Selma Crossings Phase I 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total (g/hr) | Total (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 2 | 2 | 0 | 0.18 | 0.08 | 2.66E-01 | 0.00E+00 | 2.66E-01 | 7.40E-05 |
| SLINEB | Truck route - Building B | 522 | 2 | 4 | 0 | 1.26 | 1.13 | 2.40E+00 | 0.00E+00 | 2.40E+00 | 6.66E-04 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 6 | 0 | 6 | 0.86 | 0.00 | 8.64E-01 | 1.03E+00 | 1.89E+00 | 5.26E-04 |
| SLINEFG | Truck route - Buildings F and G | 202 | 4 | 0 | 4 | 0.98 | 0.00 | 9.77E-01 | 1.16E+00 | 2.14E+00 | 5.95E-04 |
| SLINEH | Truck route - Building H | 425 | 4 | 6 | 0 | 2.06 | 1.38 | 3.44E+00 | 0.00E+00 | 3.44E+00 | 9.56E-04 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 4 | 0 | 4 | 0.82 | 0.00 | 8.22E-01 | 9.80E-01 | 1.80E+00 | 5.01E-04 |
| SLINEK | Truck route - Building K | 427 | 2 | 2 | 0 | 1.03 | 0.46 | 1.50E+00 | 0.00E+00 | 1.50E+00 | 4.16E-04 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 0 | 6 | 6 | 0.00 | 0.47 | 4.69E-01 | 1.24E+00 | 1.71E+00 | 4.76E-04 |
| SLINENO | Truck route - Buildings N and O | 57 | 2 | 6 | 2 | 0.14 | 0.19 | 3.24E-01 | 1.64E-01 | 4.88E-01 | 1.36E-04 |
| SLINEQ | Truck route - Building Q | 70 | 2 | 0 | 2 | 0.17 | 0.00 | 1.69E-01 | 2.02E-01 | 3.71E-01 | 1.03E-04 |
| SLINERU | Truck route - Buildings R and U | 206 | 4 | 0 | 4 | 1.00 | 0.00 | 9.97E-01 | 1.19E+00 | 2.18E+00 | 6.07E-04 |
| SLINET | Truck route - Building T | 434 | 4 | 4 | 0 | 2.10 | 0.94 | 3.04E+00 | 0.00E+00 | 3.04E+00 | 8.45E-04 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 8 | 8 | 0 | 3.80 | 1.71 | 5.51E+00 | 0.00E+00 | 5.51E+00 | 1.53E-03 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 4 | 0 | 4 | 1.74 | 0.00 | 1.74E+00 | 2.07E+00 | 3.81E+00 | 1.06E-03 |
| **Total** | | | **48** | **38** | **32** | **16** | **6** | **2.25E+01** | **8.04E+00** | **3.06E+01** | **8.49E-03** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 1.946
2-Axle MHDT (g/mi) = 0.874

Truck emissions for trucks based on EMFAC2011 for 2020 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors CO Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.244 |
| Fresno (SJV) | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.340 |
| Fresno (SJV) | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.278 |
| Fresno (SJV) | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 1.700 |
| Fresno (SJV) | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 1.619 |
| Fresno (SJV) | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.262 |
| Fresno (SJV) | 2020 | Annual | MH | DSL | AllMYr | 15 | 1.326 |
| Fresno (SJV) | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 1.026 |
| Fresno (SJV) | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 0.880 |
| Fresno (SJV) | 2020 | Annual | T6 | DSL | AllMYr | 15 | 0.874 |
| Fresno (SJV) | 2020 | Annual | T7 | DSL | AllMYr | 15 | 1.946 |
| Fresno (SJV) | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 4.206 |
| Fresno (SJV) | 2020 | Annual | LDA | GAS | AllMYr | 15 | 1.249 |
| Fresno (SJV) | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 2.980 |
| Fresno (SJV) | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 1.722 |
| Fresno (SJV) | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 2.525 |
| Fresno (SJV) | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 1.342 |
| Fresno (SJV) | 2020 | Annual | MCY | GAS | AllMYr | 15 | 20.126 |
| Fresno (SJV) | 2020 | Annual | MDV | GAS | AllMYr | 15 | 2.933 |
| Fresno (SJV) | 2020 | Annual | MH | GAS | AllMYr | 15 | 4.430 |
| Fresno (SJV) | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 4.737 |
| Fresno (SJV) | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 29.212 |
| Fresno (SJV) | 2020 | Annual | T6 | GAS | AllMYr | 15 | 3.983 |
| Fresno (SJV) | 2020 | Annual | T7 | GAS | AllMYr | 15 | 69.829 |
| Fresno (SJV) | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 15.993 |

**Proposed Selma Crossing Phase 1 2020 - Emissions for Truck and TRU Idling**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips |
|---|---|---|---|---|
| *Proposed Project* | | | | |
| SLINEA | Truck route - Building A | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 4 | 0 | 4 |
| **Total** | | **48** | **38** | **32** |

| Source ID | User/ Location | Peak Hour Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/hr) |
|---|---|---|---|---|---|---|---|---|---|---|
| *Phase 1* | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 15.677 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 21.567 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 29.360 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.573 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 37.244 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.573 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 15.677 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 17.671 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 27.457 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 9.787 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.573 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 31.354 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 62.707 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.573 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 346.791 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 104.336 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 69.557 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 69.557 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 104.336 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 34.779 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 34.779 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 69.557 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 69.557 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 556.5 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 23.561
HHD Truck Idle Emissions (g/hr) = 39.146

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2020 for the SJV

Proposed Selma Crossing Phase 1  2020 - Emissions for Truck and TRU Idling
CO Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 4.35E-03 | | | 4.35E-03 |
| STCKB | ISTCKB | 5.99E-03 | | | 5.99E-03 |
| STCKCDE | ISTCKCDE | 8.16E-03 | TRU_CDE | 2.90E-02 | 3.71E-02 |
| STCKFG | ISTCKFG | 5.44E-03 | TRU_FG | 1.93E-02 | 2.48E-02 |
| STCKH | ISTCKH | 1.03E-02 | | | 1.03E-02 |
| STCKIJ | ISTCKIJ | 5.44E-03 | TRU_IJ | 1.93E-02 | 2.48E-02 |
| STCKK | ISTCKK | 4.35E-03 | | | 4.35E-03 |
| STCKLMP | ISTCKLMP | 4.91E-03 | TRU_LMP | 2.90E-02 | 3.39E-02 |
| STCKNO | ISTCKNO | 7.63E-03 | TRU_NO | 9.66E-03 | 1.73E-02 |
| STCKQ | ISTCKQ | 2.72E-03 | TRU_Q | 9.66E-03 | 1.24E-02 |
| STCKRU | ISTCKRU | 5.44E-03 | TRU_RU | 1.93E-02 | 2.48E-02 |
| STCKT | ISTCKT | 8.71E-03 | | | 8.71E-03 |
| STCKVWXY | ISTCKVWX | 1.74E-02 | | | 1.74E-02 |
| STCKAABB | ISTCKAABB | 5.44E-03 | TRU_AABB | 1.93E-02 | 2.48E-02 |
| | | 9.63E-02 | | 1.55E-01 | 2.51E-01 |

**Selma Crossing Phase I** 2020
**CO Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 1950 | 0 | 1950 |
| LDT1 | 22.5% | 23.4% | 1.9 | 859 | 16 | 842 |
| LDT2 | 16.3% | 17.0% | 0 | 622 | 0 | 622 |
| MDT | 6.2% | 6.5% | 0 | 237 | 0 | 237 |
| Total | 96% | 100.0% | | 3667 | 16 | 3651 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2020

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.244 | 0.340 | 0.278 | 0.262 | 1.249 | 2.980 | 1.722 | 2.933 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 6.90E-01 | 0.00E+00 | 0.00E+00 | 3.03E+02 | 3.12E+02 | 1.33E+02 | 8.62E+01 | 8.34E+02 |
| 1 | grams/sec | 0.00E+00 | 1.92E-04 | 0.00E+00 | 0.00E+00 | 8.40E-02 | 8.66E-02 | 3.70E-02 | 2.39E-02 | 2.32E-01 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 1.218 | 1.701 | 1.390 | 1.311 | 6.245 | 14.901 | 8.611 | 14.664 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 9.45E-02 | 0.00E+00 | 0.00E+00 | 5.07E+01 | 5.23E+01 | 2.23E+01 | 1.45E+01 | 1.40E+02 |
| 1 | grams/sec | 0.00E+00 | 2.62E-05 | 0.00E+00 | 0.00E+00 | 1.41E-02 | 1.45E-02 | 6.20E-03 | 4.02E-03 | 3.89E-02 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 2.71E-01 | 2.42E-06 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Exhaust @ 15 mph | 1.83142411 | g/mi |
| Idling | 9.15712053 | g/hr |

Selma Crossing Phase I 2013
CO Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) | CO Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.244 | 1.218 |
| LDT1 | DSL | 5 | 0.340 | 1.701 |
| LDT2 | DSL | 5 | 0.278 | 1.390 |
| MDV | DSL | 5 | 0.262 | 1.311 |
| LDA | GAS | 5 | 1.249 | 6.245 |
| LDT1 | GAS | 5 | 2.980 | 14.901 |
| LDT2 | GAS | 5 | 1.722 | 8.611 |
| MDV | GAS | 5 | 2.933 | 14.664 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.244 |
| LDT1 | DSL | 15 | 0.340 |
| LDT2 | DSL | 15 | 0.278 |
| MDV | DSL | 15 | 0.262 |
| LDA | GAS | 15 | 1.249 |
| LDT1 | GAS | 15 | 2.980 |
| LDT2 | GAS | 15 | 1.722 |
| MDV | GAS | 15 | 2.933 |

**Proposed Selma Crossings Phase I 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Peak Hour | | | Peak Hour Emissions | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4-Axle Truck Trips | 2-Axle Truck Trips | No. TRU Trips | 4-Axle Emissions (g/hr) | 2-Axle Emissions (g/hr) | Total Trucks (g/hr) | TRUs (g/hr) | Total (g/hr) | Total (g/sec) |
| ***Proposed Project*** | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 2 | 2 | 0 | 0.57 | 0.38 | 9.46E-01 | 0.00E+00 | 9.46E-01 | 2.63E-04 |
| SLINEB | Truck route - Building B | 522 | 2 | 4 | 0 | 3.89 | 5.22 | 9.11E+00 | 0.00E+00 | 9.11E+00 | 2.53E-03 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 6 | 0 | 6 | 2.66 | 0.00 | 2.66E+00 | 7.75E-01 | 3.43E+00 | 9.54E-04 |
| SLINEFG | Truck route - Buildings F and G | 202 | 4 | 0 | 4 | 3.01 | 0.00 | 3.01E+00 | 8.78E-01 | 3.89E+00 | 1.08E-03 |
| SLINEH | Truck route - Building H | 425 | 4 | 6 | 0 | 6.33 | 6.38 | 1.27E+01 | 0.00E+00 | 1.27E+01 | 3.53E-03 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 4 | 0 | 4 | 2.53 | 0.00 | 2.53E+00 | 7.39E-01 | 3.27E+00 | 9.09E-04 |
| SLINEK | Truck route - Building K | 427 | 2 | 2 | 0 | 3.18 | 2.14 | 5.32E+00 | 0.00E+00 | 5.32E+00 | 1.48E-03 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 0 | 6 | 6 | 0.00 | 2.16 | 2.16E+00 | 9.38E-01 | 3.10E+00 | 8.61E-04 |
| SLINENO | Truck route - Buildings N and O | 57 | 2 | 6 | 2 | 0.42 | 0.86 | 1.28E+00 | 1.24E-01 | 1.40E+00 | 3.90E-04 |
| SLINEQ | Truck route - Building Q | 70 | 2 | 0 | 2 | 0.52 | 0.00 | 5.21E-01 | 1.52E-01 | 6.73E-01 | 1.87E-04 |
| SLINERU | Truck route - Buildings R and U | 206 | 4 | 0 | 4 | 3.07 | 0.00 | 3.07E+00 | 8.95E-01 | 3.96E+00 | 1.10E-03 |
| SLINET | Truck route - Building T | 434 | 4 | 4 | 0 | 6.47 | 4.34 | 1.08E+01 | 0.00E+00 | 1.08E+01 | 3.00E-03 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 8 | 8 | 0 | 11.71 | 7.86 | 1.96E+01 | 0.00E+00 | 1.96E+01 | 5.44E-03 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 4 | 0 | 4 | 5.35 | 0.00 | 5.35E+00 | 1.56E+00 | 6.91E+00 | 1.92E-03 |
| **Total** | | | **48** | **38** | **32** | **50** | **29** | **7.90E+01** | **6.06E+00** | **8.51E+01** | **2.36E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 5.993
2-Axle MHDT (g/mi) = 4.024

Truck emissions for trucks based on EMFAC2011 for 2020 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 26.2
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.91
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors NOx Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | NOX_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.405 |
| Fresno (SJV) | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.458 |
| Fresno (SJV) | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.489 |
| Fresno (SJV) | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 3.065 |
| Fresno (SJV) | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 2.895 |
| Fresno (SJV) | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.391 |
| Fresno (SJV) | 2020 | Annual | MH | DSL | AllMYr | 15 | 9.644 |
| Fresno (SJV) | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 5.323 |
| Fresno (SJV) | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 12.021 |
| Fresno (SJV) | 2020 | Annual | T6 | DSL | AllMYr | 15 | 4.024 |
| Fresno (SJV) | 2020 | Annual | T7 | DSL | AllMYr | 15 | 5.993 |
| Fresno (SJV) | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 14.238 |
| Fresno (SJV) | 2020 | Annual | LDA | GAS | AllMYr | 15 | 0.106 |
| Fresno (SJV) | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 0.275 |
| Fresno (SJV) | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 0.177 |
| Fresno (SJV) | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 0.291 |
| Fresno (SJV) | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 0.224 |
| Fresno (SJV) | 2020 | Annual | MCY | GAS | AllMYr | 15 | 1.170 |
| Fresno (SJV) | 2020 | Annual | MDV | GAS | AllMYr | 15 | 0.344 |
| Fresno (SJV) | 2020 | Annual | MH | GAS | AllMYr | 15 | 0.447 |
| Fresno (SJV) | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 0.647 |
| Fresno (SJV) | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 1.502 |
| Fresno (SJV) | 2020 | Annual | T6 | GAS | AllMYr | 15 | 0.433 |
| Fresno (SJV) | 2020 | Annual | T7 | GAS | AllMYr | 15 | 3.829 |
| Fresno (SJV) | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 2.510 |

**Proposed Selma Crossing Phase 1 2020 - Emissions for Truck and TRU Idling**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips |
|---|---|---|---|---|
| ***Proposed Project*** | | | | |
| SLINEA | Truck route - Building A | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 4 | 0 | 4 |
| **Total** | | **48** | **38** | **32** |

| Source ID | User/ Location | Peak Hour Truck Deliveries: 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/hr) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 26.575 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 41.814 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 34.007 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 22.671 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 68.388 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 22.671 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 26.575 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 45.717 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 57.053 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 11.336 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 22.671 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 53.149 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 106.298 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 22.671 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 561.593 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 79.198 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 52.799 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 52.799 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 79.198 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 26.399 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 26.399 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 52.799 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 52.799 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 422.4 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 26.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.93
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 60.956
HHD Truck Idle Emissions (g/hr) = 45.342

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2020 for the SJV

Proposed Selma Crossing Phase 1  2020 - Emissions for Truck and TRU Idling
NOx Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 7.38E-03 | | | 7.38E-03 |
| STCKB | ISTCKB | 1.16E-02 | | | 1.16E-02 |
| STCKCDE | ISTCKCDE | 9.45E-03 | TRU_CDE | 2.20E-02 | 3.14E-02 |
| STCKFG | ISTCKFG | 6.30E-03 | TRU_FG | 1.47E-02 | 2.10E-02 |
| STCKH | ISTCKH | 1.90E-02 | | | 1.90E-02 |
| STCKIJ | ISTCKIJ | 6.30E-03 | TRU_IJ | 1.47E-02 | 2.10E-02 |
| STCKK | ISTCKK | 7.38E-03 | | | 7.38E-03 |
| STCKLMP | ISTCKLMP | 1.27E-02 | TRU_LMP | 2.20E-02 | 3.47E-02 |
| STCKNO | ISTCKNO | 1.58E-02 | TRU_NO | 7.33E-03 | 2.32E-02 |
| STCKQ | ISTCKQ | 3.15E-03 | TRU_Q | 7.33E-03 | 1.05E-02 |
| STCKRU | ISTCKRU | 6.30E-03 | TRU_RU | 1.47E-02 | 2.10E-02 |
| STCKT | ISTCKT | 1.48E-02 | | | 1.48E-02 |
| STCKVWXY | ISTCKVWX | 2.95E-02 | | | 2.95E-02 |
| STCKAABB | ISTCKAABB | 6.30E-03 | TRU_AABB | 1.47E-02 | 2.10E-02 |
| | | 1.56E-01 | | 1.17E-01 | 2.73E-01 |

**Selma Crossing Phase I** 2020
**NOx Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 1950 | 0 | 1950 |
| LDT1 | 22.5% | 23.4% | 1.9 | 859 | 16 | 842 |
| LDT2 | 16.3% | 17.0% | 0 | 622 | 0 | 622 |
| MDT | 6.2% | 6.5% | 0 | 237 | 0 | 237 |
| Total | 96% | 100.0% | | 3667 | 16 | 3651 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2020

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.405 | 0.458 | 0.489 | 0.391 | 0.106 | 0.275 | 0.177 | 0.344 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 9.28E-01 | 0.00E+00 | 0.00E+00 | 2.56E+01 | 2.88E+01 | 1.37E+01 | 1.01E+01 | 7.91E+01 |
| 1 | grams/sec | 0.00E+00 | 2.58E-04 | 0.00E+00 | 0.00E+00 | 7.12E-03 | 7.99E-03 | 3.81E-03 | 2.81E-03 | 2.20E-02 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 2.475 | 2.795 | 2.990 | 2.367 | 0.686 | 1.885 | 1.171 | 2.291 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 2.03E-01 | 0.00E+00 | 0.00E+00 | 5.57E+00 | 6.62E+00 | 3.03E+00 | 2.26E+00 | 1.77E+01 |
| 1 | grams/sec | 0.00E+00 | 5.65E-05 | 0.00E+00 | 0.00E+00 | 1.55E-03 | 1.84E-03 | 8.43E-04 | 6.27E-04 | 4.91E-03 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 2.69E-02 | 2.40E-07 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Exhaust @ 15 mph | 0.174 | g/mi |
| Idling | 1.157 | g/hr |

Selma Crossing Phase I
NOx Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) | NOx Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.495 | 2.475 |
| LDT1 | DSL | 5 | 0.559 | 2.795 |
| LDT2 | DSL | 5 | 0.598 | 2.990 |
| LHD1 | DSL | 5 | 4.000 | |
| LHD2 | DSL | 5 | 3.777 | |
| MDV | DSL | 5 | 0.473 | 2.367 |
| MH | DSL | 5 | 16.025 | |
| OBUS | DSL | 5 | 10.090 | |
| SBUS | DSL | 5 | 25.323 | |
| T6 | DSL | 5 | 7.377 | |
| T7 | DSL | 5 | 10.865 | |
| UBUS | DSL | 5 | 20.888 | |
| LDA | GAS | 5 | 0.137 | 0.686 |
| LDT1 | GAS | 5 | 0.377 | 1.885 |
| LDT2 | GAS | 5 | 0.234 | 1.171 |
| LHD1 | GAS | 5 | 0.272 | |
| LHD2 | GAS | 5 | 0.209 | |
| MCY | GAS | 5 | 1.225 | |
| MDV | GAS | 5 | 0.458 | 2.291 |
| MH | GAS | 5 | 0.418 | |
| OBUS | GAS | 5 | 0.605 | |
| SBUS | GAS | 5 | 1.402 | |
| T6 | GAS | 5 | 0.405 | |
| T7 | GAS | 5 | 3.585 | |
| UBUS | GAS | 5 | 2.332443259 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.405 |
| LDT1 | DSL | 15 | 0.458 |
| LDT2 | DSL | 15 | 0.489 |
| LHD1 | DSL | 15 | 3.065 |
| LHD2 | DSL | 15 | 2.895 |
| MDV | DSL | 15 | 0.391 |
| MH | DSL | 15 | 9.644 |
| OBUS | DSL | 15 | 5.323 |
| SBUS | DSL | 15 | 12.021 |
| T6 | DSL | 15 | 4.024 |
| T7 | DSL | 15 | 5.993 |
| UBUS | DSL | 15 | 14.238 |
| LDA | GAS | 15 | 0.106 |
| LDT1 | GAS | 15 | 0.275 |
| LDT2 | GAS | 15 | 0.177 |
| LHD1 | GAS | 15 | 0.291 |
| LHD2 | GAS | 15 | 0.224 |
| MCY | GAS | 15 | 1.170 |
| MDV | GAS | 15 | 0.344 |
| MH | GAS | 15 | 0.447 |
| OBUS | GAS | 15 | 0.647 |
| SBUS | GAS | 15 | 1.502 |
| T6 | GAS | 15 | 0.433 |
| T7 | GAS | 15 | 3.829 |
| UBUS | GAS | 15 | 2.510 |

**Proposed Selma Crossings Phase I 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 24 | 2 | 2 | 0 | 6.93E-03 | 5.85E-03 | 1.28E-02 | 0.00E+00 | 1.28E-02 | 1.17E-06 | 0.01 | 1.48E-07 |
| SLINEB | Truck route - Building B | 522 | 24 | 2 | 4 | 0 | 4.76E-02 | 8.04E-02 | 1.28E-01 | 0.00E+00 | 1.28E-01 | 1.17E-05 | 0.10 | 1.48E-06 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 24 | 6 | 0 | 6 | 3.26E-02 | 0.00E+00 | 3.26E-02 | 1.07E-02 | 4.32E-02 | 3.97E-06 | 0.03 | 5.00E-07 |
| SLINEFG | Truck route - Buildings F and G | 202 | 24 | 4 | 0 | 4 | 3.69E-02 | 0.00E+00 | 3.69E-02 | 1.21E-02 | 4.89E-02 | 4.49E-06 | 0.04 | 5.66E-07 |
| SLINEH | Truck route - Building H | 425 | 24 | 4 | 6 | 0 | 7.75E-02 | 9.82E-02 | 1.76E-01 | 0.00E+00 | 1.76E-01 | 1.61E-05 | 0.14 | 2.03E-06 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 24 | 4 | 0 | 4 | 3.10E-02 | 0.00E+00 | 3.10E-02 | 1.02E-02 | 4.12E-02 | 3.78E-06 | 0.03 | 4.76E-07 |
| SLINEK | Truck route - Building K | 427 | 24 | 2 | 2 | 0 | 3.89E-02 | 3.29E-02 | 7.18E-02 | 0.00E+00 | 7.18E-02 | 6.59E-06 | 0.06 | 8.31E-07 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 24 | 0 | 6 | 6 | 0.00E+00 | 3.33E-02 | 3.33E-02 | 1.29E-02 | 4.62E-02 | 4.24E-06 | 0.04 | 5.34E-07 |
| SLINENO | Truck route - Buildings N and O | 57 | 24 | 2 | 6 | 2 | 5.20E-03 | 1.32E-02 | 1.84E-02 | 1.70E-03 | 2.01E-02 | 1.84E-06 | 0.02 | 2.32E-07 |
| SLINEQ | Truck route - Building Q | 70 | 24 | 2 | 0 | 2 | 6.39E-03 | 0.00E+00 | 6.39E-03 | 2.09E-03 | 8.48E-03 | 7.78E-07 | 0.01 | 9.81E-08 |
| SLINERU | Truck route - Buildings R and U | 206 | 24 | 4 | 0 | 4 | 3.76E-02 | 0.00E+00 | 3.76E-02 | 1.23E-02 | 4.99E-02 | 4.58E-06 | 0.04 | 5.77E-07 |
| SLINET | Truck route - Building T | 434 | 24 | 4 | 4 | 0 | 7.92E-02 | 6.69E-02 | 1.46E-01 | 0.00E+00 | 1.46E-01 | 1.34E-05 | 0.12 | 1.69E-06 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 24 | 8 | 8 | 0 | 1.43E-01 | 1.21E-01 | 2.64E-01 | 0.00E+00 | 2.64E-01 | 2.43E-05 | 0.21 | 3.06E-06 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 24 | 4 | 0 | 4 | 6.55E-02 | 0.00E+00 | 6.55E-02 | 2.14E-02 | 8.69E-02 | 7.98E-06 | 0.07 | 1.01E-06 |
| **Total** | | | | **48** | **38** | **32** | **6.09E-01** | **4.52E-01** | **1.06E+00** | **8.33E-02** | **1.14E+00** | **1.05E-04** | **9.20E-01** | **1.32E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.073
2-Axle MHDT (g/mi) = 0.062

Truck emissions for trucks based on EMFAC2011 for 2020 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.04
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors PM10 Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.024 |
| Fresno (SJV) | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.048 |
| Fresno (SJV) | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.028 |
| Fresno (SJV) | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 0.059 |
| Fresno (SJV) | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 0.056 |
| Fresno (SJV) | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.033 |
| Fresno (SJV) | 2020 | Annual | MH | DSL | AllMYr | 15 | 0.253 |
| Fresno (SJV) | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 0.055 |
| Fresno (SJV) | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 0.108 |
| Fresno (SJV) | 2020 | Annual | T6 | DSL | AllMYr | 15 | 0.062 |
| Fresno (SJV) | 2020 | Annual | T7 | DSL | AllMYr | 15 | 0.073 |
| Fresno (SJV) | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 0.378 |
| Fresno (SJV) | 2020 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 0.008 |
| Fresno (SJV) | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 0.003 |
| Fresno (SJV) | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2020 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (SJV) | 2020 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (SJV) | 2020 | Annual | MH | GAS | AllMYr | 15 | 0.004 |
| Fresno (SJV) | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 0.012 |
| Fresno (SJV) | 2020 | Annual | T6 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2020 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 0.002 |

**Proposed Selma Crossing Phase 1 2020 - Emissions for Truck and TRU Idling**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| SLINEA | Truck route - Building A | 24 | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 24 | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 24 | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 24 | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 24 | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 24 | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 24 | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 24 | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 24 | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 24 | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 24 | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 24 | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 24 | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 24 | 4 | 0 | 4 |
| **Total** | | | **48** | **38** | **32** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.099 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.164 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 0.100 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.067 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 0.263 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.067 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.099 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 0.196 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 0.229 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 0.033 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.067 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.197 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 0.395 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.067 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 2.042 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 1.081 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.721 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.721 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 1.081 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.360 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.360 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.721 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.721 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 5.8 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.04
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.261
HHD Truck Idle Emissions (g/hr) = 0.133

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2020 for the SJV

Proposed Selma Crossing Phase 1  2020 - Emissions for Truck and TRU Idling
PM10 Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 1.14E-06 | | | 1.14E-06 |
| STCKB | ISTCKB | 1.90E-06 | | | 1.90E-06 |
| STCKCDE | ISTCKCDE | 1.16E-06 | TRU_CDE | 1.25E-05 | 1.37E-05 |
| STCKFG | ISTCKFG | 7.72E-07 | TRU_FG | 8.34E-06 | 9.11E-06 |
| STCKH | ISTCKH | 3.04E-06 | | | 3.04E-06 |
| STCKIJ | ISTCKIJ | 7.72E-07 | TRU_IJ | 8.34E-06 | 9.11E-06 |
| STCKK | ISTCKK | 1.14E-06 | | | 1.14E-06 |
| STCKLMP | ISTCKLMP | 2.27E-06 | TRU_LMP | 1.25E-05 | 1.48E-05 |
| STCKNO | ISTCKNO | 2.65E-06 | TRU_NO | 4.17E-06 | 6.83E-06 |
| STCKQ | ISTCKQ | 3.86E-07 | TRU_Q | 4.17E-06 | 4.56E-06 |
| STCKRU | ISTCKRU | 7.72E-07 | TRU_RU | 8.34E-06 | 9.11E-06 |
| STCKT | ISTCKT | 2.28E-06 | | | 2.28E-06 |
| STCKVWXY | ISTCKVWX | 4.57E-06 | | | 4.57E-06 |
| STCKAABB | ISTCKAABB | 7.72E-07 | TRU_AABB | 8.34E-06 | 9.11E-06 |
| | | 2.36E-05 | | 6.67E-05 | 9.04E-05 |

**Selma Crossing Phase I** 2020
**PM10 Emissions**

**Onsite Customer Vehicle Emissions**

Total Number of Daily Trips 37464 Saturday
Total Number of Peak Hour Trips 3667 Saturday
Trip Length 0.124 average trip length

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 19859 | 0 | 19859 |
| LDT1 | 22.5% | 23.3% | 1.9 | 8744 | 166 | 8578 |
| LDT2 | 16.4% | 17.0% | 0 | 6374 | 0 | 6374 |
| MDT | 6.4% | 6.6% | 0 | 2487 | 0 | 2487 |
| Total | 96% | 100.0% | | 37464 | 166 | 37298 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2020

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.024 | 0.048 | 0.028 | 0.033 | 0.005 | 0.008 | 0.005 | 0.006 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 1.00E+00 | 0.00E+00 | 0.00E+00 | 1.18E+01 | 8.71E+00 | 3.97E+00 | 1.77E+00 | 2.72E+01 |
| 1 | grams/sec | 0.00E+00 | 1.16E-05 | 0.00E+00 | 0.00E+00 | 1.36E-04 | 1.01E-04 | 4.60E-05 | 2.05E-05 | 3.15E-04 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 0.175 | 0.349 | 0.205 | 0.239 | 0.056 | 0.093 | 0.059 | 0.067 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 1.42E-01 | 0.00E+00 | 0.00E+00 | 4.67E+00 | 3.32E+00 | 1.57E+00 | 6.92E-01 | 1.04E+01 |
| 1 | grams/sec | 0.00E+00 | 1.65E-06 | 0.00E+00 | 0.00E+00 | 5.40E-05 | 3.84E-05 | 1.81E-05 | 8.01E-06 | 1.20E-04 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 4.35E-04 | 3.89E-09 |

**Composite Emission Factors**

Running Exhaust @ 15 mph 0.0058 g/mi
Idling 0.0672 g/hr

Selma Crossing Phase I 2020
PM10 Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.035 | 0.1749 |
| LDT1 | DSL | 5 | 0.070 | 0.3490 |
| LDT2 | DSL | 5 | 0.041 | 0.2054 |
| MDV | DSL | 5 | 0.048 | 0.2391 |
| LDA | GAS | 5 | 0.011 | 0.0564 |
| LDT1 | GAS | 5 | 0.019 | 0.0927 |
| LDT2 | GAS | 5 | 0.012 | 0.0590 |
| MDV | GAS | 5 | 0.013 | 0.0668 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by
multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.024 |
| LDT1 | DSL | 15 | 0.048 |
| LDT2 | DSL | 15 | 0.028 |
| MDV | DSL | 15 | 0.033 |
| LDA | GAS | 15 | 0.005 |
| LDT1 | GAS | 15 | 0.008 |
| LDT2 | GAS | 15 | 0.005 |
| MDV | GAS | 15 | 0.006 |

**Proposed Selma Crossings Phase 2 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total Peak Hour (g/hr) | Peak Hour Emissions Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | |
| SLINECCOO | Truck route - Buildings CC to OO | 700 | 24 | 8 | 16 | 16 | 6.77 | 6.08 | 1.29E+01 | 1.61E+01 | 2.90E+01 | 8.05E-03 |
| SLPPRRTTUU | Truck route - Buildings PP,QQ,RR,TT, and UU | 575 | 24 | 10 | 0 | 8 | 6.95 | 0.00 | 6.95E+00 | 6.63E+00 | 1.36E+01 | 3.77E-03 |
| SLINEAUTO | Truck route - Buildings - Auto Mall | 1129 | 24 | 20 | 0 | 0 | 27.31 | 0.00 | 2.73E+01 | 0.00E+00 | 2.73E+01 | 7.59E-03 |
| SLINEHOTL | Truck route - Buildings - Hotels | 900 | 24 | 4 | 4 | 2 | 4.35 | 1.95 | 6.31E+00 | 2.59E+00 | 8.90E+00 | 2.47E-03 |
| SLINEWP | Truck route - Building - Waterpark | 1109 | 24 | 2 | 2 | 2 | 2.68 | 1.20 | 3.89E+00 | 3.20E+00 | 7.08E+00 | 1.97E-03 |
| SLINEAAA | Truck route - Building AAA | 645 | 24 | 2 | 2 | 0 | 1.56 | 0.70 | 2.26E+00 | 0.00E+00 | 2.26E+00 | 6.28E-04 |
| SLINEWW | Truck route - Building WW | 645 | 24 | 2 | 4 | 0 | 1.56 | 1.40 | 2.96E+00 | 0.00E+00 | 2.96E+00 | 8.23E-04 |
| SLINEBBBCCC | Truck route - Buildings BBB and CCC | 1165 | 24 | 4 | 8 | 0 | 5.64 | 5.06 | 1.07E+01 | 0.00E+00 | 1.07E+01 | 2.97E-03 |
| SLINEDDDEEE | Truck route - Buildings DDD and EEE | 1366 | 24 | 4 | 8 | 0 | 6.61 | 5.93 | 1.25E+01 | 0.00E+00 | 1.25E+01 | 3.48E-03 |
| **Total** | | | | **56** | **44** | **28** | **63** | **22** | **8.58E+01** | **2.86E+01** | **1.14E+02** | **3.18E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 1.946
2-Axle MHDT (g/mi) = 0.874

Truck emissions for trucks based on EMFAC2011 for 2020 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 2 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors CO Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.244 |
| Fresno (SJV) | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.340 |
| Fresno (SJV) | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.278 |
| Fresno (SJV) | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 1.700 |
| Fresno (SJV) | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 1.619 |
| Fresno (SJV) | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.262 |
| Fresno (SJV) | 2020 | Annual | MH | DSL | AllMYr | 15 | 1.326 |
| Fresno (SJV) | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 1.026 |
| Fresno (SJV) | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 0.880 |
| Fresno (SJV) | 2020 | Annual | T6 | DSL | AllMYr | 15 | 0.874 |
| Fresno (SJV) | 2020 | Annual | T7 | DSL | AllMYr | 15 | 1.946 |
| Fresno (SJV) | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 4.206 |
| Fresno (SJV) | 2020 | Annual | LDA | GAS | AllMYr | 15 | 1.249 |
| Fresno (SJV) | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 2.980 |
| Fresno (SJV) | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 1.722 |
| Fresno (SJV) | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 2.525 |
| Fresno (SJV) | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 1.342 |
| Fresno (SJV) | 2020 | Annual | MCY | GAS | AllMYr | 15 | 20.126 |
| Fresno (SJV) | 2020 | Annual | MDV | GAS | AllMYr | 15 | 2.933 |
| Fresno (SJV) | 2020 | Annual | MH | GAS | AllMYr | 15 | 4.430 |
| Fresno (SJV) | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 4.737 |
| Fresno (SJV) | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 29.212 |
| Fresno (SJV) | 2020 | Annual | T6 | GAS | AllMYr | 15 | 3.983 |
| Fresno (SJV) | 2020 | Annual | T7 | GAS | AllMYr | 15 | 69.829 |
| Fresno (SJV) | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 15.993 |

**Proposed Selma Crossing Phase 2 2020 - Emissions for Truck and TRU Idling**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | 2-Axle Trucks | No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 24 | 4 | 8 | 8 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 24 | 5 | 0 | 4 |
| IAUTO | Truck idling - Buildings - Auto Mall | 24 | 10 | 0 | 0 |
| IHOT | Truck idling - Buildings - Hotels | 24 | 2 | 2 | 1 |
| IWP | Truck idling - Building - Waterpark | 24 | 1 | 1 | 1 |
| IAAA | Truck idling - Building AAA | 24 | 1 | 1 | 0 |
| IWW | Truck idling - Building WW | 24 | 1 | 2 | 0 |
| IBBBCCC | Truck idling - Building BBB | 24 | 2 | 4 | 0 |
| IDDDEEE | Truck idling - Building DDD | 24 | 2 | 4 | 0 |
| **Total** | | | **28** | **22** | **14** |

| Daily Truck Deliveries | | | | | | | | Emissions | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Source ID | User/ Location | 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/hr) |
| ***Phase 2*** | | | | | | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 0 | 4 | 8 | 0 | 4 | 8 | HV | 0.250 | 86.266 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | 5 | 0 | HV | 0.250 | 48.933 |
| IAUTO | Truck idling - Buildings - Auto Mall | 0 | 10 | 0 | 0 | 10 | 0 | HV | 0.250 | 97.865 |
| IHOT | Truck idling - Buildings - Hotels | 1 | 1 | 0 | 2 | 2 | 2 | HV | 0.250 | 31.353 |
| IWP | Truck idling - Building - Waterpark | 1 | 0 | 0 | 1 | 1 | 1 | HV | 0.250 | 15.677 |
| IAAA | Truck idling - Building AAA | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 15.677 |
| IWW | Truck idling - Building WW | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 21.567 |
| IBBBCCC | Truck idling - Buildings BBB and CCC | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 43.133 |
| IDDDEEE | Truck idling - Buildings DDD and EEE | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 43.133 |
| Total | | 6 | 22 | 8 | 14 | 28 | 22 | | | 403.602 |
| | | | | | | | | | | |
| TCCOO | TRU operation - Buildings CC to OO | 0 | 0 | 8 | 0 | --- | --- | T | 1 | 278.229 |
| TPPRRTTUU | TRU operation - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | --- | --- | T | 1 | 139.114 |
| THOT | TRU operation - Buildings - Hotels | 1 | 1 | 0 | 2 | --- | --- | T | 1 | 34.779 |
| TWP | TRU operation - Building - Waterpark | 1 | 0 | 0 | 1 | --- | --- | T | 1 | 34.779 |
| Total | | 6 | 2 | 8 | 3 | | | - | - | 486.9 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 23.560
HHD Truck Idle Emissions (g/hr) = 39.146

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2020 for the SJV

Proposed Selma Crossing Phase 2 2020 - Emissions for Truck and TRU Idling
CO Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| STCKCC1-5 | ICCOO | 4.79E-03 | TCCOO | 1.55E-02 | 2.02E-02 |
| STCKPP1-4 | IPPRRTTUU | 3.40E-03 | TPPRRTTUU | 9.66E-03 | 1.31E-02 |
| STCKAM1-10 | IAUTO | 2.72E-03 | | | 2.72E-03 |
| STCKHOT1-2 | IHOT | 4.35E-03 | THOT | 9.66E-03 | 1.40E-02 |
| STCKWP1 | IWP | 4.35E-03 | TWP | 9.66E-03 | 1.40E-02 |
| STCKAAA1 | IAAA | 4.35E-03 | | | 4.35E-03 |
| STCKWW1 | IWW | 5.99E-03 | | | 5.99E-03 |
| STCKBBCC1-2 | IBBBCCC | 5.99E-03 | | | 5.99E-03 |
| STCKDDDEEE | IDDDEEE | 5.99E-03 | | | 5.99E-03 |

**Selma Crossing Phase 2** 2020
**CO Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 39158 | Weekday |
| Total Number of Peak Hour Trips | 4004 | Saturday |
| Trip Length | 0.329 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 2 | 106071 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 2122 | 0 | 2122 |
| LDT1 | 22.5% | 23.3% | 1.9 | 935 | 18 | 917 |
| LDT2 | 16.4% | 17.0% | 0 | 681 | 0 | 681 |
| MDT | 6.4% | 6.6% | 0 | 266 | 0 | 266 |
| Total | 96.4% | 100.0% | | 4004 | 18 | 3986 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2020

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 15 mph | 530 | 0.33 | 0.244 | 0.340 | 0.278 | 0.262 | 1.249 | 2.980 | 1.722 | 2.933 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/hr | 0.00E+00 | 1.99E+00 | 0.00E+00 | 0.00E+00 | 8.73E+02 | 9.00E+02 | 3.86E+02 | 2.57E+02 | 2.42E+03 |
| 2 | grams/sec | 0.00E+00 | 5.52E-04 | 0.00E+00 | 0.00E+00 | 2.42E-01 | 2.50E-01 | 1.07E-01 | 7.13E-02 | 6.71E-01 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 1.870 | 2.675 | 2.133 | 2.014 | 7.908 | 19.800 | 10.944 | 19.149 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/hr | 0.00E+00 | 1.58E-01 | 0.00E+00 | 0.00E+00 | 6.99E+01 | 7.56E+01 | 3.11E+01 | 2.12E+01 | 1.98E+02 |
| 2 | grams/sec | 0.00E+00 | 4.38E-05 | 0.00E+00 | 0.00E+00 | 1.94E-02 | 2.10E-02 | 8.63E-03 | 5.89E-03 | 5.50E-02 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 2 | 106071 | 7.26E-01 | 6.85E-06 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Exhaust @ 15 mph | 1.840 | g/mi |
| Idling | 11.912 | g/hr |

Selma Crossing Phase 2 2020
CO Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) | CO_Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.374 | 1.870 |
| LDT1 | DSL | 5 | 0.535 | 2.675 |
| LDT2 | DSL | 5 | 0.427 | 2.133 |
| LHD1 | DSL | 5 | 2.919 | |
| LHD2 | DSL | 5 | 2.780 | |
| MDV | DSL | 5 | 0.403 | 2.014 |
| MH | DSL | 5 | 2.437 | |
| OBUS | DSL | 5 | 2.973 | |
| SBUS | DSL | 5 | 1.990 | |
| T6 | DSL | 5 | 2.345 | |
| T7 | DSL | 5 | 5.318 | |
| UBUS | DSL | 5 | 8.235 | |
| LDA | GAS | 5 | 1.582 | 7.908 |
| LDT1 | GAS | 5 | 3.960 | 19.800 |
| LDT2 | GAS | 5 | 2.189 | 10.944 |
| LHD1 | GAS | 5 | 4.549 | |
| LHD2 | GAS | 5 | 2.419 | |
| MCY | GAS | 5 | 25.297 | |
| MDV | GAS | 5 | 3.830 | 19.149 |
| MH | GAS | 5 | 7.969 | |
| OBUS | GAS | 5 | 8.526 | |
| SBUS | GAS | 5 | 52.641 | |
| T6 | GAS | 5 | 7.169 | |
| T7 | GAS | 5 | 125.625 | |
| UBUS | GAS | 5 | 28.870 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by
multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.244 |
| LDT1 | DSL | 15 | 0.340 |
| LDT2 | DSL | 15 | 0.278 |
| LHD1 | DSL | 15 | 1.700 |
| LHD2 | DSL | 15 | 1.619 |
| MDV | DSL | 15 | 0.262 |
| MH | DSL | 15 | 1.326 |
| OBUS | DSL | 15 | 1.026 |
| SBUS | DSL | 15 | 0.880 |
| T6 | DSL | 15 | 0.874 |
| T7 | DSL | 15 | 1.946 |
| UBUS | DSL | 15 | 4.206 |
| LDA | GAS | 15 | 1.249 |
| LDT1 | GAS | 15 | 2.980 |
| LDT2 | GAS | 15 | 1.722 |
| LHD1 | GAS | 15 | 2.525 |
| LHD2 | GAS | 15 | 1.342 |
| MCY | GAS | 15 | 20.126 |
| MDV | GAS | 15 | 2.933 |
| MH | GAS | 15 | 4.430 |
| OBUS | GAS | 15 | 4.737 |
| SBUS | GAS | 15 | 29.212 |
| T6 | GAS | 15 | 3.983 |
| T7 | GAS | 15 | 69.829 |
| UBUS | GAS | 15 | 15.993 |

**Proposed Selma Crossings Phase 2 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total Peak Hour (g/hr) | Peak Hour Emissions Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | |
| SLINECCOO | Truck route - Buildings CC to OO | 700 | 24 | 8 | 16 | 16 | 20.86 | 28.01 | 4.89E+01 | 1.22E+01 | 6.10E+01 | 1.70E-02 |
| SLPPRRTTUU | Truck route - Buildings PP,QQ,RR,TT, and UU | 575 | 24 | 10 | 0 | 8 | 21.41 | 0.00 | 2.14E+01 | 5.00E+00 | 2.64E+01 | 7.34E-03 |
| SLINEAUTO | Truck route - Buildings - Auto Mall | 1129 | 24 | 20 | 0 | 0 | 84.09 | 0.00 | 8.41E+01 | 0.00E+00 | 8.41E+01 | 2.34E-02 |
| SLINEHOTL | Truck route - Buildings - Hotels | 900 | 24 | 4 | 4 | 2 | 13.41 | 9.00 | 2.24E+01 | 1.96E+00 | 2.44E+01 | 6.77E-03 |
| SLINEWP | Truck route - Building - Waterpark | 1109 | 24 | 2 | 2 | 2 | 8.26 | 5.55 | 1.38E+01 | 2.41E+00 | 1.62E+01 | 4.50E-03 |
| SLINEAAA | Truck route - Building AAA | 645 | 24 | 2 | 2 | 0 | 4.80 | 3.23 | 8.03E+00 | 0.00E+00 | 8.03E+00 | 2.23E-03 |
| SLINEWW | Truck route - Building WW | 645 | 24 | 2 | 4 | 0 | 4.80 | 6.45 | 1.13E+01 | 0.00E+00 | 1.13E+01 | 3.13E-03 |
| SLINEBBBCCC | Truck route - Buildings BBB and CCC | 1165 | 24 | 4 | 8 | 0 | 17.35 | 23.30 | 4.07E+01 | 0.00E+00 | 4.07E+01 | 1.13E-02 |
| SLINEDDDEEE | Truck route - Buildings DDD and EEE | 1366 | 24 | 4 | 8 | 0 | 20.35 | 27.33 | 4.77E+01 | 0.00E+00 | 4.77E+01 | 1.32E-02 |
| **Total** | | | | **56** | **44** | **28** | **195** | **103** | **2.98E+02** | **2.15E+01** | **3.20E+02** | **8.88E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 5.993
2-Axle MHDT (g/mi) = 4.024

Truck emissions for trucks based on EMFAC2011 for 2020 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 26.2
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.91
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 2 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors NOx Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.405 |
| Fresno (SJV) | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.458 |
| Fresno (SJV) | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.489 |
| Fresno (SJV) | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 3.065 |
| Fresno (SJV) | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 2.895 |
| Fresno (SJV) | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.391 |
| Fresno (SJV) | 2020 | Annual | MH | DSL | AllMYr | 15 | 9.644 |
| Fresno (SJV) | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 5.323 |
| Fresno (SJV) | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 12.021 |
| Fresno (SJV) | 2020 | Annual | T6 | DSL | AllMYr | 15 | 4.024 |
| Fresno (SJV) | 2020 | Annual | T7 | DSL | AllMYr | 15 | 5.993 |
| Fresno (SJV) | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 14.238 |
| Fresno (SJV) | 2020 | Annual | LDA | GAS | AllMYr | 15 | 0.106 |
| Fresno (SJV) | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 0.275 |
| Fresno (SJV) | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 0.177 |
| Fresno (SJV) | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 0.291 |
| Fresno (SJV) | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 0.224 |
| Fresno (SJV) | 2020 | Annual | MCY | GAS | AllMYr | 15 | 1.170 |
| Fresno (SJV) | 2020 | Annual | MDV | GAS | AllMYr | 15 | 0.344 |
| Fresno (SJV) | 2020 | Annual | MH | GAS | AllMYr | 15 | 0.447 |
| Fresno (SJV) | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 0.647 |
| Fresno (SJV) | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 1.502 |
| Fresno (SJV) | 2020 | Annual | T6 | GAS | AllMYr | 15 | 0.433 |
| Fresno (SJV) | 2020 | Annual | T7 | GAS | AllMYr | 15 | 3.829 |
| Fresno (SJV) | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 2.510 |

**Proposed Selma Crossing Phase 2 2020 - Emissions for Truck and TRU Idling**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | 2-Axle Trucks | No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 24 | 4 | 8 | 8 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 24 | 5 | 0 | 4 |
| IAUTO | Truck idling - Buildings - Auto Mall | 24 | 10 | 0 | 0 |
| IHOT | Truck idling - Buildings - Hotels | 24 | 2 | 2 | 1 |
| IWP | Truck idling - Building - Waterpark | 24 | 1 | 1 | 1 |
| IAAA | Truck idling - Building AAA | 24 | 1 | 1 | 0 |
| IWW | Truck idling - Building WW | 24 | 1 | 2 | 0 |
| IBBBCCC | Truck idling - Building BBB | 24 | 2 | 4 | 0 |
| IDDDEEE | Truck idling - Building DDD | 24 | 2 | 4 | 0 |
| **Total** | | | **28** | **22** | **14** |

| Daily Truck Deliveries | | | | | | | | Emissions | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Source ID | User/ Location | 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/hr) |
| ***Phase 2*** | | | | | | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 0 | 4 | 8 | 0 | 4 | 8 | HV | 0.250 | 167.254 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | 5 | 0 | HV | 0.250 | 56.678 |
| IAUTO | Truck idling - Buildings - Auto Mall | 0 | 10 | 0 | 0 | 10 | 0 | HV | 0.250 | 113.355 |
| IHOT | Truck idling - Buildings - Hotels | 1 | 1 | 0 | 2 | 2 | 2 | HV | 0.250 | 53.149 |
| IWP | Truck idling - Building - Waterpark | 1 | 0 | 0 | 1 | 1 | 1 | HV | 0.250 | 26.575 |
| IAAA | Truck idling - Building AAA | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 26.575 |
| IWW | Truck idling - Building WW | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 41.814 |
| IBBBCCC | Truck idling - Buildings BBB and CCC | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 83.627 |
| IDDDEEE | Truck idling - Buildings DDD and EEE | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 83.627 |
| Total | | 6 | 22 | 8 | 14 | 28 | 22 | | | 652.652 |
| | | | | | | | | | | |
| TCCOO | TRU operation - Buildings CC to OO | 0 | 0 | 8 | 0 | --- | --- | T | 1 | 211.194 |
| TPPRRTTUU | TRU operation - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | --- | --- | T | 1 | 105.597 |
| THOT | TRU operation - Buildings - Hotels | 1 | 1 | 0 | 2 | --- | --- | T | 1 | 26.399 |
| TWP | TRU operation - Building - Waterpark | 1 | 0 | 0 | 1 | --- | --- | T | 1 | 26.399 |
| Total | | 6 | 2 | 8 | 3 | | | - | - | 369.6 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 26.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.93
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 60.956
HHD Truck Idle Emissions (g/hr) = 45.342

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2020 for the SJV

Proposed Selma Crossing Phase 2 2020 - Emissions for Truck and TRU Idling
NOx Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| STCKCC1-5 | ICCOO | 9.29E-03 | TCCOO | 1.17E-02 | 2.10E-02 |
| STCKPP1-4 | IPPRRTTUU | 3.94E-03 | TPPRRTTUU | 7.33E-03 | 1.13E-02 |
| STCKAM1-10 | IAUTO | 3.15E-03 | | | 3.15E-03 |
| STCKHOT1-2 | IHOT | 7.38E-03 | THOT | 7.33E-03 | 1.47E-02 |
| STCKWP1 | IWP | 7.38E-03 | TWP | 7.33E-03 | 1.47E-02 |
| STCKAAA1 | IAAA | 7.38E-03 | | | 7.38E-03 |
| STCKWW1 | IWW | 1.16E-02 | | | 1.16E-02 |
| STCKBBCC1-2 | IBBBCCC | 1.16E-02 | | | 1.16E-02 |
| STCKDDDEEE | IDDDEEE | 1.16E-02 | | | 1.16E-02 |

**Selma Crossing Phase 2** 2020
**NOx Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 39158 | Weekday |
| Total Number of Peak Hour Trips | 4004 | Saturday |
| Trip Length | 0.329 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 2 | 106071 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 2122 | 0 | 2122 |
| LDT1 | 22.5% | 23.3% | 1.9 | 935 | 18 | 917 |
| LDT2 | 16.4% | 17.0% | 0 | 681 | 0 | 681 |
| MDT | 6.4% | 6.6% | 0 | 266 | 0 | 266 |
| Total | 96.4% | 100.0% | | 4004 | 18 | 3986 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2020

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 15 mph | 530 | 0.33 | 0.405 | 0.458 | 0.489 | 0.391 | 0.106 | 0.275 | 0.177 | 0.344 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/hr | 0.00E+00 | 2.68E+00 | 0.00E+00 | 0.00E+00 | 7.39E+01 | 8.30E+01 | 3.98E+01 | 3.01E+01 | 2.29E+02 |
| 2 | grams/sec | 0.00E+00 | 7.44E-04 | 0.00E+00 | 0.00E+00 | 2.05E-02 | 2.31E-02 | 1.10E-02 | 8.35E-03 | 6.37E-02 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 2.475 | 2.795 | 2.990 | 2.367 | 0.686 | 1.885 | 1.171 | 2.291 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/hr | 0.00E+00 | 2.21E-01 | 0.00E+00 | 0.00E+00 | 6.07E+00 | 7.20E+00 | 3.32E+00 | 2.54E+00 | 1.93E+01 |
| 2 | grams/sec | 0.00E+00 | 6.15E-05 | 0.00E+00 | 0.00E+00 | 1.68E-03 | 2.00E-03 | 9.23E-04 | 7.05E-04 | 5.37E-03 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 2 | 106071 | 6.91E-02 | 6.51E-07 |

Selma Crossing Phase 2 2020
NOx Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | NOX_RUNEX (gms/mile) | Nox_Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.495 | 2.475 |
| LDT1 | DSL | 5 | 0.559 | 2.795 |
| LDT2 | DSL | 5 | 0.598 | 2.990 |
| MDV | DSL | 5 | 0.473 | 2.367 |
| LDA | GAS | 5 | 0.137 | 0.686 |
| LDT1 | GAS | 5 | 0.377 | 1.885 |
| LDT2 | GAS | 5 | 0.234 | 1.171 |
| MDV | GAS | 5 | 0.458 | 2.291 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.405 |
| LDT1 | DSL | 15 | 0.458 |
| LDT2 | DSL | 15 | 0.489 |
| MDV | DSL | 15 | 0.391 |
| LDA | GAS | 15 | 0.106 |
| LDT1 | GAS | 15 | 0.275 |
| LDT2 | GAS | 15 | 0.177 |
| MDV | GAS | 15 | 0.344 |

**Proposed Selma Crossings Phase 2 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINECCOO | Truck route - Buildings CC to OO | 700 | 24 | 8 | 16 | 16 | 2.55E-01 | 4.31E-01 | 6.87E-01 | 1.67E-01 | 8.54E-01 | 7.84E-05 | 0.69 | 9.88E-06 |
| SLPPRRTTUU | Truck route - Buildings PP,QQ,RR,TT, and UU | 456 | 24 | 10 | 0 | 8 | 2.08E-01 | 0.00E+00 | 2.08E-01 | 5.45E-02 | 2.62E-01 | 2.41E-05 | 0.21 | 3.04E-06 |
| SLINEAUTO | Truck route - Buildings - Auto Mall | 931 | 24 | 20 | 0 | 0 | 8.49E-01 | 0.00E+00 | 8.49E-01 | 0.00E+00 | 8.49E-01 | 7.79E-05 | 0.68 | 9.83E-06 |
| SLINEHOTL | Truck route - Buildings - Hotels | 900 | 24 | 4 | 4 | 2 | 1.64E-01 | 1.39E-01 | 3.03E-01 | 2.69E-02 | 3.30E-01 | 3.03E-05 | 0.27 | 3.82E-06 |
| SLINEWP | Truck route - Building - Waterpark | 1109 | 24 | 2 | 2 | 2 | 1.01E-01 | 8.54E-02 | 1.87E-01 | 3.31E-02 | 2.20E-01 | 2.02E-05 | 0.18 | 2.54E-06 |
| SLINEAAA | Truck route - Building AAA | 645 | 24 | 2 | 2 | 0 | 5.88E-02 | 4.97E-02 | 1.09E-01 | 0.00E+00 | 1.09E-01 | 9.96E-06 | 0.09 | 1.26E-06 |
| SLINEWW | Truck route - Building WW | 645 | 24 | 2 | 4 | 0 | 5.88E-02 | 9.94E-02 | 1.58E-01 | 0.00E+00 | 1.58E-01 | 1.45E-05 | 0.13 | 1.83E-06 |
| SLINEBBBCCC | Truck route - Buildings BBB and CCC | 1165 | 24 | 4 | 8 | 0 | 2.13E-01 | 3.59E-01 | 5.71E-01 | 0.00E+00 | 5.71E-01 | 5.24E-05 | 0.46 | 6.61E-06 |
| SLINEDDDEEE | Truck route - Buildings DDD and EEE | 1366 | 24 | 4 | 8 | 0 | 2.49E-01 | 4.21E-01 | 6.70E-01 | 0.00E+00 | 6.70E-01 | 6.15E-05 | 0.54 | 7.76E-06 |
| **Total** | | | | **56** | **44** | **28** | **2.16E+00** | **1.58E+00** | **3.74E+00** | **2.82E-01** | **4.02E+00** | **3.69E-04** | **3.23E+00** | **4.66E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.073
2-Axle MHDT (g/mi) = 0.062

Truck emissions for trucks based on EMFAC2011 for 2020 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.04
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 2  2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors PM10 Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.024 |
| Fresno (SJV) | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.048 |
| Fresno (SJV) | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.028 |
| Fresno (SJV) | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 0.059 |
| Fresno (SJV) | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 0.056 |
| Fresno (SJV) | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.033 |
| Fresno (SJV) | 2020 | Annual | MH | DSL | AllMYr | 15 | 0.253 |
| Fresno (SJV) | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 0.055 |
| Fresno (SJV) | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 0.108 |
| Fresno (SJV) | 2020 | Annual | T6 | DSL | AllMYr | 15 | 0.062 |
| Fresno (SJV) | 2020 | Annual | T7 | DSL | AllMYr | 15 | 0.073 |
| Fresno (SJV) | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 0.378 |
| Fresno (SJV) | 2020 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 0.008 |
| Fresno (SJV) | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 0.003 |
| Fresno (SJV) | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2020 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (SJV) | 2020 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (SJV) | 2020 | Annual | MH | GAS | AllMYr | 15 | 0.004 |
| Fresno (SJV) | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 0.012 |
| Fresno (SJV) | 2020 | Annual | T6 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2020 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 0.002 |

**Proposed Selma Crossing Phase 2 2020 - Emissions for Truck and TRU Idling**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | 2-Axle Trucks | No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 24 | 4 | 8 | 8 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 24 | 5 | 0 | 4 |
| IAUTO | Truck idling - Buildings - Auto Mall | 24 | 10 | 0 | 0 |
| IHOT | Truck idling - Buildings - Hotels | 24 | 2 | 2 | 1 |
| IWP | Truck idling - Building - Waterpark | 24 | 1 | 1 | 1 |
| IAAA | Truck idling - Building AAA | 24 | 1 | 1 | 0 |
| IWW | Truck idling - Building WW | 24 | 1 | 2 | 0 |
| IBBBCCC | Truck idling - Building BBB | 24 | 2 | 4 | 0 |
| IDDDEEE | Truck idling - Building DDD | 24 | 2 | 4 | 0 |
| **Total** | | | **28** | **22** | **14** |

| Daily Truck Deliveries | | | | | | | | Emissions | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Source ID | User/ Location | 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) |
| ***Phase 2*** | | | | | | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 0 | 4 | 8 | 0 | 4 | 8 | HV | 0.250 | 0.656 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | 5 | 0 | HV | 0.250 | 0.167 |
| IAUTO | Truck idling - Buildings - Auto Mall | 0 | 10 | 0 | 0 | 10 | 0 | HV | 0.250 | 0.334 |
| IHOT | Truck idling - Buildings - Hotels | 1 | 1 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.197 |
| IWP | Truck idling - Building - Waterpark | 1 | 0 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.099 |
| IAAA | Truck idling - Building AAA | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.099 |
| IWW | Truck idling - Building WW | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.164 |
| IBBBCCC | Truck idling - Buildings BBB and CCC | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 0.328 |
| IDDDEEE | Truck idling - Buildings DDD and EEE | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 0.328 |
| Total | | 6 | 22 | 8 | 14 | 28 | 22 | | | 2.371 |
| | | | | | | | | | | |
| TCCOO | TRU operation - Buildings CC to OO | 0 | 0 | 8 | 0 | --- | --- | T | 1 | 2.883 |
| TPPRRTTUU | TRU operation - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | --- | --- | T | 1 | 1.442 |
| THOT | TRU operation - Buildings - Hotels | 1 | 1 | 0 | 2 | --- | --- | T | 1 | 0.360 |
| TWP | TRU operation - Building - Waterpark | 1 | 0 | 0 | 1 | --- | --- | T | 1 | 0.360 |
| Total | | 6 | 2 | 8 | 3 | | | - | - | 5.0 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.04
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.261
HHD Truck Idle Emissions (g/hr) = 0.133

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2020 for the SJV

Proposed Selma Crossing Phase 2 2020 - Emissions for Truck and TRU Idling
PM10 Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| STCKCC1-5 | ICCOO | 1.52E-06 | TCCOO | 6.67E-06 | 8.19E-06 |
| STCKPP1-4 | IPPRRTTUU | 4.82E-07 | TPPRRTTUU | 4.17E-06 | 4.65E-06 |
| STCKAM1-10 | IAUTO | 3.86E-07 | | | 3.86E-07 |
| STCKHOT1-2 | IHOT | 1.14E-06 | THOT | 4.17E-06 | 5.31E-06 |
| STCKWP1 | IWP | 1.14E-06 | TWP | 4.17E-06 | 5.31E-06 |
| STCKAAA1 | IAAA | 1.14E-06 | | | 1.14E-06 |
| STCKWW1 | IWW | 1.90E-06 | | | 1.90E-06 |
| BBCC1-2 | IBBBCCC | 1.90E-06 | | | 1.90E-06 |
| DDDEEE | IDDDEEE | 1.90E-06 | | | 1.90E-06 |

**Selma Crossing Phase 2** 2020
**PM10 Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 39158 | Weekday |
| Total Number of Peak Hour Trips | 4004 | Saturday |
| Trip Length | 0.329 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 2 | 106071 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 20757 | 0 | 20757 |
| LDT1 | 22.5% | 23.3% | 1.9 | 9140 | 174 | 8966 |
| LDT2 | 16.4% | 17.0% | 0 | 6662 | 0 | 6662 |
| MDT | 6.4% | 6.6% | 0 | 2600 | 0 | 2600 |
| Total | 96.4% | 100.0% | | 39158 | 174 | 38984 |

% diesek vehicle class derived from the URBEMIS land use model for Fresno County in 2020

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 15 mph | 530 | 0.33 | 0.024 | 0.048 | 0.028 | 0.033 | 0.005 | 0.008 | 0.005 | 0.006 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/day | 0.00E+00 | 2.77E+00 | 0.00E+00 | 0.00E+00 | 3.26E+01 | 2.41E+01 | 1.10E+01 | 4.90E+00 | 7.54E+01 |
| 2 | grams/sec | 0.00E+00 | 3.20E-05 | 0.00E+00 | 0.00E+00 | 3.78E-04 | 2.79E-04 | 1.27E-04 | 5.67E-05 | 8.73E-04 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 0.175 | 0.349 | 0.205 | 0.239 | 0.056 | 0.093 | 0.059 | 0.067 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/day | 0.00E+00 | 1.49E-01 | 0.00E+00 | 0.00E+00 | 4.88E+00 | 3.46E+00 | 1.64E+00 | 7.24E-01 | 1.09E+01 |
| 2 | grams/sec | 0.00E+00 | 1.72E-06 | 0.00E+00 | 0.00E+00 | 5.64E-05 | 4.01E-05 | 1.90E-05 | 8.37E-06 | 1.26E-04 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 2 | 106071 | 9.99E-04 | 9.41E-09 |

**Composite Emission Factors**

| | | |
|---|---|---|
| running Exhaust @ 15 mph | 0.0057 | g/mi |
| Idling | 0.0659 | g/hr |

Selma Crossing Phase 2 2020
PM10 Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.035 | 0.175 |
| LDT1 | DSL | 5 | 0.070 | 0.349 |
| LDT2 | DSL | 5 | 0.041 | 0.205 |
| LHD1 | DSL | 5 | 0.084 | |
| LHD2 | DSL | 5 | 0.080 | |
| MDV | DSL | 5 | 0.048 | 0.239 |
| MH | DSL | 5 | 0.434 | |
| OBUS | DSL | 5 | 0.079 | |
| SBUS | DSL | 5 | 0.231 | |
| T6 | DSL | 5 | 0.088 | |
| T7 | DSL | 5 | 0.097 | |
| UBUS | DSL | 5 | 0.604 | |
| LDA | GAS | 5 | 0.011 | 0.056 |
| LDT1 | GAS | 5 | 0.019 | 0.093 |
| LDT2 | GAS | 5 | 0.012 | 0.059 |
| LHD1 | GAS | 5 | 0.005 | |
| LHD2 | GAS | 5 | 0.004 | |
| MCY | GAS | 5 | 0.001 | |
| MDV | GAS | 5 | 0.013 | 0.067 |
| MH | GAS | 5 | 0.007 | |
| OBUS | GAS | 5 | 0.003 | |
| SBUS | GAS | 5 | 0.022 | |
| T6 | GAS | 5 | 0.003 | |
| T7 | GAS | 5 | 0.002 | |
| UBUS | GAS | 5 | 0.003 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi) at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.024 |
| LDT1 | DSL | 15 | 0.048 |
| LDT2 | DSL | 15 | 0.028 |
| LHD1 | DSL | 15 | 0.059 |
| LHD2 | DSL | 15 | 0.056 |
| MDV | DSL | 15 | 0.033 |
| MH | DSL | 15 | 0.253 |
| OBUS | DSL | 15 | 0.055 |
| SBUS | DSL | 15 | 0.108 |
| T6 | DSL | 15 | 0.062 |
| T7 | DSL | 15 | 0.073 |
| UBUS | DSL | 15 | 0.378 |
| LDA | GAS | 15 | 0.005 |
| LDT1 | GAS | 15 | 0.008 |
| LDT2 | GAS | 15 | 0.005 |
| LHD1 | GAS | 15 | 0.003 |
| LHD2 | GAS | 15 | 0.002 |
| MCY | GAS | 15 | 0.000 |
| MDV | GAS | 15 | 0.006 |
| MH | GAS | 15 | 0.004 |
| OBUS | GAS | 15 | 0.001 |
| SBUS | GAS | 15 | 0.012 |
| T6 | GAS | 15 | 0.002 |
| T7 | GAS | 15 | 0.001 |
| UBUS | GAS | 15 | 0.002 |

**Proposed Selma Crossings Phase I 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total (g/hr) | Total (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 2 | 2 | 0 | 0.17 | 0.07 | 2.38E-01 | 0.00E+00 | 2.38E-01 | 6.61E-05 |
| SLINEB | Truck route - Building B | 522 | 2 | 4 | 0 | 1.18 | 0.90 | 2.09E+00 | 0.00E+00 | 2.09E+00 | 5.80E-04 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 6 | 0 | 6 | 0.81 | 0.00 | 8.09E-01 | 1.03E+00 | 1.84E+00 | 5.11E-04 |
| SLINEFG | Truck route - Buildings F and G | 202 | 4 | 0 | 4 | 0.92 | 0.00 | 9.16E-01 | 1.16E+00 | 2.08E+00 | 5.78E-04 |
| SLINEH | Truck route - Building H | 425 | 4 | 6 | 0 | 1.93 | 1.10 | 3.03E+00 | 0.00E+00 | 3.03E+00 | 8.42E-04 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 4 | 0 | 4 | 0.77 | 0.00 | 7.71E-01 | 9.80E-01 | 1.75E+00 | 4.86E-04 |
| SLINEK | Truck route - Building K | 427 | 2 | 2 | 0 | 0.97 | 0.37 | 1.34E+00 | 0.00E+00 | 1.34E+00 | 3.72E-04 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 0 | 6 | 6 | 0.00 | 0.37 | 3.74E-01 | 1.24E+00 | 1.62E+00 | 4.50E-04 |
| SLINENO | Truck route - Buildings N and O | 57 | 2 | 6 | 2 | 0.13 | 0.15 | 2.77E-01 | 1.64E-01 | 4.42E-01 | 1.23E-04 |
| SLINEQ | Truck route - Building Q | 70 | 2 | 0 | 2 | 0.16 | 0.00 | 1.59E-01 | 2.02E-01 | 3.60E-01 | 1.00E-04 |
| SLINERU | Truck route - Buildings R and U | 206 | 4 | 0 | 4 | 0.93 | 0.00 | 9.34E-01 | 1.19E+00 | 2.12E+00 | 5.89E-04 |
| SLINET | Truck route - Building T | 434 | 4 | 4 | 0 | 1.97 | 0.75 | 2.72E+00 | 0.00E+00 | 2.72E+00 | 7.55E-04 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 8 | 8 | 0 | 3.56 | 1.36 | 4.93E+00 | 0.00E+00 | 4.93E+00 | 1.37E-03 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 4 | 0 | 4 | 1.63 | 0.00 | 1.63E+00 | 2.07E+00 | 3.70E+00 | 1.03E-03 |
| **Total** | | | **48** | **38** | **32** | **15** | **5** | **2.02E+01** | **8.04E+00** | **2.82E+01** | **7.85E-03** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 1.824
2-Axle MHDT (g/mi) = 0.697

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors CO Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.164 |
| Fresno (SJV) | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.257 |
| Fresno (SJV) | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.215 |
| Fresno (SJV) | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 1.548 |
| Fresno (SJV) | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 1.460 |
| Fresno (SJV) | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.164 |
| Fresno (SJV) | 2020 | Annual | MH | DSL | AllMYr | 15 | 1.141 |
| Fresno (SJV) | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 0.989 |
| Fresno (SJV) | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 0.985 |
| Fresno (SJV) | 2020 | Annual | T6 | DSL | AllMYr | 15 | 0.697 |
| Fresno (SJV) | 2020 | Annual | T7 | DSL | AllMYr | 15 | 1.824 |
| Fresno (SJV) | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 3.923 |
| Fresno (SJV) | 2020 | Annual | LDA | GAS | AllMYr | 15 | 1.052 |
| Fresno (SJV) | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 2.124 |
| Fresno (SJV) | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 1.365 |
| Fresno (SJV) | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 1.474 |
| Fresno (SJV) | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 0.724 |
| Fresno (SJV) | 2020 | Annual | MCY | GAS | AllMYr | 15 | 19.445 |
| Fresno (SJV) | 2020 | Annual | MDV | GAS | AllMYr | 15 | 2.139 |
| Fresno (SJV) | 2020 | Annual | MH | GAS | AllMYr | 15 | 1.861 |
| Fresno (SJV) | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 2.374 |
| Fresno (SJV) | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 16.930 |
| Fresno (SJV) | 2020 | Annual | T6 | GAS | AllMYr | 15 | 1.849 |
| Fresno (SJV) | 2020 | Annual | T7 | GAS | AllMYr | 15 | 68.387 |
| Fresno (SJV) | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 11.895 |

**Proposed Selma Crossing Phase 1 2024 - Emissions for Truck and TRU Idling**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips |
|---|---|---|---|---|
| *Proposed Project* | | | | |
| SLINEA | Truck route - Building A | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 4 | 0 | 4 |
| **Total** | | **48** | **38** | **32** |

| Source ID | User/ Location | Peak Hour Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/hr) |
|---|---|---|---|---|---|---|---|---|---|---|
| *Phase 1* | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 16.661 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 22.919 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 31.209 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 20.806 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 39.580 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 20.806 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 16.661 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 18.774 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 29.177 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 10.403 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 20.806 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 33.322 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 66.644 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 20.806 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 368.575 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 104.336 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 69.557 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 69.557 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 104.336 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 34.779 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 34.779 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 69.557 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 69.557 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 556.5 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 25.03
HHD Truck Idle Emissions (g/hr) = 41.61

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 1  2024 - Emissions for Truck and TRU Idling
CO Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 4.63E-03 | | | 4.63E-03 |
| STCKB | ISTCKB | 6.37E-03 | | | 6.37E-03 |
| STCKCDE | ISTCKCDE | 8.67E-03 | TRU_CDE | 2.90E-02 | 3.77E-02 |
| STCKFG | ISTCKFG | 5.78E-03 | TRU_FG | 1.93E-02 | 2.51E-02 |
| STCKH | ISTCKH | 1.10E-02 | | | 1.10E-02 |
| STCKIJ | ISTCKIJ | 5.78E-03 | TRU_IJ | 1.93E-02 | 2.51E-02 |
| STCKK | ISTCKK | 4.63E-03 | | | 4.63E-03 |
| STCKLMP | ISTCKLMP | 5.21E-03 | TRU_LMP | 2.90E-02 | 3.42E-02 |
| STCKNO | ISTCKNO | 8.10E-03 | TRU_NO | 9.66E-03 | 1.78E-02 |
| STCKQ | ISTCKQ | 2.89E-03 | TRU_Q | 9.66E-03 | 1.26E-02 |
| STCKRU | ISTCKRU | 5.78E-03 | TRU_RU | 1.93E-02 | 2.51E-02 |
| STCKT | ISTCKT | 9.26E-03 | | | 9.26E-03 |
| STCKVWXY | ISTCKVWX | 1.85E-02 | | | 1.85E-02 |
| STCKAABB | ISTCKAABB | 5.78E-03 | TRU_AABB | 1.93E-02 | 2.51E-02 |
| | | 1.02E-01 | | 1.55E-01 | 2.57E-01 |

**Selma Crossing Phase I** 2024
**CO Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 1950 | 0 | 1950 |
| LDT1 | 22.5% | 23.4% | 0.9 | 859 | 8 | 851 |
| LDT2 | 16.3% | 17.0% | 0 | 622 | 0 | 622 |
| MDT | 6.2% | 6.5% | 0 | 237 | 0 | 237 |
| Total | 96% | 100.0% | | 3667 | 8 | 3659 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.164 | 0.257 | 0.215 | 0.164 | 1.052 | 2.124 | 1.365 | 2.139 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 2.47E-01 | 0.00E+00 | 0.00E+00 | 2.55E+02 | 2.25E+02 | 1.06E+02 | 6.29E+01 | 6.48E+02 |
| 1 | grams/sec | 0.00E+00 | 6.85E-05 | 0.00E+00 | 0.00E+00 | 7.08E-02 | 6.24E-02 | 2.93E-02 | 1.75E-02 | 1.80E-01 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 1.153 | 1.925 | 1.553 | 1.145 | 6.355 | 13.465 | 8.310 | 13.078 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 5.00E-02 | 0.00E+00 | 0.00E+00 | 5.16E+01 | 4.77E+01 | 2.15E+01 | 1.29E+01 | 1.34E+02 |
| 1 | grams/sec | 0.00E+00 | 1.39E-05 | 0.00E+00 | 0.00E+00 | 1.43E-02 | 1.33E-02 | 5.98E-03 | 3.58E-03 | 3.72E-02 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 2.17E-01 | 1.94E-06 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Exhaust @ 15 mph | 1.4224 | g/mi |
| Idling | 8.7608 | g/hr |

Selma Crossing Phase I 2024
CO Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) | CO Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.231 | 1.153 |
| LDT1 | DSL | 5 | 0.385 | 1.925 |
| LDT2 | DSL | 5 | 0.311 | 1.553 |
| LHD1 | DSL | 5 | 2.658 | |
| LHD2 | DSL | 5 | 2.506 | |
| MDV | DSL | 5 | 0.229 | 1.145 |
| MH | DSL | 5 | 2.206 | |
| OBUS | DSL | 5 | 2.925 | |
| SBUS | DSL | 5 | 2.359 | |
| T6 | DSL | 5 | 1.926 | |
| T7 | DSL | 5 | 5.045 | |
| UBUS | DSL | 5 | 7.681 | |
| LDA | GAS | 5 | 1.271 | 6.355 |
| LDT1 | GAS | 5 | 2.693 | 13.465 |
| LDT2 | GAS | 5 | 1.662 | 8.310 |
| LHD1 | GAS | 5 | 2.655 | |
| LHD2 | GAS | 5 | 1.305 | |
| MCY | GAS | 5 | 24.465 | |
| MDV | GAS | 5 | 2.616 | 13.078 |
| MH | GAS | 5 | 3.348 | |
| OBUS | GAS | 5 | 4.273 | |
| SBUS | GAS | 5 | 30.478 | |
| T6 | GAS | 5 | 3.326 | |
| T7 | GAS | 5 | 123.022 | |
| UBUS | GAS | 5 | 21.472 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi) at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.164 |
| LDT1 | DSL | 15 | 0.257 |
| LDT2 | DSL | 15 | 0.215 |
| LHD1 | DSL | 15 | 1.548 |
| LHD2 | DSL | 15 | 1.460 |
| MDV | DSL | 15 | 0.164 |
| MH | DSL | 15 | 1.141 |
| OBUS | DSL | 15 | 0.989 |
| SBUS | DSL | 15 | 0.985 |
| T6 | DSL | 15 | 0.697 |
| T7 | DSL | 15 | 1.824 |
| UBUS | DSL | 15 | 3.923 |
| LDA | GAS | 15 | 1.052 |
| LDT1 | GAS | 15 | 2.124 |
| LDT2 | GAS | 15 | 1.365 |
| LHD1 | GAS | 15 | 1.474 |
| LHD2 | GAS | 15 | 0.724 |
| MCY | GAS | 15 | 19.445 |
| MDV | GAS | 15 | 2.139 |
| MH | GAS | 15 | 1.861 |
| OBUS | GAS | 15 | 2.374 |
| SBUS | GAS | 15 | 16.930 |
| T6 | GAS | 15 | 1.849 |
| T7 | GAS | 15 | 68.387 |
| UBUS | GAS | 15 | 11.895 |

**Proposed Selma Crossings Phase I 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Peak Hour | | | Peak Hour Emissions | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4-Axle Truck Trips | 2-Axle Truck Trips | No. TRU Trips | 4-Axle Emissions (g/hr) | 2-Axle Emissions (g/hr) | Total Trucks (g/hr) | TRUs (g/hr) | Total (g/hr) | Total (g/sec) |
| ***Proposed Project*** | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 2 | 2 | 0 | 0.36 | 0.18 | 5.38E-01 | 0.00E+00 | 5.38E-01 | 1.50E-04 |
| SLINEB | Truck route - Building B | 522 | 2 | 4 | 0 | 2.44 | 2.51 | 4.95E+00 | 0.00E+00 | 4.95E+00 | 1.38E-03 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 6 | 0 | 6 | 1.67 | 0.00 | 1.67E+00 | 7.20E-01 | 2.39E+00 | 6.64E-04 |
| SLINEFG | Truck route - Buildings F and G | 202 | 4 | 0 | 4 | 1.89 | 0.00 | 1.89E+00 | 8.14E-01 | 2.71E+00 | 7.52E-04 |
| SLINEH | Truck route - Building H | 425 | 4 | 6 | 0 | 3.98 | 3.06 | 7.04E+00 | 0.00E+00 | 7.04E+00 | 1.96E-03 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 4 | 0 | 4 | 1.59 | 0.00 | 1.59E+00 | 6.85E-01 | 2.28E+00 | 6.33E-04 |
| SLINEK | Truck route - Building K | 427 | 2 | 2 | 0 | 2.00 | 1.03 | 3.03E+00 | 0.00E+00 | 3.03E+00 | 8.40E-04 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 0 | 6 | 6 | 0.00 | 1.04 | 1.04E+00 | 8.71E-01 | 1.91E+00 | 5.30E-04 |
| SLINENO | Truck route - Buildings N and O | 57 | 2 | 6 | 2 | 0.27 | 0.41 | 6.78E-01 | 1.15E-01 | 7.93E-01 | 2.20E-04 |
| SLINEQ | Truck route - Building Q | 70 | 2 | 0 | 2 | 0.33 | 0.00 | 3.28E-01 | 1.41E-01 | 4.69E-01 | 1.30E-04 |
| SLINERU | Truck route - Buildings R and U | 206 | 4 | 0 | 4 | 1.93 | 0.00 | 1.93E+00 | 8.30E-01 | 2.76E+00 | 7.67E-04 |
| SLINET | Truck route - Building T | 434 | 4 | 4 | 0 | 4.06 | 2.09 | 6.15E+00 | 0.00E+00 | 6.15E+00 | 1.71E-03 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 8 | 8 | 0 | 7.36 | 3.78 | 1.11E+01 | 0.00E+00 | 1.11E+01 | 3.09E-03 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 4 | 0 | 4 | 3.36 | 0.00 | 3.36E+00 | 1.45E+00 | 4.81E+00 | 1.34E-03 |
| **Total** | | | **48** | **38** | **32** | **31** | **14** | **4.53E+01** | **5.62E+00** | **5.10E+01** | **1.42E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 3.768
2-Axle MHDT (g/mi) = 1.933

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 24.3
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.7
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors NOx Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | NOX_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.337 |
| Fresno (SJV) | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.413 |
| Fresno (SJV) | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.436 |
| Fresno (SJV) | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 2.212 |
| Fresno (SJV) | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 2.022 |
| Fresno (SJV) | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.318 |
| Fresno (SJV) | 2024 | Annual | MH | DSL | AllMYr | 15 | 8.424 |
| Fresno (SJV) | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 2.439 |
| Fresno (SJV) | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 11.185 |
| Fresno (SJV) | 2024 | Annual | T6 | DSL | AllMYr | 15 | 1.933 |
| Fresno (SJV) | 2024 | Annual | T7 | DSL | AllMYr | 15 | 3.768 |
| Fresno (SJV) | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 12.520 |
| Fresno (SJV) | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.092 |
| Fresno (SJV) | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.194 |
| Fresno (SJV) | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.135 |
| Fresno (SJV) | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.206 |
| Fresno (SJV) | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.153 |
| Fresno (SJV) | 2024 | Annual | MCY | GAS | AllMYr | 15 | 1.168 |
| Fresno (SJV) | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.248 |
| Fresno (SJV) | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.281 |
| Fresno (SJV) | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.358 |
| Fresno (SJV) | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 1.057 |
| Fresno (SJV) | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.251 |
| Fresno (SJV) | 2024 | Annual | T7 | GAS | AllMYr | 15 | 3.685 |
| Fresno (SJV) | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 2.039 |

**Proposed Selma Crossing Phase 1 2024 - Emissions for Truck and TRU Idling**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips |
|---|---|---|---|---|
| ***Proposed Project*** | | | | |
| SLINEA | Truck route - Building A | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 4 | 0 | 4 |
| **Total** | | **48** | **38** | **32** |

| Source ID | User/ Location | Peak Hour Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/hr) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 19.676 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 29.692 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 28.982 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.321 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 49.368 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.321 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 19.676 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 30.047 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 39.707 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 9.661 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.321 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 39.352 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 78.704 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.321 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 422.147 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 72.981 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 48.654 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 48.654 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 72.981 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 24.327 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 24.327 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 48.654 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 48.654 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 389.2 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 24.3
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.7
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 40.062
HHD Truck Idle Emissions (g/hr) = 38.642

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 1  2024 - Emissions for Truck and TRU Idling
NOx Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 5.47E-03 | | | 5.47E-03 |
| STCKB | ISTCKB | 8.25E-03 | | | 8.25E-03 |
| STCKCDE | ISTCKCDE | 8.05E-03 | TRU_CDE | 2.03E-02 | 2.83E-02 |
| STCKFG | ISTCKFG | 5.37E-03 | TRU_FG | 1.35E-02 | 1.89E-02 |
| STCKH | ISTCKH | 1.37E-02 | | | 1.37E-02 |
| STCKIJ | ISTCKIJ | 5.37E-03 | TRU_IJ | 1.35E-02 | 1.89E-02 |
| STCKK | ISTCKK | 5.47E-03 | | | 5.47E-03 |
| STCKLMP | ISTCKLMP | 8.35E-03 | TRU_LMP | 2.03E-02 | 2.86E-02 |
| STCKNO | ISTCKNO | 1.10E-02 | TRU_NO | 6.76E-03 | 1.78E-02 |
| STCKQ | ISTCKQ | 2.68E-03 | TRU_Q | 6.76E-03 | 9.44E-03 |
| STCKRU | ISTCKRU | 5.37E-03 | TRU_RU | 1.35E-02 | 1.89E-02 |
| STCKT | ISTCKT | 1.09E-02 | | | 1.09E-02 |
| STCKVWXY | ISTCKVWX | 2.19E-02 | | | 2.19E-02 |
| STCKAABB | ISTCKAABB | 5.37E-03 | TRU_AABB | 1.35E-02 | 1.89E-02 |
| | | 1.17E-01 | | 1.08E-01 | 2.25E-01 |

**Selma Crossing Phase I** 2024
**NOx Emissions**

**Onsite Customer Vehicle Emissions**

Total Number of Daily Trips 37464 Saturday
Total Number of Peak Hour Trips 3667 Saturday
Trip Length 0.124 average trip length

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 1950 | 0 | 1950 |
| LDT1 | 22.5% | 23.4% | 0.9 | 859 | 8 | 851 |
| LDT2 | 16.3% | 17.0% | 0 | 622 | 0 | 622 |
| MDT | 6.2% | 6.5% | 0 | 237 | 0 | 237 |
| Total | 96% | 100.0% | | 3667 | 8 | 3659 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.337 | 0.413 | 0.436 | 0.318 | 0.092 | 0.194 | 0.135 | 0.248 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 3.96E-01 | 0.00E+00 | 0.00E+00 | 2.22E+01 | 2.05E+01 | 1.04E+01 | 7.29E+00 | 6.09E+01 |
| 1 | grams/sec | 0.00E+00 | 1.10E-04 | 0.00E+00 | 0.00E+00 | 6.16E-03 | 5.71E-03 | 2.90E-03 | 2.02E-03 | 1.69E-02 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 2.010 | 2.477 | 2.620 | 1.878 | 0.602 | 1.334 | 0.896 | 1.671 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/hr | 0.00E+00 | 8.44E-02 | 0.00E+00 | 0.00E+00 | 4.89E+00 | 4.73E+00 | 2.32E+00 | 1.65E+00 | 1.37E+01 |
| 1 | grams/sec | 0.00E+00 | 2.34E-05 | 0.00E+00 | 0.00E+00 | 1.36E-03 | 1.31E-03 | 6.45E-04 | 4.58E-04 | 3.80E-03 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 2.07E-02 | 1.85E-07 |

**Composite Emission Factors**

Running Exhaust @ 15 mph 0.13299242 g/mi
Idling 0.89139146 g/hr

Selma Crossing Phase I 2024
NOx Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) | NOx Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.402 | 2.010 |
| LDT1 | DSL | 5 | 0.495 | 2.477 |
| LDT2 | DSL | 5 | 0.524 | 2.620 |
| LHD1 | DSL | 5 | 2.887 | |
| LHD2 | DSL | 5 | 2.638 | |
| MDV | DSL | 5 | 0.376 | 1.878 |
| MH | DSL | 5 | 13.701 | |
| OBUS | DSL | 5 | 4.465 | |
| SBUS | DSL | 5 | 23.306 | |
| T6 | DSL | 5 | 3.438 | |
| T7 | DSL | 5 | 6.677 | |
| UBUS | DSL | 5 | 18.367 | |
| LDA | GAS | 5 | 0.120 | 0.602 |
| LDT1 | GAS | 5 | 0.267 | 1.334 |
| LDT2 | GAS | 5 | 0.179 | 0.896 |
| LHD1 | GAS | 5 | 0.192 | |
| LHD2 | GAS | 5 | 0.143 | |
| MCY | GAS | 5 | 1.243 | |
| MDV | GAS | 5 | 0.334 | 1.671 |
| MH | GAS | 5 | 0.263 | |
| OBUS | GAS | 5 | 0.335 | |
| SBUS | GAS | 5 | 0.987 | |
| T6 | GAS | 5 | 0.234 | |
| T7 | GAS | 5 | 3.450 | |
| UBUS | GAS | 5 | 1.895 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi) at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.337 |
| LDT1 | DSL | 15 | 0.413 |
| LDT2 | DSL | 15 | 0.436 |
| LHD1 | DSL | 15 | 2.212 |
| LHD2 | DSL | 15 | 2.022 |
| MDV | DSL | 15 | 0.318 |
| MH | DSL | 15 | 8.424 |
| OBUS | DSL | 15 | 2.439 |
| SBUS | DSL | 15 | 11.185 |
| T6 | DSL | 15 | 1.933 |
| T7 | DSL | 15 | 3.768 |
| UBUS | DSL | 15 | 12.520 |
| LDA | GAS | 15 | 0.092 |
| LDT1 | GAS | 15 | 0.194 |
| LDT2 | GAS | 15 | 0.135 |
| LHD1 | GAS | 15 | 0.206 |
| LHD2 | GAS | 15 | 0.153 |
| MCY | GAS | 15 | 1.168 |
| MDV | GAS | 15 | 0.248 |
| MH | GAS | 15 | 0.281 |
| OBUS | GAS | 15 | 0.358 |
| SBUS | GAS | 15 | 1.057 |
| T6 | GAS | 15 | 0.251 |
| T7 | GAS | 15 | 3.685 |
| UBUS | GAS | 15 | 2.039 |

**Proposed Selma Crossings Phase I 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 24 | 2 | 2 | 0 | 6.02E-03 | 3.26E-03 | 9.28E-03 | 0.00E+00 | 9.28E-03 | 8.52E-07 | 0.01 | 1.07E-07 |
| SLINEB | Truck route - Building B | 522 | 24 | 2 | 4 | 0 | 4.13E-02 | 4.48E-02 | 8.61E-02 | 0.00E+00 | 8.61E-02 | 7.91E-06 | 0.07 | 9.97E-07 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 24 | 6 | 0 | 6 | 2.83E-02 | 0.00E+00 | 2.83E-02 | 2.66E-03 | 3.09E-02 | 2.84E-06 | 0.02 | 3.58E-07 |
| SLINEFG | Truck route - Buildings F and G | 202 | 24 | 4 | 0 | 4 | 3.20E-02 | 0.00E+00 | 3.20E-02 | 3.02E-03 | 3.50E-02 | 3.21E-06 | 0.03 | 4.05E-07 |
| SLINEH | Truck route - Building H | 425 | 24 | 4 | 6 | 0 | 6.73E-02 | 5.47E-02 | 1.22E-01 | 0.00E+00 | 1.22E-01 | 1.12E-05 | 0.10 | 1.41E-06 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 24 | 4 | 0 | 4 | 2.69E-02 | 0.00E+00 | 2.69E-02 | 2.54E-03 | 2.95E-02 | 2.70E-06 | 0.02 | 3.41E-07 |
| SLINEK | Truck route - Building K | 427 | 24 | 2 | 2 | 0 | 3.38E-02 | 1.83E-02 | 5.21E-02 | 0.00E+00 | 5.21E-02 | 4.79E-06 | 0.04 | 6.04E-07 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 24 | 0 | 6 | 6 | 0.00E+00 | 1.85E-02 | 1.85E-02 | 3.22E-03 | 2.18E-02 | 2.00E-06 | 0.02 | 2.52E-07 |
| SLINENO | Truck route - Buildings N and O | 57 | 24 | 2 | 6 | 2 | 4.51E-03 | 7.34E-03 | 1.19E-02 | 4.25E-04 | 1.23E-02 | 1.13E-06 | 0.01 | 1.42E-07 |
| SLINEQ | Truck route - Building Q | 70 | 24 | 2 | 0 | 2 | 5.54E-03 | 0.00E+00 | 5.54E-03 | 5.23E-04 | 6.07E-03 | 5.57E-07 | 0.00 | 7.02E-08 |
| SLINERU | Truck route - Buildings R and U | 206 | 24 | 4 | 0 | 4 | 3.26E-02 | 0.00E+00 | 3.26E-02 | 3.08E-03 | 3.57E-02 | 3.28E-06 | 0.03 | 4.13E-07 |
| SLINET | Truck route - Building T | 434 | 24 | 4 | 4 | 0 | 6.87E-02 | 3.72E-02 | 1.06E-01 | 0.00E+00 | 1.06E-01 | 9.73E-06 | 0.09 | 1.23E-06 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 24 | 8 | 8 | 0 | 1.25E-01 | 6.75E-02 | 1.92E-01 | 0.00E+00 | 1.92E-01 | 1.76E-05 | 0.15 | 2.22E-06 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 24 | 4 | 0 | 4 | 5.69E-02 | 0.00E+00 | 5.69E-02 | 5.36E-03 | 6.22E-02 | 5.71E-06 | 0.05 | 7.20E-07 |
| **Total** | | | | **48** | **38** | **32** | **5.29E-01** | **2.52E-01** | **7.80E-01** | **2.08E-02** | **8.01E-01** | **7.35E-05** | **6.44E-01** | **9.27E-06** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.064
2-Axle MHDT (g/mi) = 0.035

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors PM10 Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (S. | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.013 |
| Fresno (S. | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.033 |
| Fresno (S. | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.018 |
| Fresno (S. | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 0.049 |
| Fresno (S. | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 0.045 |
| Fresno (S. | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.016 |
| Fresno (S. | 2024 | Annual | MH | DSL | AllMYr | 15 | 0.178 |
| Fresno (S. | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 0.043 |
| Fresno (S. | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 0.095 |
| Fresno (S. | 2024 | Annual | T6 | DSL | AllMYr | 15 | 0.035 |
| Fresno (S. | 2024 | Annual | T7 | DSL | AllMYr | 15 | 0.064 |
| Fresno (S. | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 0.339 |
| Fresno (S. | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.007 |
| Fresno (S. | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (S. | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (S. | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 0.008 |
| Fresno (S. | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 0.001 |

**Proposed Selma Crossing Phase 1 2024 - Emissions for Truck and TRU Idling**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| SLINEA | Truck route - Building A | 24 | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 24 | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 24 | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 24 | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 24 | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 24 | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 24 | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 24 | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 24 | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 24 | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 24 | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 24 | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 24 | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 24 | 4 | 0 | 4 |
| **Total** | | | **48** | **38** | **32** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.050 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.074 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 0.081 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 0.124 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.050 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 0.070 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 0.097 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 0.027 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.101 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 0.201 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 1.090 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 0.270 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.180 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.180 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 0.270 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.090 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.090 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.180 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.180 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 1.4 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.093
HHD Truck Idle Emissions (g/hr) = 0.108

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 1  2024 - Emissions for Truck and TRU Idling
PM10 Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 5.82E-07 | | | 5.82E-07 |
| STCKB | ISTCKB | 8.51E-07 | | | 8.51E-07 |
| STCKCDE | ISTCKCDE | 9.38E-07 | TRU_CDE | 3.13E-06 | 4.07E-06 |
| STCKFG | ISTCKFG | 6.25E-07 | TRU_FG | 2.09E-06 | 2.71E-06 |
| STCKH | ISTCKH | 1.43E-06 | | | 1.43E-06 |
| STCKIJ | ISTCKIJ | 6.25E-07 | TRU_IJ | 2.09E-06 | 2.71E-06 |
| STCKK | ISTCKK | 5.82E-07 | | | 5.82E-07 |
| STCKLMP | ISTCKLMP | 8.07E-07 | TRU_LMP | 3.13E-06 | 3.94E-06 |
| STCKNO | ISTCKNO | 1.12E-06 | TRU_NO | 1.04E-06 | 2.16E-06 |
| STCKQ | ISTCKQ | 3.13E-07 | TRU_Q | 1.04E-06 | 1.36E-06 |
| STCKRU | ISTCKRU | 6.25E-07 | TRU_RU | 2.09E-06 | 2.71E-06 |
| STCKT | ISTCKT | 1.16E-06 | | | 1.16E-06 |
| STCKVWXY | ISTCKVWX | 2.33E-06 | | | 2.33E-06 |
| STCKAABB | ISTCKAABB | 6.25E-07 | TRU_AABB | 2.09E-06 | 2.71E-06 |
| | | 1.26E-05 | | 1.67E-05 | 2.93E-05 |

**Selma Crossing Phase I** 2024
**PM10 Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 19859 | 0 | 19859 |
| LDT1 | 22.5% | 23.3% | 0.9 | 8744 | 79 | 8665 |
| LDT2 | 16.4% | 17.0% | 0 | 6374 | 0 | 6374 |
| MDT | 6.4% | 6.6% | 0 | 2487 | 0 | 2487 |
| Total | 96% | 100.0% | | 37464 | 79 | 37385 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.013 | 0.033 | 0.018 | 0.016 | 0.005 | 0.007 | 0.005 | 0.006 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 3.26E-01 | 0.00E+00 | 0.00E+00 | 1.28E+01 | 7.60E+00 | 4.18E+00 | 1.73E+00 | 2.67E+01 |
| 1 | grams/sec | 0.00E+00 | 3.77E-06 | 0.00E+00 | 0.00E+00 | 1.49E-04 | 8.80E-05 | 4.84E-05 | 2.00E-05 | 3.09E-04 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 0.099 | 0.242 | 0.135 | 0.121 | 0.062 | 0.082 | 0.063 | 0.066 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 4.42E-02 | 0.00E+00 | 0.00E+00 | 5.13E+00 | 2.95E+00 | 1.67E+00 | 6.86E-01 | 1.05E+01 |
| 1 | grams/sec | 0.00E+00 | 5.11E-07 | 0.00E+00 | 0.00E+00 | 5.93E-05 | 3.42E-05 | 1.93E-05 | 7.94E-06 | 1.21E-04 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 4.30E-04 | 3.84E-09 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Exhaust @ 15 mph | 0.00567186 | g/mi |
| Idling | 0.06694948 | g/hr |

Selma Crossing Phase I 2024
PM10 Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.020 | 0.09869 |
| LDT1 | DSL | 5 | 0.048 | 0.24195 |
| LDT2 | DSL | 5 | 0.027 | 0.13477 |
| LHD1 | DSL | 5 | 0.069 | |
| LHD2 | DSL | 5 | 0.065 | |
| MDV | DSL | 5 | 0.024 | 0.12057 |
| MH | DSL | 5 | 0.296 | |
| OBUS | DSL | 5 | 0.053 | |
| SBUS | DSL | 5 | 0.197 | |
| T6 | DSL | 5 | 0.042 | |
| T7 | DSL | 5 | 0.076 | |
| UBUS | DSL | 5 | 0.541 | |
| LDA | GAS | 5 | 0.012 | 0.06194 |
| LDT1 | GAS | 5 | 0.016 | 0.08174 |
| LDT2 | GAS | 5 | 0.013 | 0.06275 |
| LHD1 | GAS | 5 | 0.004 | |
| LHD2 | GAS | 5 | 0.002 | |
| MCY | GAS | 5 | 0.001 | |
| MDV | GAS | 5 | 0.013 | 0.06616 |
| MH | GAS | 5 | 0.004 | |
| OBUS | GAS | 5 | 0.002 | |
| SBUS | GAS | 5 | 0.014 | |
| T6 | GAS | 5 | 0.002 | |
| T7 | GAS | 5 | 0.001 | |
| UBUS | GAS | 5 | 0.002 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.013 |
| LDT1 | DSL | 15 | 0.033 |
| LDT2 | DSL | 15 | 0.018 |
| LHD1 | DSL | 15 | 0.049 |
| LHD2 | DSL | 15 | 0.045 |
| MDV | DSL | 15 | 0.016 |
| MH | DSL | 15 | 0.178 |
| OBUS | DSL | 15 | 0.043 |
| SBUS | DSL | 15 | 0.095 |
| T6 | DSL | 15 | 0.035 |
| T7 | DSL | 15 | 0.064 |
| UBUS | DSL | 15 | 0.339 |
| LDA | GAS | 15 | 0.005 |
| LDT1 | GAS | 15 | 0.007 |
| LDT2 | GAS | 15 | 0.005 |
| LHD1 | GAS | 15 | 0.002 |
| LHD2 | GAS | 15 | 0.001 |
| MCY | GAS | 15 | 0.000 |
| MDV | GAS | 15 | 0.006 |
| MH | GAS | 15 | 0.002 |
| OBUS | GAS | 15 | 0.001 |
| SBUS | GAS | 15 | 0.008 |
| T6 | GAS | 15 | 0.001 |
| T7 | GAS | 15 | 0.001 |
| UBUS | GAS | 15 | 0.001 |

**Proposed Selma Crossings Phase 2 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total Peak Hour (g/hr) | Peak Hour Emissions Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | |
| SLINECCOO | Truck route - Buildings CC to OO | 700 | 24 | 8 | 16 | 16 | 6.35 | 4.85 | 1.12E+01 | 1.61E+01 | 2.73E+01 | 7.59E-03 |
| SLPPRRTTUU | Truck route - Buildings PP,QQ,RR,TT, and UU | 575 | 24 | 10 | 0 | 8 | 6.52 | 0.00 | 6.52E+00 | 6.63E+00 | 1.31E+01 | 3.65E-03 |
| SLINEAUTO | Truck route - Buildings - Auto Mall | 1129 | 24 | 20 | 0 | 0 | 25.60 | 0.00 | 2.56E+01 | 0.00E+00 | 2.56E+01 | 7.11E-03 |
| SLINEHOTL | Truck route - Buildings - Hotels | 900 | 24 | 4 | 4 | 2 | 4.08 | 1.56 | 5.64E+00 | 2.59E+00 | 8.23E+00 | 2.29E-03 |
| SLINEWP | Truck route - Building - Waterpark | 1109 | 24 | 2 | 2 | 2 | 2.51 | 0.96 | 3.47E+00 | 3.20E+00 | 6.67E+00 | 1.85E-03 |
| SLINEAAA | Truck route - Building AAA | 645 | 24 | 2 | 2 | 0 | 1.46 | 0.56 | 2.02E+00 | 0.00E+00 | 2.02E+00 | 5.61E-04 |
| SLINEWW | Truck route - Building WW | 645 | 24 | 2 | 4 | 0 | 1.46 | 1.12 | 2.58E+00 | 0.00E+00 | 2.58E+00 | 7.17E-04 |
| SLINEBBBCCC | Truck route - Buildings BBB and CCC | 1165 | 24 | 4 | 8 | 0 | 5.28 | 4.04 | 9.32E+00 | 0.00E+00 | 9.32E+00 | 2.59E-03 |
| SLINEDDDEEE | Truck route - Buildings DDD and EEE | 1366 | 24 | 4 | 8 | 0 | 6.19 | 4.73 | 1.09E+01 | 0.00E+00 | 1.09E+01 | 3.03E-03 |
| **Total** | | | | **56** | **44** | **28** | **59** | **18** | **7.73E+01** | **2.86E+01** | **1.06E+02** | **2.94E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 1.824
2-Axle MHDT (g/mi) = 0.697

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 2  2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors | CO Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.164 |
| Fresno (SJV) | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.257 |
| Fresno (SJV) | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.215 |
| Fresno (SJV) | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 1.548 |
| Fresno (SJV) | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 1.460 |
| Fresno (SJV) | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.164 |
| Fresno (SJV) | 2024 | Annual | MH | DSL | AllMYr | 15 | 1.141 |
| Fresno (SJV) | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 0.989 |
| Fresno (SJV) | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 0.985 |
| Fresno (SJV) | 2024 | Annual | T6 | DSL | AllMYr | 15 | 0.697 |
| Fresno (SJV) | 2024 | Annual | T7 | DSL | AllMYr | 15 | 1.824 |
| Fresno (SJV) | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 3.923 |
| Fresno (SJV) | 2024 | Annual | LDA | GAS | AllMYr | 15 | 1.052 |
| Fresno (SJV) | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 2.124 |
| Fresno (SJV) | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 1.365 |
| Fresno (SJV) | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 1.474 |
| Fresno (SJV) | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.724 |
| Fresno (SJV) | 2024 | Annual | MCY | GAS | AllMYr | 15 | 19.445 |
| Fresno (SJV) | 2024 | Annual | MDV | GAS | AllMYr | 15 | 2.139 |
| Fresno (SJV) | 2024 | Annual | MH | GAS | AllMYr | 15 | 1.861 |
| Fresno (SJV) | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 2.374 |
| Fresno (SJV) | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 16.930 |
| Fresno (SJV) | 2024 | Annual | T6 | GAS | AllMYr | 15 | 1.849 |
| Fresno (SJV) | 2024 | Annual | T7 | GAS | AllMYr | 15 | 68.387 |
| Fresno (SJV) | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 11.895 |

**Proposed Selma Crossing Phase 2 2024 - Emissions for Truck and TRU Idling**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | 2-Axle Trucks | No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 24 | 4 | 8 | 8 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 24 | 5 | 0 | 4 |
| IAUTO | Truck idling - Buildings - Auto Mall | 24 | 10 | 0 | 0 |
| IHOT | Truck idling - Buildings - Hotels | 24 | 2 | 2 | 1 |
| IWP | Truck idling - Building - Waterpark | 24 | 1 | 1 | 1 |
| IAAA | Truck idling - Building AAA | 24 | 1 | 1 | 0 |
| IWW | Truck idling - Building WW | 24 | 1 | 2 | 0 |
| IBBBCCC | Truck idling - Building BBB | 24 | 2 | 4 | 0 |
| IDDDEEE | Truck idling - Building DDD | 24 | 2 | 4 | 0 |
| **Total** | | | **28** | **22** | **14** |

| Daily Truck Deliveries | | | | | | | | Emissions | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Source ID | User/ Location | 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/hr) |
| ***Phase 2*** | | | | | | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 0 | 4 | 8 | 0 | 4 | 8 | HV | 0.250 | 91.676 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | 5 | 0 | HV | 0.250 | 52.015 |
| IAUTO | Truck idling - Buildings - Auto Mall | 0 | 10 | 0 | 0 | 10 | 0 | HV | 0.250 | 104.030 |
| IHOT | Truck idling - Buildings - Hotels | 1 | 1 | 0 | 2 | 2 | 2 | HV | 0.250 | 33.322 |
| IWP | Truck idling - Building - Waterpark | 1 | 0 | 0 | 1 | 1 | 1 | HV | 0.250 | 16.661 |
| IAAA | Truck idling - Building AAA | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 16.661 |
| IWW | Truck idling - Building WW | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 22.919 |
| IBBBCCC | Truck idling - Buildings BBB and CCC | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 45.838 |
| IDDDEEE | Truck idling - Buildings DDD and EEE | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 45.838 |
| Total | | 6 | 22 | 8 | 14 | 28 | 22 | | | 428.961 |
| | | | | | | | | | | |
| TCCOO | TRU operation - Buildings CC to OO | 0 | 0 | 8 | 0 | --- | --- | T | 1 | 278.229 |
| TPPRRTTUU | TRU operation - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | --- | --- | T | 1 | 139.114 |
| THOT | TRU operation - Buildings - Hotels | 1 | 1 | 0 | 2 | --- | --- | T | 1 | 34.779 |
| TWP | TRU operation - Building - Waterpark | 1 | 0 | 0 | 1 | --- | --- | T | 1 | 34.779 |
| Total | | 6 | 2 | 8 | 3 | | | - | - | 486.9 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 25.03
HHD Truck Idle Emissions (g/hr) = 41.61

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 2 2024 - Emissions for Truck and TRU Idling
CO Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| STCKCC1-5 | ICCOO | 5.09E-03 | TCCOO | 1.55E-02 | 2.06E-02 |
| STCKPP1-4 | IPPRRTTUU | 3.61E-03 | TPPRRTTUU | 9.66E-03 | 1.33E-02 |
| STCKAM1-10 | IAUTO | 2.89E-03 | | | 2.89E-03 |
| STCKHOT1-2 | IHOT | 4.63E-03 | THOT | 9.66E-03 | 1.43E-02 |
| STCKWP1 | IWP | 4.63E-03 | TWP | 9.66E-03 | 1.43E-02 |
| STCKAAA1 | IAAA | 4.63E-03 | | | 4.63E-03 |
| STCKWW1 | IWW | 6.37E-03 | | | 6.37E-03 |
| STCKBBCC1-2 | IBBBCCC | 6.37E-03 | | | 6.37E-03 |
| STCKDDDEEE | IDDDEEE | 6.37E-03 | | | 6.37E-03 |

**Selma Crossing Phase 2** 2024
**CO Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 39158 | Weekday |
| Total Number of Peak Hour Trips | 4004 | Saturday |
| Trip Length | 0.329 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 2 | 106071 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 2122 | 0 | 2122 |
| LDT1 | 22.5% | 23.3% | 0.9 | 935 | 8 | 926 |
| LDT2 | 16.4% | 17.0% | 0 | 681 | 0 | 681 |
| MDT | 6.4% | 6.6% | 0 | 266 | 0 | 266 |
| Total | 96.4% | 100.0% | | 4004 | 8 | 3996 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 15 mph | 530 | 0.33 | 0.164 | 0.257 | 0.215 | 0.164 | 1.052 | 2.124 | 1.365 | 2.139 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/hr | 0.00E+00 | 7.12E-01 | 0.00E+00 | 0.00E+00 | 7.35E+02 | 6.48E+02 | 3.06E+02 | 1.87E+02 | 1.88E+03 |
| 2 | grams/sec | 0.00E+00 | 1.98E-04 | 0.00E+00 | 0.00E+00 | 2.04E-01 | 1.80E-01 | 8.51E-02 | 5.20E-02 | 5.21E-01 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 1.153 | 1.925 | 1.553 | 1.145 | 6.355 | 13.465 | 8.310 | 13.078 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/hr | 0.00E+00 | 5.44E-02 | 0.00E+00 | 0.00E+00 | 5.62E+01 | 5.20E+01 | 2.36E+01 | 1.45E+01 | 1.46E+02 |
| 2 | grams/sec | 0.00E+00 | 1.51E-05 | 0.00E+00 | 0.00E+00 | 1.56E-02 | 1.44E-02 | 6.55E-03 | 4.02E-03 | 4.06E-02 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 2 | 106071 | 5.62E-01 | 5.30E-06 |

Composite Emission Factors

| | | |
|---|---|---|
| Running Emissions @ 15 mph | 1.426 | g/mi |
| Idling | 8.784 | g/hr |

Selma Crossing Phase 2 2024
CO Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) | CO_Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.231 | 1.153 |
| LDT1 | DSL | 5 | 0.385 | 1.925 |
| LDT2 | DSL | 5 | 0.311 | 1.553 |
| MDV | DSL | 5 | 0.229 | 1.145 |
| LDA | GAS | 5 | 1.271 | 6.355 |
| LDT1 | GAS | 5 | 2.693 | 13.465 |
| LDT2 | GAS | 5 | 1.662 | 8.310 |
| MDV | GAS | 5 | 2.616 | 13.078 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by
multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.164 |
| LDT1 | DSL | 15 | 0.257 |
| LDT2 | DSL | 15 | 0.215 |
| MDV | DSL | 15 | 0.164 |
| LDA | GAS | 15 | 1.052 |
| LDT1 | GAS | 15 | 2.124 |
| LDT2 | GAS | 15 | 1.365 |
| MDV | GAS | 15 | 2.139 |

**Proposed Selma Crossings Phase 2 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total Peak Hour (g/hr) | Peak Hour Emissions Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | |
| SLINECCOO | Truck route - Buildings CC to OO | 700 | 24 | 8 | 16 | 16 | 13.11 | 13.46 | 2.66E+01 | 1.13E+01 | 3.79E+01 | 1.05E-02 |
| SLPPRRTTUU | Truck route - Buildings PP,QQ,RR,TT, and UU | 575 | 24 | 10 | 0 | 8 | 13.46 | 0.00 | 1.35E+01 | 4.64E+00 | 1.81E+01 | 5.03E-03 |
| SLINEAUTO | Truck route - Buildings - Auto Mall | 1129 | 24 | 20 | 0 | 0 | 52.87 | 0.00 | 5.29E+01 | 0.00E+00 | 5.29E+01 | 1.47E-02 |
| SLINEHOTL | Truck route - Buildings - Hotels | 900 | 24 | 4 | 4 | 2 | 8.43 | 4.33 | 1.28E+01 | 1.81E+00 | 1.46E+01 | 4.05E-03 |
| SLINEWP | Truck route - Building - Waterpark | 1109 | 24 | 2 | 2 | 2 | 5.19 | 2.66 | 7.86E+00 | 2.24E+00 | 1.01E+01 | 2.80E-03 |
| SLINEAAA | Truck route - Building AAA | 645 | 24 | 2 | 2 | 0 | 3.02 | 1.55 | 4.57E+00 | 0.00E+00 | 4.57E+00 | 1.27E-03 |
| SLINEWW | Truck route - Building WW | 645 | 24 | 2 | 4 | 0 | 3.02 | 3.10 | 6.12E+00 | 0.00E+00 | 6.12E+00 | 1.70E-03 |
| SLINEBBBCCC | Truck route - Buildings BBB and CCC | 1165 | 24 | 4 | 8 | 0 | 10.91 | 11.20 | 2.21E+01 | 0.00E+00 | 2.21E+01 | 6.14E-03 |
| SLINEDDDEEE | Truck route - Buildings DDD and EEE | 1366 | 24 | 4 | 8 | 0 | 12.79 | 13.13 | 2.59E+01 | 0.00E+00 | 2.59E+01 | 7.20E-03 |
| **Total** | | | | **56** | **44** | **28** | **123** | **49** | **1.72E+02** | **2.00E+01** | **1.92E+02** | **5.34E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 3.768
2-Axle MHDT (g/mi) = 1.933

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 24.3
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.7
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 2 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors NOx Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.337 |
| Fresno (SJV) | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.413 |
| Fresno (SJV) | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.436 |
| Fresno (SJV) | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 2.212 |
| Fresno (SJV) | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 2.022 |
| Fresno (SJV) | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.318 |
| Fresno (SJV) | 2024 | Annual | MH | DSL | AllMYr | 15 | 8.424 |
| Fresno (SJV) | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 2.439 |
| Fresno (SJV) | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 11.185 |
| Fresno (SJV) | 2024 | Annual | T6 | DSL | AllMYr | 15 | 1.933 |
| Fresno (SJV) | 2024 | Annual | T7 | DSL | AllMYr | 15 | 3.768 |
| Fresno (SJV) | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 12.520 |
| Fresno (SJV) | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.092 |
| Fresno (SJV) | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.194 |
| Fresno (SJV) | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.135 |
| Fresno (SJV) | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.206 |
| Fresno (SJV) | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.153 |
| Fresno (SJV) | 2024 | Annual | MCY | GAS | AllMYr | 15 | 1.168 |
| Fresno (SJV) | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.248 |
| Fresno (SJV) | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.281 |
| Fresno (SJV) | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.358 |
| Fresno (SJV) | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 1.057 |
| Fresno (SJV) | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.251 |
| Fresno (SJV) | 2024 | Annual | T7 | GAS | AllMYr | 15 | 3.685 |
| Fresno (SJV) | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 2.039 |

**Proposed Selma Crossing Phase 2 2024 - Emissions for Truck and TRU Idling**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | Average Daily 2-Axle Trucks | Average Daily No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 24 | 4 | 8 | 8 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 24 | 5 | 0 | 4 |
| IAUTO | Truck idling - Buildings - Auto Mall | 24 | 10 | 0 | 0 |
| IHOT | Truck idling - Buildings - Hotels | 24 | 2 | 2 | 1 |
| IWP | Truck idling - Building - Waterpark | 24 | 1 | 1 | 1 |
| IAAA | Truck idling - Building AAA | 24 | 1 | 1 | 0 |
| IWW | Truck idling - Building WW | 24 | 1 | 2 | 0 |
| IBBBCCC | Truck idling - Building BBB | 24 | 2 | 4 | 0 |
| IDDDEEE | Truck idling - Building DDD | 24 | 2 | 4 | 0 |
| **Total** | | | **28** | **22** | **14** |

| | | Daily Truck Deliveries | | | | | | Emissions | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Source ID | User/ Location | 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emissions (g/hr) |
| ***Phase 2*** | | | | | | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 0 | 4 | 8 | 0 | 4 | 8 | HV | 0.250 | 118.766 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | 5 | 0 | HV | 0.250 | 48.303 |
| IAUTO | Truck idling - Buildings - Auto Mall | 0 | 10 | 0 | 0 | 10 | 0 | HV | 0.250 | 96.605 |
| IHOT | Truck idling - Buildings - Hotels | 1 | 1 | 0 | 2 | 2 | 2 | HV | 0.250 | 39.352 |
| IWP | Truck idling - Building - Waterpark | 1 | 0 | 0 | 1 | 1 | 1 | HV | 0.250 | 19.676 |
| IAAA | Truck idling - Building AAA | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 19.676 |
| IWW | Truck idling - Building WW | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 29.692 |
| IBBBCCC | Truck idling - Buildings BBB and CCC | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 59.383 |
| IDDDEEE | Truck idling - Buildings DDD and EEE | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 59.383 |
| Total | | 6 | 22 | 8 | 14 | 28 | 22 | | | 490.835 |
| | | | | | | | | | | |
| TCCOO | TRU operation - Buildings CC to OO | 0 | 0 | 8 | 0 | --- | --- | T | 1 | 194.616 |
| TPPRRTTUU | TRU operation - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | --- | --- | T | 1 | 97.308 |
| THOT | TRU operation - Buildings - Hotels | 1 | 1 | 0 | 2 | --- | --- | T | 1 | 24.327 |
| TWP | TRU operation - Building - Waterpark | 1 | 0 | 0 | 1 | --- | --- | T | 1 | 24.327 |
| Total | | 6 | 2 | 8 | 3 | | | - | - | 340.6 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 24.3
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.7
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 40.062
HHD Truck Idle Emissions (g/hr) = 38.642

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 2 2024 - Emissions for Truck and TRU Idling
NOx Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| STCKCC1-5 | ICCOO | 6.60E-03 | TCCOO | 1.08E-02 | 1.74E-02 |
| STCKPP1-4 | IPPRRTTUU | 3.35E-03 | TPPRRTTUU | 6.76E-03 | 1.01E-02 |
| STCKAM1-10 | IAUTO | 2.68E-03 | | | 2.68E-03 |
| STCKHOT1-2 | IHOT | 5.47E-03 | THOT | 6.76E-03 | 1.22E-02 |
| STCKWP1 | IWP | 5.47E-03 | TWP | 6.76E-03 | 1.22E-02 |
| STCKAAA1 | IAAA | 5.47E-03 | | | 5.47E-03 |
| STCKWW1 | IWW | 8.25E-03 | | | 8.25E-03 |
| STCKBBCC1-2 | IBBBCCC | 8.25E-03 | | | 8.25E-03 |
| STCKDDDEEE1-2 | IDDDEEE | 8.25E-03 | | | 8.25E-03 |

**Selma Crossing Phase 2** 2024
**NOx Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 39158 | Weekday |
| Total Number of Peak Hour Trips | 4004 | Saturday |
| Trip Length | 0.329 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 2 | 106071 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 2122 | 0 | 2122 |
| LDT1 | 22.5% | 23.3% | 0.9 | 935 | 8 | 926 |
| LDT2 | 16.4% | 17.0% | 0 | 681 | 0 | 681 |
| MDT | 6.4% | 6.6% | 0 | 266 | 0 | 266 |
| Total | 96.4% | 100.0% | | 4004 | 8 | 3996 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 15 mph | 530 | 0.33 | 0.337 | 0.413 | 0.436 | 0.318 | 0.092 | 0.194 | 0.135 | 0.248 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/hr | 0.00E+00 | 1.14E+00 | 0.00E+00 | 0.00E+00 | 6.40E+01 | 5.93E+01 | 3.03E+01 | 2.17E+01 | 1.76E+02 |
| 2 | grams/sec | 0.00E+00 | 3.18E-04 | 0.00E+00 | 0.00E+00 | 1.78E-02 | 1.65E-02 | 8.41E-03 | 6.03E-03 | 4.90E-02 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 2.010 | 2.477 | 2.620 | 1.878 | 0.602 | 1.334 | 0.896 | 1.671 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/hr | 0.00E+00 | 9.18E-02 | 0.00E+00 | 0.00E+00 | 5.32E+00 | 5.15E+00 | 2.54E+00 | 1.85E+00 | 1.50E+01 |
| 2 | grams/sec | 0.00E+00 | 2.55E-05 | 0.00E+00 | 0.00E+00 | 1.48E-03 | 1.43E-03 | 7.07E-04 | 5.14E-04 | 4.16E-03 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 2 | 106071 | 5.32E-02 | 5.01E-07 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Emissions @ 15 mph | 0.133 | g/mi |
| | 0.893 | g/hr |

Selma Crossing Phase 2 2024
NOx Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | NOX_RUNEX (gms/mile) | Nox_Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.402 | 2.010 |
| LDT1 | DSL | 5 | 0.495 | 2.477 |
| LDT2 | DSL | 5 | 0.524 | 2.620 |
| LHD1 | DSL | 5 | 2.887 | |
| LHD2 | DSL | 5 | 2.638 | |
| MDV | DSL | 5 | 0.376 | 1.878 |
| MH | DSL | 5 | 13.701 | |
| OBUS | DSL | 5 | 4.465 | |
| SBUS | DSL | 5 | 23.306 | |
| T6 | DSL | 5 | 3.438 | |
| T7 | DSL | 5 | 6.677 | |
| UBUS | DSL | 5 | 18.367 | |
| LDA | GAS | 5 | 0.120 | 0.602 |
| LDT1 | GAS | 5 | 0.267 | 1.334 |
| LDT2 | GAS | 5 | 0.179 | 0.896 |
| LHD1 | GAS | 5 | 0.192 | |
| LHD2 | GAS | 5 | 0.143 | |
| MCY | GAS | 5 | 1.243 | |
| MDV | GAS | 5 | 0.334 | 1.671 |
| MH | GAS | 5 | 0.263 | |
| OBUS | GAS | 5 | 0.335 | |
| SBUS | GAS | 5 | 0.987 | |
| T6 | GAS | 5 | 0.234 | |
| T7 | GAS | 5 | 3.450 | |
| UBUS | GAS | 5 | 1.895 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi) at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.337 |
| LDT1 | DSL | 15 | 0.413 |
| LDT2 | DSL | 15 | 0.436 |
| LHD1 | DSL | 15 | 2.212 |
| LHD2 | DSL | 15 | 2.022 |
| MDV | DSL | 15 | 0.318 |
| MH | DSL | 15 | 8.424 |
| OBUS | DSL | 15 | 2.439 |
| SBUS | DSL | 15 | 11.185 |
| T6 | DSL | 15 | 1.933 |
| T7 | DSL | 15 | 3.768 |
| UBUS | DSL | 15 | 12.520 |
| LDA | GAS | 15 | 0.092 |
| LDT1 | GAS | 15 | 0.194 |
| LDT2 | GAS | 15 | 0.135 |
| LHD1 | GAS | 15 | 0.206 |
| LHD2 | GAS | 15 | 0.153 |
| MCY | GAS | 15 | 1.168 |
| MDV | GAS | 15 | 0.248 |
| MH | GAS | 15 | 0.281 |
| OBUS | GAS | 15 | 0.358 |
| SBUS | GAS | 15 | 1.057 |
| T6 | GAS | 15 | 0.251 |
| T7 | GAS | 15 | 3.685 |
| UBUS | GAS | 15 | 2.039 |

**Proposed Selma Crossings Phase 2 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINECCOO | Truck route - Buildings CC to OO | 700 | 24 | 8 | 16 | 16 | 2.22E-01 | 2.40E-01 | 4.62E-01 | 4.18E-02 | 5.04E-01 | 4.62E-05 | 0.41 | 5.83E-06 |
| SLPPRRTTUU | Truck route - Buildings PP,QQ,RR,TT, and UU | 456 | 24 | 10 | 0 | 8 | 1.81E-01 | 0.00E+00 | 1.81E-01 | 1.36E-02 | 1.94E-01 | 1.78E-05 | 0.16 | 2.25E-06 |
| SLINEAUTO | Truck route - Buildings - Auto Mall | 931 | 24 | 20 | 0 | 0 | 7.37E-01 | 0.00E+00 | 7.37E-01 | 0.00E+00 | 7.37E-01 | 6.77E-05 | 0.59 | 8.53E-06 |
| SLINEHOTL | Truck route - Buildings - Hotels | 900 | 24 | 4 | 4 | 2 | 1.43E-01 | 7.72E-02 | 2.20E-01 | 6.72E-03 | 2.27E-01 | 2.08E-05 | 0.18 | 2.62E-06 |
| SLINEWP | Truck route - Building - Waterpark | 1109 | 24 | 2 | 2 | 2 | 8.78E-02 | 4.76E-02 | 1.35E-01 | 8.28E-03 | 1.44E-01 | 1.32E-05 | 0.12 | 1.66E-06 |
| SLINEAAA | Truck route - Building AAA | 645 | 24 | 2 | 2 | 0 | 5.11E-02 | 2.77E-02 | 7.88E-02 | 0.00E+00 | 7.88E-02 | 7.23E-06 | 0.06 | 9.12E-07 |
| SLINEWW | Truck route - Building WW | 645 | 24 | 2 | 4 | 0 | 5.11E-02 | 5.54E-02 | 1.06E-01 | 0.00E+00 | 1.06E-01 | 9.77E-06 | 0.09 | 1.23E-06 |
| SLINEBBBCCC | Truck route - Buildings BBB and CCC | 1165 | 24 | 4 | 8 | 0 | 1.85E-01 | 2.00E-01 | 3.85E-01 | 0.00E+00 | 3.85E-01 | 3.53E-05 | 0.31 | 4.45E-06 |
| SLINEDDDEEE | Truck route - Buildings DDD and EEE | 1366 | 24 | 4 | 8 | 0 | 2.16E-01 | 2.34E-01 | 4.51E-01 | 0.00E+00 | 4.51E-01 | 4.14E-05 | 0.36 | 5.22E-06 |
| **Total** | | | | **56** | **44** | **28** | **1.87E+00** | **8.83E-01** | **2.76E+00** | **7.04E-02** | **2.83E+00** | **2.59E-04** | **2.27E+00** | **3.27E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.064
2-Axle MHDT (g/mi) = 0.035

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 2  2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors PM10 Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.013 |
| Fresno (SJV) | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.033 |
| Fresno (SJV) | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.018 |
| Fresno (SJV) | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 0.049 |
| Fresno (SJV) | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 0.045 |
| Fresno (SJV) | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.016 |
| Fresno (SJV) | 2024 | Annual | MH | DSL | AllMYr | 15 | 0.178 |
| Fresno (SJV) | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 0.043 |
| Fresno (SJV) | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 0.095 |
| Fresno (SJV) | 2024 | Annual | T6 | DSL | AllMYr | 15 | 0.035 |
| Fresno (SJV) | 2024 | Annual | T7 | DSL | AllMYr | 15 | 0.064 |
| Fresno (SJV) | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 0.339 |
| Fresno (SJV) | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.007 |
| Fresno (SJV) | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2024 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (SJV) | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (SJV) | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 0.008 |
| Fresno (SJV) | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2024 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 0.001 |

**Proposed Selma Crossing Phase 2 2024 - Emissions for Truck and TRU Idling**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | 2-Axle Trucks | No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 24 | 4 | 8 | 8 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 24 | 5 | 0 | 4 |
| IAUTO | Truck idling - Buildings - Auto Mall | 24 | 10 | 0 | 0 |
| IHOT | Truck idling - Buildings - Hotels | 24 | 2 | 2 | 1 |
| IWP | Truck idling - Building - Waterpark | 24 | 1 | 1 | 1 |
| IAAA | Truck idling - Building AAA | 24 | 1 | 1 | 0 |
| IWW | Truck idling - Building WW | 24 | 1 | 2 | 0 |
| IBBBCCC | Truck idling - Building BBB | 24 | 2 | 4 | 0 |
| IDDDEEE | Truck idling - Building DDD | 24 | 2 | 4 | 0 |
| **Total** | | | **28** | **22** | **14** |

| Daily Truck Deliveries | | | | | | | | Emissions | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Source ID | User/ Location | 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) |
| ***Phase 2*** | | | | | | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 0 | 4 | 8 | 0 | 4 | 8 | HV | 0.250 | 0.294 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | 5 | 0 | HV | 0.250 | 0.135 |
| IAUTO | Truck idling - Buildings - Auto Mall | 0 | 10 | 0 | 0 | 10 | 0 | HV | 0.250 | 0.270 |
| IHOT | Truck idling - Buildings - Hotels | 1 | 1 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.101 |
| IWP | Truck idling - Building - Waterpark | 1 | 0 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.050 |
| IAAA | Truck idling - Building AAA | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.050 |
| IWW | Truck idling - Building WW | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.074 |
| IBBBCCC | Truck idling - Buildings BBB and CCC | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 0.147 |
| IDDDEEE | Truck idling - Buildings DDD and EEE | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 0.147 |
| Total | | 6 | 22 | 8 | 14 | 28 | 22 | | | 1.268 |
| | | | | | | | | | | |
| TCCOO | TRU operation - Buildings CC to OO | 0 | 0 | 8 | 0 | --- | --- | T | 1 | 0.721 |
| TPPRRTTUU | TRU operation - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | --- | --- | T | 1 | 0.360 |
| THOT | TRU operation - Buildings - Hotels | 1 | 1 | 0 | 2 | --- | --- | T | 1 | 0.090 |
| TWP | TRU operation - Building - Waterpark | 1 | 0 | 0 | 1 | --- | --- | T | 1 | 0.090 |
| Total | | 6 | 2 | 8 | 3 | | | - | - | 1.3 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.093
HHD Truck Idle Emissions (g/hr) = 0.108

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 2 2024 - Emissions for Truck and TRU Idling
PM10 Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| STCKCC1-5 | ICCOO | 6.81E-07 | TCCOO | 1.67E-06 | 2.35E-06 |
| STCKPP1-4 | IPPRRTTUU | 3.91E-07 | TPPRRTTUU | 1.04E-06 | 1.43E-06 |
| STCKAM1-10 | IAUTO | 3.13E-07 | | | 3.13E-07 |
| STCKHOT1-2 | IHOT | 5.82E-07 | THOT | 1.04E-06 | 1.62E-06 |
| STCKWP1 | IWP | 5.82E-07 | TWP | 1.04E-06 | 1.62E-06 |
| STCKAAA1 | IAAA | 5.82E-07 | | | 5.82E-07 |
| STCKWW1 | IWW | 8.51E-07 | | | 8.51E-07 |
| BBCC1-2 | IBBBCCC | 8.51E-07 | | | 8.51E-07 |
| DDDEEE | IDDDEEE | 8.51E-07 | | | 8.51E-07 |

**Selma Crossing Phase 2** 2024
**PM10 Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 39158 | Weekday |
| Total Number of Peak Hour Trips | 4004 | Saturday |
| Trip Length | 0.329 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 2 | 106071 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 20757 | 0 | 20757 |
| LDT1 | 22.5% | 23.3% | 0.9 | 9140 | 82 | 9057 |
| LDT2 | 16.4% | 17.0% | 0 | 6662 | 0 | 6662 |
| MDT | 6.4% | 6.6% | 0 | 2600 | 0 | 2600 |
| Total | 96.4% | 100.0% | | 39158 | 82 | 39076 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 15 mph | 530 | 0.33 | 0.013 | 0.033 | 0.018 | 0.016 | 0.005 | 0.007 | 0.005 | 0.006 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/day | 0.00E+00 | 9.03E-01 | 0.00E+00 | 0.00E+00 | 3.55E+01 | 2.11E+01 | 1.16E+01 | 4.79E+00 | 7.39E+01 |
| 2 | grams/sec | 0.00E+00 | 1.04E-05 | 0.00E+00 | 0.00E+00 | 4.11E-04 | 2.44E-04 | 1.34E-04 | 5.55E-05 | 8.55E-04 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 0.099 | 0.242 | 0.135 | 0.121 | 0.062 | 0.082 | 0.063 | 0.066 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 2 | grams/day | 0.00E+00 | 4.62E-02 | 0.00E+00 | 0.00E+00 | 5.36E+00 | 3.08E+00 | 1.74E+00 | 7.17E-01 | 1.09E+01 |
| 2 | grams/sec | 0.00E+00 | 5.35E-07 | 0.00E+00 | 0.00E+00 | 6.20E-05 | 3.57E-05 | 2.02E-05 | 8.29E-06 | 1.27E-04 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 2 | 106071 | 9.82E-04 | 9.26E-09 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Exhaust @ 15 mph | 0.0057 | g/mi |
| Idling | 0.0669 | g/hr |

Selma Crossing Phase 2 2024
PM10 Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.020 | 0.099 |
| LDT1 | DSL | 5 | 0.048 | 0.242 |
| LDT2 | DSL | 5 | 0.027 | 0.135 |
| LHD1 | DSL | 5 | 0.069 | |
| LHD2 | DSL | 5 | 0.065 | |
| MDV | DSL | 5 | 0.024 | 0.121 |
| MH | DSL | 5 | 0.296 | |
| OBUS | DSL | 5 | 0.053 | |
| SBUS | DSL | 5 | 0.197 | |
| T6 | DSL | 5 | 0.042 | |
| T7 | DSL | 5 | 0.076 | |
| UBUS | DSL | 5 | 0.541 | |
| LDA | GAS | 5 | 0.012 | 0.062 |
| LDT1 | GAS | 5 | 0.016 | 0.082 |
| LDT2 | GAS | 5 | 0.013 | 0.063 |
| LHD1 | GAS | 5 | 0.004 | |
| LHD2 | GAS | 5 | 0.002 | |
| MCY | GAS | 5 | 0.001 | |
| MDV | GAS | 5 | 0.013 | 0.066 |
| MH | GAS | 5 | 0.004 | |
| OBUS | GAS | 5 | 0.002 | |
| SBUS | GAS | 5 | 0.014 | |
| T6 | GAS | 5 | 0.002 | |
| T7 | GAS | 5 | 0.001 | |
| UBUS | GAS | 5 | 0.002 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi) at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.013 |
| LDT1 | DSL | 15 | 0.033 |
| LDT2 | DSL | 15 | 0.018 |
| LHD1 | DSL | 15 | 0.049 |
| LHD2 | DSL | 15 | 0.045 |
| MDV | DSL | 15 | 0.016 |
| MH | DSL | 15 | 0.178 |
| OBUS | DSL | 15 | 0.043 |
| SBUS | DSL | 15 | 0.095 |
| T6 | DSL | 15 | 0.035 |
| T7 | DSL | 15 | 0.064 |
| UBUS | DSL | 15 | 0.339 |
| LDA | GAS | 15 | 0.005 |
| LDT1 | GAS | 15 | 0.007 |
| LDT2 | GAS | 15 | 0.005 |
| LHD1 | GAS | 15 | 0.002 |
| LHD2 | GAS | 15 | 0.001 |
| MCY | GAS | 15 | 0.000 |
| MDV | GAS | 15 | 0.006 |
| MH | GAS | 15 | 0.002 |
| OBUS | GAS | 15 | 0.001 |
| SBUS | GAS | 15 | 0.008 |
| T6 | GAS | 15 | 0.001 |
| T7 | GAS | 15 | 0.001 |
| UBUS | GAS | 15 | 0.001 |

**Proposed Selma Crossings Phase 3 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total Peak Hour (g/hr) | Peak Hour Emissions Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | |
| DDDDHHHH | Travel route- Buildings DDDD,EEEE,GGGG,HHHH | 871 | 24 | 8 | 0 | 0 | 7.90 | 0.00 | 7.90E+00 | 0.00E+00 | 7.90E+00 | 2.19E-03 |
| CCCCFFFF | Travel route - Buildings CCCC and FFFF | 1158 | 24 | 4 | 0 | 0 | 5.25 | 0.00 | 5.25E+00 | 0.00E+00 | 5.25E+00 | 1.46E-03 |
| WWWAAAA | Travel route - Buildings WWW,XXX,YYY,AAAA | 1491 | 24 | 4 | 6 | 0 | 6.76 | 3.87 | 1.06E+01 | 0.00E+00 | 1.06E+01 | 2.95E-03 |
| SSSUUU | Travel route - Buildings SSS, TTT, aand UUU | 1600 | 24 | 2 | 6 | 0 | 3.63 | 4.16 | 7.78E+00 | 0.00E+00 | 7.78E+00 | 2.16E-03 |
| **Total** | | | | **18** | **12** | **0** | **24** | **8** | **3.16E+01** | **0.00E+00** | **3.16E+01** | **8.77E-03** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 1.824
2-Axle MHDT (g/mi) = 0.697

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 3 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors CO Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.164 |
| Fresno (SJV) | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.257 |
| Fresno (SJV) | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.215 |
| Fresno (SJV) | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 1.548 |
| Fresno (SJV) | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 1.460 |
| Fresno (SJV) | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.164 |
| Fresno (SJV) | 2024 | Annual | MH | DSL | AllMYr | 15 | 1.141 |
| Fresno (SJV) | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 0.989 |
| Fresno (SJV) | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 0.985 |
| Fresno (SJV) | 2024 | Annual | T6 | DSL | AllMYr | 15 | 0.697 |
| Fresno (SJV) | 2024 | Annual | T7 | DSL | AllMYr | 15 | 1.824 |
| Fresno (SJV) | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 3.923 |
| Fresno (SJV) | 2024 | Annual | LDA | GAS | AllMYr | 15 | 1.052 |
| Fresno (SJV) | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 2.124 |
| Fresno (SJV) | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 1.365 |
| Fresno (SJV) | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 1.474 |
| Fresno (SJV) | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.724 |
| Fresno (SJV) | 2024 | Annual | MCY | GAS | AllMYr | 15 | 19.445 |
| Fresno (SJV) | 2024 | Annual | MDV | GAS | AllMYr | 15 | 2.139 |
| Fresno (SJV) | 2024 | Annual | MH | GAS | AllMYr | 15 | 1.861 |
| Fresno (SJV) | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 2.374 |
| Fresno (SJV) | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 16.930 |
| Fresno (SJV) | 2024 | Annual | T6 | GAS | AllMYr | 15 | 1.849 |
| Fresno (SJV) | 2024 | Annual | T7 | GAS | AllMYr | 15 | 68.387 |
| Fresno (SJV) | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 11.895 |

**Proposed Selma Crossing Phase 3 2024 - Emissions for Truck and TRU Idling**
**CO Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | 2-Axle Trucks | No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| DDDDHHHH | Travel route- Buildings DDDD,EEEE,GGGG,HHHH | 24 | 8 | 0 | 0 |
| CCCCFFFF | Travel route - Buildings CCCC and FFFF | 24 | 4 | 0 | 0 |
| WWWAAAA | Travel route - Buildings WWW,XXX,YYY,AAAA | 24 | 4 | 6 | 0 |
| SSSUUU | Travel route - Buildings SSS, TTT, aand UUU | 24 | 2 | 6 | 0 |
| | | 24 | 0 | 0 | 0 |
| **Total** | | | **18** | **12** | **0** |

| Daily Truck Deliveries | | | | | | | | Emissions | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Source ID** | **User/ Location** | **4+ Axle w/TRU*** | **4+ Axle w/o TRU** | **2-Axle w/TRU** | **2 Axle w/o TRU** | **Total 4-Axle** | **Total 2-Axle** | **Type Truck (HV) or TRU (T)** | **Oper. Time per Event (hour)** | **Emissions (g/hr)** |
| ***Phase 3*** | | | | | | | | | | |
| IDDDDHHHH | Travel idling- Buildings DDDD,EEEE,GGGG,HHHH | 0 | 4 | 0 | 0 | 4 | 0 | HV | 0.250 | 41.612 |
| ICCCCFFFF | Travel idling - Buildings CCCC and FFFF | 0 | 2 | 0 | 0 | 2 | 0 | HV | 0.250 | 20.806 |
| IWWWAAAA | Travel idling - Buildings WWW,XXX,YYY,AAAA | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 39.580 |
| ISSSUUU | Travel idling - Buildings SSS, TTT, aand UUU | 0 | 1 | 0 | 3 | 1 | 3 | HV | 0.250 | 29.177 |
| Total | | 0 | 9 | 0 | 6 | 9 | 6 | | | 131.175 |
| | | | | | | | | | | |
| | No TRUs assumed in this Phase | | | | | | | | | |
| | | | | | | | | | | |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 34.8
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 3.86
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 25.03
HHD Truck Idle Emissions (g/hr) = 41.61

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 3 2024 - Emissions for Truck and TRU Idling
CO Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| IDDDDHHHH1-4 | IDDDDHHHH | 2.89E-03 | TCCOO | 0.00E+00 | 2.89E-03 |
| ICCCCFFFF1-2 | ICCCCFFFF | 2.89E-03 | TPPRRTTUU | 0.00E+00 | 2.89E-03 |
| IWWWAAAA1-4 | IWWWAAAA | 2.75E-03 | | | 2.75E-03 |
| ISSSUUU1-3 | ISSSUUU | 2.70E-03 | THOT | 0.00E+00 | 2.70E-03 |

**Selma Crossing Phase 3** 2024
**CO Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 27694 | Saturday |
| Total Number of Peak Hour Trips | 2733 | Saturday |
| Trip Length | 0.239 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 3 | 87225 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Peak Hour Parking Lot Trips | Peak Hour Diesel Trips | Peak Hour Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 1449 | 0 | 1449 |
| LDT1 | 22.5% | 23.3% | 0.9 | 638 | 6 | 632 |
| LDT2 | 16.4% | 17.0% | 0 | 465 | 0 | 465 |
| MDT | 6.4% | 6.6% | 0 | 181 | 0 | 181 |
| Total | 96.4% | 100.0% | | 2733 | 6 | 2727 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 15 mph | 530 | 0.33 | 0.164 | 0.257 | 0.215 | 0.164 | 1.052 | 2.124 | 1.365 | 2.139 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | grams/hr | 0.00E+00 | 4.86E-01 | 0.00E+00 | 0.00E+00 | 5.02E+02 | 4.42E+02 | 2.09E+02 | 1.28E+02 | 1.28E+03 |
| 3 | grams/sec | 0.00E+00 | 1.35E-04 | 0.00E+00 | 0.00E+00 | 1.39E-01 | 1.23E-01 | 5.81E-02 | 3.55E-02 | 3.56E-01 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 1.153 | 1.925 | 1.553 | 1.145 | 6.355 | 13.465 | 8.310 | 13.078 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | grams/hr | 0.00E+00 | 3.71E-02 | 0.00E+00 | 0.00E+00 | 3.84E+01 | 3.55E+01 | 1.61E+01 | 9.89E+00 | 9.99E+01 |
| 3 | grams/sec | 0.00E+00 | 1.03E-05 | 0.00E+00 | 0.00E+00 | 1.07E-02 | 9.85E-03 | 4.47E-03 | 2.75E-03 | 2.77E-02 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 3 | 87225 | 3.84E-01 | 4.40E-06 |

**Composite Emission Factor**

| | | |
|---|---|---|
| Running Emissions @ 15 mph | 1.4263 | g/mi |
| Idling | 8.7837 | g/hr |

Selma Crossing Phase 3 2024
CO Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) | CO_Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.231 | 1.153 |
| LDT1 | DSL | 5 | 0.385 | 1.925 |
| LDT2 | DSL | 5 | 0.311 | 1.553 |
| LHD1 | DSL | 5 | 2.658 | |
| LHD2 | DSL | 5 | 2.506 | |
| MDV | DSL | 5 | 0.229 | 1.145 |
| MH | DSL | 5 | 2.206 | |
| OBUS | DSL | 5 | 2.925 | |
| SBUS | DSL | 5 | 2.359 | |
| T6 | DSL | 5 | 1.926 | |
| T7 | DSL | 5 | 5.045 | |
| UBUS | DSL | 5 | 7.681 | |
| LDA | GAS | 5 | 1.271 | 6.355 |
| LDT1 | GAS | 5 | 2.693 | 13.465 |
| LDT2 | GAS | 5 | 1.662 | 8.310 |
| LHD1 | GAS | 5 | 2.655 | |
| LHD2 | GAS | 5 | 1.305 | |
| MCY | GAS | 5 | 24.465 | |
| MDV | GAS | 5 | 2.616 | 13.078 |
| MH | GAS | 5 | 3.348 | |
| OBUS | GAS | 5 | 4.273 | |
| SBUS | GAS | 5 | 30.478 | |
| T6 | GAS | 5 | 3.326 | |
| T7 | GAS | 5 | 123.022 | |
| UBUS | GAS | 5 | 21.472 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by
multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | CO_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.164 |
| LDT1 | DSL | 15 | 0.257 |
| LDT2 | DSL | 15 | 0.215 |
| LHD1 | DSL | 15 | 1.548 |
| LHD2 | DSL | 15 | 1.460 |
| MDV | DSL | 15 | 0.164 |
| MH | DSL | 15 | 1.141 |
| OBUS | DSL | 15 | 0.989 |
| SBUS | DSL | 15 | 0.985 |
| T6 | DSL | 15 | 0.697 |
| T7 | DSL | 15 | 1.824 |
| UBUS | DSL | 15 | 3.923 |
| LDA | GAS | 15 | 1.052 |
| LDT1 | GAS | 15 | 2.124 |
| LDT2 | GAS | 15 | 1.365 |
| LHD1 | GAS | 15 | 1.474 |
| LHD2 | GAS | 15 | 0.724 |
| MCY | GAS | 15 | 19.445 |
| MDV | GAS | 15 | 2.139 |
| MH | GAS | 15 | 1.861 |
| OBUS | GAS | 15 | 2.374 |
| SBUS | GAS | 15 | 16.930 |
| T6 | GAS | 15 | 1.849 |
| T7 | GAS | 15 | 68.387 |
| UBUS | GAS | 15 | 11.895 |

**Proposed Selma Crossings Phase 3 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Peak Hour 4-Axle Truck Trips | Peak Hour 2-Axle Truck Trips | Peak Hour No. TRU Trips | Peak Hour Emissions 4-Axle Emissions (g/hr) | Peak Hour Emissions 2-Axle Emissions (g/hr) | Peak Hour Emissions Total Trucks (g/hr) | Peak Hour Emissions TRUs (g/hr) | Peak Hour Emissions Total Peak Hour (g/hr) | Peak Hour Emissions Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | |
| DDDDHHHH | Travel route- Buildings DDDD,EEEE,GGGG,HHHH | 871 | 24 | 8 | 0 | 0 | 16.31 | 0.00 | 1.63E+01 | 0.00E+00 | 1.63E+01 | 4.53E-03 |
| CCCCFFFF | Travel route - Buildings CCCC and FFFF | 1158 | 24 | 4 | 0 | 0 | 10.84 | 0.00 | 1.08E+01 | 0.00E+00 | 1.08E+01 | 3.01E-03 |
| WWWAAAA | Travel route - Buildings WWW,XXX,YYY,AAAA | 1491 | 24 | 4 | 6 | 0 | 13.96 | 10.75 | 2.47E+01 | 0.00E+00 | 2.47E+01 | 6.86E-03 |
| SSSUUU | Travel route - Buildings SSS, TTT, aand UUU | 1600 | 24 | 2 | 6 | 0 | 7.49 | 11.53 | 1.90E+01 | 0.00E+00 | 1.90E+01 | 5.28E-03 |
| **Total** | | | | **18** | **12** | **0** | **49** | **22** | **7.09E+01** | **0.00E+00** | **7.09E+01** | **1.97E-02** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 3.768
2-Axle MHDT (g/mi) = 1.933

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 24.3
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.7
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 3 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors NOx Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.337 |
| Fresno (SJV) | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.413 |
| Fresno (SJV) | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.436 |
| Fresno (SJV) | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 2.212 |
| Fresno (SJV) | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 2.022 |
| Fresno (SJV) | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.318 |
| Fresno (SJV) | 2024 | Annual | MH | DSL | AllMYr | 15 | 8.424 |
| Fresno (SJV) | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 2.439 |
| Fresno (SJV) | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 11.185 |
| Fresno (SJV) | 2024 | Annual | T6 | DSL | AllMYr | 15 | 1.933 |
| Fresno (SJV) | 2024 | Annual | T7 | DSL | AllMYr | 15 | 3.768 |
| Fresno (SJV) | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 12.520 |
| Fresno (SJV) | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.092 |
| Fresno (SJV) | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.194 |
| Fresno (SJV) | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.135 |
| Fresno (SJV) | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.206 |
| Fresno (SJV) | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.153 |
| Fresno (SJV) | 2024 | Annual | MCY | GAS | AllMYr | 15 | 1.168 |
| Fresno (SJV) | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.248 |
| Fresno (SJV) | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.281 |
| Fresno (SJV) | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.358 |
| Fresno (SJV) | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 1.057 |
| Fresno (SJV) | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.251 |
| Fresno (SJV) | 2024 | Annual | T7 | GAS | AllMYr | 15 | 3.685 |
| Fresno (SJV) | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 2.039 |

**Proposed Selma Crossing Phase 3 2020 - Emissions for Truck and TRU Idling**
**NOx Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | Average Daily 2-Axle Trucks | Average Daily No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| DDDDHHHH | Travel route- Buildings DDDD,EEEE,GGGG,HHHH | 24 | 8 | 0 | 0 |
| CCCCFFFF | Travel route - Buildings CCCC and FFFF | 24 | 4 | 0 | 0 |
| WWWAAAA | Travel route - Buildings WWW,XXX,YYY,AAAA | 24 | 4 | 6 | 0 |
| SSSUUU | Travel route - Buildings SSS, TTT, aand UUU | 24 | 2 | 6 | 0 |
| | | 24 | 0 | 0 | 0 |
| **Total** | | | **18** | **12** | **0** |

| Daily Truck Deliveries | | | | | | | | Emissions | | | | Emissions | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Source ID** | **User/ Location** | **4+ Axle w/TRU*** | **4+ Axle w/o TRU** | **2-Axle w/TRU** | **2 Axle w/o TRU** | **Total 4-Axle** | **Total 2-Axle** | **Type Truck (HV) or TRU (T)** | **Oper. Time per Event (hour)** | **Emissions (g/hr)** | **Emissions (g/sec)** | **Number of Idling Locations** | **per Idling Location (g/sec)** |
| ***Phase 3*** | | | | | | | | | | | | | |
| IDDDDHHHH | Travel idling- Buildings DDDD,EEEE,GGGG,HHHH | 0 | 4 | 0 | 0 | 4 | 0 | HV | 0.250 | 38.642 | 1.07E-02 | 4 | 2.68E-03 |
| ICCCCFFFF | Travel idling - Buildings CCCC and FFFF | 0 | 2 | 0 | 0 | 2 | 0 | HV | 0.250 | 19.321 | 5.37E-03 | 2 | 2.68E-03 |
| IWWWAAAA | Travel idling - Buildings WWW,XXX,YYY,AAAA | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 49.368 | 1.37E-02 | 4 | 3.43E-03 |
| ISSSUUU | Travel idling - Buildings SSS, TTT, aand UUU | 0 | 1 | 0 | 3 | 1 | 3 | HV | 0.250 | 39.707 | 1.10E-02 | 3 | 3.68E-03 |
| Total | | 0 | 9 | 0 | 6 | 9 | 6 | | | 147.038 | 1.70E-03 | | |
| | | | | | | | | | | | | | |
| | No TRUs assumed in this Phase | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 24.3
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 2.7
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 40.06
HHD Truck Idle Emissions (g/hr) = 38.64

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 3 2020 - Emissions for Truck and TRU Idling
NOx Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| IDDDDHHHH1-4 | IDDDDHHHH | 2.68E-03 | TCCOO | 0.00E+00 | 2.68E-03 |
| ICCCCFFFF1-2 | ICCCCFFFF | 2.68E-03 | TPPRRTTUU | 0.00E+00 | 2.68E-03 |
| IWWWAAAA1-4 | IWWWAAAA | 3.43E-03 | | | 3.43E-03 |
| ISSSUUU1-3 | ISSSUUU | 3.68E-03 | THOT | 0.00E+00 | 3.68E-03 |

**Selma Crossing Phase 3** 2024
**NOx Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 27694 | Saturday |
| Total Number of Peak Hour Trips | 2733 | Saturday |
| Trip Length | 0.239 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 3 | 87225 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 1449 | 0 | 1449 |
| LDT1 | 22.5% | 23.3% | 0.9 | 638 | 6 | 632 |
| LDT2 | 16.4% | 17.0% | 0 | 465 | 0 | 465 |
| MDT | 6.4% | 6.6% | 0 | 181 | 0 | 181 |
| Total | 96.4% | 100.0% | | 2733 | 6 | 2727 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 15 mph | 530 | 0.33 | 0.337 | 0.413 | 0.436 | 0.318 | 0.092 | 0.194 | 0.135 | 0.248 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | grams/hr | 0.00E+00 | 7.80E-01 | 0.00E+00 | 0.00E+00 | 4.37E+01 | 4.05E+01 | 2.07E+01 | 1.48E+01 | 1.20E+02 |
| 3 | grams/sec | 0.00E+00 | 2.17E-04 | 0.00E+00 | 0.00E+00 | 1.21E-02 | 1.12E-02 | 5.74E-03 | 4.11E-03 | 3.34E-02 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 2.010 | 2.477 | 2.620 | 1.878 | 0.602 | 1.334 | 0.896 | 1.671 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | grams/hr | 0.00E+00 | 6.27E-02 | 0.00E+00 | 0.00E+00 | 3.63E+00 | 3.51E+00 | 1.74E+00 | 1.26E+00 | 1.02E+01 |
| 3 | grams/sec | 0.00E+00 | 1.74E-05 | 0.00E+00 | 0.00E+00 | 1.01E-03 | 9.76E-04 | 4.82E-04 | 3.51E-04 | 2.84E-03 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 3 | 87225 | 3.63E-02 | 4.16E-07 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Emissions @ 15 mph | 0.133 | g/mi |
| Idling | 0.893 | g/mi |

Selma Crossing Phase 3 2024
NOx Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | NOX_RUNEX (gms/mile) | Nox_Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.402 | 2.010 |
| LDT1 | DSL | 5 | 0.495 | 2.477 |
| LDT2 | DSL | 5 | 0.524 | 2.620 |
| LHD1 | DSL | 5 | 2.887 | |
| LHD2 | DSL | 5 | 2.638 | |
| MDV | DSL | 5 | 0.376 | 1.878 |
| MH | DSL | 5 | 13.701 | |
| OBUS | DSL | 5 | 4.465 | |
| SBUS | DSL | 5 | 23.306 | |
| T6 | DSL | 5 | 3.438 | |
| T7 | DSL | 5 | 6.677 | |
| UBUS | DSL | 5 | 18.367 | |
| LDA | GAS | 5 | 0.120 | 0.602 |
| LDT1 | GAS | 5 | 0.267 | 1.334 |
| LDT2 | GAS | 5 | 0.179 | 0.896 |
| LHD1 | GAS | 5 | 0.192 | |
| LHD2 | GAS | 5 | 0.143 | |
| MCY | GAS | 5 | 1.243 | |
| MDV | GAS | 5 | 0.334 | 1.671 |
| MH | GAS | 5 | 0.263 | |
| OBUS | GAS | 5 | 0.335 | |
| SBUS | GAS | 5 | 0.987 | |
| T6 | GAS | 5 | 0.234 | |
| T7 | GAS | 5 | 3.450 | |
| UBUS | GAS | 5 | 1.895 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi) at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | NOx_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.337 |
| LDT1 | DSL | 15 | 0.413 |
| LDT2 | DSL | 15 | 0.436 |
| LHD1 | DSL | 15 | 2.212 |
| LHD2 | DSL | 15 | 2.022 |
| MDV | DSL | 15 | 0.318 |
| MH | DSL | 15 | 8.424 |
| OBUS | DSL | 15 | 2.439 |
| SBUS | DSL | 15 | 11.185 |
| T6 | DSL | 15 | 1.933 |
| T7 | DSL | 15 | 3.768 |
| UBUS | DSL | 15 | 12.520 |
| LDA | GAS | 15 | 0.092 |
| LDT1 | GAS | 15 | 0.194 |
| LDT2 | GAS | 15 | 0.135 |
| LHD1 | GAS | 15 | 0.206 |
| LHD2 | GAS | 15 | 0.153 |
| MCY | GAS | 15 | 1.168 |
| MDV | GAS | 15 | 0.248 |
| MH | GAS | 15 | 0.281 |
| OBUS | GAS | 15 | 0.358 |
| SBUS | GAS | 15 | 1.057 |
| T6 | GAS | 15 | 0.251 |
| T7 | GAS | 15 | 3.685 |
| UBUS | GAS | 15 | 2.039 |

**Proposed Selma Crossing Phase 3 2024 - Emissions for Truck and TRU Idling**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Truck Trips | 2-Axle Truck Trips | No. TRU Trips |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| DDDDHHHH | Travel route- Buildings DDDD,EEEE,GGGG,HHHH | 24 | 8 | 0 | 0 |
| CCCCFFFF | Travel route - Buildings CCCC and FFFF | 24 | 4 | 0 | 0 |
| WWWAAAA | Travel route - Buildings WWW,XXX,YYY,AAAA | 24 | 4 | 6 | 0 |
| SSSUUU | Travel route - Buildings SSS, TTT, aand UUU | 24 | 2 | 6 | 0 |
| **Total** | | | **18** | **12** | **0** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) | PM10 (g/sec) | Number of Idle Locations | Emissions per Idle Location (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 3*** | | | | | | | | | | | | | |
| IDDDDHHHH | Travel idling- Buildings DDDD,EEEE,GGGG,HHHH | 0 | 4 | 0 | 0 | 4 | 0 | HV | 0.250 | 0.108 | 1.25E-06 | 4 | 3.13E-07 |
| ICCCCFFFF | Travel idling - Buildings CCCC and FFFF | 0 | 2 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 | 6.25E-07 | 2 | 3.13E-07 |
| IWWWAAAA | Travel idling - Buildings WWW,XXX,YYY,AAAA | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 0.124 | 1.43E-06 | 4 | 3.58E-07 |
| ISSSUUU | Travel idling - Buildings SSS, TTT, aand UUU | 0 | 1 | 0 | 3 | 1 | 3 | HV | 0.250 | 0.097 | 1.12E-06 | 3 | 3.73E-07 |
| Total | | 0 | 9 | 0 | 6 | 9 | 6 | | | 0.383 | 4.43E-06 | | |
| | | | | | | | | | | | | | |
| | NO TRUs assumed in this Phase | | | | | --- | --- | T | 1 | 0.000 | 0.00E+00 | | |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.093
HHD Truck Idle Emissions (g/hr) = 0.108

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 3  2024 - Emissions for Truck and TRU Idling
PM10 Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 1.25E-06 | | | 1.25E-06 |
| STCKB | ISTCKB | 6.25E-07 | | | 6.25E-07 |
| STCKCDE | ISTCKCDE | 1.43E-06 | TRU_CDE | 0.00E+00 | 1.43E-06 |
| STCKFG | ISTCKFG | 1.12E-06 | TRU_FG | 0.00E+00 | 1.12E-06 |
| STCKH | ISTCKH | 0.00E+00 | | | 0.00E+00 |
| STCKIJ | ISTCKIJ | 0.00E+00 | TRU_IJ | 0.00E+00 | 0.00E+00 |
| STCKK | ISTCKK | 0.00E+00 | | | 0.00E+00 |
| STCKLMP | ISTCKLMP | 0.00E+00 | TRU_LMP | 0.00E+00 | 0.00E+00 |
| STCKNO | ISTCKNO | 0.00E+00 | TRU_NO | 0.00E+00 | 0.00E+00 |
| STCKQ | ISTCKQ | 0.00E+00 | TRU_Q | 0.00E+00 | 0.00E+00 |
| STCKRU | ISTCKRU | 0.00E+00 | TRU_RU | 0.00E+00 | 0.00E+00 |
| STCKT | ISTCKT | 0.00E+00 | | | 0.00E+00 |
| STCKVWXY | ISTCKVWX | 0.00E+00 | | | 0.00E+00 |
| STCKAABB | ISTCKAABB | 0.00E+00 | TRU_AABB | 0.00E+00 | 0.00E+00 |
| | | 4.43E-06 | | 0.00E+00 | 4.43E-06 |

**Proposed Selma Crossings Phase 3 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**PM10 Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| DDDDHHHH | Travel route- Buildings DDDD,EEEE,GGGG,HHHH | 871 | 24 | 8 | 0 | 0 | 2.76E-01 | 0.00E+00 | 2.76E-01 | 0.00E+00 | 2.76E-01 | 2.53E-05 | 0.22 | 3.19E-06 |
| CCCCFFFF | Travel route - Buildings CCCC and FFFF | 1158 | 24 | 4 | 0 | 0 | 1.83E-01 | 0.00E+00 | 1.83E-01 | 0.00E+00 | 1.83E-01 | 1.68E-05 | 0.15 | 2.12E-06 |
| WWWAAAA | Travel route - Buildings WWW,XXX,YYY,AAAA | 1491 | 24 | 4 | 6 | 0 | 2.36E-01 | 1.92E-01 | 4.28E-01 | 0.00E+00 | 4.28E-01 | 3.93E-05 | 0.34 | 4.96E-06 |
| SSSUUU | Travel route - Buildings SSS, TTT, aand UUU | 1600 | 24 | 2 | 6 | 0 | 1.27E-01 | 2.06E-01 | 3.33E-01 | 0.00E+00 | 3.33E-01 | 3.05E-05 | 0.27 | 3.85E-06 |
| **Total** | | | | **18** | **12** | **0** | **8.22E-01** | **3.98E-01** | **1.22E+00** | **0.00E+00** | **1.22E+00** | **1.12E-04** | **9.81E-01** | **1.41E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.064
2-Axle MHDT (g/mi) = 0.035

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 3 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors PM10 Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (S. | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.013 |
| Fresno (S. | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.033 |
| Fresno (S. | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.018 |
| Fresno (S. | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 0.049 |
| Fresno (S. | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 0.045 |
| Fresno (S. | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.016 |
| Fresno (S. | 2024 | Annual | MH | DSL | AllMYr | 15 | 0.178 |
| Fresno (S. | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 0.043 |
| Fresno (S. | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 0.095 |
| Fresno (S. | 2024 | Annual | T6 | DSL | AllMYr | 15 | 0.035 |
| Fresno (S. | 2024 | Annual | T7 | DSL | AllMYr | 15 | 0.064 |
| Fresno (S. | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 0.339 |
| Fresno (S. | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.007 |
| Fresno (S. | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (S. | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (S. | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 0.008 |
| Fresno (S. | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 0.001 |

**Selma Crossing Phase 3** 2024
**PM10 Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 27694 | Saturday |
| Total Number of Peak Hour Trips | 2733 | Saturday |
| Trip Length | 0.239 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 3 | 87225 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 14680 | 0 | 14680 |
| LDT1 | 22.5% | 23.3% | 0.9 | 6464 | 58 | 6406 |
| LDT2 | 16.4% | 17.0% | 0 | 4711 | 0 | 4711 |
| MDT | 6.4% | 6.6% | 0 | 1839 | 0 | 1839 |
| Total | 96% | 100.0% | | 27694 | 58 | 27636 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) | LDA-GAS (g/mi) | LDT1-GAS (g/mi) | LDT2-GAS (g/mi) | MDT-GAS (g/mi) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 15 mph | 200 | 0.12 | 0.013 | 0.033 | 0.018 | 0.016 | 0.005 | 0.007 | 0.005 | 0.006 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | grams/day | 0.00E+00 | 2.41E-01 | 0.00E+00 | 0.00E+00 | 9.49E+00 | 5.62E+00 | 3.09E+00 | 1.28E+00 | 1.97E+01 |
| 3 | grams/sec | 0.00E+00 | 2.79E-06 | 0.00E+00 | 0.00E+00 | 1.10E-04 | 6.50E-05 | 3.58E-05 | 1.48E-05 | 2.28E-04 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) | LDA-GAS (g/hr) | LDT1-GAS (g/hr) | LDT2-GAS (g/hr) | MDT-GAS (g/hr) |
|---|---|---|---|---|---|---|---|
| 0.099 | 0.242 | 0.135 | 0.121 | 0.062 | 0.082 | 0.063 | 0.066 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | LDA-GAS | LDT1-GAS | LDT2-GAS | MDT-GAS | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | grams/day | 0.00E+00 | 3.27E-02 | 0.00E+00 | 0.00E+00 | 3.79E+00 | 2.18E+00 | 1.23E+00 | 5.07E-01 | 7.74E+00 |
| 3 | grams/sec | 0.00E+00 | 3.78E-07 | 0.00E+00 | 0.00E+00 | 4.39E-05 | 2.53E-05 | 1.43E-05 | 5.87E-06 | 8.96E-05 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 3 | 87225 | 3.18E-04 | 3.64E-09 |

**Composite Emission Factors**

| | | |
|---|---|---|
| Running Exhaust | 0.0057 | g/mi |
| Idling | 0.0669 | g/hr |

Selma Crossing Phase 3 2024
PM10 Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.020 | 0.09869 |
| LDT1 | DSL | 5 | 0.048 | 0.24195 |
| LDT2 | DSL | 5 | 0.027 | 0.13477 |
| LHD1 | DSL | 5 | 0.069 | |
| LHD2 | DSL | 5 | 0.065 | |
| MDV | DSL | 5 | 0.024 | 0.12057 |
| MH | DSL | 5 | 0.296 | |
| OBUS | DSL | 5 | 0.053 | |
| SBUS | DSL | 5 | 0.197 | |
| T6 | DSL | 5 | 0.042 | |
| T7 | DSL | 5 | 0.076 | |
| UBUS | DSL | 5 | 0.541 | |
| LDA | GAS | 5 | 0.012 | 0.06194 |
| LDT1 | GAS | 5 | 0.016 | 0.08174 |
| LDT2 | GAS | 5 | 0.013 | 0.06275 |
| LHD1 | GAS | 5 | 0.004 | |
| LHD2 | GAS | 5 | 0.002 | |
| MCY | GAS | 5 | 0.001 | |
| MDV | GAS | 5 | 0.013 | 0.06616 |
| MH | GAS | 5 | 0.004 | |
| OBUS | GAS | 5 | 0.002 | |
| SBUS | GAS | 5 | 0.014 | |
| T6 | GAS | 5 | 0.002 | |
| T7 | GAS | 5 | 0.001 | |
| UBUS | GAS | 5 | 0.002 | |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.013 |
| LDT1 | DSL | 15 | 0.033 |
| LDT2 | DSL | 15 | 0.018 |
| LHD1 | DSL | 15 | 0.049 |
| LHD2 | DSL | 15 | 0.045 |
| MDV | DSL | 15 | 0.016 |
| MH | DSL | 15 | 0.178 |
| OBUS | DSL | 15 | 0.043 |
| SBUS | DSL | 15 | 0.095 |
| T6 | DSL | 15 | 0.035 |
| T7 | DSL | 15 | 0.064 |
| UBUS | DSL | 15 | 0.339 |
| LDA | GAS | 15 | 0.005 |
| LDT1 | GAS | 15 | 0.007 |
| LDT2 | GAS | 15 | 0.005 |
| LHD1 | GAS | 15 | 0.002 |
| LHD2 | GAS | 15 | 0.001 |
| MCY | GAS | 15 | 0.000 |
| MDV | GAS | 15 | 0.006 |
| MH | GAS | 15 | 0.002 |
| OBUS | GAS | 15 | 0.001 |
| SBUS | GAS | 15 | 0.008 |
| T6 | GAS | 15 | 0.001 |
| T7 | GAS | 15 | 0.001 |
| UBUS | GAS | 15 | 0.001 |

# Appendix B:
# Criteria Pollutant Assessment Model Output

```
**
**************************************
**
** AERMOD INPUT PRODUCED BY:
** AERMOD VIEW VER. 7.5.0
** LAKES ENVIRONMENTAL SOFTWARE INC.
** DATE: 2/29/2012
** FILE: C:\MBA\31130004_SELMA\REVISION 1\PHASE 1\PHASE 1_AERMOD\P1_CO\P1_CO.ADI
**
**************************************
**
**
**************************************
** AERMOD CONTROL PATHWAY
**************************************
**
**
CO STARTING
   TITLEONE SELMA CROSSING - PHASE 1 (2016) - RURAL
   TITLETWO CO
   MODELOPT CONC FLAT  FASTALL
   AVERTIME 1 8
   POLLUTID CO
   RUNORNOT RUN
   ERRORFIL P1_CO.ERR
CO FINISHED
**
**************************************
** AERMOD SOURCE PATHWAY
**************************************
**
**
SO STARTING
** SOURCE LOCATION **
** SOURCE ID - TYPE - X COORD. - Y COORD. **
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEB
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000931
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
** ------------------------------------------------------------------------
   LOCATION L0015696     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0015697     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0015698     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0015699     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0015700     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0015701     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0015702     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0015703     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0015704     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0015705     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0015706     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0015707     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0015708     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0015709     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0015710     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0015711     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0015712     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0015713     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0015714     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0015715     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0015716     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0015717     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0015718     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0015719     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0015720     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0015721     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0015722     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0015723     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0015724     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0015725     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0015726     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0015727     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0015728     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0015729     VOLUME   267239.973 4048307.024 0.0
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   LOCATION L0015739     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0015740     VOLUME   267182.900 4048262.316 0.0
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   LOCATION L0015792     VOLUME   267271.607 4048338.431 0.0
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   LOCATION L0015998     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0015999     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0016000     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0016001     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0016002     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0016003     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0016004     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0016005     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0016006     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0016007     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0016008     VOLUME   267553.244 4048065.553 0.0
   LOCATION L0016009     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0016010     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0016011     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0016012     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0016013     VOLUME   267525.312 4048042.609 0.0
   LOCATION L0016014     VOLUME   267519.726 4048038.020 0.0
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   LOCATION L0016017     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0016018     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0016019     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0016020     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0016021     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0016022     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0016023     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0016024     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0016025     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0016026     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0016027     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0016028     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0016029     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0016030     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0016031     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0016032     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0016033     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0016034     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0016035     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0016036     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0016037     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0016038     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0016039     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0016040     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0016041     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0016042     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0016043     VOLUME   267560.543 4047899.462 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** EMISSION RATE = 0.000097
** ELEVATED
** VERTICAL DIMENSION = 1.83
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** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0016045     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0016046     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0016047     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0016048     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0016049     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0016050     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0016051     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0016052     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0016053     VOLUME   267369.865 4048491.944 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
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   LOCATION L0016057     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0016058     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0016059     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0016060     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0016061     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0016062     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0016063     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0016064     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0016065     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0016066     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0016067     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0016068     VOLUME   267464.589 4048404.748 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** SZINIT = 0.43
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** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0016073     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0016074     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0016075     VOLUME   267416.989 4048450.427 0.0
   LOCATION L0016076     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0016077     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0016078     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0016079     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0016080     VOLUME   267442.081 4048424.907 0.0
   LOCATION L0016081     VOLUME   267447.099 4048419.803 0.0
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   LOCATION L0016084     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0016085     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0016086     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0016087     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0016088     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0016089     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0016090     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0016091     VOLUME   267497.283 4048368.764 0.0
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   LOCATION L0016093     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0016094     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0016095     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0016096     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0016097     VOLUME   267527.393 4048338.140 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000536
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
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   LOCATION L0016102     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0016103     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0016104     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0016105     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0016106     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0016107     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0016108     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0016109     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0016110     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0016111     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0016112     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0016113     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0016114     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0016115     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0016116     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0016117     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0016118     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0016119     VOLUME   267579.734 4048279.001 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** SZINIT = 0.43
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** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0016124     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0016125     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0016126     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0016127     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0016128     VOLUME   267651.271 4048214.265 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LENGTH OF SIDE = 3.66
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** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
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   LOCATION L0016132     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0016133     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0016134     VOLUME   267716.067 4048149.474 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** EMISSION RATE = 0.000649
** ELEVATED
** VERTICAL DIMENSION = 1.83
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   LOCATION L0016143     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0016144     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0016145     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0016146     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0016147     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0016148     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0016149     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0016150     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0016151     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0016152     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0016153     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0016154     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0016155     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0016156     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0016157     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0016158     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0016159     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0016160     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0016161     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0016162     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0016163     VOLUME   267808.524 4048052.211 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** SZINIT = 0.43
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   LOCATION L0016168     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0016169     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0016170     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0016171     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0016172     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0016173     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0016174     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0016175     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0016176     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0016177     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0016178     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0016179     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0016180     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0016181     VOLUME   267599.217 4048101.336 0.0
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   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
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SRCPARAM L0016065     0.0000351875      1.83      3.38      0.43
SRCPARAM L0016066     0.0000351875      1.83      3.38      0.43
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| SRCPARAM | L0016170 | 0.0000298947 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016171 | 0.0000298947 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016174 | 0.0000298947 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016177 | 0.0000298947 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016178 | 0.0000298947 | 1.83 | 3.39 | 0.43 |



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                                                                  P1_CO
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   SRCPARAM STCKB          0.00679     3.658   366.483  51.70000      0.100
   SRCPARAM STCKCDE         0.0373     3.658   366.483  51.70000      0.100
   SRCPARAM STCKFG          0.0249     3.658   366.483  51.70000      0.100
   SRCPARAM STCKH           0.0115     3.658   366.483  51.70000      0.100
   SRCPARAM STCKIJ          0.0249     3.658   366.483  51.70000      0.100
   SRCPARAM STCKK          0.00474     3.658   366.483  51.70000      0.100
   SRCPARAM STCKLMP         0.0353     3.658   366.483  51.70000      0.100
   SRCPARAM STCKNO          0.0186     3.658   366.483  51.70000      0.100
   SRCPARAM STCKQ           0.0124     3.658   366.483  51.70000      0.100
   SRCPARAM STCKRU          0.0249     3.658   366.483  51.70000      0.100
   SRCPARAM STCKT          0.00949     3.658   366.483  51.70000      0.100
   SRCPARAM STCKVWXY          0.019     3.658   366.483  51.70000      0.100
   SRCPARAM STCKAABB         0.0249     3.658   366.483  51.70000      0.100
   SRCPARAM LOT1           1.59E-07     0.305        16
   AREAVERT LOT1         267120.418 4048530.358 267120.418 4048476.500
   AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
   AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
   AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
   AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
   AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
   AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
   AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976

** BUILDING DOWNWASH **
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   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKT            0.00    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKT           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKT           10.67    10.67    10.67    10.67     0.00     0.00
                                                  Page 12
```

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDHGT | STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT | STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT | STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID | STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID | STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID | STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID | STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID | STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID | STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID | STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID | STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID | STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID | STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID | STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID | STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID | STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID | STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID | STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID | STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID | STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID | STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID | STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID | STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID | STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID | STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID | STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID | STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID | STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID | STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | P1_CO | |
|---|---|---|---|---|---|---|---|
| BUILDWID | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN | STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN | STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN | STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN | STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN | STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN | STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN | STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN | STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN | STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN | STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN | STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN | STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN | STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN | STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN | STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN | STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN | STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN | STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN | STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN | STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN | STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN | STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN | STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN | STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN | STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN | STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN | STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN | STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN | STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN | STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN | STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN | STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN | STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN | STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN | STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |



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| | | | | | | P1_CO | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |



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                                                                  P1_CO
   YBADJ    STCKFG           0.00    30.79    29.46    27.23    24.17    20.38

   YBADJ    STCKH          -41.77   -28.96   -15.26     0.00     0.00    26.89
   YBADJ    STCKH           39.86    51.63    61.83    70.15    76.34     0.00
   YBADJ    STCKH            0.00     0.00     0.00    71.25    63.25    53.32
   YBADJ    STCKH           41.77    28.96    15.26     1.10   -13.09   -26.89
   YBADJ    STCKH          -39.86   -51.63   -61.83   -70.15   -76.34     0.00
   YBADJ    STCKH            0.00     0.00     0.00   -71.25   -63.25   -53.32

   YBADJ    STCKIJ          -4.39    -9.42   -14.18   -18.50   -22.25   -25.33
   YBADJ    STCKIJ         -27.65   -29.12   -29.71   -29.39   -28.18   -26.12
   YBADJ    STCKIJ         -23.26   -19.70   -15.53   -10.90    -5.93    -0.78
   YBADJ    STCKIJ           4.39     9.42    14.18    18.50    22.25    25.33
   YBADJ    STCKIJ          27.65    29.12    29.71    29.39    28.18    26.12
   YBADJ    STCKIJ          23.26    19.70    15.53    10.90     5.93     0.78

   YBADJ    STCKK          -58.88   -52.84   -45.19   -36.16   -26.05   -15.13
   YBADJ    STCKK           -3.76     7.72    18.98    29.65    39.42    48.00
   YBADJ    STCKK            0.00     0.00     0.00     0.00    65.47    63.13
   YBADJ    STCKK           58.88    52.84    45.19    36.16    26.05    15.13
   YBADJ    STCKK            3.76    -7.72   -18.98   -29.65   -39.42   -48.00
   YBADJ    STCKK            0.00     0.00     0.00     0.00   -65.47   -63.13

   YBADJ    STCKLMP         -0.83     0.08     0.99     1.87     3.52     6.41
   YBADJ    STCKLMP          9.09    11.50    13.57    15.03    12.81    10.20
   YBADJ    STCKLMP          7.28     4.50     3.96     3.31     2.55     1.72
   YBADJ    STCKLMP          0.83    -0.08    -0.99    -1.87    -3.52    -6.41
   YBADJ    STCKLMP         -9.09   -11.50   -13.57   -15.03   -12.81   -10.20
   YBADJ    STCKLMP         -7.28    -4.50    -3.96    -3.31    -2.55    -1.71

   YBADJ    STCKNO          11.13     6.84     2.35    -2.22    -6.72   -11.01
   YBADJ    STCKNO         -14.97   -18.48   -21.42   -23.71   -25.29   -26.09
   YBADJ    STCKNO         -26.10   -25.32   -23.77   -21.50   -18.57   -15.08
   YBADJ    STCKNO         -11.13    -6.84    -2.35     2.22     6.72    11.01
   YBADJ    STCKNO          14.97    18.48    21.42    23.71    25.29    26.09
   YBADJ    STCKNO          26.10    25.32    23.77    21.50    18.57    15.08

   YBADJ    STCKQ           11.99     8.13     4.02    -0.22    -4.44    -8.53
   YBADJ    STCKQ          -12.36   -15.82   -18.79   -21.20   -22.96     0.00
   YBADJ    STCKQ            0.00     0.00   -22.81   -20.98   -18.52   -15.49
   YBADJ    STCKQ          -11.99    -8.13    -4.02     0.22     4.44     8.53
   YBADJ    STCKQ           12.36    15.82    18.79    21.20    22.96     0.00
   YBADJ    STCKQ            0.00     0.00    22.81    20.98    18.52    15.49

   YBADJ    STCKRU          10.35     8.73     6.84     4.75     2.52     0.21
   YBADJ    STCKRU          -2.12    -4.37    -6.50    -8.42   -10.09   -11.45
   YBADJ    STCKRU         -12.47   -13.11   -13.34   -13.18   -12.61   -11.65
   YBADJ    STCKRU         -10.35    -8.73    -6.84    -4.75    -2.52    -0.21
   YBADJ    STCKRU           2.12     4.37     6.50     8.42    10.09    11.45
   YBADJ    STCKRU          12.47    13.11    13.34    13.18    12.61    11.65

   YBADJ    STCKT            4.47    17.01    29.02    40.16    50.08    58.47
   YBADJ    STCKT           65.09    69.73    72.25    72.58     0.00     0.00
   YBADJ    STCKT            0.00    52.72    43.23    32.42    20.62     8.20
   YBADJ    STCKT           -4.47   -17.01   -29.02   -40.16   -50.08   -58.47
   YBADJ    STCKT          -65.09   -69.73   -72.25   -72.58     0.00     0.00
   YBADJ    STCKT            0.00   -52.72   -43.23   -32.42   -20.62    -8.20

   YBADJ    STCKVWXY       -42.06   -32.05     0.00     0.00     2.49    14.33
   YBADJ    STCKVWXY        25.73    36.35    45.87    53.99     0.00     0.00
   YBADJ    STCKVWXY         0.00     0.00    66.93    63.43    57.99    50.80
   YBADJ    STCKVWXY        42.06    32.05    21.06     9.43    -2.49   -14.33
   YBADJ    STCKVWXY       -25.73   -36.35   -45.87   -53.99     0.00     0.00
   YBADJ    STCKVWXY         0.00     0.00   -66.93   -63.43   -57.99   -50.80

   YBADJ    STCKAABB       -51.30   -42.02   -31.46   -19.94    -7.82     4.54
   YBADJ    STCKAABB        16.76    28.47     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB        51.30    42.02    31.46    19.94     7.82    -4.54
   YBADJ    STCKAABB       -16.76   -28.47     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB         0.00     0.00     0.00     0.00     0.00     0.00

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD RECEPTOR PATHWAY
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**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267063.10   4047802.63
   DISCCART    266966.87   4047818.34
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
   DISCCART    267530.53   4047517.86
   DISCCART    267524.64   4047227.19
   DISCCART    267632.66   4047272.36
** DESCRREC "FENCEGRD" "RECEPTORS GENERATED FROM FENCELINE GRID"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
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| DISCCART | 267835.36 | 4048467.14 |
| DISCCART | 267902.16 | 4048397.09 |
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| DISCCART | 268102.55 | 4048186.93 |
| DISCCART | 268169.35 | 4048116.88 |
| DISCCART | 267670.70 | 4048953.95 |
| DISCCART | 267513.93 | 4049022.11 |
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| DISCCART | 268854.12 | 4049572.35 |
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| DISCCART | 268249.36 | 4047829.16 |
| DISCCART | 268480.18 | 4047945.95 |
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| DISCCART | 268729.60 | 4047937.39 |
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| DISCCART | 269349.39 | 4048902.26 |
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| DISCCART | 269748.25 | 4047771.51 |

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| DISCCART | 267882.50 | 4047469.85 |
| DISCCART | 267738.85 | 4047466.30 |
| DISCCART | 268022.60 | 4047248.07 |
| DISCCART | 268146.82 | 4047300.83 |
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| DISCCART | 268360.37 | 4047441.69 |
| DISCCART | 268414.83 | 4047565.17 |
| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 267888.67 | 4047219.92 |
| DISCCART | 267745.03 | 4047216.38 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
| DISCCART | 268388.25 | 4047150.81 |
| DISCCART | 268535.10 | 4047261.84 |
| DISCCART | 268587.91 | 4047381.57 |
| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |
| DISCCART | 267751.20 | 4046966.45 |
| DISCCART | 268041.92 | 4046498.64 |
| DISCCART | 268167.75 | 4046552.08 |
| DISCCART | 268293.58 | 4046605.52 |
| DISCCART | 268419.41 | 4046658.96 |
| DISCCART | 268545.24 | 4046712.40 |
| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
| DISCCART | 268887.40 | 4046908.53 |
| DISCCART | 268942.56 | 4047033.61 |
| DISCCART | 268997.72 | 4047158.70 |
| DISCCART | 269052.89 | 4047283.78 |
| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
| DISCCART | 269218.38 | 4047659.03 |
| DISCCART | 267907.18 | 4046470.15 |
| DISCCART | 267763.54 | 4046466.61 |
| DISCCART | 268055.54 | 4045999.34 |
| DISCCART | 268183.91 | 4046053.86 |
| DISCCART | 268312.29 | 4046108.38 |
| DISCCART | 268440.67 | 4046162.90 |
| DISCCART | 268569.04 | 4046217.42 |
| DISCCART | 268697.42 | 4046271.94 |
| DISCCART | 268825.80 | 4046326.45 |
| DISCCART | 268954.17 | 4046380.97 |
| DISCCART | 269082.55 | 4046435.49 |
| DISCCART | 269239.07 | 4046553.82 |
| DISCCART | 269295.35 | 4046681.43 |
| DISCCART | 269351.63 | 4046809.05 |
| DISCCART | 269407.91 | 4046936.66 |
| DISCCART | 269464.19 | 4047064.28 |
| DISCCART | 269520.47 | 4047191.89 |
| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
| DISCCART | 267919.53 | 4045970.31 |
| DISCCART | 267775.88 | 4045966.76 |
| DISCCART | 267589.75 | 4047677.68 |
| DISCCART | 267459.76 | 4047820.08 |
| DISCCART | 267626.82 | 4047497.33 |
| DISCCART | 267498.08 | 4047558.96 |
| DISCCART | 267352.66 | 4047651.17 |
| DISCCART | 267513.95 | 4047280.38 |
| DISCCART | 267364.21 | 4047347.82 |
| DISCCART | 267218.78 | 4047440.04 |
| DISCCART | 267377.74 | 4047069.90 |
| DISCCART | 267554.14 | 4046962.90 |
| DISCCART | 267230.33 | 4047136.69 |
| DISCCART | 267084.90 | 4047228.91 |
| DISCCART | 267116.21 | 4046645.91 |
| DISCCART | 267278.04 | 4046601.08 |
| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
| DISCCART | 266962.58 | 4046714.43 |
| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267254.62 | 4047738.96 |
| DISCCART | 267124.38 | 4047515.64 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |
| DISCCART | 267095.96 | 4048167.74 |
| DISCCART | 267149.74 | 4047840.79 |
| DISCCART | 267022.06 | 4047962.09 |
| DISCCART | 266894.37 | 4048083.39 |
| DISCCART | 266913.72 | 4047720.18 |
| DISCCART | 266786.03 | 4047841.48 |
| DISCCART | 266805.38 | 4047478.28 |
| DISCCART | 266677.69 | 4047599.58 |
| DISCCART | 266550.00 | 4047720.88 |

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   DISCCART    266461.01   4047115.78
   DISCCART    266333.32   4047237.08
   DISCCART    266205.63   4047358.38
   DISCCART    266116.64   4046753.27
   DISCCART    265988.95   4046874.57
   DISCCART    265861.26   4046995.87
   DISCCART    267016.60   4048266.84
   DISCCART    267004.63   4048385.97
   DISCCART    267011.73   4048547.36
   DISCCART    266824.55   4048256.39
   DISCCART    266804.83   4048394.76
   DISCCART    266811.92   4048556.14
   DISCCART    266579.96   4048254.56
   DISCCART    266636.85   4048113.59
   DISCCART    266693.74   4047972.62
   DISCCART    266555.07   4048405.73
   DISCCART    266562.16   4048567.12
   DISCCART    266329.34   4048267.67
   DISCCART    266345.91   4048065.35
   DISCCART    266323.87   4047905.50
   DISCCART    266494.84   4047857.58
   DISCCART    266305.31   4048416.71
   DISCCART    266312.40   4048578.10
   DISCCART    265831.06   4048286.57
   DISCCART    265888.68   4048143.77
   DISCCART    265946.31   4048000.97
   DISCCART    266003.94   4047858.18
   DISCCART    266061.56   4047715.38
   DISCCART    266119.19   4047572.58
   DISCCART    265805.79   4048438.67
   DISCCART    265812.88   4048600.05
   DISCCART    265332.12   4048307.08
   DISCCART    265390.92   4048161.39
   DISCCART    265449.71   4048015.70
   DISCCART    265508.50   4047870.01
   DISCCART    265567.29   4047724.32
   DISCCART    265626.09   4047578.63
   DISCCART    265684.88   4047432.94
   DISCCART    265743.67   4047287.25
   DISCCART    265802.47   4047141.56
   DISCCART    265306.27   4048460.62
   DISCCART    265313.37   4048622.01
   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
** DESCRREC "ARCREC" "DISCRETE CARTESIAN RECEPTORS FOR EVALFILE OUTPUT"
   EVALCART    267057.21   4047804.60    0.00    0.00    0.00 ARCREC
RE FINISHED
**
**************************************
** AERMOD METEOROLOGY PATHWAY
**************************************
**
**
ME STARTING
   SURFFILE "93193 05-09.SFC"
   PROFFILE "93193 05-09.PFL"
```

```
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**************************************
** AERMOD OUTPUT PATHWAY
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
   RECTABLE 8 1ST
** AUTO-GENERATED PLOTFILES
   PLOTFILE   1 ALL 1ST P1_CO.AD\01H1GALL.PLT
   PLOTFILE   8 ALL 1ST P1_CO.AD\08H1GALL.PLT
   SUMMFILE P1_CO.SUM
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of           0 Fatal Error Message(s)
 A Total of          15 Warning Message(s)
 A Total of           0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    1238  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1239  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1240  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1241  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1242  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1243  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1244  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1245  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1246  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1247  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1248  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1249  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1250  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    1251  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 ME W396    2132 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************

 *** AERMOD - VERSION  11103 ***   *** SELMA CROSSING - PHASE 1 (2016) - RURAL                          ***        03/01/12
                                  *** CO                                                               ***        00:19:46
                                                                                                                  PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                  FLAT
                         FASTALL

                                        ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses RURAL Dispersion Only.

 **Model Allows User-Specified Options:
         1. Stack-tip Downwash.
         2. Model Assumes Receptors on FLAT Terrain.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.

 **Other Options Specified:
         FASTALL  - Use effective sigma-y to optimize meander for
                    POINT and VOLUME sources, and hybrid approach
                    to optimize AREA sources (formerly TOXICS option)

 **Model Assumes No FLAGPOLE Receptor Heights.

 **Model Calculates  2 Short Term Average(s) of:   1-HR   8-HR

 **This Run Includes:    503 Source(s);       1 Source Group(s); and     353 Receptor(s)

 **The Model Assumes A Pollutant Type of:  CO

 **Model Set To Continue RUNning After the Setup Testing.

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                           ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      4.6 MB of RAM.

 **Detailed Error/Message File:   P1_CO.ERR
```

**MODELOPTs:  NonDFAULT CONC  FLAT
FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.47400E-02 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.67900E-02 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.37300E-01 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.24900E-01 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.11500E-01 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.24900E-01 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.47400E-02 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.35300E-01 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.18600E-01 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.12400E-01 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.24900E-01 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.94900E-02 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.19000E-01 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.24900E-01 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |

*** AERMOD - VERSION  11103 ***  *** SELMA CROSSING - PHASE 1 (2016) - RURAL  ***  03/01/12
*** CO  ***  00:19:46
PAGE  3

**MODELOPTs:  NonDFAULT CONC  FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015696 | 0 | 0.13493E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015697 | 0 | 0.13493E-04 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015698 | 0 | 0.13493E-04 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015699 | 0 | 0.13493E-04 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015700 | 0 | 0.13493E-04 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015701 | 0 | 0.13493E-04 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015702 | 0 | 0.13493E-04 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015703 | 0 | 0.13493E-04 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015704 | 0 | 0.13493E-04 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015705 | 0 | 0.13493E-04 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015706 | 0 | 0.13493E-04 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015707 | 0 | 0.13493E-04 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015708 | 0 | 0.13493E-04 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015709 | 0 | 0.13493E-04 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015710 | 0 | 0.13493E-04 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015711 | 0 | 0.13493E-04 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015712 | 0 | 0.13493E-04 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015713 | 0 | 0.13493E-04 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015714 | 0 | 0.13493E-04 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015715 | 0 | 0.13493E-04 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015716 | 0 | 0.13493E-04 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015717 | 0 | 0.13493E-04 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015718 | 0 | 0.13493E-04 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015719 | 0 | 0.13493E-04 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015720 | 0 | 0.13493E-04 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015721 | 0 | 0.13493E-04 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015722 | 0 | 0.13493E-04 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015723 | 0 | 0.13493E-04 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015724 | 0 | 0.13493E-04 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015725 | 0 | 0.13493E-04 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015726 | 0 | 0.13493E-04 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015727 | 0 | 0.13493E-04 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015728 | 0 | 0.13493E-04 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015729 | 0 | 0.13493E-04 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015730 | 0 | 0.13493E-04 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015731 | 0 | 0.13493E-04 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015732 | 0 | 0.13493E-04 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015733 | 0 | 0.13493E-04 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015734 | 0 | 0.13493E-04 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015735 | 0 | 0.13493E-04 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

*** AERMOD - VERSION  11103 ***  *** SELMA CROSSING - PHASE 1 (2016) - RURAL  ***  03/01/12
*** CO  ***  00:19:46
PAGE  4

**MODELOPTs:  NonDFAULT CONC  FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015736 | 0 | 0.13493E-04 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015737 | 0 | 0.13493E-04 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015738 | 0 | 0.13493E-04 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015739 | 0 | 0.13493E-04 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015740 | 0 | 0.13493E-04 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015741 | 0 | 0.13493E-04 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015742 | 0 | 0.13493E-04 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015743 | 0 | 0.13493E-04 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015744 | 0 | 0.13493E-04 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015745 | 0 | 0.13493E-04 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015746 | 0 | 0.13493E-04 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015747 | 0 | 0.13493E-04 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015748 | 0 | 0.13493E-04 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015749 | 0 | 0.13493E-04 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015750 | 0 | 0.13493E-04 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015751 | 0 | 0.13493E-04 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015752 | 0 | 0.13493E-04 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015753 | 0 | 0.13493E-04 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015754 | 0 | 0.13493E-04 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015755 | 0 | 0.13493E-04 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015756 | 0 | 0.13493E-04 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015757 | 0 | 0.13493E-04 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015758 | 0 | 0.13493E-04 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015759 | 0 | 0.13493E-04 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015760 | 0 | 0.13493E-04 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015761 | 0 | 0.13493E-04 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015762 | 0 | 0.13493E-04 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015763 | 0 | 0.13493E-04 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015764 | 0 | 0.13493E-04 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015765 | 0 | 0.22034E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015766 | 0 | 0.22034E-04 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015767 | 0 | 0.22034E-04 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015768 | 0 | 0.22034E-04 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015769 | 0 | 0.22034E-04 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015770 | 0 | 0.22034E-04 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015771 | 0 | 0.22034E-04 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015772 | 0 | 0.22034E-04 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015773 | 0 | 0.22034E-04 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015774 | 0 | 0.22034E-04 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015775 | 0 | 0.22034E-04 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015776 | 0 | 0.22034E-04 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015777 | 0 | 0.22034E-04 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015778 | 0 | 0.22034E-04 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015779 | 0 | 0.22034E-04 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015780 | 0 | 0.22034E-04 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015781 | 0 | 0.22034E-04 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015782 | 0 | 0.22034E-04 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015783 | 0 | 0.22034E-04 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015784 | 0 | 0.22034E-04 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015785 | 0 | 0.22034E-04 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015786 | 0 | 0.22034E-04 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015787 | 0 | 0.22034E-04 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015788 | 0 | 0.22034E-04 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015789 | 0 | 0.22034E-04 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015790 | 0 | 0.22034E-04 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015791 | 0 | 0.22034E-04 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015792 | 0 | 0.22034E-04 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015793 | 0 | 0.22034E-04 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015794 | 0 | 0.22034E-04 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015795 | 0 | 0.22034E-04 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015796 | 0 | 0.22034E-04 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015797 | 0 | 0.22034E-04 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015798 | 0 | 0.22034E-04 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015799 | 0 | 0.22034E-04 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015800 | 0 | 0.22034E-04 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015801 | 0 | 0.22034E-04 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015802 | 0 | 0.22034E-04 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015803 | 0 | 0.22034E-04 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015804 | 0 | 0.22034E-04 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015805 | 0 | 0.22034E-04 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015806 | 0 | 0.22034E-04 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015807 | 0 | 0.22034E-04 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015808 | 0 | 0.22034E-04 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015809 | 0 | 0.22034E-04 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015810 | 0 | 0.22034E-04 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015811 | 0 | 0.22034E-04 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015812 | 0 | 0.22034E-04 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015813 | 0 | 0.22034E-04 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015814 | 0 | 0.22034E-04 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015815 | 0 | 0.22034E-04 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015816 | 0 | 0.22034E-04 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015817 | 0 | 0.22034E-04 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015818 | 0 | 0.22034E-04 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015819 | 0 | 0.22034E-04 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015820 | 0 | 0.22034E-04 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015821 | 0 | 0.22034E-04 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015822 | 0 | 0.22034E-04 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015823 | 0 | 0.22034E-04 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015824 | 0 | 0.93966E-05 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015825 | 0 | 0.93966E-05 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015826 | 0 | 0.93966E-05 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015827 | 0 | 0.93966E-05 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015828 | 0 | 0.93966E-05 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015829 | 0 | 0.93966E-05 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015830 | 0 | 0.93966E-05 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015831 | 0 | 0.93966E-05 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015832 | 0 | 0.93966E-05 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015833 | 0 | 0.93966E-05 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015834 | 0 | 0.93966E-05 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015835 | 0 | 0.93966E-05 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015836 | 0 | 0.93966E-05 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015837 | 0 | 0.93966E-05 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015838 | 0 | 0.93966E-05 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015839 | 0 | 0.93966E-05 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015840 | 0 | 0.93966E-05 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015841 | 0 | 0.93966E-05 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015842 | 0 | 0.93966E-05 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015843 | 0 | 0.93966E-05 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015844 | 0 | 0.93966E-05 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015845 | 0 | 0.93966E-05 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015846 | 0 | 0.93966E-05 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015847 | 0 | 0.93966E-05 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015848 | 0 | 0.93966E-05 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015849 | 0 | 0.93966E-05 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015850 | 0 | 0.93966E-05 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015851 | 0 | 0.93966E-05 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015852 | 0 | 0.93966E-05 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015853 | 0 | 0.93966E-05 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015854 | 0 | 0.93966E-05 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015855 | 0 | 0.93966E-05 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015856 | 0 | 0.93966E-05 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015857 | 0 | 0.93966E-05 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015858 | 0 | 0.93966E-05 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015859 | 0 | 0.93966E-05 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015860 | 0 | 0.93966E-05 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015861 | 0 | 0.93966E-05 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015862 | 0 | 0.93966E-05 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015863 | 0 | 0.93966E-05 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015864 | 0 | 0.93966E-05 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015865 | 0 | 0.93966E-05 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015866 | 0 | 0.93966E-05 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015867 | 0 | 0.93966E-05 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015868 | 0 | 0.93966E-05 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015869 | 0 | 0.93966E-05 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015870 | 0 | 0.93966E-05 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015871 | 0 | 0.93966E-05 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015872 | 0 | 0.93966E-05 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015873 | 0 | 0.93966E-05 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015874 | 0 | 0.93966E-05 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015875 | 0 | 0.93966E-05 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015876 | 0 | 0.93966E-05 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015877 | 0 | 0.93966E-05 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015878 | 0 | 0.93966E-05 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015879 | 0 | 0.93966E-05 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015880 | 0 | 0.93966E-05 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015881 | 0 | 0.93966E-05 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015882 | 0 | 0.23542E-04 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015883 | 0 | 0.23542E-04 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015884 | 0 | 0.23542E-04 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015885 | 0 | 0.23542E-04 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015886 | 0 | 0.23542E-04 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015887 | 0 | 0.23542E-04 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015888 | 0 | 0.23542E-04 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015889 | 0 | 0.23542E-04 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015890 | 0 | 0.23542E-04 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015891 | 0 | 0.23542E-04 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015892 | 0 | 0.23542E-04 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015893 | 0 | 0.23542E-04 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015894 | 0 | 0.23542E-04 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015895 | 0 | 0.23542E-04 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015896 | 0 | 0.23542E-04 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015897 | 0 | 0.23542E-04 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015898 | 0 | 0.23542E-04 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015899 | 0 | 0.23542E-04 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015900 | 0 | 0.23542E-04 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015901 | 0 | 0.23542E-04 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015902 | 0 | 0.23542E-04 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015903 | 0 | 0.23542E-04 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015904 | 0 | 0.23542E-04 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015905 | 0 | 0.23542E-04 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015906 | 0 | 0.23542E-04 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015907 | 0 | 0.23542E-04 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015908 | 0 | 0.23542E-04 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015909 | 0 | 0.23542E-04 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015910 | 0 | 0.23542E-04 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015911 | 0 | 0.23542E-04 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015912 | 0 | 0.23542E-04 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015913 | 0 | 0.23542E-04 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015914 | 0 | 0.23542E-04 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015915 | 0 | 0.23542E-04 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015916 | 0 | 0.23542E-04 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015917 | 0 | 0.23542E-04 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015918 | 0 | 0.23542E-04 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015919 | 0 | 0.23542E-04 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015920 | 0 | 0.23542E-04 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015921 | 0 | 0.23542E-04 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015922 | 0 | 0.23542E-04 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015923 | 0 | 0.23542E-04 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015924 | 0 | 0.23542E-04 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015925 | 0 | 0.23542E-04 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015926 | 0 | 0.23542E-04 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015927 | 0 | 0.23542E-04 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015928 | 0 | 0.23542E-04 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015929 | 0 | 0.23542E-04 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015930 | 0 | 0.36546E-04 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015931 | 0 | 0.36546E-04 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015932 | 0 | 0.36546E-04 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015933 | 0 | 0.36546E-04 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015934 | 0 | 0.36546E-04 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015935 | 0 | 0.36546E-04 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015936 | 0 | 0.36546E-04 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015937 | 0 | 0.36546E-04 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015938 | 0 | 0.36546E-04 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015939 | 0 | 0.36546E-04 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015940 | 0 | 0.36546E-04 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015941 | 0 | 0.36546E-04 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015942 | 0 | 0.36546E-04 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015943 | 0 | 0.36546E-04 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015944 | 0 | 0.36546E-04 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015945 | 0 | 0.36546E-04 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015946 | 0 | 0.36546E-04 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015947 | 0 | 0.36546E-04 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015948 | 0 | 0.36546E-04 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015949 | 0 | 0.36546E-04 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015950 | 0 | 0.36546E-04 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015951 | 0 | 0.36546E-04 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015952 | 0 | 0.36546E-04 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015953 | 0 | 0.36546E-04 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015954 | 0 | 0.36546E-04 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015955 | 0 | 0.36546E-04 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015956 | 0 | 0.36546E-04 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015957 | 0 | 0.36546E-04 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015958 | 0 | 0.36546E-04 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015959 | 0 | 0.36546E-04 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015960 | 0 | 0.36546E-04 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015961 | 0 | 0.36546E-04 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015962 | 0 | 0.36546E-04 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015963 | 0 | 0.36546E-04 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015964 | 0 | 0.36546E-04 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015965 | 0 | 0.36546E-04 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015966 | 0 | 0.36546E-04 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015967 | 0 | 0.36546E-04 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015968 | 0 | 0.36546E-04 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015969 | 0 | 0.36546E-04 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015970 | 0 | 0.36546E-04 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015971 | 0 | 0.36546E-04 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015972 | 0 | 0.36546E-04 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015973 | 0 | 0.36546E-04 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015974 | 0 | 0.36546E-04 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015975 | 0 | 0.36546E-04 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015976 | 0 | 0.36546E-04 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015977 | 0 | 0.36546E-04 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015978 | 0 | 0.36546E-04 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015979 | 0 | 0.36546E-04 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015980 | 0 | 0.36546E-04 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015981 | 0 | 0.36546E-04 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015982 | 0 | 0.36546E-04 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015983 | 0 | 0.36546E-04 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015984 | 0 | 0.36546E-04 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015985 | 0 | 0.18814E-04 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015986 | 0 | 0.18814E-04 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015987 | 0 | 0.18814E-04 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015988 | 0 | 0.18814E-04 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015989 | 0 | 0.18814E-04 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015990 | 0 | 0.18814E-04 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015991 | 0 | 0.18814E-04 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015992 | 0 | 0.18814E-04 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015993 | 0 | 0.18814E-04 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015994 | 0 | 0.18814E-04 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015995 | 0 | 0.18814E-04 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015996 | 0 | 0.18814E-04 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015997 | 0 | 0.18814E-04 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015998 | 0 | 0.18814E-04 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015999 | 0 | 0.18814E-04 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016000 | 0 | 0.18814E-04 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016001 | 0 | 0.18814E-04 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016002 | 0 | 0.18814E-04 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016003 | 0 | 0.18814E-04 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016004 | 0 | 0.18814E-04 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016005 | 0 | 0.18814E-04 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016006 | 0 | 0.18814E-04 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016007 | 0 | 0.18814E-04 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016008 | 0 | 0.18814E-04 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016009 | 0 | 0.18814E-04 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016010 | 0 | 0.18814E-04 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016011 | 0 | 0.18814E-04 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016012 | 0 | 0.18814E-04 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016013 | 0 | 0.18814E-04 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016014 | 0 | 0.18814E-04 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016015 | 0 | 0.18814E-04 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016016 | 0 | 0.18814E-04 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016017 | 0 | 0.18814E-04 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016018 | 0 | 0.18814E-04 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016019 | 0 | 0.18814E-04 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016020 | 0 | 0.18814E-04 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016021 | 0 | 0.18814E-04 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016022 | 0 | 0.18814E-04 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016023 | 0 | 0.18814E-04 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016024 | 0 | 0.18814E-04 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016025 | 0 | 0.18814E-04 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016026 | 0 | 0.18814E-04 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016027 | 0 | 0.18814E-04 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016028 | 0 | 0.18814E-04 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016029 | 0 | 0.18814E-04 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016030 | 0 | 0.18814E-04 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016031 | 0 | 0.18814E-04 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016032 | 0 | 0.18814E-04 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016033 | 0 | 0.18814E-04 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016034 | 0 | 0.18814E-04 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016035 | 0 | 0.18814E-04 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016036 | 0 | 0.18814E-04 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016037 | 0 | 0.18814E-04 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016038 | 0 | 0.18814E-04 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016039 | 0 | 0.18814E-04 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016040 | 0 | 0.18814E-04 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016041 | 0 | 0.18814E-04 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016042 | 0 | 0.18814E-04 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016043 | 0 | 0.18814E-04 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016044 | 0 | 0.97000E-05 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016045 | 0 | 0.97000E-05 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016046 | 0 | 0.97000E-05 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016047 | 0 | 0.97000E-05 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016048 | 0 | 0.97000E-05 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016049 | 0 | 0.97000E-05 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016050 | 0 | 0.97000E-05 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016051 | 0 | 0.97000E-05 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016052 | 0 | 0.97000E-05 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016053 | 0 | 0.97000E-05 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016054 | 0 | 0.35188E-04 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016055 | 0 | 0.35188E-04 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016056 | 0 | 0.35188E-04 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016057 | 0 | 0.35188E-04 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016058 | 0 | 0.35188E-04 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016059 | 0 | 0.35188E-04 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016060 | 0 | 0.35188E-04 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016061 | 0 | 0.35188E-04 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016062 | 0 | 0.35188E-04 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016063 | 0 | 0.35188E-04 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016064 | 0 | 0.35188E-04 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016065 | 0 | 0.35188E-04 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016066 | 0 | 0.35188E-04 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016067 | 0 | 0.35188E-04 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016068 | 0 | 0.35188E-04 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016069 | 0 | 0.35188E-04 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016070 | 0 | 0.22750E-04 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016071 | 0 | 0.22750E-04 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016072 | 0 | 0.22750E-04 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016073 | 0 | 0.22750E-04 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016074 | 0 | 0.22750E-04 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016075 | 0 | 0.22750E-04 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016076 | 0 | 0.22750E-04 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016077 | 0 | 0.22750E-04 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016078 | 0 | 0.22750E-04 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016079 | 0 | 0.22750E-04 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016080 | 0 | 0.22750E-04 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016081 | 0 | 0.22750E-04 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016082 | 0 | 0.22750E-04 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016083 | 0 | 0.22750E-04 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016084 | 0 | 0.22750E-04 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016085 | 0 | 0.22750E-04 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016086 | 0 | 0.22750E-04 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016087 | 0 | 0.22750E-04 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016088 | 0 | 0.22750E-04 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016089 | 0 | 0.22750E-04 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016090 | 0 | 0.22750E-04 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016091 | 0 | 0.22750E-04 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016092 | 0 | 0.22750E-04 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016093 | 0 | 0.22750E-04 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016094 | 0 | 0.22750E-04 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016095 | 0 | 0.22750E-04 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016096 | 0 | 0.22750E-04 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016097 | 0 | 0.22750E-04 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016098 | 0 | 0.23304E-04 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016099 | 0 | 0.23304E-04 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016100 | 0 | 0.23304E-04 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016101 | 0 | 0.23304E-04 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016102 | 0 | 0.23304E-04 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016103 | 0 | 0.23304E-04 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016104 | 0 | 0.23304E-04 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016105 | 0 | 0.23304E-04 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016106 | 0 | 0.23304E-04 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016107 | 0 | 0.23304E-04 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016108 | 0 | 0.23304E-04 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016109 | 0 | 0.23304E-04 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016110 | 0 | 0.23304E-04 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016111 | 0 | 0.23304E-04 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016112 | 0 | 0.23304E-04 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016113 | 0 | 0.23304E-04 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016114 | 0 | 0.23304E-04 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016115 | 0 | 0.23304E-04 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016116 | 0 | 0.23304E-04 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016117 | 0 | 0.23304E-04 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016118 | 0 | 0.23304E-04 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016119 | 0 | 0.23304E-04 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016120 | 0 | 0.23304E-04 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016121 | 0 | 0.22125E-04 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016122 | 0 | 0.22125E-04 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016123 | 0 | 0.22125E-04 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016124 | 0 | 0.22125E-04 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016125 | 0 | 0.22125E-04 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016126 | 0 | 0.22125E-04 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016127 | 0 | 0.22125E-04 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016128 | 0 | 0.22125E-04 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016129 | 0 | 0.11000E-04 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016130 | 0 | 0.11000E-04 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016131 | 0 | 0.11000E-04 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016132 | 0 | 0.11000E-04 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016133 | 0 | 0.11000E-04 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016134 | 0 | 0.11000E-04 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016135 | 0 | 0.11000E-04 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016136 | 0 | 0.11000E-04 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016137 | 0 | 0.11000E-04 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016138 | 0 | 0.11000E-04 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016139 | 0 | 0.24962E-04 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016140 | 0 | 0.24962E-04 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016141 | 0 | 0.24962E-04 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016142 | 0 | 0.24962E-04 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016143 | 0 | 0.24962E-04 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016144 | 0 | 0.24962E-04 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016145 | 0 | 0.24962E-04 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016146 | 0 | 0.24962E-04 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016147 | 0 | 0.24962E-04 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016148 | 0 | 0.24962E-04 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016149 | 0 | 0.24962E-04 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016150 | 0 | 0.24962E-04 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016151 | 0 | 0.24962E-04 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016152 | 0 | 0.24962E-04 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016153 | 0 | 0.24962E-04 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016154 | 0 | 0.24962E-04 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016155 | 0 | 0.24962E-04 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016156 | 0 | 0.24962E-04 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016157 | 0 | 0.24962E-04 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016158 | 0 | 0.24962E-04 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016159 | 0 | 0.24962E-04 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016160 | 0 | 0.24962E-04 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016161 | 0 | 0.24962E-04 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016162 | 0 | 0.24962E-04 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016163 | 0 | 0.24962E-04 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016164 | 0 | 0.24962E-04 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016165 | 0 | 0.29895E-04 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016166 | 0 | 0.29895E-04 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016167 | 0 | 0.29895E-04 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016168 | 0 | 0.29895E-04 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016169 | 0 | 0.29895E-04 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016170 | 0 | 0.29895E-04 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016171 | 0 | 0.29895E-04 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016172 | 0 | 0.29895E-04 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016173 | 0 | 0.29895E-04 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016174 | 0 | 0.29895E-04 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016175 | 0 | 0.29895E-04 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016176 | 0 | 0.29895E-04 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016177 | 0 | 0.29895E-04 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016178 | 0 | 0.29895E-04 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016179 | 0 | 0.29895E-04 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016180 | 0 | 0.29895E-04 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016181 | 0 | 0.29895E-04 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016182 | 0 | 0.29895E-04 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016183 | 0 | 0.29895E-04 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.15900E-06 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0015696 , L0015697 , L0015698 , L0015699 , L0015700 , L0015701 , L0015702 , L0015703 , |
| | L0015704 , L0015705 , L0015706 , L0015707 , L0015708 , L0015709 , L0015710 , L0015711 , |
| | L0015712 , L0015713 , L0015714 , L0015715 , L0015716 , L0015717 , L0015718 , L0015719 , |
| | L0015720 , L0015721 , L0015722 , L0015723 , L0015724 , L0015725 , L0015726 , L0015727 , |
| | L0015728 , L0015729 , L0015730 , L0015731 , L0015732 , L0015733 , L0015734 , L0015735 , |
| | L0015736 , L0015737 , L0015738 , L0015739 , L0015740 , L0015741 , L0015742 , L0015743 , |
| | L0015744 , L0015745 , L0015746 , L0015747 , L0015748 , L0015749 , L0015750 , L0015751 , |
| | L0015752 , L0015753 , L0015754 , L0015755 , L0015756 , L0015757 , L0015758 , L0015759 , |
| | L0015760 , L0015761 , L0015762 , L0015763 , L0015764 , L0015765 , L0015766 , L0015767 , |
| | L0015768 , L0015769 , L0015770 , L0015771 , L0015772 , L0015773 , L0015774 , L0015775 , |
| | L0015776 , L0015777 , L0015778 , L0015779 , L0015780 , L0015781 , L0015782 , L0015783 , |
| | L0015784 , L0015785 , L0015786 , L0015787 , L0015788 , L0015789 , L0015790 , L0015791 , |
| | L0015792 , L0015793 , L0015794 , L0015795 , L0015796 , L0015797 , L0015798 , L0015799 , |
| | L0015800 , L0015801 , L0015802 , L0015803 , L0015804 , L0015805 , L0015806 , L0015807 , |
| | L0015808 , L0015809 , L0015810 , L0015811 , L0015812 , L0015813 , L0015814 , L0015815 , |
| | L0015816 , L0015817 , L0015818 , L0015819 , L0015820 , L0015821 , L0015822 , L0015823 , |
| | L0015824 , L0015825 , L0015826 , L0015827 , L0015828 , L0015829 , L0015830 , L0015831 , |
| | L0015832 , L0015833 , L0015834 , L0015835 , L0015836 , L0015837 , L0015838 , L0015839 , |
| | L0015840 , L0015841 , L0015842 , L0015843 , L0015844 , L0015845 , L0015846 , L0015847 , |
| | L0015848 , L0015849 , L0015850 , L0015851 , L0015852 , L0015853 , L0015854 , L0015855 , |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| | L0015856 , L0015857 , L0015858 , L0015859 , L0015860 , L0015861 , L0015862 , L0015863 , |
| | L0015864 , L0015865 , L0015866 , L0015867 , L0015868 , L0015869 , L0015870 , L0015871 , |
| | L0015872 , L0015873 , L0015874 , L0015875 , L0015876 , L0015877 , L0015878 , L0015879 , |

L0015880 , L0015881 , L0015882 , L0015883 , L0015884 , L0015885 , L0015886 , L0015887 ,
L0015888 , L0015889 , L0015890 , L0015891 , L0015892 , L0015893 , L0015894 , L0015895 ,
L0015896 , L0015897 , L0015898 , L0015899 , L0015900 , L0015901 , L0015902 , L0015903 ,
L0015904 , L0015905 , L0015906 , L0015907 , L0015908 , L0015909 , L0015910 , L0015911 ,
L0015912 , L0015913 , L0015914 , L0015915 , L0015916 , L0015917 , L0015918 , L0015919 ,
L0015920 , L0015921 , L0015922 , L0015923 , L0015924 , L0015925 , L0015926 , L0015927 ,
L0015928 , L0015929 , L0015930 , L0015931 , L0015932 , L0015933 , L0015934 , L0015935 ,
L0015936 , L0015937 , L0015938 , L0015939 , L0015940 , L0015941 , L0015942 , L0015943 ,
L0015944 , L0015945 , L0015946 , L0015947 , L0015948 , L0015949 , L0015950 , L0015951 ,
L0015952 , L0015953 , L0015954 , L0015955 , L0015956 , L0015957 , L0015958 , L0015959 ,
L0015960 , L0015961 , L0015962 , L0015963 , L0015964 , L0015965 , L0015966 , L0015967 ,
L0015968 , L0015969 , L0015970 , L0015971 , L0015972 , L0015973 , L0015974 , L0015975 ,
L0015976 , L0015977 , L0015978 , L0015979 , L0015980 , L0015981 , L0015982 , L0015983 ,
L0015984 , L0015985 , L0015986 , L0015987 , L0015988 , L0015989 , L0015990 , L0015991 ,
L0015992 , L0015993 , L0015994 , L0015995 , L0015996 , L0015997 , L0015998 , L0015999 ,
L0016000 , L0016001 , L0016002 , L0016003 , L0016004 , L0016005 , L0016006 , L0016007 ,
L0016008 , L0016009 , L0016010 , L0016011 , L0016012 , L0016013 , L0016014 , L0016015 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016016 , L0016017 , L0016018 , L0016019 , L0016020 , L0016021 , L0016022 , L0016023 ,
L0016024 , L0016025 , L0016026 , L0016027 , L0016028 , L0016029 , L0016030 , L0016031 ,
L0016032 , L0016033 , L0016034 , L0016035 , L0016036 , L0016037 , L0016038 , L0016039 ,
L0016040 , L0016041 , L0016042 , L0016043 , L0016044 , L0016045 , L0016046 , L0016047 ,
L0016048 , L0016049 , L0016050 , L0016051 , L0016052 , L0016053 , L0016054 , L0016055 ,
L0016056 , L0016057 , L0016058 , L0016059 , L0016060 , L0016061 , L0016062 , L0016063 ,
L0016064 , L0016065 , L0016066 , L0016067 , L0016068 , L0016069 , L0016070 , L0016071 ,
L0016072 , L0016073 , L0016074 , L0016075 , L0016076 , L0016077 , L0016078 , L0016079 ,
L0016080 , L0016081 , L0016082 , L0016083 , L0016084 , L0016085 , L0016086 , L0016087 ,
L0016088 , L0016089 , L0016090 , L0016091 , L0016092 , L0016093 , L0016094 , L0016095 ,
L0016096 , L0016097 , L0016098 , L0016099 , L0016100 , L0016101 , L0016102 , L0016103 ,
L0016104 , L0016105 , L0016106 , L0016107 , L0016108 , L0016109 , L0016110 , L0016111 ,
L0016112 , L0016113 , L0016114 , L0016115 , L0016116 , L0016117 , L0016118 , L0016119 ,
L0016120 , L0016121 , L0016122 , L0016123 , L0016124 , L0016125 , L0016126 , L0016127 ,
L0016128 , L0016129 , L0016130 , L0016131 , L0016132 , L0016133 , L0016134 , L0016135 ,
L0016136 , L0016137 , L0016138 , L0016139 , L0016140 , L0016141 , L0016142 , L0016143 ,
L0016144 , L0016145 , L0016146 , L0016147 , L0016148 , L0016149 , L0016150 , L0016151 ,
L0016152 , L0016153 , L0016154 , L0016155 , L0016156 , L0016157 , L0016158 , L0016159 ,
L0016160 , L0016161 , L0016162 , L0016163 , L0016164 , L0016165 , L0016166 , L0016167 ,
L0016168 , L0016169 , L0016170 , L0016171 , L0016172 , L0016173 , L0016174 , L0016175 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016176 , L0016177 , L0016178 , L0016179 , L0016180 , L0016181 , L0016182 , L0016183 ,
STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,
STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA
IFV BH BW BL XADJ YADJ IFV BH BW BL XADJ YADJ

P1_CO

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |

P1_CO

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ( | 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( | 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( | 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( | 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( | 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( | 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( | 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( | 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( | 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( | 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( | 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( | 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( | 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( | 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( | 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( | 267063.1, | 4047802.6, | 101.0, | 101.0, | 0.0); |
| ( | 266966.9, | 4047818.3, | 101.0, | 101.0, | 0.0); | ( | 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |
| ( | 267082.1, | 4047366.7, | 101.0, | 101.0, | 0.0); | ( | 267129.9, | 4047042.6, | 101.0, | 101.0, | 0.0); |
| ( | 267530.5, | 4047517.9, | 101.0, | 101.0, | 0.0); | ( | 267524.6, | 4047227.2, | 101.0, | 101.0, | 0.0); |
| ( | 267632.7, | 4047272.4, | 101.0, | 101.0, | 0.0); | ( | 267423.4, | 4048609.3, | 101.0, | 101.0, | 0.0); |
| ( | 267490.2, | 4048539.3, | 101.0, | 101.0, | 0.0); | ( | 267557.0, | 4048469.2, | 101.0, | 101.0, | 0.0); |
| ( | 267623.8, | 4048399.2, | 101.0, | 101.0, | 0.0); | ( | 267690.6, | 4048329.1, | 101.0, | 101.0, | 0.0); |
| ( | 267757.4, | 4048259.1, | 101.0, | 101.0, | 0.0); | ( | 267824.2, | 4048189.0, | 101.0, | 101.0, | 0.0); |
| ( | 267891.0, | 4048119.0, | 101.0, | 101.0, | 0.0); | ( | 267957.8, | 4048048.9, | 101.0, | 101.0, | 0.0); |
| ( | 268024.6, | 4047978.9, | 101.0, | 101.0, | 0.0); | ( | 267496.9, | 4048778.3, | 101.0, | 101.0, | 0.0); |
| ( | 267635.0, | 4048677.3, | 101.0, | 101.0, | 0.0); | ( | 267701.8, | 4048607.2, | 101.0, | 101.0, | 0.0); |
| ( | 267768.6, | 4048537.2, | 101.0, | 101.0, | 0.0); | ( | 267835.4, | 4048467.1, | 101.0, | 101.0, | 0.0); |
| ( | 267902.2, | 4048397.1, | 101.0, | 101.0, | 0.0); | ( | 267969.0, | 4048327.0, | 101.0, | 101.0, | 0.0); |
| ( | 268035.8, | 4048257.0, | 101.0, | 101.0, | 0.0); | ( | 268102.5, | 4048186.9, | 101.0, | 101.0, | 0.0); |
| ( | 268169.3, | 4048116.9, | 101.0, | 101.0, | 0.0); | ( | 267670.7, | 4048953.9, | 101.0, | 101.0, | 0.0); |
| ( | 267513.9, | 4049022.1, | 101.0, | 101.0, | 0.0); | ( | 267815.9, | 4048849.8, | 101.0, | 101.0, | 0.0); |
| ( | 267882.7, | 4048779.8, | 101.0, | 101.0, | 0.0); | ( | 267949.5, | 4048709.7, | 101.0, | 101.0, | 0.0); |
| ( | 268016.3, | 4048639.7, | 101.0, | 101.0, | 0.0); | ( | 268083.1, | 4048569.6, | 101.0, | 101.0, | 0.0); |
| ( | 268149.9, | 4048499.6, | 101.0, | 101.0, | 0.0); | ( | 268216.7, | 4048429.5, | 101.0, | 101.0, | 0.0); |
| ( | 268283.5, | 4048359.5, | 101.0, | 101.0, | 0.0); | ( | 268350.3, | 4048289.4, | 101.0, | 101.0, | 0.0); |
| ( | 267848.6, | 4049127.8, | 101.0, | 101.0, | 0.0); | ( | 267685.7, | 4049198.6, | 101.0, | 101.0, | 0.0); |
| ( | 267522.8, | 4049269.4, | 101.0, | 101.0, | 0.0); | ( | 267996.8, | 4049022.3, | 101.0, | 101.0, | 0.0); |
| ( | 268063.6, | 4048952.3, | 101.0, | 101.0, | 0.0); | ( | 268130.4, | 4048882.2, | 101.0, | 101.0, | 0.0); |
| ( | 268197.2, | 4048812.2, | 101.0, | 101.0, | 0.0); | ( | 268264.0, | 4048742.1, | 101.0, | 101.0, | 0.0); |
| ( | 268330.8, | 4048672.1, | 101.0, | 101.0, | 0.0); | ( | 268397.6, | 4048602.0, | 101.0, | 101.0, | 0.0); |
| ( | 268464.4, | 4048532.0, | 101.0, | 101.0, | 0.0); | ( | 268531.2, | 4048461.9, | 101.0, | 101.0, | 0.0); |
| ( | 268207.6, | 4049474.1, | 101.0, | 101.0, | 0.0); | ( | 268123.4, | 4049510.7, | 101.0, | 101.0, | 0.0); |
| ( | 268039.2, | 4049547.3, | 101.0, | 101.0, | 0.0); | ( | 267955.0, | 4049583.9, | 101.0, | 101.0, | 0.0); |
| ( | 267870.8, | 4049620.5, | 101.0, | 101.0, | 0.0); | ( | 267786.6, | 4049657.1, | 101.0, | 101.0, | 0.0); |
| ( | 267702.4, | 4049693.8, | 101.0, | 101.0, | 0.0); | ( | 267618.1, | 4049730.4, | 101.0, | 101.0, | 0.0); |
| ( | 267533.9, | 4049767.0, | 101.0, | 101.0, | 0.0); | ( | 267449.7, | 4049803.6, | 101.0, | 101.0, | 0.0); |
| ( | 268291.9, | 4049437.4, | 101.0, | 101.0, | 0.0); | ( | 268358.7, | 4049367.4, | 101.0, | 101.0, | 0.0); |
| ( | 268425.5, | 4049297.3, | 101.0, | 101.0, | 0.0); | ( | 268492.3, | 4049227.3, | 101.0, | 101.0, | 0.0); |
| ( | 268559.1, | 4049157.2, | 101.0, | 101.0, | 0.0); | ( | 268625.9, | 4049087.2, | 101.0, | 101.0, | 0.0); |
| ( | 268692.7, | 4049017.1, | 101.0, | 101.0, | 0.0); | ( | 268759.5, | 4048947.1, | 101.0, | 101.0, | 0.0); |
| ( | 268826.3, | 4048877.0, | 101.0, | 101.0, | 0.0); | ( | 268893.1, | 4048807.0, | 101.0, | 101.0, | 0.0); |
| ( | 268568.2, | 4049819.7, | 101.0, | 101.0, | 0.0); | ( | 268482.7, | 4049856.9, | 101.0, | 101.0, | 0.0); |
| ( | 268397.2, | 4049894.0, | 101.0, | 101.0, | 0.0); | ( | 268311.7, | 4049931.2, | 101.0, | 101.0, | 0.0); |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ( | 268226.2, | 4049968.4, | 101.0, | 101.0, | 0.0); | ( | 268140.6, | 4050005.6, | 101.0, | 101.0, | 0.0); |
| ( | 268055.1, | 4050042.8, | 101.0, | 101.0, | 0.0); | ( | 267969.6, | 4050079.9, | 101.0, | 101.0, | 0.0); |
| ( | 267884.1, | 4050117.1, | 101.0, | 101.0, | 0.0); | ( | 267798.6, | 4050154.3, | 101.0, | 101.0, | 0.0); |
| ( | 267713.1, | 4050191.5, | 101.0, | 101.0, | 0.0); | ( | 267627.6, | 4050228.7, | 101.0, | 101.0, | 0.0); |
| ( | 267542.1, | 4050265.8, | 101.0, | 101.0, | 0.0); | ( | 267456.6, | 4050303.0, | 101.0, | 101.0, | 0.0); |

( 268653.7, 4049782.5, 101.0, 101.0, 0.0); ( 268720.5, 4049712.4, 101.0, 101.0, 0.0);
( 268787.3, 4049642.4, 101.0, 101.0, 0.0); ( 268854.1, 4049572.3, 101.0, 101.0, 0.0);
( 268920.9, 4049502.3, 101.0, 101.0, 0.0); ( 268987.7, 4049432.2, 101.0, 101.0, 0.0);
( 269054.5, 4049362.2, 101.0, 101.0, 0.0); ( 269121.3, 4049292.1, 101.0, 101.0, 0.0);
( 269188.1, 4049222.1, 101.0, 101.0, 0.0); ( 269254.9, 4049152.0, 101.0, 101.0, 0.0);
( 268049.5, 4047836.8, 101.0, 101.0, 0.0); ( 268231.3, 4047953.0, 101.0, 101.0, 0.0);
( 268249.4, 4047829.2, 101.0, 101.0, 0.0); ( 268480.2, 4047945.9, 101.0, 101.0, 0.0);
( 268436.9, 4048060.4, 101.0, 101.0, 0.0); ( 268393.6, 4048174.9, 101.0, 101.0, 0.0);
( 268499.2, 4047819.5, 101.0, 101.0, 0.0); ( 268729.6, 4047937.4, 101.0, 101.0, 0.0);
( 268685.5, 4048053.9, 101.0, 101.0, 0.0); ( 268641.4, 4048170.5, 101.0, 101.0, 0.0);
( 268597.3, 4048287.1, 101.0, 101.0, 0.0); ( 268749.0, 4047809.9, 101.0, 101.0, 0.0);
( 269227.4, 4047923.0, 101.0, 101.0, 0.0); ( 269179.6, 4048049.3, 101.0, 101.0, 0.0);
( 269131.9, 4048175.6, 101.0, 101.0, 0.0); ( 269084.1, 4048301.9, 101.0, 101.0, 0.0);
( 269036.3, 4048428.1, 101.0, 101.0, 0.0); ( 268988.6, 4048554.4, 101.0, 101.0, 0.0);
( 268940.8, 4048680.7, 101.0, 101.0, 0.0); ( 269248.6, 4047790.7, 101.0, 101.0, 0.0);
( 269727.3, 4047903.1, 101.0, 101.0, 0.0); ( 269680.0, 4048028.0, 101.0, 101.0, 0.0);
( 269632.8, 4048152.9, 101.0, 101.0, 0.0); ( 269585.6, 4048277.8, 101.0, 101.0, 0.0);
( 269538.3, 4048402.7, 101.0, 101.0, 0.0); ( 269491.1, 4048527.6, 101.0, 101.0, 0.0);
( 269443.9, 4048652.5, 101.0, 101.0, 0.0); ( 269396.6, 4048777.4, 101.0, 101.0, 0.0);
( 269349.4, 4048902.3, 101.0, 101.0, 0.0); ( 269302.1, 4049027.1, 101.0, 101.0, 0.0);
( 269748.2, 4047771.5, 101.0, 101.0, 0.0); ( 267983.3, 4047685.9, 101.0, 101.0, 0.0);
( 267877.6, 4047669.8, 101.0, 101.0, 0.0); ( 267733.9, 4047666.2, 101.0, 101.0, 0.0);
( 268005.1, 4047493.2, 101.0, 101.0, 0.0); ( 268106.8, 4047536.4, 101.0, 101.0, 0.0);
( 268179.9, 4047608.5, 101.0, 101.0, 0.0); ( 268224.4, 4047709.5, 101.0, 101.0, 0.0);
( 267882.5, 4047469.8, 101.0, 101.0, 0.0); ( 267738.8, 4047466.3, 101.0, 101.0, 0.0);
( 268022.6, 4047248.1, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 267888.7, 4047219.9, 101.0, 101.0, 0.0); ( 267745.0, 4047216.4, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);
( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);
( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);

( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267589.8, 4047677.7, 101.0, 101.0, 0.0); ( 267459.8, 4047820.1, 101.0, 101.0, 0.0);
( 267626.8, 4047497.3, 101.0, 101.0, 0.0); ( 267498.1, 4047559.0, 101.0, 101.0, 0.0);
( 267352.7, 4047651.2, 101.0, 101.0, 0.0); ( 267514.0, 4047280.4, 101.0, 101.0, 0.0);
( 267364.2, 4047347.8, 101.0, 101.0, 0.0); ( 267218.8, 4047440.0, 101.0, 101.0, 0.0);
( 267377.7, 4047069.9, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267230.3, 4047136.7, 101.0, 101.0, 0.0); ( 267084.9, 4047228.9, 101.0, 101.0, 0.0);
( 267116.2, 4046645.9, 101.0, 101.0, 0.0); ( 267278.0, 4046601.1, 101.0, 101.0, 0.0);
( 267439.9, 4046556.3, 101.0, 101.0, 0.0); ( 267601.7, 4046511.4, 101.0, 101.0, 0.0);
( 266962.6, 4046714.4, 101.0, 101.0, 0.0); ( 266817.1, 4046806.6, 101.0, 101.0, 0.0);
( 266845.1, 4046224.6, 101.0, 101.0, 0.0); ( 267000.2, 4046181.6, 101.0, 101.0, 0.0);
( 267155.4, 4046138.6, 101.0, 101.0, 0.0); ( 267310.5, 4046095.7, 101.0, 101.0, 0.0);
( 267465.6, 4046052.7, 101.0, 101.0, 0.0); ( 267620.8, 4046009.7, 101.0, 101.0, 0.0);
( 266694.8, 4046292.2, 101.0, 101.0, 0.0); ( 266549.4, 4046384.4, 101.0, 101.0, 0.0);
( 267349.5, 4047926.9, 101.0, 101.0, 0.0); ( 267254.6, 4047739.0, 101.0, 101.0, 0.0);
( 267124.4, 4047515.6, 101.0, 101.0, 0.0); ( 267031.3, 4047608.8, 101.0, 101.0, 0.0);
( 266993.4, 4047302.2, 101.0, 101.0, 0.0); ( 266901.0, 4047385.4, 101.0, 101.0, 0.0);
( 266638.6, 4046949.6, 101.0, 101.0, 0.0); ( 266727.9, 4046878.1, 101.0, 101.0, 0.0);
( 266547.5, 4047031.9, 101.0, 101.0, 0.0); ( 266284.6, 4046596.5, 101.0, 101.0, 0.0);
( 266372.9, 4046525.8, 101.0, 101.0, 0.0); ( 266461.1, 4046455.1, 101.0, 101.0, 0.0);
( 266193.9, 4046678.4, 101.0, 101.0, 0.0); ( 267123.7, 4048028.3, 101.0, 101.0, 0.0);
( 267096.0, 4048167.7, 101.0, 101.0, 0.0); ( 267149.7, 4047840.8, 101.0, 101.0, 0.0);
( 267022.1, 4047962.1, 101.0, 101.0, 0.0); ( 266894.4, 4048083.4, 101.0, 101.0, 0.0);
( 266913.7, 4047720.2, 101.0, 101.0, 0.0); ( 266786.0, 4047841.5, 101.0, 101.0, 0.0);
( 266805.4, 4047478.3, 101.0, 101.0, 0.0); ( 266677.7, 4047599.6, 101.0, 101.0, 0.0);
( 266550.0, 4047720.9, 101.0, 101.0, 0.0); ( 266461.0, 4047115.8, 101.0, 101.0, 0.0);
( 266333.3, 4047237.1, 101.0, 101.0, 0.0); ( 266205.6, 4047358.4, 101.0, 101.0, 0.0);
( 266116.6, 4046753.3, 101.0, 101.0, 0.0); ( 265989.0, 4046874.6, 101.0, 101.0, 0.0);
( 265861.3, 4046995.9, 101.0, 101.0, 0.0); ( 267016.6, 4048266.8, 101.0, 101.0, 0.0);
( 267004.6, 4048386.0, 101.0, 101.0, 0.0); ( 267011.7, 4048547.4, 101.0, 101.0, 0.0);
( 266824.5, 4048256.4, 101.0, 101.0, 0.0); ( 266804.8, 4048394.8, 101.0, 101.0, 0.0);
( 266811.9, 4048556.1, 101.0, 101.0, 0.0); ( 266580.0, 4048254.6, 101.0, 101.0, 0.0);
( 266636.8, 4048113.6, 101.0, 101.0, 0.0); ( 266693.7, 4047972.6, 101.0, 101.0, 0.0);
( 266555.1, 4048405.7, 101.0, 101.0, 0.0); ( 266562.2, 4048567.1, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 266329.3, 4048267.7, 101.0, 101.0, 0.0); ( 266345.9, 4048065.3, 101.0, 101.0, 0.0);
( 266323.9, 4047905.5, 101.0, 101.0, 0.0); ( 266494.8, 4047857.6, 101.0, 101.0, 0.0);
( 266305.3, 4048416.7, 101.0, 101.0, 0.0); ( 266312.4, 4048578.1, 101.0, 101.0, 0.0);
( 265831.1, 4048286.6, 101.0, 101.0, 0.0); ( 265888.7, 4048143.8, 101.0, 101.0, 0.0);
( 265946.3, 4048001.0, 101.0, 101.0, 0.0); ( 266003.9, 4047858.2, 101.0, 101.0, 0.0);
( 266061.6, 4047715.4, 101.0, 101.0, 0.0); ( 266119.2, 4047572.6, 101.0, 101.0, 0.0);
( 265805.8, 4048438.7, 101.0, 101.0, 0.0); ( 265812.9, 4048600.0, 101.0, 101.0, 0.0);
( 265332.1, 4048307.1, 101.0, 101.0, 0.0); ( 265390.9, 4048161.4, 101.0, 101.0, 0.0);
( 265449.7, 4048015.7, 101.0, 101.0, 0.0); ( 265508.5, 4047870.0, 101.0, 101.0, 0.0);
( 265567.3, 4047724.3, 101.0, 101.0, 0.0); ( 265626.1, 4047578.6, 101.0, 101.0, 0.0);
( 265684.9, 4047432.9, 101.0, 101.0, 0.0); ( 265743.7, 4047287.2, 101.0, 101.0, 0.0);
( 265802.5, 4047141.6, 101.0, 101.0, 0.0); ( 265306.3, 4048460.6, 101.0, 101.0, 0.0);
( 265313.4, 4048622.0, 101.0, 101.0, 0.0); ( 267112.7, 4048643.0, 101.0, 101.0, 0.0);
( 267272.3, 4048641.2, 101.0, 101.0, 0.0); ( 267045.1, 4048815.6, 101.0, 101.0, 0.0);
( 266874.2, 4048692.6, 101.0, 101.0, 0.0); ( 267194.8, 4048842.1, 101.0, 101.0, 0.0);
( 267354.4, 4048840.3, 101.0, 101.0, 0.0); ( 267053.7, 4049067.8, 101.0, 101.0, 0.0);
( 266925.6, 4049017.7, 101.0, 101.0, 0.0); ( 266797.6, 4048967.5, 101.0, 101.0, 0.0);

( 266705.0, 4048879.9, 101.0, 101.0, 0.0); ( 266647.9, 4048754.8, 101.0, 101.0, 0.0);
( 267197.5, 4049092.0, 101.0, 101.0, 0.0); ( 267357.2, 4049090.3, 101.0, 101.0, 0.0);
( 267050.7, 4049315.6, 101.0, 101.0, 0.0); ( 266911.0, 4049260.8, 101.0, 101.0, 0.0);
( 266771.3, 4049206.1, 101.0, 101.0, 0.0); ( 266631.6, 4049151.4, 101.0, 101.0, 0.0);
( 266530.6, 4049055.8, 101.0, 101.0, 0.0); ( 266468.2, 4048919.3, 101.0, 101.0, 0.0);
( 266405.9, 4048782.8, 101.0, 101.0, 0.0); ( 267200.3, 4049342.0, 101.0, 101.0, 0.0);
( 267359.9, 4049340.3, 101.0, 101.0, 0.0); ( 267056.2, 4049815.5, 101.0, 101.0, 0.0);
( 266916.5, 4049760.8, 101.0, 101.0, 0.0); ( 266776.8, 4049706.1, 101.0, 101.0, 0.0);
( 266637.1, 4049651.3, 101.0, 101.0, 0.0); ( 266497.4, 4049596.6, 101.0, 101.0, 0.0);
( 266357.7, 4049541.9, 101.0, 101.0, 0.0); ( 266186.9, 4049418.9, 101.0, 101.0, 0.0);
( 266124.5, 4049282.4, 101.0, 101.0, 0.0); ( 266062.2, 4049146.0, 101.0, 101.0, 0.0);
( 265999.9, 4049009.5, 101.0, 101.0, 0.0); ( 265937.5, 4048873.0, 101.0, 101.0, 0.0);
( 265875.2, 4048736.5, 101.0, 101.0, 0.0); ( 267205.9, 4049842.0, 101.0, 101.0, 0.0);
( 267365.5, 4049840.2, 101.0, 101.0, 0.0); ( 267057.7, 4050313.9, 101.0, 101.0, 0.0);
( 266909.8, 4050255.9, 101.0, 101.0, 0.0); ( 266761.8, 4050198.0, 101.0, 101.0, 0.0);
( 266613.9, 4050140.0, 101.0, 101.0, 0.0); ( 266466.0, 4050082.1, 101.0, 101.0, 0.0);
( 266318.1, 4050024.1, 101.0, 101.0, 0.0); ( 266170.2, 4049966.2, 101.0, 101.0, 0.0);
( 266022.2, 4049908.2, 101.0, 101.0, 0.0); ( 265841.3, 4049778.0, 101.0, 101.0, 0.0);
( 265775.3, 4049633.5, 101.0, 101.0, 0.0); ( 265709.3, 4049489.0, 101.0, 101.0, 0.0);
( 265643.3, 4049344.5, 101.0, 101.0, 0.0); ( 265577.3, 4049200.0, 101.0, 101.0, 0.0);
( 265511.4, 4049055.5, 101.0, 101.0, 0.0); ( 265445.4, 4048911.0, 101.0, 101.0, 0.0);
( 265379.4, 4048766.5, 101.0, 101.0, 0.0); ( 267211.4, 4050342.0, 101.0, 101.0, 0.0);
( 267371.0, 4050340.2, 101.0, 101.0, 0.0); ( 266227.0, 4047703.0, 101.0, 101.0, 0.0);
( 266336.0, 4047616.8, 101.0, 101.0, 0.0); ( 267475.9, 4046685.8, 101.0, 101.0, 0.0);
( 267057.2, 4047804.6, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 268425.47 | 4049297.35 | 18.09398 | (06122418) | 268492.27 | 4049227.30 | 17.73106 | (06021205) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268559.06 | 4049157.25 | 15.73240 | (07122217) | 268625.86 | 4049087.19 | 17.32206 | (08021422) |
| 268692.66 | 4049017.14 | 16.81211 | (06040121) | 268759.46 | 4048947.09 | 16.74243 | (07120905) |
| 268826.26 | 4048877.04 | 16.71568 | (06040522) | 268893.06 | 4048806.99 | 17.15256 | (06011907) |
| 268568.21 | 4049819.68 | 14.09653 | (05021605) | 268482.70 | 4049856.86 | 14.49708 | (07011222) |
| 268397.19 | 4049894.04 | 14.45353 | (07010205) | 268311.68 | 4049931.22 | 13.23576 | (05031420) |
| 268226.16 | 4049968.40 | 16.12597 | (05031420) | 268140.65 | 4050005.58 | 16.16585 | (06031120) |
| 268055.14 | 4050042.76 | 16.68524 | (06012506) | 267969.63 | 4050079.94 | 17.72657 | (06010720) |
| 267884.12 | 4050117.12 | 17.17842 | (08120521) | 267798.61 | 4050154.30 | 17.48460 | (06011204) |
| 267713.09 | 4050191.48 | 17.87626 | (05021424) | 267627.58 | 4050228.66 | 18.86642 | (07121417) |
| 267542.07 | 4050265.84 | 19.83210 | (08011718) | 267456.56 | 4050303.02 | 19.94229 | (05020119) |
| 268653.72 | 4049782.50 | 13.93952 | (06010907) | 268720.52 | 4049712.45 | 14.20332 | (06122418) |
| 268787.32 | 4049642.40 | 14.35296 | (06021205) | 268854.12 | 4049572.35 | 13.39204 | (08031302) |
| 268920.92 | 4049502.30 | 13.19161 | (07122217) | 268987.72 | 4049432.25 | 13.41001 | (08021422) |
| 269054.52 | 4049362.20 | 12.03336 | (06040121) | 269121.31 | 4049292.15 | 13.05241 | (06040121) |
| 269188.11 | 4049222.09 | 12.80075 | (08011204) | 269254.91 | 4049152.04 | 13.31220 | (06040522) |
| 268049.51 | 4047836.85 | 44.19378 | (07011519) | 268231.35 | 4047952.96 | 34.49266 | (06021319) |
| 268249.36 | 4047829.16 | 35.40501 | (07122106) | 268480.18 | 4047945.95 | 30.13615 | (05121018) |
| 268436.88 | 4048060.44 | 28.84160 | (05022405) | 268393.58 | 4048174.92 | 26.20845 | (06012003) |
| 268499.17 | 4047819.55 | 30.64001 | (06122021) | 268729.60 | 4047937.39 | 26.12430 | (06020920) |
| 268685.52 | 4048053.95 | 24.39837 | (05022405) | 268641.43 | 4048170.52 | 23.17458 | (06012003) |
| 268597.34 | 4048287.09 | 23.10497 | (07123104) | 268748.99 | 4047809.94 | 26.17242 | (05010606) |
| 269227.40 | 4047923.03 | 19.58868 | (05040823) | 269179.64 | 4048049.31 | 18.95264 | (05010406) |
| 269131.87 | 4048175.59 | 18.39370 | (07010319) | 269084.11 | 4048301.87 | 18.09853 | (08020420) |
| 269036.35 | 4048428.15 | 17.81659 | (06121817) | 268988.58 | 4048554.43 | 15.86751 | (06122517) |
| 268940.82 | 4048680.71 | 16.28324 | (06011206) | 269248.62 | 4047790.73 | 20.67216 | (05022402) |
| 269727.29 | 4047903.12 | 16.74125 | (07042620) | 269680.05 | 4048028.01 | 15.67605 | (07042620) |
| 269632.82 | 4048152.90 | 15.57974 | (05040423) | 269585.58 | 4048277.79 | 15.15808 | (05040501) |
| 269538.34 | 4048402.69 | 15.07815 | (06020405) | 269491.10 | 4048527.58 | 14.49101 | (05030224) |
| 269443.86 | 4048652.47 | 13.51067 | (08013008) | 269396.63 | 4048777.37 | 13.99381 | (07121021) |
| 269349.39 | 4048902.26 | 13.17417 | (08021923) | 269302.15 | 4049027.15 | 13.63577 | (06011907) |
| 269748.25 | 4047771.51 | 16.89522 | (06020920) | 267983.27 | 4047685.95 | 52.37026 | (07012119) |
| 267877.56 | 4047669.79 | 47.51401 | (07010204) | 267733.92 | 4047666.24 | 53.75738 | (05122302) |
| 268005.14 | 4047493.20 | 43.80736 | (07010204) | 268106.77 | 4047536.36 | 44.36563 | (07012119) |
| 268179.87 | 4047608.46 | 44.46818 | (07012620) | 268224.42 | 4047709.49 | 36.57660 | (07012219) |
| 267882.50 | 4047469.85 | 45.92418 | (07120818) | 267738.85 | 4047466.30 | 44.78424 | (06012720) |
| 268022.60 | 4047248.07 | 40.22420 | (06021022) | 268146.82 | 4047300.83 | 38.97076 | (06121102) |
| 268271.04 | 4047353.58 | 34.23942 | (07011022) | 268360.37 | 4047441.69 | 37.59354 | (06022022) |
| 268414.83 | 4047565.17 | 32.76451 | (07012219) | 268469.29 | 4047688.65 | 31.57800 | (07013105) |
| 267888.67 | 4047219.92 | 39.67706 | (07041321) | 267745.03 | 4047216.38 | 40.25073 | (08021903) |
| 268026.89 | 4046997.35 | 36.23328 | (08022602) | 268147.34 | 4047048.50 | 35.02930 | (06021022) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268267.80 | 4047099.66 | 34.46028 | (06121102) | 268388.25 | 4047150.81 | 29.99442 | (06021320) |
| 268535.10 | 4047261.84 | 31.58198 | (06022022) | 268587.91 | 4047381.57 | 29.83364 | (07121321) |
| 268640.72 | 4047501.31 | 31.73249 | (07012219) | 268693.52 | 4047621.05 | 28.55399 | (06120807) |
| 267894.84 | 4046970.00 | 36.44107 | (06022003) | 267751.20 | 4046966.45 | 33.06015 | (07030603) |
| 268041.92 | 4046498.64 | 27.71391 | (07020607) | 268167.75 | 4046552.08 | 28.62902 | (05122302) |
| 268293.58 | 4046605.52 | 28.84886 | (07021418) | 268419.41 | 4046658.96 | 27.35263 | (06031601) |
| 268545.24 | 4046712.40 | 28.99873 | (06012019) | 268671.07 | 4046765.83 | 25.56249 | (08032220) |
| 268796.90 | 4046819.27 | 25.61880 | (08022919) | 268887.40 | 4046908.53 | 25.10302 | (06020519) |
| 268942.56 | 4047033.61 | 24.17579 | (05022820) | 268997.72 | 4047158.70 | 24.77505 | (07012219) |
| 269052.89 | 4047283.78 | 24.75839 | (06021119) | 269108.05 | 4047408.86 | 22.48950 | (06010919) |
| 269163.21 | 4047533.94 | 22.33821 | (07020123) | 269218.38 | 4047659.03 | 21.44153 | (05010606) |
| 267907.18 | 4046470.15 | 27.35148 | (08021903) | 267763.54 | 4046466.61 | 24.72415 | (06012418) |
| 268055.54 | 4045999.34 | 22.01013 | (08032424) | 268183.91 | 4046053.86 | 22.04997 | (07020607) |
| 268312.29 | 4046108.38 | 23.77808 | (05122302) | 268440.67 | 4046162.90 | 24.00184 | (07043003) |
| 268569.04 | 4046217.42 | 24.09805 | (07032221) | 268697.42 | 4046271.94 | 24.34236 | (06042903) |
| 268825.80 | 4046326.45 | 24.60250 | (06021320) | 268954.17 | 4046380.97 | 23.12468 | (08032220) |
| 269082.55 | 4046435.49 | 23.68193 | (08022919) | 269239.07 | 4046553.82 | 22.59126 | (07040424) |
| 269295.35 | 4046681.43 | 21.90446 | (07121122) | 269351.63 | 4046809.05 | 21.74880 | (05042002) |
| 269407.91 | 4046936.66 | 22.21720 | (07012219) | 269464.19 | 4047064.28 | 21.52242 | (06021119) |
| 269520.47 | 4047191.89 | 19.82928 | (06022219) | 269576.75 | 4047319.51 | 20.03002 | (08032721) |
| 269633.03 | 4047447.12 | 18.46567 | (07021322) | 269689.31 | 4047574.74 | 17.68436 | (06021319) |
| 267919.53 | 4045970.31 | 20.87536 | (07042501) | 267775.88 | 4045966.76 | 20.06929 | (05041521) |
| 267589.75 | 4047677.68 | 43.48733 | (07120819) | 267459.76 | 4047820.08 | 56.20975 | (08041724) |
| 267626.82 | 4047497.33 | 40.10528 | (07013101) | 267498.08 | 4047558.96 | 37.99234 | (08040401) |
| 267352.66 | 4047651.17 | 41.28185 | (08041724) | 267513.95 | 4047280.38 | 32.16589 | (05020824) |
| 267364.21 | 4047347.82 | 38.05960 | (08040401) | 267218.78 | 4047440.04 | 28.11252 | (08041724) |
| 267377.74 | 4047069.90 | 26.20041 | (08040401) | 267554.14 | 4046962.90 | 29.37015 | (05022202) |
| 267230.33 | 4047136.69 | 29.07630 | (08041724) | 267084.90 | 4047228.91 | 21.19668 | (06022304) |
| 267116.21 | 4046645.91 | 19.23976 | (09012906) | 267278.04 | 4046601.08 | 20.40208 | (06121421) |
| 267439.87 | 4046556.26 | 21.99544 | (06120318) | 267601.70 | 4046511.43 | 24.27258 | (07013024) |
| 266962.58 | 4046714.43 | 17.45361 | (08021221) | 266817.15 | 4046806.64 | 16.76597 | (06123022) |
| 266845.10 | 4046224.57 | 15.31155 | (08122605) | 267000.23 | 4046181.60 | 15.85419 | (07031119) |
| 267155.36 | 4046138.63 | 17.17725 | (07031319) | 267310.49 | 4046095.66 | 17.25293 | (06121720) |
| 267465.62 | 4046052.70 | 18.64796 | (06120318) | 267620.75 | 4046009.73 | 19.49798 | (07013024) |
| 266694.82 | 4046292.16 | 14.74171 | (07031301) | 266549.40 | 4046384.37 | 14.26499 | (06123022) |
| 267349.50 | 4047926.93 | 41.10051 | (08040401) | 267254.62 | 4047738.96 | 33.50607 | (08041724) |
| 267124.38 | 4047515.64 | 26.52226 | (08041724) | 267031.28 | 4047608.75 | 26.79115 | (06012403) |
| 266993.36 | 4047302.22 | 20.65763 | (07010120) | 266901.04 | 4047385.43 | 22.97472 | (05120502) |
| 266638.65 | 4046949.60 | 17.22126 | (07012001) | 266727.90 | 4046878.12 | 17.14093 | (05022620) |
| 266547.47 | 4047031.90 | 17.37663 | (05120502) | 266284.58 | 4046596.46 | 13.78372 | (06121103) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266372.86 | 4046525.76 | 13.93843 | (07010120) | 266461.13 | 4046455.07 | 14.48729 | (05022620) |
| 266193.90 | 4046678.36 | 13.71471 | (08021022) | 267123.74 | 4048028.27 | 34.21509 | (08041724) |
| 267095.96 | 4048167.74 | 35.45872 | (05120522) | 267149.74 | 4047840.79 | 30.45907 | (08120421) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 267022.06 | 4047962.09 | 28.96605 | (08021524) | 266894.37 | 4048083.39 | 27.49706 | (07020403) |
| 266913.72 | 4047720.18 | 25.39047 | (07120220) | 266786.03 | 4047841.48 | 25.19067 | (07012221) |
| 266805.38 | 4047478.28 | 22.49646 | (05030722) | 266677.69 | 4047599.58 | 22.49967 | (05120401) |
| 266550.00 | 4047720.88 | 21.90043 | (07122324) | 266461.01 | 4047115.78 | 17.25499 | (06022104) |
| 266333.32 | 4047237.08 | 17.12309 | (06120304) | 266205.63 | 4047358.38 | 16.69009 | (07121320) |
| 266116.64 | 4046753.27 | 13.46209 | (05021020) | 265988.95 | 4046874.57 | 13.31863 | (09020320) |
| 265861.26 | 4046995.87 | 13.28097 | (06021005) | 267016.60 | 4048266.84 | 35.85249 | (05120707) |
| 267004.63 | 4048385.97 | 39.00422 | (06120707) | 267011.73 | 4048547.36 | 38.17401 | (06120707) |
| 266824.55 | 4048256.39 | 31.59465 | (06022206) | 266804.83 | 4048394.76 | 32.65232 | (07120402) |
| 266811.92 | 4048556.14 | 32.39368 | (06120804) | 266579.96 | 4048254.56 | 27.56491 | (07121003) |
| 266636.85 | 4048113.59 | 26.03258 | (08120424) | 266693.74 | 4047972.62 | 24.92061 | (07010121) |
| 266555.07 | 4048405.73 | 28.19623 | (05120707) | 266562.16 | 4048567.12 | 28.13743 | (07011907) |
| 266329.34 | 4048267.67 | 23.85754 | (05020105) | 266345.91 | 4048065.35 | 21.86714 | (06120406) |
| 266323.87 | 4047905.50 | 20.96882 | (07010121) | 266494.84 | 4047857.58 | 22.37998 | (06020907) |
| 266305.31 | 4048416.71 | 23.88554 | (05021619) | 266312.40 | 4048578.10 | 24.47472 | (06122602) |
| 265831.06 | 4048286.57 | 19.08159 | (08021224) | 265888.68 | 4048143.77 | 18.31189 | (06022404) |
| 265946.31 | 4048000.97 | 17.91475 | (08021601) | 266003.94 | 4047858.18 | 17.71838 | (07010121) |
| 266061.56 | 4047715.38 | 17.82069 | (05020318) | 266119.19 | 4047572.58 | 17.68482 | (05020621) |
| 265805.79 | 4048438.67 | 18.37921 | (06022206) | 265812.88 | 4048600.05 | 19.16493 | (06022422) |
| 265332.12 | 4048307.08 | 15.34406 | (08021224) | 265390.92 | 4048161.39 | 15.40078 | (05031123) |
| 265449.71 | 4048015.70 | 14.66240 | (06120721) | 265508.50 | 4047870.01 | 14.66334 | (06022403) |
| 265567.29 | 4047724.32 | 14.57457 | (07041623) | 265626.09 | 4047578.63 | 14.59523 | (08021524) |
| 265684.88 | 4047432.94 | 14.25950 | (07012221) | 265743.67 | 4047287.25 | 14.23134 | (08022822) |
| 265802.47 | 4047141.56 | 13.61238 | (07120520) | 265306.27 | 4048460.62 | 15.32850 | (06012824) |
| 265313.37 | 4048622.01 | 16.28650 | (05021619) | 267112.74 | 4048642.96 | 42.03183 | (08012104) |
| 267272.35 | 4048641.19 | 50.98126 | (08012104) | 267045.11 | 4048815.59 | 39.10992 | (05021701) |
| 266874.25 | 4048692.62 | 37.79039 | (08011823) | 267194.77 | 4048842.06 | 47.02162 | (08011923) |
| 267354.38 | 4048840.29 | 46.05267 | (07010717) | 267053.71 | 4049067.85 | 41.95933 | (08011923) |
| 266925.65 | 4049017.68 | 32.69384 | (05071305) | 266797.60 | 4048967.52 | 31.18137 | (07022406) |
| 266705.00 | 4048879.88 | 35.51552 | (07021607) | 266647.86 | 4048754.78 | 30.97978 | (05121004) |
| 267197.55 | 4049092.05 | 41.76824 | (07031023) | 267357.16 | 4049090.28 | 36.86805 | (06122417) |
| 267050.67 | 4049315.56 | 36.65263 | (06020204) | 266910.97 | 4049260.83 | 37.99074 | (08011923) |
| 266771.27 | 4049206.10 | 29.57463 | (05031201) | 266631.57 | 4049151.37 | 28.87008 | (05021701) |
| 266530.56 | 4049055.77 | 27.48572 | (05033119) | 266468.23 | 4048919.29 | 29.97933 | (06021003) |
| 266405.90 | 4048782.81 | 27.11687 | (07021522) | 267200.32 | 4049342.03 | 35.75927 | (07010717) |
| 267359.94 | 4049340.26 | 33.33057 | (06042201) | 267056.22 | 4049815.53 | 27.87392 | (06020320) |
| 266916.52 | 4049760.80 | 30.31226 | (07031023) | 266776.83 | 4049706.07 | 30.50532 | (08122102) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266637.13 | 4049651.34 | 29.87469 | (08031803) | 266497.43 | 4049596.61 | 25.53374 | (06020321) |
| 266357.73 | 4049541.88 | 25.08174 | (06030120) | 266186.87 | 4049418.91 | 24.14053 | (05033119) |
| 266124.54 | 4049282.44 | 25.71245 | (07021607) | 266062.20 | 4049145.96 | 24.32732 | (06021003) |
| 265999.87 | 4049009.48 | 23.72000 | (05020121) | 265937.54 | 4048873.01 | 21.26093 | (07120402) |
| 265875.21 | 4048736.53 | 20.20983 | (07031523) | 267205.88 | 4049842.00 | 25.97874 | (06122417) |
| 267365.49 | 4049840.23 | 23.94559 | (07021619) | 267057.67 | 4050313.88 | 19.83718 | (05012019) |
| 266909.75 | 4050255.94 | 23.42321 | (06020320) | 266761.84 | 4050197.99 | 24.47250 | (07031023) |
| 266613.92 | 4050140.04 | 24.80410 | (07012503) | 266466.00 | 4050082.09 | 24.07194 | (08011802) |
| 266318.09 | 4050024.14 | 23.30070 | (05122919) | 266170.17 | 4049966.20 | 22.95833 | (05031106) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 266022.25 | 4049908.25 | 22.13042 | (06030120) | 265841.34 | 4049778.05 | 22.13412 | (06121119) |
| 265775.34 | 4049633.54 | 21.47794 | (05030519) | 265709.35 | 4049489.04 | 22.02118 | (06121124) |
| 265643.35 | 4049344.53 | 20.70353 | (06021003) | 265577.35 | 4049200.03 | 20.03988 | (05020121) |
| 265511.36 | 4049055.52 | 18.99414 | (05031006) | 265445.36 | 4048911.02 | 17.52073 | (07032403) |
| 265379.36 | 4048766.51 | 17.04804 | (05021619) | 267211.43 | 4050341.97 | 21.48422 | (06042201) |
| 267371.05 | 4050340.20 | 19.88636 | (05020119) | 266227.04 | 4047703.04 | 18.83967 | (08020821) |
| 266336.03 | 4047616.75 | 19.44459 | (06020601) | 267475.89 | 4046685.79 | 23.94328 | (06120318) |
| 267057.21 | 4047804.60 | 27.72006 | (07120220) | | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 24.68979c | (08010924) | 268200.25 | 4047792.81 | 22.73686c | (08010924) |
| 267927.26 | 4048332.91 | 14.90442c | (05010408) | 267886.01 | 4048503.77 | 10.22910c | (05010408) |
| 267941.00 | 4048515.56 | 11.40464c | (05010408) | 267937.08 | 4048570.55 | 9.16617c | (05010408) |
| 268149.19 | 4048568.58 | 7.34226c | (05010408) | 267721.04 | 4048574.48 | 10.23497c | (05012124) |
| 267281.11 | 4048576.44 | 18.63186c | (05010108) | 267157.38 | 4048570.55 | 26.17151c | (08012108) |
| 267074.89 | 4048517.52 | 22.12673c | (08122708) | 267228.08 | 4047810.49 | 14.00401c | (05030724) |
| 267222.19 | 4047875.30 | 14.27912c | (05030724) | 267147.56 | 4047788.88 | 13.64544c | (05030724) |
| 267118.10 | 4047847.80 | 11.55290c | (06121224) | 267063.10 | 4047802.63 | 11.20617c | (06121224) |
| 266966.87 | 4047818.34 | 9.97648c | (06121224) | 267037.57 | 4047547.31 | 10.70501c | (09040524) |
| 267082.14 | 4047366.70 | 7.72113c | (06120324) | 267129.88 | 4047042.57 | 6.23936c | (06120324) |
| 267530.53 | 4047517.86 | 14.37747c | (05030724) | 267524.64 | 4047227.19 | 8.99682c | (05030724) |
| 267632.66 | 4047272.36 | 9.34456c | (05020924) | 267423.42 | 4048609.32 | 17.27074c | (09010824) |
| 267490.22 | 4048539.27 | 17.52908c | (05011624) | 267557.02 | 4048469.22 | 15.17081c | (09010824) |
| 267623.82 | 4048399.17 | 17.86828c | (05022408) | 267690.62 | 4048329.12 | 17.43468c | (05022408) |
| 267757.42 | 4048259.07 | 22.51776c | (05010408) | 267824.21 | 4048189.01 | 20.34873c | (07121024) |
| 267891.01 | 4048118.96 | 20.55163c | (05010408) | 267957.81 | 4048048.91 | 25.50442c | (05022408) |
| 268024.61 | 4047978.86 | 20.79005c | (08010924) | 267496.90 | 4048778.33 | 8.51565c | (05012408) |
| 267634.96 | 4048677.29 | 9.28260c | (05011624) | 267701.76 | 4048607.24 | 8.87542c | (05012124) |
| 267768.56 | 4048537.19 | 10.33385c | (05012124) | 267835.36 | 4048467.14 | 10.22400c | (05010408) |
| 267902.16 | 4048397.09 | 12.67226c | (05010408) | 267968.96 | 4048327.04 | 12.49052c | (05022408) |
| 268035.75 | 4048256.98 | 14.20317c | (05022408) | 268102.55 | 4048186.93 | 13.45952c | (05022408) |
| 268169.35 | 4048116.88 | 13.65337c | (05022408) | 267670.70 | 4048953.95 | 6.10295c | (08052524) |
| 267513.93 | 4049022.11 | 6.75150c | (05011624) | 267815.89 | 4048849.82 | 7.68916c | (08052524) |
| 267882.69 | 4048779.77 | 6.37347c | (08052524) | 267949.49 | 4048709.72 | 8.00341c | (05010408) |
| 268016.28 | 4048639.66 | 9.20425c | (05010408) | 268083.08 | 4048569.61 | 8.90721c | (05012124) |
| 268149.88 | 4048499.56 | 10.18626c | (05010408) | 268216.68 | 4048429.51 | 8.42488c | (05012124) |
| 268283.48 | 4048359.46 | 8.81992c | (05010408) | 268350.28 | 4048289.41 | 7.94342c | (05022408) |
| 267848.58 | 4049127.81 | 5.72399c | (09012608) | 267685.70 | 4049198.62 | 5.22966c | (05021424) |
| 267522.82 | 4049269.44 | 5.94540c | (05102724) | 267996.81 | 4049022.34 | 5.51640c | (08052524) |
| 268063.61 | 4048952.29 | 5.12217c | (05010408) | 268130.41 | 4048882.24 | 7.06080c | (05010408) |
| 268197.21 | 4048812.19 | 8.32288c | (05010408) | 268264.01 | 4048742.14 | 8.25840c | (05010408) |
| 268330.81 | 4048672.09 | 7.39886c | (05010408) | 268397.61 | 4048602.04 | 7.52003c | (09082924) |
| 268464.41 | 4048531.99 | 7.39467c | (09082924) | 268531.21 | 4048461.94 | 6.96750c | (09082924) |
| 268207.65 | 4049474.07 | 3.14851c | (06011024) | 268123.44 | 4049510.68 | 3.79693c | (09012608) |
| 268039.22 | 4049547.30 | 4.45655c | (09012608) | 267955.00 | 4049583.92 | 5.29498c | (09012608) |
| 267870.79 | 4049620.53 | 5.23900c | (09012608) | 267786.57 | 4049657.15 | 4.72913c | (08120524) |
| 267702.36 | 4049693.76 | 4.34979c | (07122524) | 267618.14 | 4049730.38 | 4.45957c | (07122524) |
| 267533.92 | 4049767.00 | 4.10520c | (08011724) | 267449.71 | 4049803.61 | 4.20687c | (05102724) |
| 268291.87 | 4049437.45 | 3.87611c | (08052524) | 268358.67 | 4049367.40 | 3.96653c | (08052524) |

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|---|---|---|---|---|---|
| 268425.47 | 4049297.35 | 3.99145c (08052524) | 268492.27 | 4049227.30 | 5.44314c (05010408) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 268559.06 | 4049157.25 | 6.30730c (05010408) | 268625.86 | 4049087.19 | 7.01628c (05010408) |
| 268692.66 | 4049017.14 | 6.07592c (05010408) | 268759.46 | 4048947.09 | 6.32733c (05010408) |
| 268826.26 | 4048877.04 | 5.58781c (09082924) | 268893.06 | 4048806.99 | 6.19819c (09082924) |
| 268568.21 | 4049819.68 | 2.87164c (08052524) | 268482.70 | 4049856.86 | 2.65398c (08052524) |
| 268397.19 | 4049894.04 | 2.94896c (06011024) | 268311.68 | 4049931.22 | 2.91844c (05011708) |
| 268226.16 | 4049968.40 | 3.42235c (09012608) | 268140.65 | 4050005.58 | 4.10473c (09012608) |
| 268055.14 | 4050042.76 | 4.58369c (09012608) | 267969.63 | 4050079.94 | 4.45376c (09012608) |
| 267884.12 | 4050117.12 | 4.08977c (08120524) | 267798.61 | 4050154.30 | 3.79603c (07122524) |
| 267713.09 | 4050191.48 | 3.59787c (07122524) | 267627.58 | 4050228.66 | 3.51261c (07122524) |
| 267542.07 | 4050265.84 | 3.30535c (08011724) | 267456.56 | 4050303.02 | 3.19586c (05031608) |
| 268653.72 | 4049782.50 | 3.13506c (08052524) | 268720.52 | 4049712.45 | 3.06682c (08052524) |
| 268787.32 | 4049642.40 | 3.13979c (05010408) | 268854.12 | 4049572.35 | 4.09832c (05010408) |
| 268920.92 | 4049502.30 | 4.72147c (05010408) | 268987.72 | 4049432.25 | 5.38705c (05010408) |
| 269054.52 | 4049362.20 | 5.33697c (05010408) | 269121.31 | 4049292.15 | 5.40345c (05010408) |
| 269188.11 | 4049222.09 | 4.45554c (05010408) | 269254.91 | 4049152.04 | 4.18445c (08121124) |
| 268049.51 | 4047836.85 | 31.21061c (08010924) | 268231.35 | 4047952.96 | 14.58820c (05022408) |
| 268249.36 | 4047829.16 | 17.21045c (08010924) | 268480.18 | 4047945.95 | 15.10078c (05022408) |
| 268436.88 | 4048060.44 | 13.70394c (05022408) | 268393.58 | 4048174.92 | 12.65231c (05022408) |
| 268499.17 | 4047819.55 | 11.29577c (06010924) | 268729.60 | 4047937.39 | 11.96676c (05022408) |
| 268685.52 | 4048053.95 | 13.20962c (05022408) | 268641.43 | 4048170.52 | 10.27932c (05022408) |
| 268597.34 | 4048287.09 | 6.81911c (07112124) | 268748.99 | 4047809.94 | 8.68761c (07120808) |
| 269227.40 | 4047923.03 | 10.32557c (05022408) | 269179.64 | 4048049.31 | 9.93995c (05022408) |
| 269131.87 | 4048175.59 | 5.39686c (07120724) | 269084.11 | 4048301.87 | 5.71833c (07112124) |
| 269036.35 | 4048428.15 | 4.98038c (07112124) | 268988.58 | 4048554.43 | 5.75968c (09082924) |
| 268940.82 | 4048680.71 | 6.73187c (09082924) | 269248.62 | 4047790.73 | 10.34659c (05022408) |
| 269727.29 | 4047903.12 | 8.93252c (05022408) | 269680.05 | 4048028.01 | 6.58649c (05022408) |
| 269632.82 | 4048152.90 | 4.63964c (07120724) | 269585.58 | 4048277.79 | 4.71776c (07112124) |
| 269538.34 | 4048402.69 | 4.52873c (07112124) | 269491.10 | 4048527.58 | 3.68138c (07112124) |
| 269443.86 | 4048652.47 | 4.27807c (09082924) | 269396.63 | 4048777.37 | 5.13894c (09082924) |
| 269349.39 | 4048902.26 | 5.43316c (09082924) | 269302.15 | 4049027.15 | 4.89241c (09082924) |
| 269748.25 | 4047771.51 | 9.21551c (05022408) | 267983.27 | 4047685.95 | 20.65561c (06042908) |
| 267877.56 | 4047669.79 | 21.35456c (06042908) | 267733.92 | 4047666.24 | 17.27451c (06082708) |
| 268005.14 | 4047493.20 | 18.31059c (06042908) | 268106.77 | 4047536.36 | 16.07893c (06011924) |
| 268179.87 | 4047608.46 | 18.04242c (07022524) | 268224.42 | 4047709.49 | 24.61831c (08010924) |
| 267882.50 | 4047469.85 | 15.04184c (05122224) | 267738.85 | 4047466.30 | 12.52848 (06050908) |
| 268022.60 | 4047248.07 | 12.94314c (08020324) | 268146.82 | 4047300.83 | 16.33626c (06042908) |
| 268271.04 | 4047353.58 | 13.18421c (06031808) | 268360.37 | 4047441.69 | 14.34808c (07022524) |
| 268414.83 | 4047565.17 | 20.35784c (08010924) | 268469.29 | 4047688.65 | 14.43916c (06010924) |
| 267888.67 | 4047219.92 | 12.96234c (07120908) | 267745.03 | 4047216.38 | 12.84151c (06040808) |
| 268026.89 | 4046997.35 | 11.11177c (08021308) | 268147.34 | 4047048.50 | 11.87577c (08020324) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,

L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268267.80 | 4047099.66 | 14.28950c | (06042908) | 268388.25 | 4047150.81 | 11.89955c | (06031808) |
| 268535.10 | 4047261.84 | 11.73665c | (07022524) | 268587.91 | 4047381.57 | 16.52953c | (08010924) |
| 268640.72 | 4047501.31 | 14.70493c | (08010924) | 268693.52 | 4047621.05 | 13.23201c | (06010924) |
| 267894.84 | 4046970.00 | 9.17885c | (07120908) | 267751.20 | 4046966.45 | 8.97356c | (06040808) |
| 268041.92 | 4046498.64 | 7.17018c | (07120908) | 268167.75 | 4046552.08 | 7.88025c | (08021308) |
| 268293.58 | 4046605.52 | 9.85786c | (08020324) | 268419.41 | 4046658.96 | 9.71354c | (06042908) |
| 268545.24 | 4046712.40 | 11.00266c | (06042908) | 268671.07 | 4046765.83 | 9.05288c | (06031808) |
| 268796.90 | 4046819.27 | 9.49719c | (07040324) | 268887.40 | 4046908.53 | 8.58734c | (09100924) |
| 268942.56 | 4047033.61 | 10.67324c | (08010924) | 268997.72 | 4047158.70 | 13.32981c | (08010924) |
| 269052.89 | 4047283.78 | 9.73887c | (08122024) | 269108.05 | 4047408.86 | 10.09412c | (07121024) |
| 269163.21 | 4047533.94 | 7.29263c | (06010924) | 269218.38 | 4047659.03 | 7.10429c | (07120808) |
| 267907.18 | 4046470.15 | 8.66138c | (06040808) | 267763.54 | 4046466.61 | 5.61180c | (07122824) |
| 268055.54 | 4045999.34 | 6.86317c | (06040808) | 268183.91 | 4046053.86 | 6.13189c | (07120908) |
| 268312.29 | 4046108.38 | 6.67780c | (07120908) | 268440.67 | 4046162.90 | 7.59640c | (08020324) |
| 268569.04 | 4046217.42 | 7.68561c | (08020324) | 268697.42 | 4046271.94 | 9.19494c | (06042908) |
| 268825.80 | 4046326.45 | 8.11295c | (06042908) | 268954.17 | 4046380.97 | 7.24087c | (06031808) |
| 269082.55 | 4046435.49 | 8.14128c | (07040324) | 269239.07 | 4046553.82 | 6.93358c | (09100924) |
| 269295.35 | 4046681.43 | 8.15224c | (08010924) | 269351.63 | 4046809.05 | 10.80596c | (08010924) |
| 269407.91 | 4046936.66 | 10.19980c | (08010924) | 269464.19 | 4047064.28 | 8.40176c | (07121024) |
| 269520.47 | 4047191.89 | 8.59823c | (07121024) | 269576.75 | 4047319.51 | 6.61607c | (06010924) |
| 269633.03 | 4047447.12 | 6.35739c | (07120808) | 269689.31 | 4047574.74 | 6.64881c | (07120808) |
| 267919.53 | 4045970.31 | 5.16155c | (06040808) | 267775.88 | 4045966.76 | 5.09380c | (07122824) |
| 267589.75 | 4047677.68 | 12.51833c | (05020924) | 267459.76 | 4047820.08 | 15.30856c | (05030724) |
| 267626.82 | 4047497.33 | 10.43172c | (07030524) | 267498.08 | 4047558.96 | 14.49010c | (05030724) |
| 267352.66 | 4047651.17 | 9.47037c | (05030724) | 267513.95 | 4047280.38 | 9.60337c | (06031524) |
| 267364.21 | 4047347.82 | 8.35073c | (05041024) | 267218.78 | 4047440.04 | 8.40487c | (09012908) |
| 267377.74 | 4047069.90 | 6.43965c | (06031524) | 267554.14 | 4046962.90 | 8.69646c | (05020924) |
| 267230.33 | 4047136.69 | 5.97858c | (05041024) | 267084.90 | 4047228.91 | 6.48729c | (09012024) |
| 267116.21 | 4046645.91 | 3.99986c | (05041024) | 267278.04 | 4046601.08 | 5.02308c | (05021124) |
| 267439.87 | 4046556.26 | 7.04875c | (06031524) | 267601.70 | 4046511.43 | 8.02783c | (05020924) |
| 266962.58 | 4046714.43 | 4.73341c | (06030408) | 266817.15 | 4046806.64 | 5.07319c | (09012024) |
| 266845.10 | 4046224.57 | 3.47577c | (09012024) | 267000.23 | 4046181.60 | 3.14203c | (09040624) |
| 267155.36 | 4046138.63 | 3.68072c | (09040624) | 267310.49 | 4046095.66 | 5.63576c | (05021124) |
| 267465.62 | 4046052.70 | 5.61354c | (06031524) | 267620.75 | 4046009.73 | 6.31459c | (05020924) |
| 266694.82 | 4046292.16 | 4.16619c | (06030408) | 266549.40 | 4046384.37 | 4.26761c | (09012024) |
| 267349.50 | 4047926.93 | 19.15306c | (05030724) | 267254.62 | 4047738.96 | 9.74527c | (05030608) |
| 267124.38 | 4047515.64 | 7.98014c | (07012008) | 267031.28 | 4047608.75 | 8.96117c | (09040524) |
| 266993.36 | 4047302.22 | 6.28056c | (06120324) | 266901.04 | 4047385.43 | 8.28151c | (09040524) |
| 266638.65 | 4046949.60 | 5.45012c | (09040524) | 266727.90 | 4046878.12 | 5.39196c | (06120324) |
| 266547.47 | 4047031.90 | 6.26948c | (09040524) | 266284.58 | 4046596.46 | 4.42991c | (09040524) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266372.86 | 4046525.76 | 4.13950c | (07012008) | 266461.13 | 4046455.07 | 4.73070c | (06120324) |
| 266193.90 | 4046678.36 | 4.80201c | (05030724) | 267123.74 | 4048028.27 | 16.60322c | (06123024) |

| | | | | | |
|---|---|---|---|---|---|
| 267095.96 | 4048167.74 | 21.72144c (05120708) | 267149.74 | 4047840.79 | 10.93971c (09040524) |
| 267022.06 | 4047962.09 | 12.90487c (09040524) | 266894.37 | 4048083.39 | 17.09622c (05120708) |
| 266913.72 | 4047720.18 | 10.97350c (06121224) | 266786.03 | 4047841.48 | 10.69750c (07022808) |
| 266805.38 | 4047478.28 | 9.13377c (05030724) | 266677.69 | 4047599.58 | 9.24119c (06121224) |
| 266550.00 | 4047720.88 | 9.02877c (06121224) | 266461.01 | 4047115.78 | 5.92707c (05030724) |
| 266333.32 | 4047237.08 | 7.17723c (05030724) | 266205.63 | 4047358.38 | 7.05276c (05030724) |
| 266116.64 | 4046753.27 | 4.73712c (05030724) | 265988.95 | 4046874.57 | 5.82903c (05030724) |
| 265861.26 | 4046995.87 | 6.27481c (05030724) | 267016.60 | 4048266.84 | 21.40623c (05120708) |
| 267004.63 | 4048385.97 | 21.73179c (05120708) | 267011.73 | 4048547.36 | 20.19207c (08122708) |
| 266824.55 | 4048256.39 | 16.86690c (05120708) | 266804.83 | 4048394.76 | 19.56548c (05120708) |
| 266811.92 | 4048556.14 | 16.49899c (08122708) | 266579.96 | 4048254.56 | 13.56132c (05120708) |
| 266636.85 | 4048113.59 | 17.41021c (05120708) | 266693.74 | 4047972.62 | 13.16843c (07022808) |
| 266555.07 | 4048405.73 | 17.21351c (05120708) | 266562.16 | 4048567.12 | 13.21809c (08122708) |
| 266329.34 | 4048267.67 | 13.24441c (05120708) | 266345.91 | 4048065.35 | 12.30835c (05120708) |
| 266323.87 | 4047905.50 | 11.38494c (07022808) | 266494.84 | 4047857.58 | 9.95559c (07022808) |
| 266305.31 | 4048416.71 | 13.65888c (05120708) | 266312.40 | 4048578.10 | 10.18352c (08122708) |
| 265831.06 | 4048286.57 | 11.08052c (05120708) | 265888.68 | 4048143.77 | 10.76292c (05120708) |
| 265946.31 | 4048000.97 | 8.77091c (05120708) | 266003.94 | 4047858.18 | 9.21449c (07022808) |
| 266061.56 | 4047715.38 | 7.69497c (07022808) | 266119.19 | 4047572.58 | 7.41554c (07022808) |
| 265805.79 | 4048438.67 | 9.26581c (05120708) | 265812.88 | 4048600.05 | 8.19492c (05121608) |
| 265332.12 | 4048307.08 | 9.22753c (05120708) | 265390.92 | 4048161.39 | 9.00810c (05120708) |
| 265449.71 | 4048015.70 | 7.87632c (05120708) | 265508.50 | 4047870.01 | 6.16478c (05120708) |
| 265567.29 | 4047724.32 | 7.40014c (07022808) | 265626.09 | 4047578.63 | 6.73544c (07022808) |
| 265684.88 | 4047432.94 | 6.30762c (07022808) | 265743.67 | 4047287.25 | 5.63972c (06032024) |
| 265802.47 | 4047141.56 | 4.96528c (05122724) | 265306.27 | 4048460.62 | 7.08655c (05120708) |
| 265313.37 | 4048622.01 | 7.07514 (05010208) | 267112.74 | 4048642.96 | 20.22277c (08012108) |
| 267272.35 | 4048641.19 | 22.73958c (05010108) | 267045.11 | 4048815.59 | 14.58317c (05010108) |
| 266874.25 | 4048692.62 | 16.76314c (06032008) | 267194.77 | 4048842.06 | 14.09160c (05010108) |
| 267354.38 | 4048840.29 | 11.83907c (06010824) | 267053.71 | 4049067.85 | 11.50070c (08122108) |
| 266925.65 | 4049017.68 | 13.15139c (05010108) | 266797.60 | 4048967.52 | 11.51823c (08012108) |
| 266705.00 | 4048879.88 | 12.99525c (07011808) | 266647.86 | 4048754.78 | 14.92364c (09021224) |
| 267197.55 | 4049092.05 | 11.73085c (09010824) | 267357.16 | 4049090.28 | 9.33493c (05012024) |
| 267050.67 | 4049315.56 | 9.94750c (09010824) | 266910.97 | 4049260.83 | 8.40586c (08122108) |
| 266771.27 | 4049206.10 | 11.17401c (05010108) | 266631.57 | 4049151.37 | 9.32669c (06012608) |
| 266530.56 | 4049055.77 | 10.14159c (07011808) | 266468.23 | 4048919.29 | 10.62578c (06032008) |
| 266405.90 | 4048782.81 | 12.01201c (09021224) | 267200.32 | 4049342.03 | 8.49016c (06010824) |
| 267359.94 | 4049340.26 | 6.53246c (05012024) | 267056.22 | 4049815.53 | 6.55233c (06010824) |
| 266916.52 | 4049760.80 | 7.32513c (09010824) | 266776.83 | 4049706.07 | 8.95489c (08122108) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266637.13 | 4049651.34 | 6.45571c | (05010108) | 266497.43 | 4049596.61 | 9.22232c | (05010108) |
| 266357.73 | 4049541.88 | 7.69526c | (08012108) | 266186.87 | 4049418.91 | 8.32470c | (08013108) |
| 266124.54 | 4049282.44 | 9.31556c | (07011808) | 266062.20 | 4049145.96 | 8.00006c | (06032008) |
| 265999.87 | 4049009.48 | 10.10794c | (09021224) | 265937.54 | 4048873.01 | 9.53141c | (08122708) |
| 265875.21 | 4048736.53 | 8.04845c | (05121608) | 267205.88 | 4049842.00 | 6.87525c | (05012024) |
| 267365.49 | 4049840.23 | 4.09501c | (05102724) | 267057.67 | 4050313.88 | 5.47529c | (05012024) |
| 266909.75 | 4050255.94 | 5.09950c | (06010824) | 266761.84 | 4050197.99 | 5.32735c | (09010824) |
| 266613.92 | 4050140.04 | 5.94008c | (08120524) | 266466.00 | 4050082.09 | 6.36903c | (08122108) |
| 266318.09 | 4050024.14 | 6.98889c | (05010108) | 266170.17 | 4049966.20 | 7.11399c | (05010108) |

| | | | | | |
|---|---|---|---|---|---|
| 266022.25 | 4049908.25 | 6.54984c (08012108) | 265841.34 | 4049778.05 | 6.92968c (08013108) |
| 265775.34 | 4049633.54 | 7.77044c (07011808) | 265709.35 | 4049489.04 | 7.29035c (06031908) |
| 265643.35 | 4049344.53 | 6.68818c (07123124) | 265577.35 | 4049200.03 | 7.92033c (09021224) |
| 265511.36 | 4049055.52 | 6.86520c (09021224) | 265445.36 | 4048911.02 | 7.40766c (08122708) |
| 265379.36 | 4048766.51 | 7.02379c (05121608) | 267211.43 | 4050341.97 | 4.54498c (05012024) |
| 267371.05 | 4050340.20 | 3.19981c (08010808) | 266227.04 | 4047703.04 | 7.11633c (07022808) |
| 266336.03 | 4047616.75 | 7.64139c (07022808) | 267475.89 | 4046685.79 | 7.16224c (06031524) |
| 267057.21 | 4047804.60 | 11.29365c (06121224) | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| NETWORK GROUP ID | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE GRID-ID |
|---|---|---|---|---|
| ALL | HIGH 1ST HIGH VALUE IS | 56.20975 | ON 08041724: AT ( 267459.76, 4047820.08, 101.00, 101.00, 0.00) | DC |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| NETWORK GROUP ID | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE GRID-ID |
|---|---|---|---|---|
| ALL | HIGH 1ST HIGH VALUE IS | 31.21061c | ON 08010924: AT ( 268049.51, 4047836.85, 101.00, 101.00, 0.00) | DC |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 15 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********

| | | | |
|---|---|---|---|
| SO W320 | 1238 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1239 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1240 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1241 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1242 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1243 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1244 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1245 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1246 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1247 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1248 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1249 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1250 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1251 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| ME W396 | 2132 | MEOPEN:Met data from outdated version of AERMET, version: | 06341 |

**********

*** AERMOD Finishes Successfully ***
**********



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```
** Output created by Lakes Environmental AERMOD MPI
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 7.4.0
** Lakes Environmental Software Inc.
** Date: 3/7/2012
** File: C:\MBA\Selma\Revision 1\Phase 1\Phase 1_AERMOD\P1_NOx\P1_NOx.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE Selma Crossing - Phase 1 (2016) - Rural
   TITLETWO NOx - 2006 Met
   MODELOPT CONC FLAT  FASTALL OLM
   AVERTIME 1
   POLLUTID NO2
   RUNORNOT RUN
** NO2 Conversion Options
   NO2STACK 0.1
   NO2EQUIL 0.9
** Hourly Ozone Data File: C:\MBA\Selma\Revision 1\Phase 1\Phase 1_AERMOD\P1NX2006\Fresno-2005_2009 Parlier.ozn
   OZONEFIL "Fresno-2005_2009 Parlier.ozn" PPB (I2,3I3,F9.4)
   ERRORFIL P1_NOx.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00437
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
** ------------------------------------------------------------------------
   LOCATION L0015696     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0015697     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0015698     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0015699     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0015700     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0015701     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0015702     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0015703     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0015704     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0015705     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0015706     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0015707     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0015708     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0015709     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0015710     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0015711     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0015712     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0015713     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0015714     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0015715     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0015716     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0015717     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0015718     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0015719     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0015720     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0015721     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0015722     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0015723     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0015724     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0015725     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0015726     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0015727     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0015728     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0015729     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0015730     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0015731     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0015732     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0015733     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0015734     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0015735     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0015736     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0015737     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0015738     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0015739     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0015740     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0015741     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0015742     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0015743     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0015744     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0015745     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0015746     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0015747     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0015748     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0015749     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0015750     VOLUME   267134.713 4048316.991 0.0
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   LOCATION L0015752     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0015753     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0015754     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0015755     VOLUME   267118.307 4048347.154 0.0
   LOCATION L0015756     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0015757     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0015758     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0015759     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0015760     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0015761     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0015762     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0015763     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0015764     VOLUME   267119.483 4048412.734 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** Length of Side = 3.66
** Emission Rate = 0.00603
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
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** 267187.76, 4048258.22, 0.00, 1.83, 3.38
** 267267.49, 4048181.36, 0.00, 1.83, 3.38
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   LOCATION L0015768     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0015769     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0015770     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0015771     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0015772     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0015773     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0015774     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0015775     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0015776     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0015777     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0015778     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0015779     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0015780     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0015781     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0015782     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0015783     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0015784     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0015785     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0015786     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0015787     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0015788     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0015789     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0015790     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0015791     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0015792     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0015793     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0015794     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0015795     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0015796     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0015797     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0015798     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0015799     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0015800     VOLUME   267229.661 4048298.300 0.0
   LOCATION L0015801     VOLUME   267224.418 4048293.283 0.0
   LOCATION L0015802     VOLUME   267219.174 4048288.267 0.0
   LOCATION L0015803     VOLUME   267213.931 4048283.251 0.0
   LOCATION L0015804     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0015805     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0015806     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0015807     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0015808     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0015809     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0015810     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0015811     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0015812     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0015813     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0015814     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0015815     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0015816     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0015817     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0015818     VOLUME   267240.056 4048207.806 0.0
   LOCATION L0015819     VOLUME   267245.281 4048202.770 0.0
   LOCATION L0015820     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0015821     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0015822     VOLUME   267260.954 4048187.661 0.0
   LOCATION L0015823     VOLUME   267266.178 4048182.625 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00249
** Elevated
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** SZINIT = 0.43
** Nodes = 3
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** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
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   LOCATION L0015825     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0015826     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0015827     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0015828     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0015829     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0015830     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0015831     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0015832     VOLUME   267644.259 4048138.205 0.0
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   LOCATION L0015835     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0015836     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0015837     VOLUME   267615.917 4048115.983 0.0
   LOCATION L0015838     VOLUME   267610.249 4048111.538 0.0
   LOCATION L0015839     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0015840     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0015841     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0015842     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0015843     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0015844     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0015845     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0015846     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0015847     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0015848     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0015849     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0015850     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0015851     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0015852     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0015853     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0015854     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0015855     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0015856     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0015857     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0015858     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0015859     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0015860     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0015861     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0015862     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0015863     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0015864     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0015865     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0015866     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0015867     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0015868     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0015869     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0015870     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0015871     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0015872     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0015873     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0015874     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0015875     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0015876     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0015877     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0015878     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0015879     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0015880     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0015881     VOLUME   267378.555 4048079.064 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** Emission Rate = 0.00288
** Elevated
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** SZINIT = 0.43
** Nodes = 4
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** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
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   LOCATION L0015884     VOLUME   267880.184 4047980.305 0.0
   LOCATION L0015885     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0015886     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0015887     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0015888     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0015889     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0015890     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0015891     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0015892     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0015893     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0015894     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0015895     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0015896     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0015897     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0015898     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0015899     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0015900     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0015901     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0015902     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0015903     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0015904     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0015905     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0015906     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0015907     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0015908     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0015909     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0015910     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0015911     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0015912     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0015913     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0015914     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0015915     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0015916     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0015917     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0015918     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0015919     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0015920     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0015921     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0015922     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0015923     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0015924     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0015925     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0015926     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0015927     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0015928     VOLUME   267829.170 4047785.091 0.0
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** Emission Rate = 0.00916
** Elevated
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** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
** 267662.07, 4047845.67, 0.00, 1.83, 3.37
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   LOCATION L0015932     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0015933     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0015934     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0015935     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0015936     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0015937     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0015938     VOLUME   267806.884 4047976.789 0.0
   LOCATION L0015939     VOLUME   267806.291 4047969.573 0.0
   LOCATION L0015940     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0015941     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0015942     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0015943     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0015944     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0015945     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0015946     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0015947     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0015948     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0015949     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0015950     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0015951     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0015952     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0015953     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0015954     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0015955     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0015956     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0015957     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0015958     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0015959     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0015960     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0015961     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0015962     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0015963     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0015964     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0015965     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0015966     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0015967     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0015968     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0015969     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0015970     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0015971     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0015972     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0015973     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0015974     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0015975     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0015976     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0015977     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0015978     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0015979     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0015980     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0015981     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0015982     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0015983     VOLUME   267670.283 4047841.814 0.0
   LOCATION L0015984     VOLUME   267663.729 4047844.891 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINET
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** Emission Rate = 0.00506
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267683.14, 4048172.26, 0.00, 1.83, 3.36
** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0015985     VOLUME   267681.730 4048171.095 0.0
   LOCATION L0015986     VOLUME   267676.144 4048166.506 0.0
   LOCATION L0015987     VOLUME   267670.558 4048161.917 0.0
   LOCATION L0015988     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0015989     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0015990     VOLUME   267653.798 4048148.151 0.0
   LOCATION L0015991     VOLUME   267648.212 4048143.562 0.0
   LOCATION L0015992     VOLUME   267642.626 4048138.973 0.0
   LOCATION L0015993     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0015994     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0015995     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0015996     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0015997     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0015998     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0015999     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0016000     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0016001     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0016002     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0016003     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0016004     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0016005     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0016006     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0016007     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0016008     VOLUME   267553.244 4048065.553 0.0
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   LOCATION L0016009     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0016010     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0016011     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0016012     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0016013     VOLUME   267525.312 4048042.609 0.0
   LOCATION L0016014     VOLUME   267519.726 4048038.020 0.0
   LOCATION L0016015     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0016016     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0016017     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0016018     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0016019     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0016020     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0016021     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0016022     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0016023     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0016024     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0016025     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0016026     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0016027     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0016028     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0016029     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0016030     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0016031     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0016032     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0016033     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0016034     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0016035     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0016036     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0016037     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0016038     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0016039     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0016040     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0016041     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0016042     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0016043     VOLUME   267560.543 4047899.462 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
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** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000443
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.13, 4048476.07, 0.00, 1.83, 3.28
** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0016044     VOLUME   267411.962 4048474.659 0.0
   LOCATION L0016045     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0016046     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0016047     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0016048     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0016049     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0016050     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0016051     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0016052     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0016053     VOLUME   267369.865 4048491.944 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINECDE
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00143
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.84, 4048476.07, 0.00, 1.83, 3.38
** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
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   LOCATION L0016054     VOLUME   267412.589 4048474.739 0.0
   LOCATION L0016055     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0016056     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0016057     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0016058     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0016059     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0016060     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0016061     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0016062     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0016063     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0016064     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0016065     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0016066     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0016067     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0016068     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0016069     VOLUME   267469.919 4048399.802 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEFG
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00162
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
** ----------------------------------------------------------------------
   LOCATION L0016070     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0016071     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0016072     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0016073     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0016074     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0016075     VOLUME   267416.989 4048450.427 0.0
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   LOCATION L0016076     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0016077     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0016078     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0016079     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0016080     VOLUME   267442.081 4048424.907 0.0
   LOCATION L0016081     VOLUME   267447.099 4048419.803 0.0
   LOCATION L0016082     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0016083     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0016084     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0016085     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0016086     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0016087     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0016088     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0016089     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0016090     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0016091     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0016092     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0016093     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0016094     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0016095     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0016096     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0016097     VOLUME   267527.393 4048338.140 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEIJ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00136
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0016099     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0016100     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0016101     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0016102     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0016103     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0016104     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0016105     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0016106     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0016107     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0016108     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0016109     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0016110     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0016111     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0016112     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0016113     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0016114     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0016115     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0016116     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0016117     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0016118     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0016119     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0016120     VOLUME   267574.505 4048283.911 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000664
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.72, 4048177.51, 0.00, 1.83, 3.37
** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0016121     VOLUME   267687.416 4048178.790 0.0
   LOCATION L0016122     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0016123     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0016124     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0016125     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0016126     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0016127     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0016128     VOLUME   267651.271 4048214.265 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEQ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000281
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
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   LOCATION L0016129     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0016130     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0016131     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0016132     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0016133     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0016134     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0016135     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0016136     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0016137     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0016138     VOLUME   267735.150 4048128.078 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINERU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.0016
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** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.25, 4048180.33, 0.00, 1.83, 3.37
** 267814.74, 4048045.59, 0.00, 1.83, 3.37
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   LOCATION L0016140     VOLUME   267694.457 4048173.717 0.0
   LOCATION L0016141     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0016142     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0016143     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0016144     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0016145     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0016146     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0016147     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0016148     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0016149     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0016150     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0016151     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0016152     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0016153     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0016154     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0016155     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0016156     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0016157     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0016158     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0016159     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0016160     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0016161     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0016162     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0016163     VOLUME   267808.524 4048052.211 0.0
   LOCATION L0016164     VOLUME   267813.484 4048046.928 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINELMP
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00141
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048176.21, 0.00, 1.83, 3.39
** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0016165     VOLUME   267689.578 4048175.053 0.0
   LOCATION L0016166     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0016167     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0016168     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0016169     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0016170     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0016171     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0016172     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0016173     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0016174     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0016175     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0016176     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0016177     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0016178     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0016179     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0016180     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0016181     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0016182     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0016183     VOLUME   267587.921 4048092.122 0.0
** End of Line Source
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   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** Source Parameters **
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   SRCPARAM L0015699     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015700     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015701     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015702     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015703     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015704     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015705     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015706     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015707     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015708     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015709     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015710     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015711     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015712     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015713     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015714     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015715     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015716     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015717     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015718     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015719     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015720     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015721     0.0000633333      1.83      3.39      0.43
   SRCPARAM L0015722     0.0000633333      1.83      3.39      0.43
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   SRCPARAM L0015724     0.0000633333      1.83      3.39      0.43
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SRCPARAM L0015727     0.0000633333      1.83      3.39      0.43
SRCPARAM L0015728     0.0000633333      1.83      3.39      0.43
SRCPARAM L0015729     0.0000633333      1.83      3.39      0.43
SRCPARAM L0015730     0.0000633333      1.83      3.39      0.43
SRCPARAM L0015731     0.0000633333      1.83      3.39      0.43
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   SRCPARAM STCKCDE         0.0383     3.658   366.483  51.70000     0.100
   SRCPARAM STCKFG          0.0255     3.658   366.483  51.70000     0.100
   SRCPARAM STCKH           0.0251     3.658   366.483  51.70000     0.100
   SRCPARAM STCKIJ          0.0256     3.658   366.483  51.70000     0.100
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   SRCPARAM STCKQ           0.0128     3.658   366.483  51.70000     0.100
   SRCPARAM STCKRU          0.0255     3.658   366.483  51.70000     0.100
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   SRCPARAM STCKVWXY        0.0388     3.658   366.483  51.70000     0.100
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   AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
   AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
   AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
   AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
   AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
   AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
   AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976

** Building Downwash **
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   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKH          10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH           0.00     0.00     0.00    10.67    10.67    10.67

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   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
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   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
                                                          Page 12
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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDWID | STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID | STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID | STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN | STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN | STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN | STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN | STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN | STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN | STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN | STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN | STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN | STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN | STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN | STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN | STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN | STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN | STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN | STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN | STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN | STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN | STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN | STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN | STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN | STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN | STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN | STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN | STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN | STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN | STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN | STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN | STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN | STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN | STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN | STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN | STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN | STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN | STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN | STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |

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   YBADJ    STCKFG          15.97    11.07     5.84     0.43    -4.99   -10.26
   YBADJ    STCKFG         -15.22   -19.72   -23.62   -26.80   -29.16   -30.64
   YBADJ    STCKFG           0.00   -30.79   -29.46   -27.23   -24.17   -20.38
   YBADJ    STCKFG         -15.97   -11.07    -5.84    -0.43     4.99    10.26
   YBADJ    STCKFG          15.22    19.72    23.62    26.80    29.16    30.64
   YBADJ    STCKFG           0.00    30.79    29.46    27.23    24.17    20.38

   YBADJ    STCKH          -41.77   -28.96   -15.26     0.00     0.00    26.89
   YBADJ    STCKH           39.86    51.63    61.83    70.15    76.34     0.00
   YBADJ    STCKH            0.00     0.00     0.00    71.25    63.25    53.32
   YBADJ    STCKH           41.77    28.96    15.26     1.10   -13.09   -26.89
   YBADJ    STCKH          -39.86   -51.63   -61.83   -70.15   -76.34     0.00
   YBADJ    STCKH            0.00     0.00     0.00   -71.25   -63.25   -53.32

   YBADJ    STCKIJ          -4.39    -9.42   -14.18   -18.50   -22.25   -25.33
   YBADJ    STCKIJ         -27.65   -29.12   -29.71   -29.39   -28.18   -26.12
   YBADJ    STCKIJ         -23.26   -19.70   -15.53   -10.90    -5.93    -0.78
   YBADJ    STCKIJ           4.39     9.42    14.18    18.50    22.25    25.33
   YBADJ    STCKIJ          27.65    29.12    29.71    29.39    28.18    26.12
   YBADJ    STCKIJ          23.26    19.70    15.53    10.90     5.93     0.78

   YBADJ    STCKK          -58.88   -52.84   -45.19   -36.16   -26.05   -15.13
   YBADJ    STCKK           -3.76     7.72    18.98    29.65    39.42    48.00
   YBADJ    STCKK            0.00     0.00     0.00     0.00    65.47    63.13
   YBADJ    STCKK           58.88    52.84    45.19    36.16    26.05    15.13
   YBADJ    STCKK            3.76    -7.72   -18.98   -29.65   -39.42   -48.00
   YBADJ    STCKK            0.00     0.00     0.00     0.00   -65.47   -63.13

   YBADJ    STCKLMP         -0.83     0.08     0.99     1.87     3.52     6.41
   YBADJ    STCKLMP          9.09    11.50    13.57    15.03    12.81    10.20
   YBADJ    STCKLMP          7.28     4.50     3.96     3.31     2.55     1.72
   YBADJ    STCKLMP          0.83    -0.08    -0.99    -1.87    -3.52    -6.41
   YBADJ    STCKLMP         -9.09   -11.50   -13.57   -15.03   -12.81   -10.20
   YBADJ    STCKLMP         -7.28    -4.50    -3.96    -3.31    -2.55    -1.71

   YBADJ    STCKNO          11.13     6.84     2.35    -2.22    -6.72   -11.01
   YBADJ    STCKNO         -14.97   -18.48   -21.42   -23.71   -25.29   -26.09
   YBADJ    STCKNO         -26.10   -25.32   -23.77   -21.50   -18.57   -15.08
   YBADJ    STCKNO         -11.13    -6.84    -2.35     2.22     6.72    11.01
   YBADJ    STCKNO          14.97    18.48    21.42    23.71    25.29    26.09
   YBADJ    STCKNO          26.10    25.32    23.77    21.50    18.57    15.08

   YBADJ    STCKQ           11.99     8.13     4.02    -0.22    -4.44    -8.53
   YBADJ    STCKQ          -12.36   -15.82   -18.79   -21.20   -22.96     0.00
   YBADJ    STCKQ            0.00     0.00   -22.81   -20.98   -18.52   -15.49
   YBADJ    STCKQ          -11.99    -8.13    -4.02     0.22     4.44     8.53
   YBADJ    STCKQ           12.36    15.82    18.79    21.20    22.96     0.00
   YBADJ    STCKQ            0.00     0.00    22.81    20.98    18.52    15.49

   YBADJ    STCKRU          10.35     8.73     6.84     4.75     2.52     0.21
   YBADJ    STCKRU          -2.12    -4.37    -6.50    -8.42   -10.09   -11.45
   YBADJ    STCKRU         -12.47   -13.11   -13.34   -13.18   -12.61   -11.65
   YBADJ    STCKRU         -10.35    -8.73    -6.84    -4.75    -2.52    -0.21
   YBADJ    STCKRU           2.12     4.37     6.50     8.42    10.09    11.45
   YBADJ    STCKRU          12.47    13.11    13.34    13.18    12.61    11.65

   YBADJ    STCKT            4.47    17.01    29.02    40.16    50.08    58.47
   YBADJ    STCKT           65.09    69.73    72.25    72.58     0.00     0.00
   YBADJ    STCKT            0.00    52.72    43.23    32.42    20.62     8.20
   YBADJ    STCKT           -4.47   -17.01   -29.02   -40.16   -50.08   -58.47
   YBADJ    STCKT          -65.09   -69.73   -72.25   -72.58     0.00     0.00
   YBADJ    STCKT            0.00   -52.72   -43.23   -32.42   -20.62    -8.20

   YBADJ    STCKVWXY       -42.06   -32.05     0.00     0.00     2.49    14.33
   YBADJ    STCKVWXY        25.73    36.35    45.87    53.99     0.00     0.00
   YBADJ    STCKVWXY         0.00     0.00    66.93    63.43    57.99    50.80
   YBADJ    STCKVWXY        42.06    32.05    21.06     9.43    -2.49   -14.33
   YBADJ    STCKVWXY       -25.73   -36.35   -45.87   -53.99     0.00     0.00
   YBADJ    STCKVWXY         0.00     0.00   -66.93   -63.43   -57.99   -50.80

   YBADJ    STCKAABB       -51.30   -42.02   -31.46   -19.94    -7.82     4.54
   YBADJ    STCKAABB        16.76    28.47     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB        51.30    42.02    31.46    19.94     7.82    -4.54
   YBADJ    STCKAABB       -16.76   -28.47     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB         0.00     0.00     0.00     0.00     0.00     0.00

** OLM Source Groups for Combined Plumes
   OLMGROUP ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
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**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267063.10   4047802.63
   DISCCART    266966.87   4047818.34
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
   DISCCART    267530.53   4047517.86
   DISCCART    267524.64   4047227.19
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   DISCCART    267632.66   4047272.36
** DESCRREC "FENCEGRD" "Receptors generated from Fenceline Grid"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
   DISCCART    267634.96   4048677.29
   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
   DISCCART    268102.55   4048186.93
   DISCCART    268169.35   4048116.88
   DISCCART    267670.70   4048953.95
   DISCCART    267513.93   4049022.11
   DISCCART    267815.89   4048849.82
   DISCCART    267882.69   4048779.77
   DISCCART    267949.49   4048709.72
   DISCCART    268016.28   4048639.66
   DISCCART    268083.08   4048569.61
   DISCCART    268149.88   4048499.56
   DISCCART    268216.68   4048429.51
   DISCCART    268283.48   4048359.46
   DISCCART    268350.28   4048289.41
   DISCCART    267848.58   4049127.81
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   DISCCART    267522.82   4049269.44
   DISCCART    267996.81   4049022.34
   DISCCART    268063.61   4048952.29
   DISCCART    268130.41   4048882.24
   DISCCART    268197.21   4048812.19
   DISCCART    268264.01   4048742.14
   DISCCART    268330.81   4048672.09
   DISCCART    268397.61   4048602.04
   DISCCART    268464.41   4048531.99
   DISCCART    268531.21   4048461.94
   DISCCART    268207.65   4049474.07
   DISCCART    268123.44   4049510.68
   DISCCART    268039.22   4049547.30
   DISCCART    267955.00   4049583.92
   DISCCART    267870.79   4049620.53
   DISCCART    267786.57   4049657.15
   DISCCART    267702.36   4049693.76
   DISCCART    267618.14   4049730.38
   DISCCART    267533.92   4049767.00
   DISCCART    267449.71   4049803.61
   DISCCART    268291.87   4049437.45
   DISCCART    268358.67   4049367.40
   DISCCART    268425.47   4049297.35
   DISCCART    268492.27   4049227.30
   DISCCART    268559.06   4049157.25
   DISCCART    268625.86   4049087.19
   DISCCART    268692.66   4049017.14
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   DISCCART    268826.26   4048877.04
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   DISCCART    268226.16   4049968.40
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   DISCCART    267969.63   4050079.94
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   DISCCART    267713.09   4050191.48
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   DISCCART    268787.32   4049642.40
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   DISCCART    269188.11   4049222.09
   DISCCART    269254.91   4049152.04
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   DISCCART    268231.35   4047952.96
   DISCCART    268249.36   4047829.16
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   DISCCART    268393.58   4048174.92
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   DISCCART    268729.60   4047937.39
   DISCCART    268685.52   4048053.95
   DISCCART    268641.43   4048170.52
   DISCCART    268597.34   4048287.09
   DISCCART    268748.99   4047809.94
   DISCCART    269227.40   4047923.03
   DISCCART    269179.64   4048049.31
   DISCCART    269131.87   4048175.59
   DISCCART    269084.11   4048301.87
   DISCCART    269036.35   4048428.15
   DISCCART    268988.58   4048554.43
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   DISCCART    269248.62   4047790.73
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   DISCCART    269680.05   4048028.01
   DISCCART    269632.82   4048152.90
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| | | |
|---|---|---|
| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
| DISCCART | 269491.10 | 4048527.58 |
| DISCCART | 269443.86 | 4048652.47 |
| DISCCART | 269396.63 | 4048777.37 |
| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
| DISCCART | 269748.25 | 4047771.51 |
| DISCCART | 267983.27 | 4047685.95 |
| DISCCART | 267877.56 | 4047669.79 |
| DISCCART | 267733.92 | 4047666.24 |
| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 267882.50 | 4047469.85 |
| DISCCART | 267738.85 | 4047466.30 |
| DISCCART | 268022.60 | 4047248.07 |
| DISCCART | 268146.82 | 4047300.83 |
| DISCCART | 268271.04 | 4047353.58 |
| DISCCART | 268360.37 | 4047441.69 |
| DISCCART | 268414.83 | 4047565.17 |
| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 267888.67 | 4047219.92 |
| DISCCART | 267745.03 | 4047216.38 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
| DISCCART | 268388.25 | 4047150.81 |
| DISCCART | 268535.10 | 4047261.84 |
| DISCCART | 268587.91 | 4047381.57 |
| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |
| DISCCART | 267751.20 | 4046966.45 |
| DISCCART | 268041.92 | 4046498.64 |
| DISCCART | 268167.75 | 4046552.08 |
| DISCCART | 268293.58 | 4046605.52 |
| DISCCART | 268419.41 | 4046658.96 |
| DISCCART | 268545.24 | 4046712.40 |
| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
| DISCCART | 268887.40 | 4046908.53 |
| DISCCART | 268942.56 | 4047033.61 |
| DISCCART | 268997.72 | 4047158.70 |
| DISCCART | 269052.89 | 4047283.78 |
| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
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| DISCCART | 268312.29 | 4046108.38 |
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| DISCCART | 269082.55 | 4046435.49 |
| DISCCART | 269239.07 | 4046553.82 |
| DISCCART | 269295.35 | 4046681.43 |
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| DISCCART | 269407.91 | 4046936.66 |
| DISCCART | 269464.19 | 4047064.28 |
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| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
| DISCCART | 267919.53 | 4045970.31 |
| DISCCART | 267775.88 | 4045966.76 |
| DISCCART | 267589.75 | 4047677.68 |
| DISCCART | 267459.76 | 4047820.08 |
| DISCCART | 267626.82 | 4047497.33 |
| DISCCART | 267498.08 | 4047558.96 |
| DISCCART | 267352.66 | 4047651.17 |
| DISCCART | 267513.95 | 4047280.38 |
| DISCCART | 267364.21 | 4047347.82 |
| DISCCART | 267218.78 | 4047440.04 |
| DISCCART | 267377.74 | 4047069.90 |
| DISCCART | 267554.14 | 4046962.90 |
| DISCCART | 267230.33 | 4047136.69 |
| DISCCART | 267084.90 | 4047228.91 |
| DISCCART | 267116.21 | 4046645.91 |
| DISCCART | 267278.04 | 4046601.08 |
| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
| DISCCART | 266962.58 | 4046714.43 |
| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267254.62 | 4047738.96 |
| DISCCART | 267124.38 | 4047515.64 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |
| DISCCART | 267095.96 | 4048167.74 |

```
   DISCCART    267149.74   4047840.79
   DISCCART    267022.06   4047962.09
   DISCCART    266894.37   4048083.39
   DISCCART    266913.72   4047720.18
   DISCCART    266786.03   4047841.48
   DISCCART    266805.38   4047478.28
   DISCCART    266677.69   4047599.58
   DISCCART    266550.00   4047720.88
   DISCCART    266461.01   4047115.78
   DISCCART    266333.32   4047237.08
   DISCCART    266205.63   4047358.38
   DISCCART    266116.64   4046753.27
   DISCCART    265988.95   4046874.57
   DISCCART    265861.26   4046995.87
   DISCCART    267016.60   4048266.84
   DISCCART    267004.63   4048385.97
   DISCCART    267011.73   4048547.36
   DISCCART    266824.55   4048256.39
   DISCCART    266804.83   4048394.76
   DISCCART    266811.92   4048556.14
   DISCCART    266579.96   4048254.56
   DISCCART    266636.85   4048113.59
   DISCCART    266693.74   4047972.62
   DISCCART    266555.07   4048405.73
   DISCCART    266562.16   4048567.12
   DISCCART    266329.34   4048267.67
   DISCCART    266345.91   4048065.35
   DISCCART    266323.87   4047905.50
   DISCCART    266494.84   4047857.58
   DISCCART    266305.31   4048416.71
   DISCCART    266312.40   4048578.10
   DISCCART    265831.06   4048286.57
   DISCCART    265888.68   4048143.77
   DISCCART    265946.31   4048000.97
   DISCCART    266003.94   4047858.18
   DISCCART    266061.56   4047715.38
   DISCCART    266119.19   4047572.58
   DISCCART    265805.79   4048438.67
   DISCCART    265812.88   4048600.05
   DISCCART    265332.12   4048307.08
   DISCCART    265390.92   4048161.39
   DISCCART    265449.71   4048015.70
   DISCCART    265508.50   4047870.01
   DISCCART    265567.29   4047724.32
   DISCCART    265626.09   4047578.63
   DISCCART    265684.88   4047432.94
   DISCCART    265743.67   4047287.25
   DISCCART    265802.47   4047141.56
   DISCCART    265306.27   4048460.62
   DISCCART    265313.37   4048622.01
   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
** DESCRREC "ARCREC" "Discrete Cartesian Receptors for EVALFILE Output"
   EVALCART    267057.21   4047804.60    0.00    0.00    0.00 ARCREC
RE FINISHED
**
```

```
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "..\..\..\Phase 2\Phase 2_AERMOD\93193 05-09.SFC"
   PROFFILE "..\..\..\Phase 2\Phase 2_AERMOD\93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST 8TH
   RECTABLE 1 1ST 8TH
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST P1_NOX.AD\01H1GALL.PLT
   PLOTFILE 1 ALL 8TH P1_NOX.AD\01H8GALL.PLT
   MXDYBYYR ALL P1_NOX.AD\MXDYBYYR_ALL_NO2.DAT
   SUMMFILE P1_NOx.sum
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           15 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    1243  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1244  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1245  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1246  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1247  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1248  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1249  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1250  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1251  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1252  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1253  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1254  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1255  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1256  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 ME W396    2139 MEOPEN:Met data from outdated version of AERMET, version:        06341

 ************************************
 *** SETUP Finishes Successfully ***
 ************************************

 *** AERMOD - VERSION  11353 ***   *** Selma Crossing - Phase 1 (2016) - Rural                                ***        03/07/12
                                  *** NOx - 2006 Met                                                        ***       13:47:15
                                                                                                                      PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                    FLAT
                         FASTALL                                                 OLM

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses RURAL Dispersion Only.

 **Model Allows User-Specified Options:
         1. Stack-tip Downwash.
         2. Model Assumes Receptors on FLAT Terrain.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Ozone Limiting Method (OLM) Used for NO2 Conversion
            with an Equilibrium NO2/NOx Ratio of  0.900

 **Other Options Specified:
         FASTALL  - Use effective sigma-y to optimize meander for
                    POINT and VOLUME sources, and hybrid approach
                    to optimize AREA sources (formerly TOXICS option)

 **Model Assumes No FLAGPOLE Receptor Heights.

 **Model Calculates  1 Short Term Average(s) of:   1-HR

 **This Run Includes:    503 Source(s);       1 Source Group(s); and     353 Receptor(s)

 **The Model Assumes A Pollutant Type of:  NO2

 **Note that special processing requirements apply for the 1-hour NO2 NAAQS - check available guidance.
   Model will process user-specified ranks of daily maximum 1-hour values averaged across the number of years modeled.
   For annual NO2 NAAQS modeling, the multi-year maximum of PERIOD values can be simulated using the MULTYEAR keyword.
   Multi-year PERIOD and 1-hour values should only be done in a single model run using the MULTYEAR option with a
   single multi-year meteorological data file using STARTEND keyword.

 **Model Set To Continue RUNning After the Setup Testing.
```

**Output Options Selected:
Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
Model Outputs External File(s) of Maximum Daily 1-hr Values by Year (MXDYBYYR Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing Hours
b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 101.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 6.1 MB of RAM.

**Detailed Error/Message File: P1_NOx.err
**File for Summary of Results: P1_NOx.sum



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.97000E-02 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.15400E-01 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.38300E-01 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.25500E-01 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.25100E-01 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.25600E-01 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.97000E-02 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.43700E-01 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.30000E-01 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.12800E-01 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.25500E-01 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.19400E-01 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.38800E-01 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.25500E-01 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015696 | 0 | 0.63333E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015697 | 0 | 0.63333E-04 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015698 | 0 | 0.63333E-04 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015699 | 0 | 0.63333E-04 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015700 | 0 | 0.63333E-04 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015701 | 0 | 0.63333E-04 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015702 | 0 | 0.63333E-04 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015703 | 0 | 0.63333E-04 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015704 | 0 | 0.63333E-04 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015705 | 0 | 0.63333E-04 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015706 | 0 | 0.63333E-04 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015707 | 0 | 0.63333E-04 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015708 | 0 | 0.63333E-04 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015709 | 0 | 0.63333E-04 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015710 | 0 | 0.63333E-04 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015711 | 0 | 0.63333E-04 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015712 | 0 | 0.63333E-04 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015713 | 0 | 0.63333E-04 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015714 | 0 | 0.63333E-04 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015715 | 0 | 0.63333E-04 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015716 | 0 | 0.63333E-04 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015717 | 0 | 0.63333E-04 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015718 | 0 | 0.63333E-04 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015719 | 0 | 0.63333E-04 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015720 | 0 | 0.63333E-04 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015721 | 0 | 0.63333E-04 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015722 | 0 | 0.63333E-04 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015723 | 0 | 0.63333E-04 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015724 | 0 | 0.63333E-04 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015725 | 0 | 0.63333E-04 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015726 | 0 | 0.63333E-04 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015727 | 0 | 0.63333E-04 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015728 | 0 | 0.63333E-04 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015729 | 0 | 0.63333E-04 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015730 | 0 | 0.63333E-04 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015731 | 0 | 0.63333E-04 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015732 | 0 | 0.63333E-04 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015733 | 0 | 0.63333E-04 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015734 | 0 | 0.63333E-04 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015735 | 0 | 0.63333E-04 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015736 | 0 | 0.63333E-04 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015737 | 0 | 0.63333E-04 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015738 | 0 | 0.63333E-04 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015739 | 0 | 0.63333E-04 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015740 | 0 | 0.63333E-04 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015741 | 0 | 0.63333E-04 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015742 | 0 | 0.63333E-04 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015743 | 0 | 0.63333E-04 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015744 | 0 | 0.63333E-04 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015745 | 0 | 0.63333E-04 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015746 | 0 | 0.63333E-04 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015747 | 0 | 0.63333E-04 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015748 | 0 | 0.63333E-04 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015749 | 0 | 0.63333E-04 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015750 | 0 | 0.63333E-04 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015751 | 0 | 0.63333E-04 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015752 | 0 | 0.63333E-04 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015753 | 0 | 0.63333E-04 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015754 | 0 | 0.63333E-04 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015755 | 0 | 0.63333E-04 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015756 | 0 | 0.63333E-04 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015757 | 0 | 0.63333E-04 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015758 | 0 | 0.63333E-04 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015759 | 0 | 0.63333E-04 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015760 | 0 | 0.63333E-04 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015761 | 0 | 0.63333E-04 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015762 | 0 | 0.63333E-04 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015763 | 0 | 0.63333E-04 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015764 | 0 | 0.63333E-04 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015765 | 0 | 0.10220E-03 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015766 | 0 | 0.10220E-03 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015767 | 0 | 0.10220E-03 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015768 | 0 | 0.10220E-03 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015769 | 0 | 0.10220E-03 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015770 | 0 | 0.10220E-03 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015771 | 0 | 0.10220E-03 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015772 | 0 | 0.10220E-03 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015773 | 0 | 0.10220E-03 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015774 | 0 | 0.10220E-03 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015775 | 0 | 0.10220E-03 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015776 | 0 | 0.10220E-03 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015777 | 0 | 0.10220E-03 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015778 | 0 | 0.10220E-03 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015779 | 0 | 0.10220E-03 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015780 | 0 | 0.10220E-03 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015781 | 0 | 0.10220E-03 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015782 | 0 | 0.10220E-03 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015783 | 0 | 0.10220E-03 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015784 | 0 | 0.10220E-03 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015785 | 0 | 0.10220E-03 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015786 | 0 | 0.10220E-03 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015787 | 0 | 0.10220E-03 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015788 | 0 | 0.10220E-03 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015789 | 0 | 0.10220E-03 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015790 | 0 | 0.10220E-03 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015791 | 0 | 0.10220E-03 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015792 | 0 | 0.10220E-03 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015793 | 0 | 0.10220E-03 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015794 | 0 | 0.10220E-03 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015795 | 0 | 0.10220E-03 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015796 | 0 | 0.10220E-03 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015797 | 0 | 0.10220E-03 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015798 | 0 | 0.10220E-03 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015799 | 0 | 0.10220E-03 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015800 | 0 | 0.10220E-03 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015801 | 0 | 0.10220E-03 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015802 | 0 | 0.10220E-03 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015803 | 0 | 0.10220E-03 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015804 | 0 | 0.10220E-03 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015805 | 0 | 0.10220E-03 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015806 | 0 | 0.10220E-03 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015807 | 0 | 0.10220E-03 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015808 | 0 | 0.10220E-03 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015809 | 0 | 0.10220E-03 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015810 | 0 | 0.10220E-03 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015811 | 0 | 0.10220E-03 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015812 | 0 | 0.10220E-03 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015813 | 0 | 0.10220E-03 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015814 | 0 | 0.10220E-03 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015815 | 0 | 0.10220E-03 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015816 | 0 | 0.10220E-03 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015817 | 0 | 0.10220E-03 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015818 | 0 | 0.10220E-03 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015819 | 0 | 0.10220E-03 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015820 | 0 | 0.10220E-03 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015821 | 0 | 0.10220E-03 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015822 | 0 | 0.10220E-03 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015823 | 0 | 0.10220E-03 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015824 | 0 | 0.42931E-04 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015825 | 0 | 0.42931E-04 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015826 | 0 | 0.42931E-04 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015827 | 0 | 0.42931E-04 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015828 | 0 | 0.42931E-04 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015829 | 0 | 0.42931E-04 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015830 | 0 | 0.42931E-04 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015831 | 0 | 0.42931E-04 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015832 | 0 | 0.42931E-04 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015833 | 0 | 0.42931E-04 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015834 | 0 | 0.42931E-04 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015835 | 0 | 0.42931E-04 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015836 | 0 | 0.42931E-04 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015837 | 0 | 0.42931E-04 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015838 | 0 | 0.42931E-04 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015839 | 0 | 0.42931E-04 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015840 | 0 | 0.42931E-04 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015841 | 0 | 0.42931E-04 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015842 | 0 | 0.42931E-04 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015843 | 0 | 0.42931E-04 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015844 | 0 | 0.42931E-04 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015845 | 0 | 0.42931E-04 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015846 | 0 | 0.42931E-04 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015847 | 0 | 0.42931E-04 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015848 | 0 | 0.42931E-04 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015849 | 0 | 0.42931E-04 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015850 | 0 | 0.42931E-04 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015851 | 0 | 0.42931E-04 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015852 | 0 | 0.42931E-04 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015853 | 0 | 0.42931E-04 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015854 | 0 | 0.42931E-04 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015855 | 0 | 0.42931E-04 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0015856 | 0 | 0.42931E-04 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015857 | 0 | 0.42931E-04 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015858 | 0 | 0.42931E-04 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015859 | 0 | 0.42931E-04 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015860 | 0 | 0.42931E-04 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015861 | 0 | 0.42931E-04 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015862 | 0 | 0.42931E-04 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015863 | 0 | 0.42931E-04 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015864 | 0 | 0.42931E-04 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015865 | 0 | 0.42931E-04 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015866 | 0 | 0.42931E-04 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015867 | 0 | 0.42931E-04 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015868 | 0 | 0.42931E-04 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015869 | 0 | 0.42931E-04 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015870 | 0 | 0.42931E-04 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015871 | 0 | 0.42931E-04 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015872 | 0 | 0.42931E-04 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015873 | 0 | 0.42931E-04 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015874 | 0 | 0.42931E-04 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015875 | 0 | 0.42931E-04 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015876 | 0 | 0.42931E-04 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015877 | 0 | 0.42931E-04 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015878 | 0 | 0.42931E-04 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015879 | 0 | 0.42931E-04 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015880 | 0 | 0.42931E-04 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015881 | 0 | 0.42931E-04 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015882 | 0 | 0.60000E-04 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015883 | 0 | 0.60000E-04 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015884 | 0 | 0.60000E-04 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015885 | 0 | 0.60000E-04 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015886 | 0 | 0.60000E-04 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015887 | 0 | 0.60000E-04 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015888 | 0 | 0.60000E-04 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015889 | 0 | 0.60000E-04 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015890 | 0 | 0.60000E-04 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015891 | 0 | 0.60000E-04 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015892 | 0 | 0.60000E-04 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015893 | 0 | 0.60000E-04 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015894 | 0 | 0.60000E-04 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015895 | 0 | 0.60000E-04 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0015896 | 0 | 0.60000E-04 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015897 | 0 | 0.60000E-04 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015898 | 0 | 0.60000E-04 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015899 | 0 | 0.60000E-04 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015900 | 0 | 0.60000E-04 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015901 | 0 | 0.60000E-04 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015902 | 0 | 0.60000E-04 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015903 | 0 | 0.60000E-04 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015904 | 0 | 0.60000E-04 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015905 | 0 | 0.60000E-04 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015906 | 0 | 0.60000E-04 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015907 | 0 | 0.60000E-04 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015908 | 0 | 0.60000E-04 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015909 | 0 | 0.60000E-04 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015910 | 0 | 0.60000E-04 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015911 | 0 | 0.60000E-04 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015912 | 0 | 0.60000E-04 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015913 | 0 | 0.60000E-04 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015914 | 0 | 0.60000E-04 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015915 | 0 | 0.60000E-04 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015916 | 0 | 0.60000E-04 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015917 | 0 | 0.60000E-04 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015918 | 0 | 0.60000E-04 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015919 | 0 | 0.60000E-04 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015920 | 0 | 0.60000E-04 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015921 | 0 | 0.60000E-04 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015922 | 0 | 0.60000E-04 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015923 | 0 | 0.60000E-04 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015924 | 0 | 0.60000E-04 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015925 | 0 | 0.60000E-04 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015926 | 0 | 0.60000E-04 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015927 | 0 | 0.60000E-04 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015928 | 0 | 0.60000E-04 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015929 | 0 | 0.60000E-04 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015930 | 0 | 0.16655E-03 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015931 | 0 | 0.16655E-03 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015932 | 0 | 0.16655E-03 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015933 | 0 | 0.16655E-03 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015934 | 0 | 0.16655E-03 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015935 | 0 | 0.16655E-03 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015936 | 0 | 0.16655E-03 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015937 | 0 | 0.16655E-03 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015938 | 0 | 0.16655E-03 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015939 | 0 | 0.16655E-03 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015940 | 0 | 0.16655E-03 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015941 | 0 | 0.16655E-03 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015942 | 0 | 0.16655E-03 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015943 | 0 | 0.16655E-03 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015944 | 0 | 0.16655E-03 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015945 | 0 | 0.16655E-03 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015946 | 0 | 0.16655E-03 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015947 | 0 | 0.16655E-03 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015948 | 0 | 0.16655E-03 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015949 | 0 | 0.16655E-03 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015950 | 0 | 0.16655E-03 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015951 | 0 | 0.16655E-03 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015952 | 0 | 0.16655E-03 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015953 | 0 | 0.16655E-03 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015954 | 0 | 0.16655E-03 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015955 | 0 | 0.16655E-03 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015956 | 0 | 0.16655E-03 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015957 | 0 | 0.16655E-03 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015958 | 0 | 0.16655E-03 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015959 | 0 | 0.16655E-03 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015960 | 0 | 0.16655E-03 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015961 | 0 | 0.16655E-03 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015962 | 0 | 0.16655E-03 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015963 | 0 | 0.16655E-03 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015964 | 0 | 0.16655E-03 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015965 | 0 | 0.16655E-03 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015966 | 0 | 0.16655E-03 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015967 | 0 | 0.16655E-03 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015968 | 0 | 0.16655E-03 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015969 | 0 | 0.16655E-03 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015970 | 0 | 0.16655E-03 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015971 | 0 | 0.16655E-03 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015972 | 0 | 0.16655E-03 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015973 | 0 | 0.16655E-03 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015974 | 0 | 0.16655E-03 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015975 | 0 | 0.16655E-03 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0015976 | 0 | 0.16655E-03 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015977 | 0 | 0.16655E-03 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015978 | 0 | 0.16655E-03 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015979 | 0 | 0.16655E-03 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015980 | 0 | 0.16655E-03 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015981 | 0 | 0.16655E-03 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015982 | 0 | 0.16655E-03 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015983 | 0 | 0.16655E-03 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015984 | 0 | 0.16655E-03 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015985 | 0 | 0.85763E-04 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015986 | 0 | 0.85763E-04 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015987 | 0 | 0.85763E-04 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015988 | 0 | 0.85763E-04 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015989 | 0 | 0.85763E-04 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015990 | 0 | 0.85763E-04 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015991 | 0 | 0.85763E-04 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015992 | 0 | 0.85763E-04 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015993 | 0 | 0.85763E-04 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015994 | 0 | 0.85763E-04 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015995 | 0 | 0.85763E-04 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015996 | 0 | 0.85763E-04 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015997 | 0 | 0.85763E-04 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015998 | 0 | 0.85763E-04 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0015999 | 0 | 0.85763E-04 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016000 | 0 | 0.85763E-04 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016001 | 0 | 0.85763E-04 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016002 | 0 | 0.85763E-04 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016003 | 0 | 0.85763E-04 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016004 | 0 | 0.85763E-04 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016005 | 0 | 0.85763E-04 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016006 | 0 | 0.85763E-04 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016007 | 0 | 0.85763E-04 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016008 | 0 | 0.85763E-04 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016009 | 0 | 0.85763E-04 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016010 | 0 | 0.85763E-04 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016011 | 0 | 0.85763E-04 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016012 | 0 | 0.85763E-04 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016013 | 0 | 0.85763E-04 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016014 | 0 | 0.85763E-04 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0016015 | 0 | 0.85763E-04 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0016016 | 0 | 0.85763E-04 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016017 | 0 | 0.85763E-04 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016018 | 0 | 0.85763E-04 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016019 | 0 | 0.85763E-04 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016020 | 0 | 0.85763E-04 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016021 | 0 | 0.85763E-04 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016022 | 0 | 0.85763E-04 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016023 | 0 | 0.85763E-04 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016024 | 0 | 0.85763E-04 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016025 | 0 | 0.85763E-04 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016026 | 0 | 0.85763E-04 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016027 | 0 | 0.85763E-04 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016028 | 0 | 0.85763E-04 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016029 | 0 | 0.85763E-04 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016030 | 0 | 0.85763E-04 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016031 | 0 | 0.85763E-04 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016032 | 0 | 0.85763E-04 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016033 | 0 | 0.85763E-04 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016034 | 0 | 0.85763E-04 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016035 | 0 | 0.85763E-04 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016036 | 0 | 0.85763E-04 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016037 | 0 | 0.85763E-04 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016038 | 0 | 0.85763E-04 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016039 | 0 | 0.85763E-04 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016040 | 0 | 0.85763E-04 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016041 | 0 | 0.85763E-04 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016042 | 0 | 0.85763E-04 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016043 | 0 | 0.85763E-04 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016044 | 0 | 0.44300E-04 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016045 | 0 | 0.44300E-04 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016046 | 0 | 0.44300E-04 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016047 | 0 | 0.44300E-04 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016048 | 0 | 0.44300E-04 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016049 | 0 | 0.44300E-04 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016050 | 0 | 0.44300E-04 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016051 | 0 | 0.44300E-04 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016052 | 0 | 0.44300E-04 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016053 | 0 | 0.44300E-04 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016054 | 0 | 0.89375E-04 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016055 | 0 | 0.89375E-04 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



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| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016056 | 0 | 0.89375E-04 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016057 | 0 | 0.89375E-04 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016058 | 0 | 0.89375E-04 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016059 | 0 | 0.89375E-04 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016060 | 0 | 0.89375E-04 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016061 | 0 | 0.89375E-04 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016062 | 0 | 0.89375E-04 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016063 | 0 | 0.89375E-04 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016064 | 0 | 0.89375E-04 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016065 | 0 | 0.89375E-04 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016066 | 0 | 0.89375E-04 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016067 | 0 | 0.89375E-04 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016068 | 0 | 0.89375E-04 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016069 | 0 | 0.89375E-04 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016070 | 0 | 0.57857E-04 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016071 | 0 | 0.57857E-04 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016072 | 0 | 0.57857E-04 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016073 | 0 | 0.57857E-04 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016074 | 0 | 0.57857E-04 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016075 | 0 | 0.57857E-04 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016076 | 0 | 0.57857E-04 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016077 | 0 | 0.57857E-04 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016078 | 0 | 0.57857E-04 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016079 | 0 | 0.57857E-04 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016080 | 0 | 0.57857E-04 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016081 | 0 | 0.57857E-04 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016082 | 0 | 0.57857E-04 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016083 | 0 | 0.57857E-04 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016084 | 0 | 0.57857E-04 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016085 | 0 | 0.57857E-04 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016086 | 0 | 0.57857E-04 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016087 | 0 | 0.57857E-04 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016088 | 0 | 0.57857E-04 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016089 | 0 | 0.57857E-04 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016090 | 0 | 0.57857E-04 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016091 | 0 | 0.57857E-04 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016092 | 0 | 0.57857E-04 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016093 | 0 | 0.57857E-04 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016094 | 0 | 0.57857E-04 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016095 | 0 | 0.57857E-04 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016096 | 0 | 0.57857E-04 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016097 | 0 | 0.57857E-04 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016098 | 0 | 0.59130E-04 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016099 | 0 | 0.59130E-04 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016100 | 0 | 0.59130E-04 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016101 | 0 | 0.59130E-04 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016102 | 0 | 0.59130E-04 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016103 | 0 | 0.59130E-04 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016104 | 0 | 0.59130E-04 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016105 | 0 | 0.59130E-04 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016106 | 0 | 0.59130E-04 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016107 | 0 | 0.59130E-04 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016108 | 0 | 0.59130E-04 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016109 | 0 | 0.59130E-04 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016110 | 0 | 0.59130E-04 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016111 | 0 | 0.59130E-04 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016112 | 0 | 0.59130E-04 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016113 | 0 | 0.59130E-04 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016114 | 0 | 0.59130E-04 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016115 | 0 | 0.59130E-04 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016116 | 0 | 0.59130E-04 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016117 | 0 | 0.59130E-04 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016118 | 0 | 0.59130E-04 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016119 | 0 | 0.59130E-04 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016120 | 0 | 0.59130E-04 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0016121 | 0 | 0.83000E-04 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016122 | 0 | 0.83000E-04 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016123 | 0 | 0.83000E-04 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016124 | 0 | 0.83000E-04 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016125 | 0 | 0.83000E-04 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016126 | 0 | 0.83000E-04 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016127 | 0 | 0.83000E-04 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016128 | 0 | 0.83000E-04 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016129 | 0 | 0.28100E-04 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016130 | 0 | 0.28100E-04 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016131 | 0 | 0.28100E-04 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016132 | 0 | 0.28100E-04 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016133 | 0 | 0.28100E-04 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016134 | 0 | 0.28100E-04 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016135 | 0 | 0.28100E-04 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016136 | 0 | 0.28100E-04 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016137 | 0 | 0.28100E-04 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016138 | 0 | 0.28100E-04 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0016139 | 0 | 0.61539E-04 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016140 | 0 | 0.61539E-04 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016141 | 0 | 0.61539E-04 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016142 | 0 | 0.61539E-04 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016143 | 0 | 0.61539E-04 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016144 | 0 | 0.61539E-04 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016145 | 0 | 0.61539E-04 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016146 | 0 | 0.61539E-04 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016147 | 0 | 0.61539E-04 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016148 | 0 | 0.61539E-04 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016149 | 0 | 0.61539E-04 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016150 | 0 | 0.61539E-04 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016151 | 0 | 0.61539E-04 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016152 | 0 | 0.61539E-04 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016153 | 0 | 0.61539E-04 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016154 | 0 | 0.61539E-04 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016155 | 0 | 0.61539E-04 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016156 | 0 | 0.61539E-04 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016157 | 0 | 0.61539E-04 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016158 | 0 | 0.61539E-04 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016159 | 0 | 0.61539E-04 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016160 | 0 | 0.61539E-04 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016161 | 0 | 0.61539E-04 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016162 | 0 | 0.61539E-04 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016163 | 0 | 0.61539E-04 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016164 | 0 | 0.61539E-04 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016165 | 0 | 0.74211E-04 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016166 | 0 | 0.74211E-04 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016167 | 0 | 0.74211E-04 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016168 | 0 | 0.74211E-04 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016169 | 0 | 0.74211E-04 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016170 | 0 | 0.74211E-04 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016171 | 0 | 0.74211E-04 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016172 | 0 | 0.74211E-04 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016173 | 0 | 0.74211E-04 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016174 | 0 | 0.74211E-04 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016175 | 0 | 0.74211E-04 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016176 | 0 | 0.74211E-04 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016177 | 0 | 0.74211E-04 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016178 | 0 | 0.74211E-04 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016179 | 0 | 0.74211E-04 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016180 | 0 | 0.74211E-04 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016181 | 0 | 0.74211E-04 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016182 | 0 | 0.74211E-04 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016183 | 0 | 0.74211E-04 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.33900E-06 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0015696 , L0015697 , L0015698 , L0015699 , L0015700 , L0015701 , L0015702 , L0015703 , |
| | L0015704 , L0015705 , L0015706 , L0015707 , L0015708 , L0015709 , L0015710 , L0015711 , |
| | L0015712 , L0015713 , L0015714 , L0015715 , L0015716 , L0015717 , L0015718 , L0015719 , |
| | L0015720 , L0015721 , L0015722 , L0015723 , L0015724 , L0015725 , L0015726 , L0015727 , |
| | L0015728 , L0015729 , L0015730 , L0015731 , L0015732 , L0015733 , L0015734 , L0015735 , |
| | L0015736 , L0015737 , L0015738 , L0015739 , L0015740 , L0015741 , L0015742 , L0015743 , |
| | L0015744 , L0015745 , L0015746 , L0015747 , L0015748 , L0015749 , L0015750 , L0015751 , |
| | L0015752 , L0015753 , L0015754 , L0015755 , L0015756 , L0015757 , L0015758 , L0015759 , |
| | L0015760 , L0015761 , L0015762 , L0015763 , L0015764 , L0015765 , L0015766 , L0015767 , |
| | L0015768 , L0015769 , L0015770 , L0015771 , L0015772 , L0015773 , L0015774 , L0015775 , |
| | L0015776 , L0015777 , L0015778 , L0015779 , L0015780 , L0015781 , L0015782 , L0015783 , |
| | L0015784 , L0015785 , L0015786 , L0015787 , L0015788 , L0015789 , L0015790 , L0015791 , |
| | L0015792 , L0015793 , L0015794 , L0015795 , L0015796 , L0015797 , L0015798 , L0015799 , |
| | L0015800 , L0015801 , L0015802 , L0015803 , L0015804 , L0015805 , L0015806 , L0015807 , |
| | L0015808 , L0015809 , L0015810 , L0015811 , L0015812 , L0015813 , L0015814 , L0015815 , |
| | L0015816 , L0015817 , L0015818 , L0015819 , L0015820 , L0015821 , L0015822 , L0015823 , |
| | L0015824 , L0015825 , L0015826 , L0015827 , L0015828 , L0015829 , L0015830 , L0015831 , |
| | L0015832 , L0015833 , L0015834 , L0015835 , L0015836 , L0015837 , L0015838 , L0015839 , |
| | L0015840 , L0015841 , L0015842 , L0015843 , L0015844 , L0015845 , L0015846 , L0015847 , |
| | L0015848 , L0015849 , L0015850 , L0015851 , L0015852 , L0015853 , L0015854 , L0015855 , |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015856 , L0015857 , L0015858 , L0015859 , L0015860 , L0015861 , L0015862 , L0015863 ,
L0015864 , L0015865 , L0015866 , L0015867 , L0015868 , L0015869 , L0015870 , L0015871 ,
L0015872 , L0015873 , L0015874 , L0015875 , L0015876 , L0015877 , L0015878 , L0015879 ,
L0015880 , L0015881 , L0015882 , L0015883 , L0015884 , L0015885 , L0015886 , L0015887 ,
L0015888 , L0015889 , L0015890 , L0015891 , L0015892 , L0015893 , L0015894 , L0015895 ,
L0015896 , L0015897 , L0015898 , L0015899 , L0015900 , L0015901 , L0015902 , L0015903 ,
L0015904 , L0015905 , L0015906 , L0015907 , L0015908 , L0015909 , L0015910 , L0015911 ,
L0015912 , L0015913 , L0015914 , L0015915 , L0015916 , L0015917 , L0015918 , L0015919 ,
L0015920 , L0015921 , L0015922 , L0015923 , L0015924 , L0015925 , L0015926 , L0015927 ,
L0015928 , L0015929 , L0015930 , L0015931 , L0015932 , L0015933 , L0015934 , L0015935 ,
L0015936 , L0015937 , L0015938 , L0015939 , L0015940 , L0015941 , L0015942 , L0015943 ,
L0015944 , L0015945 , L0015946 , L0015947 , L0015948 , L0015949 , L0015950 , L0015951 ,
L0015952 , L0015953 , L0015954 , L0015955 , L0015956 , L0015957 , L0015958 , L0015959 ,
L0015960 , L0015961 , L0015962 , L0015963 , L0015964 , L0015965 , L0015966 , L0015967 ,
L0015968 , L0015969 , L0015970 , L0015971 , L0015972 , L0015973 , L0015974 , L0015975 ,
L0015976 , L0015977 , L0015978 , L0015979 , L0015980 , L0015981 , L0015982 , L0015983 ,
L0015984 , L0015985 , L0015986 , L0015987 , L0015988 , L0015989 , L0015990 , L0015991 ,
L0015992 , L0015993 , L0015994 , L0015995 , L0015996 , L0015997 , L0015998 , L0015999 ,
L0016000 , L0016001 , L0016002 , L0016003 , L0016004 , L0016005 , L0016006 , L0016007 ,
L0016008 , L0016009 , L0016010 , L0016011 , L0016012 , L0016013 , L0016014 , L0016015 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016016 , L0016017 , L0016018 , L0016019 , L0016020 , L0016021 , L0016022 , L0016023 ,
L0016024 , L0016025 , L0016026 , L0016027 , L0016028 , L0016029 , L0016030 , L0016031 ,
L0016032 , L0016033 , L0016034 , L0016035 , L0016036 , L0016037 , L0016038 , L0016039 ,
L0016040 , L0016041 , L0016042 , L0016043 , L0016044 , L0016045 , L0016046 , L0016047 ,
L0016048 , L0016049 , L0016050 , L0016051 , L0016052 , L0016053 , L0016054 , L0016055 ,
L0016056 , L0016057 , L0016058 , L0016059 , L0016060 , L0016061 , L0016062 , L0016063 ,
L0016064 , L0016065 , L0016066 , L0016067 , L0016068 , L0016069 , L0016070 , L0016071 ,
L0016072 , L0016073 , L0016074 , L0016075 , L0016076 , L0016077 , L0016078 , L0016079 ,
L0016080 , L0016081 , L0016082 , L0016083 , L0016084 , L0016085 , L0016086 , L0016087 ,
L0016088 , L0016089 , L0016090 , L0016091 , L0016092 , L0016093 , L0016094 , L0016095 ,
L0016096 , L0016097 , L0016098 , L0016099 , L0016100 , L0016101 , L0016102 , L0016103 ,
L0016104 , L0016105 , L0016106 , L0016107 , L0016108 , L0016109 , L0016110 , L0016111 ,
L0016112 , L0016113 , L0016114 , L0016115 , L0016116 , L0016117 , L0016118 , L0016119 ,
L0016120 , L0016121 , L0016122 , L0016123 , L0016124 , L0016125 , L0016126 , L0016127 ,
L0016128 , L0016129 , L0016130 , L0016131 , L0016132 , L0016133 , L0016134 , L0016135 ,
L0016136 , L0016137 , L0016138 , L0016139 , L0016140 , L0016141 , L0016142 , L0016143 ,
L0016144 , L0016145 , L0016146 , L0016147 , L0016148 , L0016149 , L0016150 , L0016151 ,
L0016152 , L0016153 , L0016154 , L0016155 , L0016156 , L0016157 , L0016158 , L0016159 ,
L0016160 , L0016161 , L0016162 , L0016163 , L0016164 , L0016165 , L0016166 , L0016167 ,
L0016168 , L0016169 , L0016170 , L0016171 , L0016172 , L0016173 , L0016174 , L0016175 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016176 , L0016177 , L0016178 , L0016179 , L0016180 , L0016181 , L0016182 , L0016183 ,

STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,

STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

| OLMGRP ID | SOURCE IDs |
|---|---|
| ALL | L0015696 , L0015697 , L0015698 , L0015699 , L0015700 , L0015701 , L0015702 , L0015703 , |
| | L0015704 , L0015705 , L0015706 , L0015707 , L0015708 , L0015709 , L0015710 , L0015711 , |
| | L0015712 , L0015713 , L0015714 , L0015715 , L0015716 , L0015717 , L0015718 , L0015719 , |
| | L0015720 , L0015721 , L0015722 , L0015723 , L0015724 , L0015725 , L0015726 , L0015727 , |
| | L0015728 , L0015729 , L0015730 , L0015731 , L0015732 , L0015733 , L0015734 , L0015735 , |
| | L0015736 , L0015737 , L0015738 , L0015739 , L0015740 , L0015741 , L0015742 , L0015743 , |
| | L0015744 , L0015745 , L0015746 , L0015747 , L0015748 , L0015749 , L0015750 , L0015751 , |
| | L0015752 , L0015753 , L0015754 , L0015755 , L0015756 , L0015757 , L0015758 , L0015759 , |
| | L0015760 , L0015761 , L0015762 , L0015763 , L0015764 , L0015765 , L0015766 , L0015767 , |
| | L0015768 , L0015769 , L0015770 , L0015771 , L0015772 , L0015773 , L0015774 , L0015775 , |
| | L0015776 , L0015777 , L0015778 , L0015779 , L0015780 , L0015781 , L0015782 , L0015783 , |
| | L0015784 , L0015785 , L0015786 , L0015787 , L0015788 , L0015789 , L0015790 , L0015791 , |
| | L0015792 , L0015793 , L0015794 , L0015795 , L0015796 , L0015797 , L0015798 , L0015799 , |
| | L0015800 , L0015801 , L0015802 , L0015803 , L0015804 , L0015805 , L0015806 , L0015807 , |
| | L0015808 , L0015809 , L0015810 , L0015811 , L0015812 , L0015813 , L0015814 , L0015815 , |
| | L0015816 , L0015817 , L0015818 , L0015819 , L0015820 , L0015821 , L0015822 , L0015823 , |
| | L0015824 , L0015825 , L0015826 , L0015827 , L0015828 , L0015829 , L0015830 , L0015831 , |
| | L0015832 , L0015833 , L0015834 , L0015835 , L0015836 , L0015837 , L0015838 , L0015839 , |
| | L0015840 , L0015841 , L0015842 , L0015843 , L0015844 , L0015845 , L0015846 , L0015847 , |
| | L0015848 , L0015849 , L0015850 , L0015851 , L0015852 , L0015853 , L0015854 , L0015855 , |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

| OLMGRP ID | SOURCE IDs |
|---|---|
| | L0015856 , L0015857 , L0015858 , L0015859 , L0015860 , L0015861 , L0015862 , L0015863 , |
| | L0015864 , L0015865 , L0015866 , L0015867 , L0015868 , L0015869 , L0015870 , L0015871 , |
| | L0015872 , L0015873 , L0015874 , L0015875 , L0015876 , L0015877 , L0015878 , L0015879 , |
| | L0015880 , L0015881 , L0015882 , L0015883 , L0015884 , L0015885 , L0015886 , L0015887 , |
| | L0015888 , L0015889 , L0015890 , L0015891 , L0015892 , L0015893 , L0015894 , L0015895 , |
| | L0015896 , L0015897 , L0015898 , L0015899 , L0015900 , L0015901 , L0015902 , L0015903 , |
| | L0015904 , L0015905 , L0015906 , L0015907 , L0015908 , L0015909 , L0015910 , L0015911 , |
| | L0015912 , L0015913 , L0015914 , L0015915 , L0015916 , L0015917 , L0015918 , L0015919 , |
| | L0015920 , L0015921 , L0015922 , L0015923 , L0015924 , L0015925 , L0015926 , L0015927 , |
| | L0015928 , L0015929 , L0015930 , L0015931 , L0015932 , L0015933 , L0015934 , L0015935 , |
| | L0015936 , L0015937 , L0015938 , L0015939 , L0015940 , L0015941 , L0015942 , L0015943 , |
| | L0015944 , L0015945 , L0015946 , L0015947 , L0015948 , L0015949 , L0015950 , L0015951 , |
| | L0015952 , L0015953 , L0015954 , L0015955 , L0015956 , L0015957 , L0015958 , L0015959 , |
| | L0015960 , L0015961 , L0015962 , L0015963 , L0015964 , L0015965 , L0015966 , L0015967 , |
| | L0015968 , L0015969 , L0015970 , L0015971 , L0015972 , L0015973 , L0015974 , L0015975 , |
| | L0015976 , L0015977 , L0015978 , L0015979 , L0015980 , L0015981 , L0015982 , L0015983 , |
| | L0015984 , L0015985 , L0015986 , L0015987 , L0015988 , L0015989 , L0015990 , L0015991 , |
| | L0015992 , L0015993 , L0015994 , L0015995 , L0015996 , L0015997 , L0015998 , L0015999 , |
| | L0016000 , L0016001 , L0016002 , L0016003 , L0016004 , L0016005 , L0016006 , L0016007 , |
| | L0016008 , L0016009 , L0016010 , L0016011 , L0016012 , L0016013 , L0016014 , L0016015 , |

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0016016 , L0016017 , L0016018 , L0016019 , L0016020 , L0016021 , L0016022 , L0016023 ,
L0016024 , L0016025 , L0016026 , L0016027 , L0016028 , L0016029 , L0016030 , L0016031 ,
L0016032 , L0016033 , L0016034 , L0016035 , L0016036 , L0016037 , L0016038 , L0016039 ,
L0016040 , L0016041 , L0016042 , L0016043 , L0016044 , L0016045 , L0016046 , L0016047 ,
L0016048 , L0016049 , L0016050 , L0016051 , L0016052 , L0016053 , L0016054 , L0016055 ,
L0016056 , L0016057 , L0016058 , L0016059 , L0016060 , L0016061 , L0016062 , L0016063 ,
L0016064 , L0016065 , L0016066 , L0016067 , L0016068 , L0016069 , L0016070 , L0016071 ,
L0016072 , L0016073 , L0016074 , L0016075 , L0016076 , L0016077 , L0016078 , L0016079 ,
L0016080 , L0016081 , L0016082 , L0016083 , L0016084 , L0016085 , L0016086 , L0016087 ,
L0016088 , L0016089 , L0016090 , L0016091 , L0016092 , L0016093 , L0016094 , L0016095 ,
L0016096 , L0016097 , L0016098 , L0016099 , L0016100 , L0016101 , L0016102 , L0016103 ,
L0016104 , L0016105 , L0016106 , L0016107 , L0016108 , L0016109 , L0016110 , L0016111 ,
L0016112 , L0016113 , L0016114 , L0016115 , L0016116 , L0016117 , L0016118 , L0016119 ,
L0016120 , L0016121 , L0016122 , L0016123 , L0016124 , L0016125 , L0016126 , L0016127 ,
L0016128 , L0016129 , L0016130 , L0016131 , L0016132 , L0016133 , L0016134 , L0016135 ,
L0016136 , L0016137 , L0016138 , L0016139 , L0016140 , L0016141 , L0016142 , L0016143 ,
L0016144 , L0016145 , L0016146 , L0016147 , L0016148 , L0016149 , L0016150 , L0016151 ,
L0016152 , L0016153 , L0016154 , L0016155 , L0016156 , L0016157 , L0016158 , L0016159 ,
L0016160 , L0016161 , L0016162 , L0016163 , L0016164 , L0016165 , L0016166 , L0016167 ,
L0016168 , L0016169 , L0016170 , L0016171 , L0016172 , L0016173 , L0016174 , L0016175 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0016176 , L0016177 , L0016178 , L0016179 , L0016180 , L0016181 , L0016182 , L0016183 ,
STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,
STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0015696 | 0.100 | L0015697 | 0.100 | L0015698 | 0.100 | L0015699 | 0.100 |
| L0015700 | 0.100 | L0015701 | 0.100 | L0015702 | 0.100 | L0015703 | 0.100 |
| L0015704 | 0.100 | L0015705 | 0.100 | L0015706 | 0.100 | L0015707 | 0.100 |
| L0015708 | 0.100 | L0015709 | 0.100 | L0015710 | 0.100 | L0015711 | 0.100 |
| L0015712 | 0.100 | L0015713 | 0.100 | L0015714 | 0.100 | L0015715 | 0.100 |
| L0015716 | 0.100 | L0015717 | 0.100 | L0015718 | 0.100 | L0015719 | 0.100 |
| L0015720 | 0.100 | L0015721 | 0.100 | L0015722 | 0.100 | L0015723 | 0.100 |
| L0015724 | 0.100 | L0015725 | 0.100 | L0015726 | 0.100 | L0015727 | 0.100 |
| L0015728 | 0.100 | L0015729 | 0.100 | L0015730 | 0.100 | L0015731 | 0.100 |
| L0015732 | 0.100 | L0015733 | 0.100 | L0015734 | 0.100 | L0015735 | 0.100 |
| L0015736 | 0.100 | L0015737 | 0.100 | L0015738 | 0.100 | L0015739 | 0.100 |
| L0015740 | 0.100 | L0015741 | 0.100 | L0015742 | 0.100 | L0015743 | 0.100 |
| L0015744 | 0.100 | L0015745 | 0.100 | L0015746 | 0.100 | L0015747 | 0.100 |
| L0015748 | 0.100 | L0015749 | 0.100 | L0015750 | 0.100 | L0015751 | 0.100 |
| L0015752 | 0.100 | L0015753 | 0.100 | L0015754 | 0.100 | L0015755 | 0.100 |
| L0015756 | 0.100 | L0015757 | 0.100 | L0015758 | 0.100 | L0015759 | 0.100 |
| L0015760 | 0.100 | L0015761 | 0.100 | L0015762 | 0.100 | L0015763 | 0.100 |
| L0015764 | 0.100 | L0015765 | 0.100 | L0015766 | 0.100 | L0015767 | 0.100 |
| L0015768 | 0.100 | L0015769 | 0.100 | L0015770 | 0.100 | L0015771 | 0.100 |
| L0015772 | 0.100 | L0015773 | 0.100 | L0015774 | 0.100 | L0015775 | 0.100 |
| L0015776 | 0.100 | L0015777 | 0.100 | L0015778 | 0.100 | L0015779 | 0.100 |
| L0015780 | 0.100 | L0015781 | 0.100 | L0015782 | 0.100 | L0015783 | 0.100 |
| L0015784 | 0.100 | L0015785 | 0.100 | L0015786 | 0.100 | L0015787 | 0.100 |
| L0015788 | 0.100 | L0015789 | 0.100 | L0015790 | 0.100 | L0015791 | 0.100 |
| L0015792 | 0.100 | L0015793 | 0.100 | L0015794 | 0.100 | L0015795 | 0.100 |
| L0015796 | 0.100 | L0015797 | 0.100 | L0015798 | 0.100 | L0015799 | 0.100 |
| L0015800 | 0.100 | L0015801 | 0.100 | L0015802 | 0.100 | L0015803 | 0.100 |
| L0015804 | 0.100 | L0015805 | 0.100 | L0015806 | 0.100 | L0015807 | 0.100 |
| L0015808 | 0.100 | L0015809 | 0.100 | L0015810 | 0.100 | L0015811 | 0.100 |
| L0015812 | 0.100 | L0015813 | 0.100 | L0015814 | 0.100 | L0015815 | 0.100 |
| L0015816 | 0.100 | L0015817 | 0.100 | L0015818 | 0.100 | L0015819 | 0.100 |
| L0015820 | 0.100 | L0015821 | 0.100 | L0015822 | 0.100 | L0015823 | 0.100 |
| L0015824 | 0.100 | L0015825 | 0.100 | L0015826 | 0.100 | L0015827 | 0.100 |
| L0015828 | 0.100 | L0015829 | 0.100 | L0015830 | 0.100 | L0015831 | 0.100 |
| L0015832 | 0.100 | L0015833 | 0.100 | L0015834 | 0.100 | L0015835 | 0.100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0015836 | 0.100 | L0015837 | 0.100 | L0015838 | 0.100 | L0015839 | 0.100 |
| L0015840 | 0.100 | L0015841 | 0.100 | L0015842 | 0.100 | L0015843 | 0.100 |
| L0015844 | 0.100 | L0015845 | 0.100 | L0015846 | 0.100 | L0015847 | 0.100 |
| L0015848 | 0.100 | L0015849 | 0.100 | L0015850 | 0.100 | L0015851 | 0.100 |
| L0015852 | 0.100 | L0015853 | 0.100 | L0015854 | 0.100 | L0015855 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0015856 | 0.100 | L0015857 | 0.100 | L0015858 | 0.100 | L0015859 | 0.100 |
| L0015860 | 0.100 | L0015861 | 0.100 | L0015862 | 0.100 | L0015863 | 0.100 |
| L0015864 | 0.100 | L0015865 | 0.100 | L0015866 | 0.100 | L0015867 | 0.100 |
| L0015868 | 0.100 | L0015869 | 0.100 | L0015870 | 0.100 | L0015871 | 0.100 |
| L0015872 | 0.100 | L0015873 | 0.100 | L0015874 | 0.100 | L0015875 | 0.100 |
| L0015876 | 0.100 | L0015877 | 0.100 | L0015878 | 0.100 | L0015879 | 0.100 |
| L0015880 | 0.100 | L0015881 | 0.100 | L0015882 | 0.100 | L0015883 | 0.100 |
| L0015884 | 0.100 | L0015885 | 0.100 | L0015886 | 0.100 | L0015887 | 0.100 |
| L0015888 | 0.100 | L0015889 | 0.100 | L0015890 | 0.100 | L0015891 | 0.100 |
| L0015892 | 0.100 | L0015893 | 0.100 | L0015894 | 0.100 | L0015895 | 0.100 |
| L0015896 | 0.100 | L0015897 | 0.100 | L0015898 | 0.100 | L0015899 | 0.100 |
| L0015900 | 0.100 | L0015901 | 0.100 | L0015902 | 0.100 | L0015903 | 0.100 |
| L0015904 | 0.100 | L0015905 | 0.100 | L0015906 | 0.100 | L0015907 | 0.100 |
| L0015908 | 0.100 | L0015909 | 0.100 | L0015910 | 0.100 | L0015911 | 0.100 |
| L0015912 | 0.100 | L0015913 | 0.100 | L0015914 | 0.100 | L0015915 | 0.100 |
| L0015916 | 0.100 | L0015917 | 0.100 | L0015918 | 0.100 | L0015919 | 0.100 |
| L0015920 | 0.100 | L0015921 | 0.100 | L0015922 | 0.100 | L0015923 | 0.100 |
| L0015924 | 0.100 | L0015925 | 0.100 | L0015926 | 0.100 | L0015927 | 0.100 |
| L0015928 | 0.100 | L0015929 | 0.100 | L0015930 | 0.100 | L0015931 | 0.100 |
| L0015932 | 0.100 | L0015933 | 0.100 | L0015934 | 0.100 | L0015935 | 0.100 |
| L0015936 | 0.100 | L0015937 | 0.100 | L0015938 | 0.100 | L0015939 | 0.100 |
| L0015940 | 0.100 | L0015941 | 0.100 | L0015942 | 0.100 | L0015943 | 0.100 |
| L0015944 | 0.100 | L0015945 | 0.100 | L0015946 | 0.100 | L0015947 | 0.100 |
| L0015948 | 0.100 | L0015949 | 0.100 | L0015950 | 0.100 | L0015951 | 0.100 |
| L0015952 | 0.100 | L0015953 | 0.100 | L0015954 | 0.100 | L0015955 | 0.100 |
| L0015956 | 0.100 | L0015957 | 0.100 | L0015958 | 0.100 | L0015959 | 0.100 |
| L0015960 | 0.100 | L0015961 | 0.100 | L0015962 | 0.100 | L0015963 | 0.100 |
| L0015964 | 0.100 | L0015965 | 0.100 | L0015966 | 0.100 | L0015967 | 0.100 |
| L0015968 | 0.100 | L0015969 | 0.100 | L0015970 | 0.100 | L0015971 | 0.100 |
| L0015972 | 0.100 | L0015973 | 0.100 | L0015974 | 0.100 | L0015975 | 0.100 |
| L0015976 | 0.100 | L0015977 | 0.100 | L0015978 | 0.100 | L0015979 | 0.100 |
| L0015980 | 0.100 | L0015981 | 0.100 | L0015982 | 0.100 | L0015983 | 0.100 |
| L0015984 | 0.100 | L0015985 | 0.100 | L0015986 | 0.100 | L0015987 | 0.100 |
| L0015988 | 0.100 | L0015989 | 0.100 | L0015990 | 0.100 | L0015991 | 0.100 |
| L0015992 | 0.100 | L0015993 | 0.100 | L0015994 | 0.100 | L0015995 | 0.100 |
| L0015996 | 0.100 | L0015997 | 0.100 | L0015998 | 0.100 | L0015999 | 0.100 |
| L0016000 | 0.100 | L0016001 | 0.100 | L0016002 | 0.100 | L0016003 | 0.100 |
| L0016004 | 0.100 | L0016005 | 0.100 | L0016006 | 0.100 | L0016007 | 0.100 |
| L0016008 | 0.100 | L0016009 | 0.100 | L0016010 | 0.100 | L0016011 | 0.100 |
| L0016012 | 0.100 | L0016013 | 0.100 | L0016014 | 0.100 | L0016015 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0016016 | 0.100 | L0016017 | 0.100 | L0016018 | 0.100 | L0016019 | 0.100 |
| L0016020 | 0.100 | L0016021 | 0.100 | L0016022 | 0.100 | L0016023 | 0.100 |
| L0016024 | 0.100 | L0016025 | 0.100 | L0016026 | 0.100 | L0016027 | 0.100 |
| L0016028 | 0.100 | L0016029 | 0.100 | L0016030 | 0.100 | L0016031 | 0.100 |
| L0016032 | 0.100 | L0016033 | 0.100 | L0016034 | 0.100 | L0016035 | 0.100 |
| L0016036 | 0.100 | L0016037 | 0.100 | L0016038 | 0.100 | L0016039 | 0.100 |
| L0016040 | 0.100 | L0016041 | 0.100 | L0016042 | 0.100 | L0016043 | 0.100 |
| L0016044 | 0.100 | L0016045 | 0.100 | L0016046 | 0.100 | L0016047 | 0.100 |
| L0016048 | 0.100 | L0016049 | 0.100 | L0016050 | 0.100 | L0016051 | 0.100 |
| L0016052 | 0.100 | L0016053 | 0.100 | L0016054 | 0.100 | L0016055 | 0.100 |
| L0016056 | 0.100 | L0016057 | 0.100 | L0016058 | 0.100 | L0016059 | 0.100 |
| L0016060 | 0.100 | L0016061 | 0.100 | L0016062 | 0.100 | L0016063 | 0.100 |
| L0016064 | 0.100 | L0016065 | 0.100 | L0016066 | 0.100 | L0016067 | 0.100 |
| L0016068 | 0.100 | L0016069 | 0.100 | L0016070 | 0.100 | L0016071 | 0.100 |
| L0016072 | 0.100 | L0016073 | 0.100 | L0016074 | 0.100 | L0016075 | 0.100 |
| L0016076 | 0.100 | L0016077 | 0.100 | L0016078 | 0.100 | L0016079 | 0.100 |
| L0016080 | 0.100 | L0016081 | 0.100 | L0016082 | 0.100 | L0016083 | 0.100 |
| L0016084 | 0.100 | L0016085 | 0.100 | L0016086 | 0.100 | L0016087 | 0.100 |
| L0016088 | 0.100 | L0016089 | 0.100 | L0016090 | 0.100 | L0016091 | 0.100 |
| L0016092 | 0.100 | L0016093 | 0.100 | L0016094 | 0.100 | L0016095 | 0.100 |
| L0016096 | 0.100 | L0016097 | 0.100 | L0016098 | 0.100 | L0016099 | 0.100 |
| L0016100 | 0.100 | L0016101 | 0.100 | L0016102 | 0.100 | L0016103 | 0.100 |
| L0016104 | 0.100 | L0016105 | 0.100 | L0016106 | 0.100 | L0016107 | 0.100 |
| L0016108 | 0.100 | L0016109 | 0.100 | L0016110 | 0.100 | L0016111 | 0.100 |
| L0016112 | 0.100 | L0016113 | 0.100 | L0016114 | 0.100 | L0016115 | 0.100 |
| L0016116 | 0.100 | L0016117 | 0.100 | L0016118 | 0.100 | L0016119 | 0.100 |
| L0016120 | 0.100 | L0016121 | 0.100 | L0016122 | 0.100 | L0016123 | 0.100 |
| L0016124 | 0.100 | L0016125 | 0.100 | L0016126 | 0.100 | L0016127 | 0.100 |
| L0016128 | 0.100 | L0016129 | 0.100 | L0016130 | 0.100 | L0016131 | 0.100 |
| L0016132 | 0.100 | L0016133 | 0.100 | L0016134 | 0.100 | L0016135 | 0.100 |
| L0016136 | 0.100 | L0016137 | 0.100 | L0016138 | 0.100 | L0016139 | 0.100 |
| L0016140 | 0.100 | L0016141 | 0.100 | L0016142 | 0.100 | L0016143 | 0.100 |
| L0016144 | 0.100 | L0016145 | 0.100 | L0016146 | 0.100 | L0016147 | 0.100 |
| L0016148 | 0.100 | L0016149 | 0.100 | L0016150 | 0.100 | L0016151 | 0.100 |
| L0016152 | 0.100 | L0016153 | 0.100 | L0016154 | 0.100 | L0016155 | 0.100 |
| L0016156 | 0.100 | L0016157 | 0.100 | L0016158 | 0.100 | L0016159 | 0.100 |
| L0016160 | 0.100 | L0016161 | 0.100 | L0016162 | 0.100 | L0016163 | 0.100 |
| L0016164 | 0.100 | L0016165 | 0.100 | L0016166 | 0.100 | L0016167 | 0.100 |
| L0016168 | 0.100 | L0016169 | 0.100 | L0016170 | 0.100 | L0016171 | 0.100 |
| L0016172 | 0.100 | L0016173 | 0.100 | L0016174 | 0.100 | L0016175 | 0.100 |

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0016176 | 0.100 | L0016177 | 0.100 | L0016178 | 0.100 | L0016179 | 0.100 |
| L0016180 | 0.100 | L0016181 | 0.100 | L0016182 | 0.100 | L0016183 | 0.100 |
| STCKA | 0.100 | STCKB | 0.100 | STCKCDE | 0.100 | STCKFG | 0.100 |
| STCKH | 0.100 | STCKIJ | 0.100 | STCKK | 0.100 | STCKLMP | 0.100 |
| STCKNO | 0.100 | STCKQ | 0.100 | STCKRU | 0.100 | STCKT | 0.100 |
| STCKVWXY | 0.100 | STCKAABB | 0.100 | LOT1 | 0.100 | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|

P1_NOx

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( 267063.1, | 4047802.6, | 101.0, | 101.0, | 0.0); |
| ( 266966.9, | 4047818.3, | 101.0, | 101.0, | 0.0); | ( 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |
| ( 267082.1, | 4047366.7, | 101.0, | 101.0, | 0.0); | ( 267129.9, | 4047042.6, | 101.0, | 101.0, | 0.0); |
| ( 267530.5, | 4047517.9, | 101.0, | 101.0, | 0.0); | ( 267524.6, | 4047227.2, | 101.0, | 101.0, | 0.0); |
| ( 267632.7, | 4047272.4, | 101.0, | 101.0, | 0.0); | ( 267423.4, | 4048609.3, | 101.0, | 101.0, | 0.0); |
| ( 267490.2, | 4048539.3, | 101.0, | 101.0, | 0.0); | ( 267557.0, | 4048469.2, | 101.0, | 101.0, | 0.0); |
| ( 267623.8, | 4048399.2, | 101.0, | 101.0, | 0.0); | ( 267690.6, | 4048329.1, | 101.0, | 101.0, | 0.0); |
| ( 267757.4, | 4048259.1, | 101.0, | 101.0, | 0.0); | ( 267824.2, | 4048189.0, | 101.0, | 101.0, | 0.0); |
| ( 267891.0, | 4048119.0, | 101.0, | 101.0, | 0.0); | ( 267957.8, | 4048048.9, | 101.0, | 101.0, | 0.0); |
| ( 268024.6, | 4047978.9, | 101.0, | 101.0, | 0.0); | ( 267496.9, | 4048778.3, | 101.0, | 101.0, | 0.0); |
| ( 267635.0, | 4048677.3, | 101.0, | 101.0, | 0.0); | ( 267701.8, | 4048607.2, | 101.0, | 101.0, | 0.0); |
| ( 267768.6, | 4048537.2, | 101.0, | 101.0, | 0.0); | ( 267835.4, | 4048467.1, | 101.0, | 101.0, | 0.0); |
| ( 267902.2, | 4048397.1, | 101.0, | 101.0, | 0.0); | ( 267969.0, | 4048327.0, | 101.0, | 101.0, | 0.0); |
| ( 268035.8, | 4048257.0, | 101.0, | 101.0, | 0.0); | ( 268102.5, | 4048186.9, | 101.0, | 101.0, | 0.0); |
| ( 268169.3, | 4048116.9, | 101.0, | 101.0, | 0.0); | ( 267670.7, | 4048953.9, | 101.0, | 101.0, | 0.0); |
| ( 267513.9, | 4049022.1, | 101.0, | 101.0, | 0.0); | ( 267815.9, | 4048849.8, | 101.0, | 101.0, | 0.0); |
| ( 267882.7, | 4048779.8, | 101.0, | 101.0, | 0.0); | ( 267949.5, | 4048709.7, | 101.0, | 101.0, | 0.0); |
| ( 268016.3, | 4048639.7, | 101.0, | 101.0, | 0.0); | ( 268083.1, | 4048569.6, | 101.0, | 101.0, | 0.0); |
| ( 268149.9, | 4048499.6, | 101.0, | 101.0, | 0.0); | ( 268216.7, | 4048429.5, | 101.0, | 101.0, | 0.0); |
| ( 268283.5, | 4048359.5, | 101.0, | 101.0, | 0.0); | ( 268350.3, | 4048289.4, | 101.0, | 101.0, | 0.0); |
| ( 267848.6, | 4049127.8, | 101.0, | 101.0, | 0.0); | ( 267685.7, | 4049198.6, | 101.0, | 101.0, | 0.0); |
| ( 267522.8, | 4049269.4, | 101.0, | 101.0, | 0.0); | ( 267996.8, | 4049022.3, | 101.0, | 101.0, | 0.0); |
| ( 268063.6, | 4048952.3, | 101.0, | 101.0, | 0.0); | ( 268130.4, | 4048882.2, | 101.0, | 101.0, | 0.0); |
| ( 268197.2, | 4048812.2, | 101.0, | 101.0, | 0.0); | ( 268264.0, | 4048742.1, | 101.0, | 101.0, | 0.0); |
| ( 268330.8, | 4048672.1, | 101.0, | 101.0, | 0.0); | ( 268397.6, | 4048602.0, | 101.0, | 101.0, | 0.0); |
| ( 268464.4, | 4048532.0, | 101.0, | 101.0, | 0.0); | ( 268531.2, | 4048461.9, | 101.0, | 101.0, | 0.0); |
| ( 268207.6, | 4049474.1, | 101.0, | 101.0, | 0.0); | ( 268123.4, | 4049510.7, | 101.0, | 101.0, | 0.0); |
| ( 268039.2, | 4049547.3, | 101.0, | 101.0, | 0.0); | ( 267955.0, | 4049583.9, | 101.0, | 101.0, | 0.0); |
| ( 267870.8, | 4049620.5, | 101.0, | 101.0, | 0.0); | ( 267786.6, | 4049657.1, | 101.0, | 101.0, | 0.0); |
| ( 267702.4, | 4049693.8, | 101.0, | 101.0, | 0.0); | ( 267618.1, | 4049730.4, | 101.0, | 101.0, | 0.0); |
| ( 267533.9, | 4049767.0, | 101.0, | 101.0, | 0.0); | ( 267449.7, | 4049803.6, | 101.0, | 101.0, | 0.0); |
| ( 268291.9, | 4049437.4, | 101.0, | 101.0, | 0.0); | ( 268358.7, | 4049367.4, | 101.0, | 101.0, | 0.0); |
| ( 268425.5, | 4049297.3, | 101.0, | 101.0, | 0.0); | ( 268492.3, | 4049227.3, | 101.0, | 101.0, | 0.0); |
| ( 268559.1, | 4049157.2, | 101.0, | 101.0, | 0.0); | ( 268625.9, | 4049087.2, | 101.0, | 101.0, | 0.0); |
| ( 268692.7, | 4049017.1, | 101.0, | 101.0, | 0.0); | ( 268759.5, | 4048947.1, | 101.0, | 101.0, | 0.0); |

( 268826.3, 4048877.0, 101.0, 101.0, 0.0); ( 268893.1, 4048807.0, 101.0, 101.0, 0.0);
( 268568.2, 4049819.7, 101.0, 101.0, 0.0); ( 268482.7, 4049856.9, 101.0, 101.0, 0.0);
( 268397.2, 4049894.0, 101.0, 101.0, 0.0); ( 268311.7, 4049931.2, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268226.2, 4049968.4, 101.0, 101.0, 0.0); ( 268140.6, 4050005.6, 101.0, 101.0, 0.0);
( 268055.1, 4050042.8, 101.0, 101.0, 0.0); ( 267969.6, 4050079.9, 101.0, 101.0, 0.0);
( 267884.1, 4050117.1, 101.0, 101.0, 0.0); ( 267798.6, 4050154.3, 101.0, 101.0, 0.0);
( 267713.1, 4050191.5, 101.0, 101.0, 0.0); ( 267627.6, 4050228.7, 101.0, 101.0, 0.0);
( 267542.1, 4050265.8, 101.0, 101.0, 0.0); ( 267456.6, 4050303.0, 101.0, 101.0, 0.0);
( 268653.7, 4049782.5, 101.0, 101.0, 0.0); ( 268720.5, 4049712.4, 101.0, 101.0, 0.0);
( 268787.3, 4049642.4, 101.0, 101.0, 0.0); ( 268854.1, 4049572.3, 101.0, 101.0, 0.0);
( 268920.9, 4049502.3, 101.0, 101.0, 0.0); ( 268987.7, 4049432.2, 101.0, 101.0, 0.0);
( 269054.5, 4049362.2, 101.0, 101.0, 0.0); ( 269121.3, 4049292.1, 101.0, 101.0, 0.0);
( 269188.1, 4049222.1, 101.0, 101.0, 0.0); ( 269254.9, 4049152.0, 101.0, 101.0, 0.0);
( 268049.5, 4047836.8, 101.0, 101.0, 0.0); ( 268231.3, 4047953.0, 101.0, 101.0, 0.0);
( 268249.4, 4047829.2, 101.0, 101.0, 0.0); ( 268480.2, 4047945.9, 101.0, 101.0, 0.0);
( 268436.9, 4048060.4, 101.0, 101.0, 0.0); ( 268393.6, 4048174.9, 101.0, 101.0, 0.0);
( 268499.2, 4047819.5, 101.0, 101.0, 0.0); ( 268729.6, 4047937.4, 101.0, 101.0, 0.0);
( 268685.5, 4048053.9, 101.0, 101.0, 0.0); ( 268641.4, 4048170.5, 101.0, 101.0, 0.0);
( 268597.3, 4048287.1, 101.0, 101.0, 0.0); ( 268749.0, 4047809.9, 101.0, 101.0, 0.0);
( 269227.4, 4047923.0, 101.0, 101.0, 0.0); ( 269179.6, 4048049.3, 101.0, 101.0, 0.0);
( 269131.9, 4048175.6, 101.0, 101.0, 0.0); ( 269084.1, 4048301.9, 101.0, 101.0, 0.0);
( 269036.3, 4048428.1, 101.0, 101.0, 0.0); ( 268988.6, 4048554.4, 101.0, 101.0, 0.0);
( 268940.8, 4048680.7, 101.0, 101.0, 0.0); ( 269248.6, 4047790.7, 101.0, 101.0, 0.0);
( 269727.3, 4047903.1, 101.0, 101.0, 0.0); ( 269680.0, 4048028.0, 101.0, 101.0, 0.0);
( 269632.8, 4048152.9, 101.0, 101.0, 0.0); ( 269585.6, 4048277.8, 101.0, 101.0, 0.0);
( 269538.3, 4048402.7, 101.0, 101.0, 0.0); ( 269491.1, 4048527.6, 101.0, 101.0, 0.0);
( 269443.9, 4048652.5, 101.0, 101.0, 0.0); ( 269396.6, 4048777.4, 101.0, 101.0, 0.0);
( 269349.4, 4048902.3, 101.0, 101.0, 0.0); ( 269302.1, 4049027.1, 101.0, 101.0, 0.0);
( 269748.2, 4047771.5, 101.0, 101.0, 0.0); ( 267983.3, 4047685.9, 101.0, 101.0, 0.0);
( 267877.6, 4047669.8, 101.0, 101.0, 0.0); ( 267733.9, 4047666.2, 101.0, 101.0, 0.0);
( 268005.1, 4047493.2, 101.0, 101.0, 0.0); ( 268106.8, 4047536.4, 101.0, 101.0, 0.0);
( 268179.9, 4047608.5, 101.0, 101.0, 0.0); ( 268224.4, 4047709.5, 101.0, 101.0, 0.0);
( 267882.5, 4047469.8, 101.0, 101.0, 0.0); ( 267738.8, 4047466.3, 101.0, 101.0, 0.0);
( 268022.6, 4047248.1, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 267888.7, 4047219.9, 101.0, 101.0, 0.0); ( 267745.0, 4047216.4, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
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*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ( 269163.2, | 4047533.9, | 101.0, | 101.0, | 0.0); | ( 269218.4, | 4047659.0, | 101.0, | 101.0, | 0.0); |
| ( 267907.2, | 4046470.1, | 101.0, | 101.0, | 0.0); | ( 267763.5, | 4046466.6, | 101.0, | 101.0, | 0.0); |
| ( 268055.5, | 4045999.3, | 101.0, | 101.0, | 0.0); | ( 268183.9, | 4046053.9, | 101.0, | 101.0, | 0.0); |
| ( 268312.3, | 4046108.4, | 101.0, | 101.0, | 0.0); | ( 268440.7, | 4046162.9, | 101.0, | 101.0, | 0.0); |
| ( 268569.0, | 4046217.4, | 101.0, | 101.0, | 0.0); | ( 268697.4, | 4046271.9, | 101.0, | 101.0, | 0.0); |
| ( 268825.8, | 4046326.4, | 101.0, | 101.0, | 0.0); | ( 268954.2, | 4046381.0, | 101.0, | 101.0, | 0.0); |
| ( 269082.5, | 4046435.5, | 101.0, | 101.0, | 0.0); | ( 269239.1, | 4046553.8, | 101.0, | 101.0, | 0.0); |
| ( 269295.3, | 4046681.4, | 101.0, | 101.0, | 0.0); | ( 269351.6, | 4046809.0, | 101.0, | 101.0, | 0.0); |
| ( 269407.9, | 4046936.7, | 101.0, | 101.0, | 0.0); | ( 269464.2, | 4047064.3, | 101.0, | 101.0, | 0.0); |
| ( 269520.5, | 4047191.9, | 101.0, | 101.0, | 0.0); | ( 269576.8, | 4047319.5, | 101.0, | 101.0, | 0.0); |
| ( 269633.0, | 4047447.1, | 101.0, | 101.0, | 0.0); | ( 269689.3, | 4047574.7, | 101.0, | 101.0, | 0.0); |
| ( 267919.5, | 4045970.3, | 101.0, | 101.0, | 0.0); | ( 267775.9, | 4045966.8, | 101.0, | 101.0, | 0.0); |
| ( 267589.8, | 4047677.7, | 101.0, | 101.0, | 0.0); | ( 267459.8, | 4047820.1, | 101.0, | 101.0, | 0.0); |
| ( 267626.8, | 4047497.3, | 101.0, | 101.0, | 0.0); | ( 267498.1, | 4047559.0, | 101.0, | 101.0, | 0.0); |
| ( 267352.7, | 4047651.2, | 101.0, | 101.0, | 0.0); | ( 267514.0, | 4047280.4, | 101.0, | 101.0, | 0.0); |
| ( 267364.2, | 4047347.8, | 101.0, | 101.0, | 0.0); | ( 267218.8, | 4047440.0, | 101.0, | 101.0, | 0.0); |
| ( 267377.7, | 4047069.9, | 101.0, | 101.0, | 0.0); | ( 267554.1, | 4046962.9, | 101.0, | 101.0, | 0.0); |
| ( 267230.3, | 4047136.7, | 101.0, | 101.0, | 0.0); | ( 267084.9, | 4047228.9, | 101.0, | 101.0, | 0.0); |
| ( 267116.2, | 4046645.9, | 101.0, | 101.0, | 0.0); | ( 267278.0, | 4046601.1, | 101.0, | 101.0, | 0.0); |
| ( 267439.9, | 4046556.3, | 101.0, | 101.0, | 0.0); | ( 267601.7, | 4046511.4, | 101.0, | 101.0, | 0.0); |
| ( 266962.6, | 4046714.4, | 101.0, | 101.0, | 0.0); | ( 266817.1, | 4046806.6, | 101.0, | 101.0, | 0.0); |
| ( 266845.1, | 4046224.6, | 101.0, | 101.0, | 0.0); | ( 267000.2, | 4046181.6, | 101.0, | 101.0, | 0.0); |
| ( 267155.4, | 4046138.6, | 101.0, | 101.0, | 0.0); | ( 267310.5, | 4046095.7, | 101.0, | 101.0, | 0.0); |
| ( 267465.6, | 4046052.7, | 101.0, | 101.0, | 0.0); | ( 267620.8, | 4046009.7, | 101.0, | 101.0, | 0.0); |
| ( 266694.8, | 4046292.2, | 101.0, | 101.0, | 0.0); | ( 266549.4, | 4046384.4, | 101.0, | 101.0, | 0.0); |
| ( 267349.5, | 4047926.9, | 101.0, | 101.0, | 0.0); | ( 267254.6, | 4047739.0, | 101.0, | 101.0, | 0.0); |
| ( 267124.4, | 4047515.6, | 101.0, | 101.0, | 0.0); | ( 267031.3, | 4047608.8, | 101.0, | 101.0, | 0.0); |
| ( 266993.4, | 4047302.2, | 101.0, | 101.0, | 0.0); | ( 266901.0, | 4047385.4, | 101.0, | 101.0, | 0.0); |
| ( 266638.6, | 4046949.6, | 101.0, | 101.0, | 0.0); | ( 266727.9, | 4046878.1, | 101.0, | 101.0, | 0.0); |
| ( 266547.5, | 4047031.9, | 101.0, | 101.0, | 0.0); | ( 266284.6, | 4046596.5, | 101.0, | 101.0, | 0.0); |
| ( 266372.9, | 4046525.8, | 101.0, | 101.0, | 0.0); | ( 266461.1, | 4046455.1, | 101.0, | 101.0, | 0.0); |
| ( 266193.9, | 4046678.4, | 101.0, | 101.0, | 0.0); | ( 267123.7, | 4048028.3, | 101.0, | 101.0, | 0.0); |
| ( 267096.0, | 4048167.7, | 101.0, | 101.0, | 0.0); | ( 267149.7, | 4047840.8, | 101.0, | 101.0, | 0.0); |
| ( 267022.1, | 4047962.1, | 101.0, | 101.0, | 0.0); | ( 266894.4, | 4048083.4, | 101.0, | 101.0, | 0.0); |
| ( 266913.7, | 4047720.2, | 101.0, | 101.0, | 0.0); | ( 266786.0, | 4047841.5, | 101.0, | 101.0, | 0.0); |
| ( 266805.4, | 4047478.3, | 101.0, | 101.0, | 0.0); | ( 266677.7, | 4047599.6, | 101.0, | 101.0, | 0.0); |
| ( 266550.0, | 4047720.9, | 101.0, | 101.0, | 0.0); | ( 266461.0, | 4047115.8, | 101.0, | 101.0, | 0.0); |
| ( 266333.3, | 4047237.1, | 101.0, | 101.0, | 0.0); | ( 266205.6, | 4047358.4, | 101.0, | 101.0, | 0.0); |
| ( 266116.6, | 4046753.3, | 101.0, | 101.0, | 0.0); | ( 265989.0, | 4046874.6, | 101.0, | 101.0, | 0.0); |
| ( 265861.3, | 4046995.9, | 101.0, | 101.0, | 0.0); | ( 267016.6, | 4048266.8, | 101.0, | 101.0, | 0.0); |
| ( 267004.6, | 4048386.0, | 101.0, | 101.0, | 0.0); | ( 267011.7, | 4048547.4, | 101.0, | 101.0, | 0.0); |
| ( 266824.5, | 4048256.4, | 101.0, | 101.0, | 0.0); | ( 266804.8, | 4048394.8, | 101.0, | 101.0, | 0.0); |
| ( 266811.9, | 4048556.1, | 101.0, | 101.0, | 0.0); | ( 266580.0, | 4048254.6, | 101.0, | 101.0, | 0.0); |
| ( 266636.8, | 4048113.6, | 101.0, | 101.0, | 0.0); | ( 266693.7, | 4047972.6, | 101.0, | 101.0, | 0.0); |
| ( 266555.1, | 4048405.7, | 101.0, | 101.0, | 0.0); | ( 266562.2, | 4048567.1, | 101.0, | 101.0, | 0.0); |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ( 266329.3, | 4048267.7, | 101.0, | 101.0, | 0.0); | ( 266345.9, | 4048065.3, | 101.0, | 101.0, | 0.0); |
| ( 266323.9, | 4047905.5, | 101.0, | 101.0, | 0.0); | ( 266494.8, | 4047857.6, | 101.0, | 101.0, | 0.0); |
| ( 266305.3, | 4048416.7, | 101.0, | 101.0, | 0.0); | ( 266312.4, | 4048578.1, | 101.0, | 101.0, | 0.0); |
| ( 265831.1, | 4048286.6, | 101.0, | 101.0, | 0.0); | ( 265888.7, | 4048143.8, | 101.0, | 101.0, | 0.0); |

( 265946.3, 4048001.0, 101.0, 101.0, 0.0); ( 266003.9, 4047858.2, 101.0, 101.0, 0.0);
( 266061.6, 4047715.4, 101.0, 101.0, 0.0); ( 266119.2, 4047572.6, 101.0, 101.0, 0.0);
( 265805.8, 4048438.7, 101.0, 101.0, 0.0); ( 265812.9, 4048600.0, 101.0, 101.0, 0.0);
( 265332.1, 4048307.1, 101.0, 101.0, 0.0); ( 265390.9, 4048161.4, 101.0, 101.0, 0.0);
( 265449.7, 4048015.7, 101.0, 101.0, 0.0); ( 265508.5, 4047870.0, 101.0, 101.0, 0.0);
( 265567.3, 4047724.3, 101.0, 101.0, 0.0); ( 265626.1, 4047578.6, 101.0, 101.0, 0.0);
( 265684.9, 4047432.9, 101.0, 101.0, 0.0); ( 265743.7, 4047287.2, 101.0, 101.0, 0.0);
( 265802.5, 4047141.6, 101.0, 101.0, 0.0); ( 265306.3, 4048460.6, 101.0, 101.0, 0.0);
( 265313.4, 4048622.0, 101.0, 101.0, 0.0); ( 267112.7, 4048643.0, 101.0, 101.0, 0.0);
( 267272.3, 4048641.2, 101.0, 101.0, 0.0); ( 267045.1, 4048815.6, 101.0, 101.0, 0.0);
( 266874.2, 4048692.6, 101.0, 101.0, 0.0); ( 267194.8, 4048842.1, 101.0, 101.0, 0.0);
( 267354.4, 4048840.3, 101.0, 101.0, 0.0); ( 267053.7, 4049067.8, 101.0, 101.0, 0.0);
( 266925.6, 4049017.7, 101.0, 101.0, 0.0); ( 266797.6, 4048967.5, 101.0, 101.0, 0.0);
( 266705.0, 4048879.9, 101.0, 101.0, 0.0); ( 266647.9, 4048754.8, 101.0, 101.0, 0.0);
( 267197.5, 4049092.0, 101.0, 101.0, 0.0); ( 267357.2, 4049090.3, 101.0, 101.0, 0.0);
( 267050.7, 4049315.6, 101.0, 101.0, 0.0); ( 266911.0, 4049260.8, 101.0, 101.0, 0.0);
( 266771.3, 4049206.1, 101.0, 101.0, 0.0); ( 266631.6, 4049151.4, 101.0, 101.0, 0.0);
( 266530.6, 4049055.8, 101.0, 101.0, 0.0); ( 266468.2, 4048919.3, 101.0, 101.0, 0.0);
( 266405.9, 4048782.8, 101.0, 101.0, 0.0); ( 267200.3, 4049342.0, 101.0, 101.0, 0.0);
( 267359.9, 4049340.3, 101.0, 101.0, 0.0); ( 267056.2, 4049815.5, 101.0, 101.0, 0.0);
( 266916.5, 4049760.8, 101.0, 101.0, 0.0); ( 266776.8, 4049706.1, 101.0, 101.0, 0.0);
( 266637.1, 4049651.3, 101.0, 101.0, 0.0); ( 266497.4, 4049596.6, 101.0, 101.0, 0.0);
( 266357.7, 4049541.9, 101.0, 101.0, 0.0); ( 266186.9, 4049418.9, 101.0, 101.0, 0.0);
( 266124.5, 4049282.4, 101.0, 101.0, 0.0); ( 266062.2, 4049146.0, 101.0, 101.0, 0.0);
( 265999.9, 4049009.5, 101.0, 101.0, 0.0); ( 265937.5, 4048873.0, 101.0, 101.0, 0.0);
( 265875.2, 4048736.5, 101.0, 101.0, 0.0); ( 267205.9, 4049842.0, 101.0, 101.0, 0.0);
( 267365.5, 4049840.2, 101.0, 101.0, 0.0); ( 267057.7, 4050313.9, 101.0, 101.0, 0.0);
( 266909.8, 4050255.9, 101.0, 101.0, 0.0); ( 266761.8, 4050198.0, 101.0, 101.0, 0.0);
( 266613.9, 4050140.0, 101.0, 101.0, 0.0); ( 266466.0, 4050082.1, 101.0, 101.0, 0.0);
( 266318.1, 4050024.1, 101.0, 101.0, 0.0); ( 266170.2, 4049966.2, 101.0, 101.0, 0.0);
( 266022.2, 4049908.2, 101.0, 101.0, 0.0); ( 265841.3, 4049778.0, 101.0, 101.0, 0.0);
( 265775.3, 4049633.5, 101.0, 101.0, 0.0); ( 265709.3, 4049489.0, 101.0, 101.0, 0.0);
( 265643.3, 4049344.5, 101.0, 101.0, 0.0); ( 265577.3, 4049200.0, 101.0, 101.0, 0.0);
( 265511.4, 4049055.5, 101.0, 101.0, 0.0); ( 265445.4, 4048911.0, 101.0, 101.0, 0.0);
( 265379.4, 4048766.5, 101.0, 101.0, 0.0); ( 267211.4, 4050342.0, 101.0, 101.0, 0.0);
( 267371.0, 4050340.2, 101.0, 101.0, 0.0); ( 266227.0, 4047703.0, 101.0, 101.0, 0.0);
( 266336.0, 4047616.8, 101.0, 101.0, 0.0); ( 267475.9, 4046685.8, 101.0, 101.0, 0.0);
( 267057.2, 4047804.6, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

Profile file: ..\..\..\Phase 2\Phase 2_AERMOD\93193 05-09.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 93193 Upper air station no.: 23230
Name: FRESNO/AIR_TERMINAL Name: OAKLAND/WSO_AP
Year: 2005 Year: 2005

First 24 hours of scalar data

| YR | MO | DY | JDY | HR | H0 | U* | W* | DT/DZ | ZICNV | ZIMCH | M-O LEN | Z0 | BOWEN | ALBEDO | REF WS | WD | HT | REF TA | HT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 1 | 01 | -19.8 | 0.231 | -9.000 | -9.000 | -999. | 255. | 56.2 | 0.02 | 2.06 | 1.00 | 4.10 | 141. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 02 | -15.8 | 0.278 | -9.000 | -9.000 | -999. | 337. | 122.9 | 0.02 | 2.06 | 1.00 | 4.60 | 138. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 03 | -26.0 | 0.303 | -9.000 | -9.000 | -999. | 384. | 96.8 | 0.02 | 2.06 | 1.00 | 5.10 | 144. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 04 | -17.8 | 0.312 | -9.000 | -9.000 | -999. | 401. | 154.6 | 0.02 | 2.06 | 1.00 | 5.10 | 143. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 05 | -999.0 | -9.000 | -9.000 | -9.000 | -999. | -999. | -99999.0 | 0.02 | 2.06 | 1.00 | 0.00 | 0. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 06 | -999.0 | -9.000 | -9.000 | -9.000 | -999. | -999. | -99999.0 | 0.02 | 2.06 | 1.00 | 0.00 | 0. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 07 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.4 | 0.02 | 2.06 | 1.00 | 1.50 | 145. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 08 | -1.8 | 0.048 | -9.000 | -9.000 | -999. | 24. | 5.6 | 0.02 | 2.06 | 0.63 | 1.50 | 143. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 09 | 23.6 | 0.158 | 0.417 | 0.005 | 111. | 145. | -15.2 | 0.02 | 2.06 | 0.35 | 2.10 | 157. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 10 | 74.6 | 0.263 | 0.945 | 0.005 | 409. | 311. | -22.1 | 0.02 | 2.06 | 0.25 | 3.60 | 111. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 11 | 111.3 | 0.240 | 1.319 | 0.005 | 746. | 271. | -11.2 | 0.02 | 2.06 | 0.22 | 3.10 | 114. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 12 | 130.5 | 0.333 | 1.569 | 0.005 | 1071. | 442. | -25.6 | 0.02 | 2.06 | 0.21 | 4.60 | 116. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 13 | 131.7 | 0.333 | 1.666 | 0.005 | 1270. | 442. | -25.4 | 0.02 | 2.06 | 0.21 | 4.60 | 113. | 10.0 | 287.0 | 2.0 |
| 05 | 01 | 01 | 1 | 14 | 114.1 | 0.397 | 1.628 | 0.005 | 1370. | 574. | -49.4 | 0.02 | 2.06 | 0.22 | 5.70 | 119. | 10.0 | 287.0 | 2.0 |
| 05 | 01 | 01 | 1 | 15 | 78.6 | 0.390 | 1.462 | 0.005 | 1441. | 561. | -68.4 | 0.02 | 2.06 | 0.25 | 5.70 | 132. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 16 | 29.2 | 0.311 | 1.069 | 0.009 | 1513. | 402. | -93.2 | 0.02 | 2.06 | 0.34 | 4.60 | 154. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 17 | -11.1 | 0.162 | -9.000 | -9.000 | -999. | 164. | 34.5 | 0.02 | 2.06 | 0.59 | 3.10 | 141. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 18 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 41. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 117. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 19 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 114. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 20 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 157. | 10.0 | 283.1 | 2.0 |
| 05 | 01 | 01 | 1 | 21 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 140. | 10.0 | 282.5 | 2.0 |
| 05 | 01 | 01 | 1 | 22 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.3 | 0.02 | 2.06 | 1.00 | 3.10 | 92. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 23 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 24 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |

First hour of profile data

| YR | MO | DY | HR | HEIGHT | F | WDIR | WSPD | AMB_TMP | sigmaA | sigmaW | sigmaV |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 01 | 10.0 | 1 | 141. | 4.10 | 281.0 | 99.0 | -99.00 | -99.00 |

F indicates top of profile (=1) or below (=0)



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 56.46871 | 268200.25 | 4047792.81 | 50.75314 |
| 267927.26 | 4048332.91 | 36.30837 | 267886.01 | 4048503.77 | 36.39184 |
| 267941.00 | 4048515.56 | 30.11937 | 267937.08 | 4048570.55 | 32.02251 |
| 268149.19 | 4048568.58 | 24.39697 | 267721.04 | 4048574.48 | 34.75294 |
| 267281.11 | 4048576.44 | 76.71720 | 267157.38 | 4048570.55 | 84.62522 |
| 267074.89 | 4048517.52 | 65.41926 | 267228.08 | 4047810.49 | 36.24319 |
| 267222.19 | 4047875.30 | 42.01677 | 267147.56 | 4047788.88 | 31.40411 |
| 267118.10 | 4047847.80 | 37.31182 | 267063.10 | 4047802.63 | 36.63659 |
| 266966.87 | 4047818.34 | 35.18468 | 267037.57 | 4047547.31 | 34.45928 |
| 267082.14 | 4047366.70 | 32.14062 | 267129.88 | 4047042.57 | 27.35995 |
| 267530.53 | 4047517.86 | 42.58173 | 267524.64 | 4047227.19 | 35.55117 |
| 267632.66 | 4047272.36 | 41.94121 | 267423.42 | 4048609.32 | 52.69768 |
| 267490.22 | 4048539.27 | 48.55081 | 267557.02 | 4048469.22 | 46.63472 |
| 267623.82 | 4048399.17 | 42.79421 | 267690.62 | 4048329.12 | 46.11709 |
| 267757.42 | 4048259.07 | 54.58924 | 267824.21 | 4048189.01 | 49.72227 |
| 267891.01 | 4048118.96 | 52.19118 | 267957.81 | 4048048.91 | 55.32047 |
| 268024.61 | 4047978.86 | 53.57581 | 267496.90 | 4048778.33 | 35.29444 |
| 267634.96 | 4048677.29 | 31.26054 | 267701.76 | 4048607.24 | 33.33065 |
| 267768.56 | 4048537.19 | 33.50055 | 267835.36 | 4048467.14 | 37.98376 |
| 267902.16 | 4048397.09 | 38.31000 | 267968.96 | 4048327.04 | 37.87718 |
| 268035.75 | 4048256.98 | 36.87274 | 268102.55 | 4048186.93 | 37.14612 |
| 268169.35 | 4048116.88 | 38.85745 | 267670.70 | 4048953.95 | 25.49595 |
| 267513.93 | 4049022.11 | 29.01639 | 267815.89 | 4048849.82 | 28.59161 |
| 267882.69 | 4048779.77 | 25.50495 | 267949.49 | 4048709.72 | 26.33745 |
| 268016.28 | 4048639.66 | 27.28937 | 268083.08 | 4048569.61 | 29.74728 |
| 268149.88 | 4048499.56 | 29.26541 | 268216.68 | 4048429.51 | 30.30911 |
| 268283.48 | 4048359.46 | 29.21789 | 268350.28 | 4048289.41 | 29.88003 |

| | | | | | |
|---|---|---|---|---|---|
| 267848.58 | 4049127.81 | 24.99437 | 267685.70 | 4049198.62 | 24.29225 |
| 267522.82 | 4049269.44 | 25.78372 | 267996.81 | 4049022.34 | 22.01031 |
| 268063.61 | 4048952.29 | 23.04513 | 268130.41 | 4048882.24 | 25.51714 |
| 268197.21 | 4048812.19 | 21.59579 | 268264.01 | 4048742.14 | 25.82561 |
| 268330.81 | 4048672.09 | 22.00701 | 268397.61 | 4048602.04 | 25.73965 |
| 268464.41 | 4048531.99 | 26.75489 | 268531.21 | 4048461.94 | 24.24279 |
| 268207.65 | 4049474.07 | 18.19665 | 268123.44 | 4049510.68 | 20.22859 |
| 268039.22 | 4049547.30 | 22.00142 | 267955.00 | 4049583.92 | 19.75383 |
| 267870.79 | 4049620.53 | 19.13523 | 267786.57 | 4049657.15 | 18.17321 |
| 267702.36 | 4049693.76 | 21.96402 | 267618.14 | 4049730.38 | 21.43945 |
| 267533.92 | 4049767.00 | 20.62502 | 267449.71 | 4049803.61 | 20.62048 |
| 268291.87 | 4049437.45 | 18.87665 | 268358.67 | 4049367.40 | 18.99927 |
| 268425.47 | 4049297.35 | 20.45433 | 268492.27 | 4049227.30 | 17.87195 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268559.06 | 4049157.25 | 17.91030 | 268625.86 | 4049087.19 | 19.86782 |
| 268692.66 | 4049017.14 | 17.40326 | 268759.46 | 4048947.09 | 20.37810 |
| 268826.26 | 4048877.04 | 20.52366 | 268893.06 | 4048806.99 | 18.14957 |
| 268568.21 | 4049819.68 | 16.38570 | 268482.70 | 4049856.86 | 16.12838 |
| 268397.19 | 4049894.04 | 15.76961 | 268311.68 | 4049931.22 | 16.58994 |
| 268226.16 | 4049968.40 | 18.97099 | 268140.65 | 4050005.58 | 19.28020 |
| 268055.14 | 4050042.76 | 17.12349 | 267969.63 | 4050079.94 | 16.98907 |
| 267884.12 | 4050117.12 | 14.33247 | 267798.61 | 4050154.30 | 17.19113 |
| 267713.09 | 4050191.48 | 18.98141 | 267627.58 | 4050228.66 | 17.94021 |
| 267542.07 | 4050265.84 | 17.11039 | 267456.56 | 4050303.02 | 15.82856 |
| 268653.72 | 4049782.50 | 15.64513 | 268720.52 | 4049712.45 | 16.62640 |
| 268787.32 | 4049642.40 | 15.99759 | 268854.12 | 4049572.35 | 15.24901 |
| 268920.92 | 4049502.30 | 15.60364 | 268987.72 | 4049432.25 | 16.31355 |
| 269054.52 | 4049362.20 | 14.86736 | 269121.31 | 4049292.15 | 15.69840 |
| 269188.11 | 4049222.09 | 16.58053 | 269254.91 | 4049152.04 | 16.46411 |
| 268049.51 | 4047836.85 | 65.00477 | 268231.35 | 4047952.96 | 42.99685 |
| 268249.36 | 4047829.16 | 47.04566 | 268480.18 | 4047945.95 | 34.33222 |
| 268436.88 | 4048060.44 | 33.73521 | 268393.58 | 4048174.92 | 31.18092 |
| 268499.17 | 4047819.55 | 40.59521 | 268729.60 | 4047937.39 | 31.25663 |
| 268685.52 | 4048053.95 | 29.51052 | 268641.43 | 4048170.52 | 28.44026 |
| 268597.34 | 4048287.09 | 27.19751 | 268748.99 | 4047809.94 | 31.17055 |
| 269227.40 | 4047923.03 | 24.73557 | 269179.64 | 4048049.31 | 23.69058 |
| 269131.87 | 4048175.59 | 22.96359 | 269084.11 | 4048301.87 | 23.58688 |
| 269036.35 | 4048428.15 | 21.11256 | 268988.58 | 4048554.43 | 20.54767 |
| 268940.82 | 4048680.71 | 19.74090 | 269248.62 | 4047790.73 | 24.61259 |
| 269727.29 | 4047903.12 | 21.88425 | 269680.05 | 4048028.01 | 19.96215 |
| 269632.82 | 4048152.90 | 19.41745 | 269585.58 | 4048277.79 | 17.93626 |
| 269538.34 | 4048402.69 | 19.57872 | 269491.10 | 4048527.58 | 17.85339 |
| 269443.86 | 4048652.47 | 17.60436 | 269396.63 | 4048777.37 | 16.84651 |
| 269349.39 | 4048902.26 | 17.36294 | 269302.15 | 4049027.15 | 16.00343 |
| 269748.25 | 4047771.51 | 20.63427 | 267983.27 | 4047685.95 | 74.45198 |
| 267877.56 | 4047669.79 | 70.86838 | 267733.92 | 4047666.24 | 64.91845 |
| 268005.14 | 4047493.20 | 61.53111 | 268106.77 | 4047536.36 | 59.48699 |
| 268179.87 | 4047608.46 | 56.94351 | 268224.42 | 4047709.49 | 52.12177 |

| | | | | | |
|---|---|---|---|---|---|
| 267882.50 | 4047469.85 | 52.03134 | 267738.85 | 4047466.30 | 48.64730 |
| 268022.60 | 4047248.07 | 43.52231 | 268146.82 | 4047300.83 | 55.20026 |
| 268271.04 | 4047353.58 | 48.96239 | 268360.37 | 4047441.69 | 46.55703 |
| 268414.83 | 4047565.17 | 45.04777 | 268469.29 | 4047688.65 | 42.37238 |
| 267888.67 | 4047219.92 | 47.10645 | 267745.03 | 4047216.38 | 44.27514 |
| 268026.89 | 4046997.35 | 44.23880 | 268147.34 | 4047048.50 | 38.91213 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268267.80 | 4047099.66 | 48.21445 | 268388.25 | 4047150.81 | 41.76806 |
| 268535.10 | 4047261.84 | 38.67438 | 268587.91 | 4047381.57 | 40.89179 |
| 268640.72 | 4047501.31 | 38.15764 | 268693.52 | 4047621.05 | 36.95058 |
| 267894.84 | 4046970.00 | 38.47007 | 267751.20 | 4046966.45 | 35.63996 |
| 268041.92 | 4046498.64 | 30.51604 | 268167.75 | 4046552.08 | 34.34354 |
| 268293.58 | 4046605.52 | 32.43278 | 268419.41 | 4046658.96 | 33.09670 |
| 268545.24 | 4046712.40 | 39.75602 | 268671.07 | 4046765.83 | 34.51459 |
| 268796.90 | 4046819.27 | 33.33209 | 268887.40 | 4046908.53 | 30.33759 |
| 268942.56 | 4047033.61 | 34.63481 | 268997.72 | 4047158.70 | 33.15953 |
| 269052.89 | 4047283.78 | 29.39472 | 269108.05 | 4047408.86 | 31.63670 |
| 269163.21 | 4047533.94 | 30.01120 | 269218.38 | 4047659.03 | 26.45764 |
| 267907.18 | 4046470.15 | 29.66333 | 267763.54 | 4046466.61 | 29.46418 |
| 268055.54 | 4045999.34 | 25.37105 | 268183.91 | 4046053.86 | 25.80737 |
| 268312.29 | 4046108.38 | 27.78106 | 268440.67 | 4046162.90 | 28.31242 |
| 268569.04 | 4046217.42 | 26.48982 | 268697.42 | 4046271.94 | 30.81469 |
| 268825.80 | 4046326.45 | 32.15786 | 268954.17 | 4046380.97 | 30.36229 |
| 269082.55 | 4046435.49 | 30.30459 | 269239.07 | 4046553.82 | 27.85684 |
| 269295.35 | 4046681.43 | 30.97682 | 269351.63 | 4046809.05 | 26.36598 |
| 269407.91 | 4046936.66 | 27.81148 | 269464.19 | 4047064.28 | 23.65505 |
| 269520.47 | 4047191.89 | 27.11015 | 269576.75 | 4047319.51 | 25.38982 |
| 269633.03 | 4047447.12 | 24.27834 | 269689.31 | 4047574.74 | 22.04756 |
| 267919.53 | 4045970.31 | 24.89543 | 267775.88 | 4045966.76 | 24.11976 |
| 267589.75 | 4047677.68 | 52.26828 | 267459.76 | 4047820.08 | 47.99827 |
| 267626.82 | 4047497.33 | 48.27302 | 267498.08 | 4047558.96 | 43.48998 |
| 267352.66 | 4047651.17 | 35.18670 | 267513.95 | 4047280.38 | 35.87735 |
| 267364.21 | 4047347.82 | 34.23259 | 267218.78 | 4047440.04 | 29.94877 |
| 267377.74 | 4047069.90 | 28.59906 | 267554.14 | 4046962.90 | 32.29492 |
| 267230.33 | 4047136.69 | 29.46143 | 267084.90 | 4047228.91 | 27.57485 |
| 267116.21 | 4046645.91 | 24.77976 | 267278.04 | 4046601.08 | 23.17542 |
| 267439.87 | 4046556.26 | 26.90117 | 267601.70 | 4046511.43 | 27.36196 |
| 266962.58 | 4046714.43 | 22.93898 | 266817.15 | 4046806.64 | 21.86418 |
| 266845.10 | 4046224.57 | 19.06105 | 267000.23 | 4046181.60 | 21.81219 |
| 267155.36 | 4046138.63 | 20.21601 | 267310.49 | 4046095.66 | 21.47679 |
| 267465.62 | 4046052.70 | 22.30476 | 267620.75 | 4046009.73 | 23.48405 |
| 266694.82 | 4046292.16 | 19.39214 | 266549.40 | 4046384.37 | 19.09158 |
| 267349.50 | 4047926.93 | 44.09695 | 267254.62 | 4047738.96 | 47.57130 |
| 267124.38 | 4047515.64 | 32.84711 | 267031.28 | 4047608.75 | 32.46081 |
| 266993.36 | 4047302.22 | 27.86172 | 266901.04 | 4047385.43 | 29.90407 |
| 266638.65 | 4046949.60 | 22.96524 | 266727.90 | 4046878.12 | 22.81317 |
| 266547.47 | 4047031.90 | 23.43212 | 266284.58 | 4046596.46 | 18.69083 |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266372.86 | 4046525.76 | 19.11132 | 266461.13 | 4046455.07 | 19.69644 |
| 266193.90 | 4046678.36 | 18.11125 | 267123.74 | 4048028.27 | 44.27348 |
| 267095.96 | 4048167.74 | 50.27457 | 267149.74 | 4047840.79 | 39.68986 |
| 267022.06 | 4047962.09 | 42.74259 | 266894.37 | 4048083.39 | 36.66038 |
| 266913.72 | 4047720.18 | 32.28939 | 266786.03 | 4047841.48 | 33.73309 |
| 266805.38 | 4047478.28 | 25.33609 | 266677.69 | 4047599.58 | 27.26715 |
| 266550.00 | 4047720.88 | 28.26148 | 266461.01 | 4047115.78 | 21.62530 |
| 266333.32 | 4047237.08 | 20.44269 | 266205.63 | 4047358.38 | 20.94491 |
| 266116.64 | 4046753.27 | 17.22382 | 265988.95 | 4046874.57 | 17.06282 |
| 265861.26 | 4046995.87 | 17.98480 | 267016.60 | 4048266.84 | 51.26265 |
| 267004.63 | 4048385.97 | 57.58586 | 267011.73 | 4048547.36 | 59.32805 |
| 266824.55 | 4048256.39 | 40.41869 | 266804.83 | 4048394.76 | 46.09686 |
| 266811.92 | 4048556.14 | 49.81380 | 266579.96 | 4048254.56 | 33.93436 |
| 266636.85 | 4048113.59 | 33.34962 | 266693.74 | 4047972.62 | 33.71005 |
| 266555.07 | 4048405.73 | 35.72717 | 266562.16 | 4048567.12 | 39.93198 |
| 266329.34 | 4048267.67 | 29.48320 | 266345.91 | 4048065.35 | 28.47633 |
| 266323.87 | 4047905.50 | 28.65603 | 266494.84 | 4047857.58 | 29.55170 |
| 266305.31 | 4048416.71 | 30.15026 | 266312.40 | 4048578.10 | 34.80356 |
| 265831.06 | 4048286.57 | 24.19736 | 265888.68 | 4048143.77 | 24.98349 |
| 265946.31 | 4048000.97 | 23.88938 | 266003.94 | 4047858.18 | 24.58583 |
| 266061.56 | 4047715.38 | 24.28953 | 266119.19 | 4047572.58 | 23.29606 |
| 265805.79 | 4048438.67 | 24.59791 | 265812.88 | 4048600.05 | 26.33769 |
| 265332.12 | 4048307.08 | 21.38707 | 265390.92 | 4048161.39 | 21.44995 |
| 265449.71 | 4048015.70 | 20.56414 | 265508.50 | 4047870.01 | 19.56571 |
| 265567.29 | 4047724.32 | 20.37327 | 265626.09 | 4047578.63 | 20.59648 |
| 265684.88 | 4047432.94 | 19.30413 | 265743.67 | 4047287.25 | 19.45407 |
| 265802.47 | 4047141.56 | 17.40120 | 265306.27 | 4048460.62 | 21.00876 |
| 265313.37 | 4048622.01 | 21.77422 | 267112.74 | 4048642.96 | 69.34021 |
| 267272.35 | 4048641.19 | 67.30272 | 267045.11 | 4048815.59 | 54.46667 |
| 266874.25 | 4048692.62 | 49.76123 | 267194.77 | 4048842.06 | 54.79849 |
| 267354.38 | 4048840.29 | 41.30645 | 267053.71 | 4049067.85 | 47.32556 |
| 266925.65 | 4049017.68 | 48.20201 | 266797.60 | 4048967.52 | 49.13819 |
| 266705.00 | 4048879.88 | 41.81269 | 266647.86 | 4048754.78 | 41.76779 |
| 267197.55 | 4049092.05 | 42.33850 | 267357.16 | 4049090.28 | 30.91170 |
| 267050.67 | 4049315.56 | 34.61234 | 266910.97 | 4049260.83 | 43.00130 |
| 266771.27 | 4049206.10 | 42.27491 | 266631.57 | 4049151.37 | 44.10423 |
| 266530.56 | 4049055.77 | 34.97020 | 266468.23 | 4048919.29 | 38.09916 |
| 266405.90 | 4048782.81 | 38.38592 | 267200.32 | 4049342.03 | 32.49083 |
| 267359.94 | 4049340.26 | 26.02493 | 267056.22 | 4049815.53 | 26.01241 |
| 266916.52 | 4049760.80 | 30.67381 | 266776.83 | 4049706.07 | 27.36796 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266637.13 | 4049651.34 | 35.45535 | 266497.43 | 4049596.61 | 35.17284 |
| 266357.73 | 4049541.88 | 34.99673 | 266186.87 | 4049418.91 | 30.90071 |
| 266124.54 | 4049282.44 | 32.68975 | 266062.20 | 4049145.96 | 31.49621 |
| 265999.87 | 4049009.48 | 31.95405 | 265937.54 | 4048873.01 | 30.43156 |
| 265875.21 | 4048736.53 | 28.46099 | 267205.88 | 4049842.00 | 20.18957 |
| 267365.49 | 4049840.23 | 21.49667 | 267057.67 | 4050313.88 | 16.46952 |
| 266909.75 | 4050255.94 | 22.10669 | 266761.84 | 4050197.99 | 25.11225 |
| 266613.92 | 4050140.04 | 23.59591 | 266466.00 | 4050082.09 | 28.26020 |
| 266318.09 | 4050024.14 | 31.35825 | 266170.17 | 4049966.20 | 29.78596 |
| 266022.25 | 4049908.25 | 30.81185 | 265841.34 | 4049778.05 | 27.44006 |
| 265775.34 | 4049633.54 | 26.80403 | 265709.35 | 4049489.04 | 30.01084 |
| 265643.35 | 4049344.53 | 26.92947 | 265577.35 | 4049200.03 | 28.20497 |
| 265511.36 | 4049055.52 | 27.12340 | 265445.36 | 4048911.02 | 25.01222 |
| 265379.36 | 4048766.51 | 23.74233 | 267211.43 | 4050341.97 | 17.79437 |
| 267371.05 | 4050340.20 | 17.57676 | 266227.04 | 4047703.04 | 24.30812 |
| 266336.03 | 4047616.75 | 25.95815 | 267475.89 | 4046685.79 | 27.55954 |
| 267057.21 | 4047804.60 | 35.79808 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 38.38396 | 268200.25 | 4047792.81 | 34.22501 |
| 267927.26 | 4048332.91 | 23.12277 | 267886.01 | 4048503.77 | 20.20946 |
| 267941.00 | 4048515.56 | 19.11822 | 267937.08 | 4048570.55 | 17.97743 |
| 268149.19 | 4048568.58 | 15.05202 | 267721.04 | 4048574.48 | 18.83375 |
| 267281.11 | 4048576.44 | 37.16339 | 267157.38 | 4048570.55 | 43.22915 |
| 267074.89 | 4048517.52 | 43.24254 | 267228.08 | 4047810.49 | 24.35546 |
| 267222.19 | 4047875.30 | 23.88488 | 267147.56 | 4047788.88 | 21.60291 |
| 267118.10 | 4047847.80 | 23.86612 | 267063.10 | 4047802.63 | 22.26839 |
| 266966.87 | 4047818.34 | 23.65985 | 267037.57 | 4047547.31 | 19.49171 |
| 267082.14 | 4047366.70 | 18.68527 | 267129.88 | 4047042.57 | 16.43896 |
| 267530.53 | 4047517.86 | 28.27482 | 267524.64 | 4047227.19 | 22.26129 |
| 267632.66 | 4047272.36 | 27.53996 | 267423.42 | 4048609.32 | 28.69836 |
| 267490.22 | 4048539.27 | 26.62983 | 267557.02 | 4048469.22 | 30.82343 |
| 267623.82 | 4048399.17 | 32.17417 | 267690.62 | 4048329.12 | 32.91844 |
| 267757.42 | 4048259.07 | 33.24707 | 267824.21 | 4048189.01 | 37.17605 |
| 267891.01 | 4048118.96 | 37.42210 | 267957.81 | 4048048.91 | 38.42956 |
| 268024.61 | 4047978.86 | 37.44536 | 267496.90 | 4048778.33 | 16.72732 |
| 267634.96 | 4048677.29 | 15.61141 | 267701.76 | 4048607.24 | 18.21437 |
| 267768.56 | 4048537.19 | 19.41307 | 267835.36 | 4048467.14 | 21.38369 |
| 267902.16 | 4048397.09 | 21.73485 | 267968.96 | 4048327.04 | 22.78643 |
| 268035.75 | 4048256.98 | 25.63982 | 268102.55 | 4048186.93 | 25.48223 |
| 268169.35 | 4048116.88 | 27.22987 | 267670.70 | 4048953.95 | 11.28805 |
| 267513.93 | 4049022.11 | 12.00656 | 267815.89 | 4048849.82 | 10.83920 |
| 267882.69 | 4048779.77 | 12.70599 | 267949.49 | 4048709.72 | 13.18292 |
| 268016.28 | 4048639.66 | 15.33232 | 268083.08 | 4048569.61 | 15.78011 |
| 268149.88 | 4048499.56 | 17.33612 | 268216.68 | 4048429.51 | 17.94535 |
| 268283.48 | 4048359.46 | 19.49014 | 268350.28 | 4048289.41 | 19.45284 |
| 267848.58 | 4049127.81 | 8.01501 | 267685.70 | 4049198.62 | 8.10618 |
| 267522.82 | 4049269.44 | 8.70325 | 267996.81 | 4049022.34 | 8.80700 |

| | | | | | |
|---|---|---|---|---|---|
| 268063.61 | 4048952.29 | 9.08513 | 268130.41 | 4048882.24 | 10.78768 |
| 268197.21 | 4048812.19 | 10.75368 | 268264.01 | 4048742.14 | 11.33247 |
| 268330.81 | 4048672.09 | 13.23166 | 268397.61 | 4048602.04 | 13.08047 |
| 268464.41 | 4048531.99 | 15.96304 | 268531.21 | 4048461.94 | 16.48914 |
| 268207.65 | 4049474.07 | 4.21130 | 268123.44 | 4049510.68 | 4.71370 |
| 268039.22 | 4049547.30 | 4.95963 | 267955.00 | 4049583.92 | 5.28114 |
| 267870.79 | 4049620.53 | 4.56820 | 267786.57 | 4049657.15 | 4.93802 |
| 267702.36 | 4049693.76 | 5.46493 | 267618.14 | 4049730.38 | 5.20562 |
| 267533.92 | 4049767.00 | 4.57548 | 267449.71 | 4049803.61 | 4.02948 |
| 268291.87 | 4049437.45 | 4.36504 | 268358.67 | 4049367.40 | 4.64160 |
| 268425.47 | 4049297.35 | 5.95767 | 268492.27 | 4049227.30 | 6.89461 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268559.06 | 4049157.25 | 7.43770 | 268625.86 | 4049087.19 | 7.30659 |
| 268692.66 | 4049017.14 | 8.44394 | 268759.46 | 4048947.09 | 8.95942 |
| 268826.26 | 4048877.04 | 8.89190 | 268893.06 | 4048806.99 | 9.79539 |
| 268568.21 | 4049819.68 | 2.28197 | 268482.70 | 4049856.86 | 2.67314 |
| 268397.19 | 4049894.04 | 3.22951 | 268311.68 | 4049931.22 | 3.47022 |
| 268226.16 | 4049968.40 | 3.28652 | 268140.65 | 4050005.58 | 2.96830 |
| 268055.14 | 4050042.76 | 3.42733 | 267969.63 | 4050079.94 | 3.42643 |
| 267884.12 | 4050117.12 | 3.38100 | 267798.61 | 4050154.30 | 3.31409 |
| 267713.09 | 4050191.48 | 3.78696 | 267627.58 | 4050228.66 | 3.25946 |
| 267542.07 | 4050265.84 | 2.79197 | 267456.56 | 4050303.02 | 2.59974 |
| 268653.72 | 4049782.50 | 3.08579 | 268720.52 | 4049712.45 | 3.40028 |
| 268787.32 | 4049642.40 | 3.31031 | 268854.12 | 4049572.35 | 4.11804 |
| 268920.92 | 4049502.30 | 4.80965 | 268987.72 | 4049432.25 | 4.95622 |
| 269054.52 | 4049362.20 | 5.28429 | 269121.31 | 4049292.15 | 5.06078 |
| 269188.11 | 4049222.09 | 5.48995 | 269254.91 | 4049152.04 | 5.14684 |
| 268049.51 | 4047836.85 | 42.39483 | 268231.35 | 4047952.96 | 30.95396 |
| 268249.36 | 4047829.16 | 32.03630 | 268480.18 | 4047945.95 | 24.71964 |
| 268436.88 | 4048060.44 | 23.55851 | 268393.58 | 4048174.92 | 21.08731 |
| 268499.17 | 4047819.55 | 27.04823 | 268729.60 | 4047937.39 | 21.96685 |
| 268685.52 | 4048053.95 | 20.77359 | 268641.43 | 4048170.52 | 19.18152 |
| 268597.34 | 4048287.09 | 17.02014 | 268748.99 | 4047809.94 | 22.57612 |
| 269227.40 | 4047923.03 | 17.69658 | 269179.64 | 4048049.31 | 16.55998 |
| 269131.87 | 4048175.59 | 14.68040 | 269084.11 | 4048301.87 | 13.08384 |
| 269036.35 | 4048428.15 | 13.50113 | 268988.58 | 4048554.43 | 13.17209 |
| 268940.82 | 4048680.71 | 10.99792 | 269248.62 | 4047790.73 | 17.22118 |
| 269727.29 | 4047903.12 | 13.64201 | 269680.05 | 4048028.01 | 12.60711 |
| 269632.82 | 4048152.90 | 11.70822 | 269585.58 | 4048277.79 | 10.46322 |
| 269538.34 | 4048402.69 | 11.06690 | 269491.10 | 4048527.58 | 10.77644 |
| 269443.86 | 4048652.47 | 10.09819 | 269396.63 | 4048777.37 | 9.74736 |
| 269349.39 | 4048902.26 | 7.64019 | 269302.15 | 4049027.15 | 6.54300 |
| 269748.25 | 4047771.51 | 15.06500 | 267983.27 | 4047685.95 | 45.93377 |
| 267877.56 | 4047669.79 | 43.85551 | 267733.92 | 4047666.24 | 41.58678 |
| 268005.14 | 4047493.20 | 37.60775 | 268106.77 | 4047536.36 | 39.50976 |
| 268179.87 | 4047608.46 | 39.52600 | 268224.42 | 4047709.49 | 33.52752 |
| 267882.50 | 4047469.85 | 35.60278 | 267738.85 | 4047466.30 | 32.59159 |
| 268022.60 | 4047248.07 | 33.81090 | 268146.82 | 4047300.83 | 33.92924 |

| | | | | | |
|---|---|---|---|---|---|
| 268271.04 | 4047353.58 | 34.98977 | 268360.37 | 4047441.69 | 32.04097 |
| 268414.83 | 4047565.17 | 28.35950 | 268469.29 | 4047688.65 | 27.16951 |
| 267888.67 | 4047219.92 | 30.88852 | 267745.03 | 4047216.38 | 27.81249 |
| 268026.89 | 4046997.35 | 28.45119 | 268147.34 | 4047048.50 | 30.67316 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268267.80 | 4047099.66 | 30.11679 | 268388.25 | 4047150.81 | 31.81762 |
| 268535.10 | 4047261.84 | 27.31941 | 268587.91 | 4047381.57 | 25.28609 |
| 268640.72 | 4047501.31 | 22.78159 | 268693.52 | 4047621.05 | 24.47565 |
| 267894.84 | 4046970.00 | 26.37288 | 267751.20 | 4046966.45 | 24.43359 |
| 268041.92 | 4046498.64 | 21.84122 | 268167.75 | 4046552.08 | 23.35876 |
| 268293.58 | 4046605.52 | 24.71223 | 268419.41 | 4046658.96 | 25.27066 |
| 268545.24 | 4046712.40 | 25.01168 | 268671.07 | 4046765.83 | 25.24664 |
| 268796.90 | 4046819.27 | 23.84913 | 268887.40 | 4046908.53 | 21.23412 |
| 268942.56 | 4047033.61 | 21.18956 | 268997.72 | 4047158.70 | 20.05376 |
| 269052.89 | 4047283.78 | 19.48861 | 269108.05 | 4047408.86 | 19.92435 |
| 269163.21 | 4047533.94 | 19.60774 | 269218.38 | 4047659.03 | 18.93069 |
| 267907.18 | 4046470.15 | 19.76087 | 267763.54 | 4046466.61 | 18.49136 |
| 268055.54 | 4045999.34 | 15.82053 | 268183.91 | 4046053.86 | 17.97550 |
| 268312.29 | 4046108.38 | 19.12574 | 268440.67 | 4046162.90 | 20.19542 |
| 268569.04 | 4046217.42 | 20.43122 | 268697.42 | 4046271.94 | 20.68078 |
| 268825.80 | 4046326.45 | 20.84102 | 268954.17 | 4046380.97 | 20.89836 |
| 269082.55 | 4046435.49 | 20.83861 | 269239.07 | 4046553.82 | 16.62957 |
| 269295.35 | 4046681.43 | 17.77534 | 269351.63 | 4046809.05 | 17.79759 |
| 269407.91 | 4046936.66 | 16.49192 | 269464.19 | 4047064.28 | 16.94919 |
| 269520.47 | 4047191.89 | 16.95091 | 269576.75 | 4047319.51 | 17.27408 |
| 269633.03 | 4047447.12 | 15.69014 | 269689.31 | 4047574.74 | 15.07097 |
| 267919.53 | 4045970.31 | 15.58641 | 267775.88 | 4045966.76 | 15.20381 |
| 267589.75 | 4047677.68 | 36.01274 | 267459.76 | 4047820.08 | 30.04655 |
| 267626.82 | 4047497.33 | 32.60279 | 267498.08 | 4047558.96 | 28.68187 |
| 267352.66 | 4047651.17 | 23.46422 | 267513.95 | 4047280.38 | 22.75181 |
| 267364.21 | 4047347.82 | 21.81934 | 267218.78 | 4047440.04 | 20.85875 |
| 267377.74 | 4047069.90 | 18.27655 | 267554.14 | 4046962.90 | 20.76720 |
| 267230.33 | 4047136.69 | 17.57566 | 267084.90 | 4047228.91 | 18.90341 |
| 267116.21 | 4046645.91 | 13.33071 | 267278.04 | 4046601.08 | 13.83958 |
| 267439.87 | 4046556.26 | 15.09106 | 267601.70 | 4046511.43 | 18.27710 |
| 266962.58 | 4046714.43 | 13.56674 | 266817.15 | 4046806.64 | 15.42476 |
| 266845.10 | 4046224.57 | 9.88666 | 267000.23 | 4046181.60 | 11.04000 |
| 267155.36 | 4046138.63 | 11.50428 | 267310.49 | 4046095.66 | 11.74592 |
| 267465.62 | 4046052.70 | 12.67225 | 267620.75 | 4046009.73 | 14.90475 |
| 266694.82 | 4046292.16 | 11.00876 | 266549.40 | 4046384.37 | 12.52328 |
| 267349.50 | 4047926.93 | 29.45862 | 267254.62 | 4047738.96 | 23.72863 |
| 267124.38 | 4047515.64 | 19.23218 | 267031.28 | 4047608.75 | 19.74090 |
| 266993.36 | 4047302.22 | 17.94377 | 266901.04 | 4047385.43 | 17.51704 |
| 266638.65 | 4046949.60 | 15.72803 | 266727.90 | 4046878.12 | 15.17772 |
| 266547.47 | 4047031.90 | 15.21780 | 266284.58 | 4046596.46 | 13.54267 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266372.86 | 4046525.76 | 13.19102 | 266461.13 | 4046455.07 | 13.48098 |
| 266193.90 | 4046678.36 | 13.64879 | 267123.74 | 4048028.27 | 33.02330 |
| 267095.96 | 4048167.74 | 35.69235 | 267149.74 | 4047840.79 | 22.92997 |
| 267022.06 | 4047962.09 | 28.53850 | 266894.37 | 4048083.39 | 27.53770 |
| 266913.72 | 4047720.18 | 20.79100 | 266786.03 | 4047841.48 | 22.51562 |
| 266805.38 | 4047478.28 | 17.95201 | 266677.69 | 4047599.58 | 18.90470 |
| 266550.00 | 4047720.88 | 20.14031 | 266461.01 | 4047115.78 | 15.36014 |
| 266333.32 | 4047237.08 | 15.03357 | 266205.63 | 4047358.38 | 15.57346 |
| 266116.64 | 4046753.27 | 13.02045 | 265988.95 | 4046874.57 | 12.82693 |
| 265861.26 | 4046995.87 | 12.90197 | 267016.60 | 4048266.84 | 38.11872 |
| 267004.63 | 4048385.97 | 39.35027 | 267011.73 | 4048547.36 | 38.94685 |
| 266824.55 | 4048256.39 | 30.33691 | 266804.83 | 4048394.76 | 31.72688 |
| 266811.92 | 4048556.14 | 33.90635 | 266579.96 | 4048254.56 | 25.61023 |
| 266636.85 | 4048113.59 | 26.23861 | 266693.74 | 4047972.62 | 23.57879 |
| 266555.07 | 4048405.73 | 26.51832 | 266562.16 | 4048567.12 | 27.87223 |
| 266329.34 | 4048267.67 | 23.14935 | 266345.91 | 4048065.35 | 21.55529 |
| 266323.87 | 4047905.50 | 20.50837 | 266494.84 | 4047857.58 | 21.50480 |
| 266305.31 | 4048416.71 | 23.37304 | 266312.40 | 4048578.10 | 24.30825 |
| 265831.06 | 4048286.57 | 19.63469 | 265888.68 | 4048143.77 | 19.53229 |
| 265946.31 | 4048000.97 | 18.44912 | 266003.94 | 4047858.18 | 18.79719 |
| 266061.56 | 4047715.38 | 17.90874 | 266119.19 | 4047572.58 | 17.23163 |
| 265805.79 | 4048438.67 | 19.50370 | 265812.88 | 4048600.05 | 20.21128 |
| 265332.12 | 4048307.08 | 16.99752 | 265390.92 | 4048161.39 | 17.27955 |
| 265449.71 | 4048015.70 | 16.46336 | 265508.50 | 4047870.01 | 16.29268 |
| 265567.29 | 4047724.32 | 16.29602 | 265626.09 | 4047578.63 | 16.02782 |
| 265684.88 | 4047432.94 | 15.37609 | 265743.67 | 4047287.25 | 14.84463 |
| 265802.47 | 4047141.56 | 13.95962 | 265306.27 | 4048460.62 | 17.07124 |
| 265313.37 | 4048622.01 | 16.34486 | 267112.74 | 4048642.96 | 36.31781 |
| 267272.35 | 4048641.19 | 36.88058 | 267045.11 | 4048815.59 | 29.86523 |
| 266874.25 | 4048692.62 | 31.96759 | 267194.77 | 4048842.06 | 25.67285 |
| 267354.38 | 4048840.29 | 17.89643 | 267053.71 | 4049067.85 | 19.98288 |
| 266925.65 | 4049017.68 | 25.61774 | 266797.60 | 4048967.52 | 23.13243 |
| 266705.00 | 4048879.88 | 26.75914 | 266647.86 | 4048754.78 | 29.87906 |
| 267197.55 | 4049092.05 | 13.69078 | 267357.16 | 4049090.28 | 12.92434 |
| 267050.67 | 4049315.56 | 12.41152 | 266910.97 | 4049260.83 | 18.43377 |
| 266771.27 | 4049206.10 | 21.28500 | 266631.57 | 4049151.37 | 20.53700 |
| 266530.56 | 4049055.77 | 24.49635 | 266468.23 | 4048919.29 | 25.47230 |
| 266405.90 | 4048782.81 | 26.90515 | 267200.32 | 4049342.03 | 10.30084 |
| 267359.94 | 4049340.26 | 8.98847 | 267056.22 | 4049815.53 | 6.88851 |
| 266916.52 | 4049760.80 | 7.35909 | 266776.83 | 4049706.07 | 10.28244 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015696 , L0015697 , L0015698 , L0015699 , L0015700 ,
L0015701 , L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 ,
L0015709 , L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 ,
L0015717 , L0015718 , L0015719 , L0015720 , L0015721 , L0015722 , L0015723 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266637.13 | 4049651.34 | 14.61365 | 266497.43 | 4049596.61 | 17.21075 |

| | | | | | |
|---|---|---|---|---|---|
| 266357.73 | 4049541.88 | 16.86494 | 266186.87 | 4049418.91 | 18.56969 |
| 266124.54 | 4049282.44 | 19.18338 | 266062.20 | 4049145.96 | 21.40378 |
| 265999.87 | 4049009.48 | 23.31535 | 265937.54 | 4048873.01 | 20.09121 |
| 265875.21 | 4048736.53 | 18.26228 | 267205.88 | 4049842.00 | 6.20374 |
| 267365.49 | 4049840.23 | 3.72190 | 267057.67 | 4050313.88 | 4.84182 |
| 266909.75 | 4050255.94 | 6.08332 | 266761.84 | 4050197.99 | 6.11286 |
| 266613.92 | 4050140.04 | 6.94529 | 266466.00 | 4050082.09 | 9.76788 |
| 266318.09 | 4050024.14 | 13.60064 | 266170.17 | 4049966.20 | 13.35163 |
| 266022.25 | 4049908.25 | 13.42532 | 265841.34 | 4049778.05 | 15.03844 |
| 265775.34 | 4049633.54 | 15.93980 | 265709.35 | 4049489.04 | 15.13149 |
| 265643.35 | 4049344.53 | 18.28576 | 265577.35 | 4049200.03 | 20.06526 |
| 265511.36 | 4049055.52 | 17.06584 | 265445.36 | 4048911.02 | 15.62982 |
| 265379.36 | 4048766.51 | 16.46517 | 267211.43 | 4050341.97 | 3.11799 |
| 267371.05 | 4050340.20 | 2.71236 | 266227.04 | 4047703.04 | 17.59609 |
| 266336.03 | 4047616.75 | 18.12458 | 267475.89 | 4046685.79 | 16.24423 |
| 267057.21 | 4047804.60 | 21.91861 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE SUMMARY OF MAXIMUM 1ST-HIGHEST MAX DAILY 1-HR RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| GROUP ID | | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 84.62522 AT ( 267157.38, 4048570.55, 101.00, 101.00, 0.00) | DC | | |
| | 2ND HIGHEST VALUE IS | 76.71720 AT ( 267281.11, 4048576.44, 101.00, 101.00, 0.00) | DC | | |
| | 3RD HIGHEST VALUE IS | 74.45198 AT ( 267983.27, 4047685.95, 101.00, 101.00, 0.00) | DC | | |
| | 4TH HIGHEST VALUE IS | 70.86838 AT ( 267877.56, 4047669.79, 101.00, 101.00, 0.00) | DC | | |
| | 5TH HIGHEST VALUE IS | 69.34021 AT ( 267112.74, 4048642.96, 101.00, 101.00, 0.00) | DC | | |
| | 6TH HIGHEST VALUE IS | 67.30272 AT ( 267272.35, 4048641.19, 101.00, 101.00, 0.00) | DC | | |
| | 7TH HIGHEST VALUE IS | 65.41926 AT ( 267074.89, 4048517.52, 101.00, 101.00, 0.00) | DC | | |
| | 8TH HIGHEST VALUE IS | 65.00477 AT ( 268049.51, 4047836.85, 101.00, 101.00, 0.00) | DC | | |
| | 9TH HIGHEST VALUE IS | 64.91845 AT ( 267733.92, 4047666.24, 101.00, 101.00, 0.00) | DC | | |
| | 10TH HIGHEST VALUE IS | 61.53111 AT ( 268005.14, 4047493.20, 101.00, 101.00, 0.00) | DC | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE SUMMARY OF MAXIMUM 8TH-HIGHEST MAX DAILY 1-HR RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| GROUP ID | | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 45.93377 AT ( 267983.27, 4047685.95, 101.00, 101.00, 0.00) | DC | | |
| | 2ND HIGHEST VALUE IS | 43.85551 AT ( 267877.56, 4047669.79, 101.00, 101.00, 0.00) | DC | | |
| | 3RD HIGHEST VALUE IS | 43.24254 AT ( 267074.89, 4048517.52, 101.00, 101.00, 0.00) | DC | | |
| | 4TH HIGHEST VALUE IS | 43.22915 AT ( 267157.38, 4048570.55, 101.00, 101.00, 0.00) | DC | | |
| | 5TH HIGHEST VALUE IS | 42.39483 AT ( 268049.51, 4047836.85, 101.00, 101.00, 0.00) | DC | | |
| | 6TH HIGHEST VALUE IS | 41.58678 AT ( 267733.92, 4047666.24, 101.00, 101.00, 0.00) | DC | | |
| | 7TH HIGHEST VALUE IS | 39.52600 AT ( 268179.87, 4047608.46, 101.00, 101.00, 0.00) | DC | | |
| | 8TH HIGHEST VALUE IS | 39.50976 AT ( 268106.77, 4047536.36, 101.00, 101.00, 0.00) | DC | | |
| | 9TH HIGHEST VALUE IS | 39.35027 AT ( 267004.63, 4048385.97, 101.00, 101.00, 0.00) | DC | | |
| | 10TH HIGHEST VALUE IS | 38.94685 AT ( 267011.73, 4048547.36, 101.00, 101.00, 0.00) | DC | | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 15 Warning Message(s)
A Total of 15341 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

```
   ********   WARNING MESSAGES   ********
SO W320    1243  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1244  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1245  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1246  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1247  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1248  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1249  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1250  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1251  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1252  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1253  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1254  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1255  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    1256  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
ME W396    2139 MEOPEN:Met data from outdated version of AERMET, version:        06341

   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
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**
**************************************
**
** AERMOD INPUT PRODUCED BY:
** AERMOD VIEW VER. 7.5.0
** LAKES ENVIRONMENTAL SOFTWARE INC.
** DATE: 2/29/2012
** FILE: C:\MBA\31130004_SELMA\REVISION 1\PHASE 1\PHASE 1_AERMOD\P1_PM10\P1_PM10.ADI
**
**************************************
**
**
**************************************
** AERMOD CONTROL PATHWAY
**************************************
**
**
CO STARTING
   TITLEONE SELMA CROSSING - PHASE 1 (2016) - RURAL
   TITLETWO PM10
   MODELOPT CONC FLAT  FASTALL
   AVERTIME 24 ANNUAL
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL P1_PM10.ERR
CO FINISHED
**
**************************************
** AERMOD SOURCE PATHWAY
**************************************
**
**
SO STARTING
** SOURCE LOCATION **
** SOURCE ID - TYPE - X COORD. - Y COORD. **
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEB
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 3.6E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
** ------------------------------------------------------------------------
   LOCATION L0015208     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0015209     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0015210     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0015211     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0015212     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0015213     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0015214     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0015215     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0015216     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0015217     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0015218     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0015219     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0015220     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0015221     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0015222     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0015223     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0015224     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0015225     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0015226     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0015227     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0015228     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0015229     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0015230     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0015231     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0015232     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0015233     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0015234     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0015235     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0015236     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0015237     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0015238     VOLUME   267255.656 4048322.258 0.0
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   LOCATION L0015240     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0015241     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0015242     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0015243     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0015244     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0015245     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0015246     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0015247     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0015248     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0015249     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0015250     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0015251     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0015252     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0015253     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0015254     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0015255     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0015256     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0015257     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0015258     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0015259     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0015260     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0015261     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0015262     VOLUME   267134.713 4048316.991 0.0
   LOCATION L0015263     VOLUME   267129.894 4048322.458 0.0
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   LOCATION L0015272     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0015273     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0015274     VOLUME   267119.222 4048398.161 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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   LOCATION L0015280     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0015281     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0015282     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0015283     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0015284     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0015285     VOLUME   267371.231 4048433.744 0.0
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   LOCATION L0015295     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0015296     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0015297     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0015298     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0015299     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0015300     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0015301     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0015302     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0015303     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0015304     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0015305     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0015306     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0015307     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0015308     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0015309     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0015310     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0015311     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0015312     VOLUME   267229.661 4048298.300 0.0
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   LOCATION L0015319     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0015320     VOLUME   267187.813 4048258.168 0.0
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   LOCATION L0015323     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0015324     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0015325     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0015326     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0015327     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0015328     VOLUME   267229.608 4048217.878 0.0
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   LOCATION L0015330     VOLUME   267240.056 4048207.806 0.0
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   LOCATION L0015332     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0015333     VOLUME   267255.729 4048192.697 0.0
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   LOCATION L0015340     VOLUME   267666.932 4048155.983 0.0
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   LOCATION L0015361     VOLUME   267547.897 4048062.649 0.0
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   LOCATION L0015368     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0015369     VOLUME   267502.551 4048027.093 0.0
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   LOCATION L0015372     VOLUME   267485.546 4048013.760 0.0
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   LOCATION L0015376     VOLUME   267462.872 4047995.982 0.0
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   LOCATION L0015382     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0015383     VOLUME   267427.879 4048026.571 0.0
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   LOCATION L0015387     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0015388     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0015389     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0015390     VOLUME   267393.352 4048063.316 0.0
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   LOCATION L0015398     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0015399     VOLUME   267893.559 4047963.185 0.0
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   LOCATION L0015401     VOLUME   267902.476 4047951.771 0.0
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   LOCATION L0015406     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0015407     VOLUME   267929.226 4047917.531 0.0
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   LOCATION L0015410     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0015411     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0015412     VOLUME   267935.449 4047883.656 0.0
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   LOCATION L0015415     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0015416     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0015417     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0015418     VOLUME   267934.525 4047840.215 0.0
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   LOCATION L0015420     VOLUME   267934.217 4047825.735 0.0
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   LOCATION L0015423     VOLUME   267933.754 4047804.015 0.0
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   LOCATION L0015425     VOLUME   267933.446 4047789.535 0.0
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   LOCATION L0015436     VOLUME   267858.137 4047785.091 0.0
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   LOCATION L0015438     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0015439     VOLUME   267836.412 4047785.091 0.0
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   LOCATION L0015486     VOLUME   267729.276 4047814.124 0.0
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   LOCATION L0015490     VOLUME   267703.057 4047826.431 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0015500     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0015501     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0015502     VOLUME   267653.798 4048148.151 0.0
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   LOCATION L0015508     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0015509     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0015510     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0015511     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0015512     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0015513     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0015514     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0015515     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0015516     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0015517     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0015518     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0015519     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0015520     VOLUME   267553.244 4048065.553 0.0
   LOCATION L0015521     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0015522     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0015523     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0015524     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0015525     VOLUME   267525.312 4048042.609 0.0
   LOCATION L0015526     VOLUME   267519.726 4048038.020 0.0
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   LOCATION L0015527     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0015528     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0015529     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0015530     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0015531     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0015532     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0015533     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0015534     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0015535     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0015536     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0015537     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0015538     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0015539     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0015540     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0015541     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0015542     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0015543     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0015544     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0015545     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0015546     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0015547     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0015548     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0015549     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0015550     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0015551     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0015552     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0015553     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0015554     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0015555     VOLUME   267560.543 4047899.462 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEA
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 3.22E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267413.13, 4048476.07, 0.00, 1.83, 3.28
** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0015556     VOLUME   267411.962 4048474.659 0.0
   LOCATION L0015557     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0015558     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0015559     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0015560     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0015561     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0015562     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0015563     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0015564     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0015565     VOLUME   267369.865 4048491.944 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINECDE
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 9.06E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267413.84, 4048476.07, 0.00, 1.83, 3.38
** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
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   LOCATION L0015566     VOLUME   267412.589 4048474.739 0.0
   LOCATION L0015567     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0015568     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0015569     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0015570     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0015571     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0015572     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0015573     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0015574     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0015575     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0015576     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0015577     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0015578     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0015579     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0015580     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0015581     VOLUME   267469.919 4048399.802 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEFG
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.02E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0015582     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0015583     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0015584     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0015585     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0015586     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0015587     VOLUME   267416.989 4048450.427 0.0
   LOCATION L0015588     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0015589     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0015590     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0015591     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0015592     VOLUME   267442.081 4048424.907 0.0
   LOCATION L0015593     VOLUME   267447.099 4048419.803 0.0
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   LOCATION L0015594     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0015595     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0015596     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0015597     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0015598     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0015599     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0015600     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0015601     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0015602     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0015603     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0015604     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0015605     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0015606     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0015607     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0015608     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0015609     VOLUME   267527.393 4048338.140 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEIJ
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 8.63E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0015611     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0015612     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0015613     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0015614     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0015615     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0015616     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0015617     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0015618     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0015619     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0015620     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0015621     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0015622     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0015623     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0015624     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0015625     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0015626     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0015627     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0015628     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0015629     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0015630     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0015631     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0015632     VOLUME   267574.505 4048283.911 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINENO
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 5.99E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267688.72, 4048177.51, 0.00, 1.83, 3.37
** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0015633     VOLUME   267687.416 4048178.790 0.0
   LOCATION L0015634     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0015635     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0015636     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0015637     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0015638     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0015639     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0015640     VOLUME   267651.271 4048214.265 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEQ
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.78E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
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   LOCATION L0015641     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0015642     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0015643     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0015644     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0015645     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0015646     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0015647     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0015648     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0015649     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0015650     VOLUME   267735.150 4048128.078 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINERU
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.05E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267688.25, 4048180.33, 0.00, 1.83, 3.37
** 267814.74, 4048045.59, 0.00, 1.83, 3.37
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   LOCATION LO015652     VOLUME   267694.457 4048173.717 0.0
   LOCATION LO015653     VOLUME   267699.416 4048168.434 0.0
   LOCATION LO015654     VOLUME   267704.376 4048163.151 0.0
   LOCATION LO015655     VOLUME   267709.335 4048157.869 0.0
   LOCATION LO015656     VOLUME   267714.295 4048152.586 0.0
   LOCATION LO015657     VOLUME   267719.254 4048147.303 0.0
   LOCATION LO015658     VOLUME   267724.214 4048142.020 0.0
   LOCATION LO015659     VOLUME   267729.173 4048136.737 0.0
   LOCATION LO015660     VOLUME   267734.132 4048131.454 0.0
   LOCATION LO015661     VOLUME   267739.092 4048126.171 0.0
   LOCATION LO015662     VOLUME   267744.051 4048120.888 0.0
   LOCATION LO015663     VOLUME   267749.011 4048115.605 0.0
   LOCATION LO015664     VOLUME   267753.970 4048110.323 0.0
   LOCATION LO015665     VOLUME   267758.930 4048105.040 0.0
   LOCATION LO015666     VOLUME   267763.889 4048099.757 0.0
   LOCATION LO015667     VOLUME   267768.849 4048094.474 0.0
   LOCATION LO015668     VOLUME   267773.808 4048089.191 0.0
   LOCATION LO015669     VOLUME   267778.767 4048083.908 0.0
   LOCATION LO015670     VOLUME   267783.727 4048078.625 0.0
   LOCATION LO015671     VOLUME   267788.686 4048073.342 0.0
   LOCATION LO015672     VOLUME   267793.646 4048068.059 0.0
   LOCATION LO015673     VOLUME   267798.605 4048062.777 0.0
   LOCATION LO015674     VOLUME   267803.565 4048057.494 0.0
   LOCATION LO015675     VOLUME   267808.524 4048052.211 0.0
   LOCATION LO015676     VOLUME   267813.484 4048046.928 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINELMP
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.56E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267691.00, 4048176.21, 0.00, 1.83, 3.39
** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION LO015677     VOLUME   267689.578 4048175.053 0.0
   LOCATION LO015678     VOLUME   267683.931 4048170.445 0.0
   LOCATION LO015679     VOLUME   267678.283 4048165.838 0.0
   LOCATION LO015680     VOLUME   267672.636 4048161.231 0.0
   LOCATION LO015681     VOLUME   267666.988 4048156.624 0.0
   LOCATION LO015682     VOLUME   267661.340 4048152.016 0.0
   LOCATION LO015683     VOLUME   267655.693 4048147.409 0.0
   LOCATION LO015684     VOLUME   267650.045 4048142.802 0.0
   LOCATION LO015685     VOLUME   267644.398 4048138.195 0.0
   LOCATION LO015686     VOLUME   267638.750 4048133.587 0.0
   LOCATION LO015687     VOLUME   267633.102 4048128.980 0.0
   LOCATION LO015688     VOLUME   267627.455 4048124.373 0.0
   LOCATION LO015689     VOLUME   267621.807 4048119.765 0.0
   LOCATION LO015690     VOLUME   267616.159 4048115.158 0.0
   LOCATION LO015691     VOLUME   267610.512 4048110.551 0.0
   LOCATION LO015692     VOLUME   267604.864 4048105.944 0.0
   LOCATION LO015693     VOLUME   267599.217 4048101.336 0.0
   LOCATION LO015694     VOLUME   267593.569 4048096.729 0.0
   LOCATION LO015695     VOLUME   267587.921 4048092.122 0.0
** END OF LINE SOURCE
   LOCATION STCKA        POINT      267365.870  4048495.170          0.0
   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** SOURCE PARAMETERS **
   SRCPARAM LO015208     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015209     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015210     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015211     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015212     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015213     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015214     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015215     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015216     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015217     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015218     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015219     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015220     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015221     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015222     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015223     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015224     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015225     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015226     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015227     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015228     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015229     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015230     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015231     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015232     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015233     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015234     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015235     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015236     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015237     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015238     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015239     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015240     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015241     5.2174E-08      1.83      3.39      0.43
   SRCPARAM LO015242     5.2174E-08      1.83      3.39      0.43
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SRCPARAM L0015243     5.2174E-08      1.83      3.39      0.43
SRCPARAM L0015244     5.2174E-08      1.83      3.39      0.43
SRCPARAM L0015245     5.2174E-08      1.83      3.39      0.43
SRCPARAM L0015246     5.2174E-08      1.83      3.39      0.43
SRCPARAM L0015247     5.2174E-08      1.83      3.39      0.43
SRCPARAM L0015248     5.2174E-08      1.83      3.39      0.43
SRCPARAM L0015249     5.2174E-08      1.83      3.39      0.43
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| SRCPARAM | L0015522 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015523 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015524 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015525 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015526 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015527 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015528 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015529 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015530 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015531 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015532 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015533 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015534 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015535 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015536 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015537 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015538 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015539 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015540 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015541 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015542 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015543 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015544 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015545 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015546 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015547 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015548 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015549 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015550 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015551 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015552 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015553 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015554 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015555 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015556 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015557 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015558 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015559 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015560 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015561 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015562 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015563 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015564 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015565 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015566 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015567 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015568 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015569 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015570 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015571 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015572 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015573 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015574 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015575 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015576 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015577 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015578 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |

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SRCPARAM L0015582     3.6429E-08      1.83      3.33      0.43
SRCPARAM L0015583     3.6429E-08      1.83      3.33      0.43
SRCPARAM L0015584     3.6429E-08      1.83      3.33      0.43
SRCPARAM L0015585     3.6429E-08      1.83      3.33      0.43
SRCPARAM L0015586     3.6429E-08      1.83      3.33      0.43
SRCPARAM L0015587     3.6429E-08      1.83      3.33      0.43
SRCPARAM L0015588     3.6429E-08      1.83      3.33      0.43
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SRCPARAM L0015613     3.7522E-08      1.83      3.34      0.43
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SRCPARAM L0015615     3.7522E-08      1.83      3.34      0.43
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SRCPARAM L0015690     8.2105E-08      1.83      3.39      0.43
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   SRCPARAM L0015693     8.2105E-08      1.83      3.39      0.43
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   SRCPARAM STCKA         2.04E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKB         3.57E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCDE       0.000036     3.658   366.483  51.70000     0.100
   SRCPARAM STCKFG        0.000024     3.658   366.483  51.70000     0.100
   SRCPARAM STCKH         5.61E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKIJ        0.000024     3.658   366.483  51.70000     0.100
   SRCPARAM STCKK         2.04E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKLMP       0.000039     3.658   366.483  51.70000     0.100
   SRCPARAM STCKNO      0.0000166      3.658   366.483  51.70000     0.100
   SRCPARAM STCKQ         0.000012     3.658   366.483  51.70000     0.100
   SRCPARAM STCKRU        0.000024     3.658   366.483  51.70000     0.100
   SRCPARAM STCKT         4.08E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKVWXY      8.16E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAABB      0.000024     3.658   366.483  51.70000     0.100
   SRCPARAM LOT1          4.36E-09     0.305        16
   AREAVERT LOT1         267120.418 4048530.358 267120.418 4048476.500
   AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
   AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
   AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
   AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
   AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
   AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
   AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976

** BUILDING DOWNWASH **
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         0.00     0.00     9.14     9.14     9.14     9.14

   BUILDHGT STCKFG          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          0.00     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          0.00     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKH          10.67    10.67    10.67     0.00     0.00    10.67
   BUILDHGT STCKH          10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH           0.00     0.00     0.00    10.67    10.67    10.67
   BUILDHGT STCKH          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKH          10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH           0.00     0.00     0.00    10.67    10.67    10.67

   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKK          10.67    10.67    10.67    10.67    10.67    10.67
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   BUILDHGT STCKK           0.00     0.00     0.00     0.00    10.67    10.67
   BUILDHGT STCKK          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK           0.00     0.00     0.00     0.00    10.67    10.67

   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67
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   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67

   BUILDHGT STCKQ          10.67    10.67    10.67    10.67    10.67    10.67
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   BUILDHGT STCKQ           0.00     0.00    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ          10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ           0.00     0.00    10.67    10.67    10.67    10.67

   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67

   BUILDHGT STCKT          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKT          10.67    10.67    10.67    10.67     0.00     0.00
   BUILDHGT STCKT           0.00    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKT          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKT          10.67    10.67    10.67    10.67     0.00     0.00
```

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDHGT | STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT | STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT | STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID | STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID | STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID | STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID | STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID | STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID | STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID | STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID | STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID | STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID | STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID | STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID | STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID | STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID | STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID | STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID | STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID | STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID | STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID | STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID | STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID | STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID | STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID | STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID | STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID | STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID | STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |

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|---|---|---|---|---|---|---|---|
| BUILDWID | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN | STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN | STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN | STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN | STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN | STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN | STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN | STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN | STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN | STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN | STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN | STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN | STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN | STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN | STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN | STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN | STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN | STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN | STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN | STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN | STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN | STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN | STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN | STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN | STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN | STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN | STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN | STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN | STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN | STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN | STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN | STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN | STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN | STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN | STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN | STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |

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   YBADJ    STCKFG          0.00    30.79    29.46    27.23    24.17    20.38

   YBADJ    STCKH         -41.77   -28.96   -15.26     0.00     0.00    26.89
   YBADJ    STCKH          39.86    51.63    61.83    70.15    76.34     0.00
   YBADJ    STCKH           0.00     0.00     0.00    71.25    63.25    53.32
   YBADJ    STCKH          41.77    28.96    15.26     1.10   -13.09   -26.89
   YBADJ    STCKH         -39.86   -51.63   -61.83   -70.15   -76.34     0.00
   YBADJ    STCKH           0.00     0.00     0.00   -71.25   -63.25   -53.32

   YBADJ    STCKIJ         -4.39    -9.42   -14.18   -18.50   -22.25   -25.33
   YBADJ    STCKIJ        -27.65   -29.12   -29.71   -29.39   -28.18   -26.12
   YBADJ    STCKIJ        -23.26   -19.70   -15.53   -10.90    -5.93    -0.78
   YBADJ    STCKIJ          4.39     9.42    14.18    18.50    22.25    25.33
   YBADJ    STCKIJ         27.65    29.12    29.71    29.39    28.18    26.12
   YBADJ    STCKIJ         23.26    19.70    15.53    10.90     5.93     0.78

   YBADJ    STCKK         -58.88   -52.84   -45.19   -36.16   -26.05   -15.13
   YBADJ    STCKK          -3.76     7.72    18.98    29.65    39.42    48.00
   YBADJ    STCKK           0.00     0.00     0.00     0.00    65.47    63.13
   YBADJ    STCKK          58.88    52.84    45.19    36.16    26.05    15.13
   YBADJ    STCKK           3.76    -7.72   -18.98   -29.65   -39.42   -48.00
   YBADJ    STCKK           0.00     0.00     0.00     0.00   -65.47   -63.13

   YBADJ    STCKLMP        -0.83     0.08     0.99     1.87     3.52     6.41
   YBADJ    STCKLMP         9.09    11.50    13.57    15.03    12.81    10.20
   YBADJ    STCKLMP         7.28     4.50     3.96     3.31     2.55     1.72
   YBADJ    STCKLMP         0.83    -0.08    -0.99    -1.87    -3.52    -6.41
   YBADJ    STCKLMP        -9.09   -11.50   -13.57   -15.03   -12.81   -10.20
   YBADJ    STCKLMP        -7.28    -4.50    -3.96    -3.31    -2.55    -1.71

   YBADJ    STCKNO         11.13     6.84     2.35    -2.22    -6.72   -11.01
   YBADJ    STCKNO        -14.97   -18.48   -21.42   -23.71   -25.29   -26.09
   YBADJ    STCKNO        -26.10   -25.32   -23.77   -21.50   -18.57   -15.08
   YBADJ    STCKNO        -11.13    -6.84    -2.35     2.22     6.72    11.01
   YBADJ    STCKNO         14.97    18.48    21.42    23.71    25.29    26.09
   YBADJ    STCKNO         26.10    25.32    23.77    21.50    18.57    15.08

   YBADJ    STCKQ          11.99     8.13     4.02    -0.22    -4.44    -8.53
   YBADJ    STCKQ         -12.36   -15.82   -18.79   -21.20   -22.96     0.00
   YBADJ    STCKQ           0.00     0.00   -22.81   -20.98   -18.52   -15.49
   YBADJ    STCKQ         -11.99    -8.13    -4.02     0.22     4.44     8.53
   YBADJ    STCKQ          12.36    15.82    18.79    21.20    22.96     0.00
   YBADJ    STCKQ           0.00     0.00    22.81    20.98    18.52    15.49

   YBADJ    STCKRU         10.35     8.73     6.84     4.75     2.52     0.21
   YBADJ    STCKRU         -2.12    -4.37    -6.50    -8.42   -10.09   -11.45
   YBADJ    STCKRU        -12.47   -13.11   -13.34   -13.18   -12.61   -11.65
   YBADJ    STCKRU        -10.35    -8.73    -6.84    -4.75    -2.52    -0.21
   YBADJ    STCKRU          2.12     4.37     6.50     8.42    10.09    11.45
   YBADJ    STCKRU         12.47    13.11    13.34    13.18    12.61    11.65

   YBADJ    STCKT           4.47    17.01    29.02    40.16    50.08    58.47
   YBADJ    STCKT          65.09    69.73    72.25    72.58     0.00     0.00
   YBADJ    STCKT           0.00    52.72    43.23    32.42    20.62     8.20
   YBADJ    STCKT          -4.47   -17.01   -29.02   -40.16   -50.08   -58.47
   YBADJ    STCKT         -65.09   -69.73   -72.25   -72.58     0.00     0.00
   YBADJ    STCKT           0.00   -52.72   -43.23   -32.42   -20.62    -8.20

   YBADJ    STCKVWXY      -42.06   -32.05     0.00     0.00     2.49    14.33
   YBADJ    STCKVWXY       25.73    36.35    45.87    53.99     0.00     0.00
   YBADJ    STCKVWXY        0.00     0.00    66.93    63.43    57.99    50.80
   YBADJ    STCKVWXY       42.06    32.05    21.06     9.43    -2.49   -14.33
   YBADJ    STCKVWXY      -25.73   -36.35   -45.87   -53.99     0.00     0.00
   YBADJ    STCKVWXY        0.00     0.00   -66.93   -63.43   -57.99   -50.80

   YBADJ    STCKAABB      -51.30   -42.02   -31.46   -19.94    -7.82     4.54
   YBADJ    STCKAABB       16.76    28.47     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB        0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB       51.30    42.02    31.46    19.94     7.82    -4.54
   YBADJ    STCKAABB      -16.76   -28.47     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB        0.00     0.00     0.00     0.00     0.00     0.00

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD RECEPTOR PATHWAY
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**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267063.10   4047802.63
   DISCCART    266966.87   4047818.34
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
   DISCCART    267530.53   4047517.86
   DISCCART    267524.64   4047227.19
   DISCCART    267632.66   4047272.36
** DESCRREC "FENCEGRD" "RECEPTORS GENERATED FROM FENCELINE GRID"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
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| DISCCART | 267824.21 | 4048189.01 |
| DISCCART | 267891.01 | 4048118.96 |
| DISCCART | 267957.81 | 4048048.91 |
| DISCCART | 268024.61 | 4047978.86 |
| DISCCART | 267496.90 | 4048778.33 |
| DISCCART | 267634.96 | 4048677.29 |
| DISCCART | 267701.76 | 4048607.24 |
| DISCCART | 267768.56 | 4048537.19 |
| DISCCART | 267835.36 | 4048467.14 |
| DISCCART | 267902.16 | 4048397.09 |
| DISCCART | 267968.96 | 4048327.04 |
| DISCCART | 268035.75 | 4048256.98 |
| DISCCART | 268102.55 | 4048186.93 |
| DISCCART | 268169.35 | 4048116.88 |
| DISCCART | 267670.70 | 4048953.95 |
| DISCCART | 267513.93 | 4049022.11 |
| DISCCART | 267815.89 | 4048849.82 |
| DISCCART | 267882.69 | 4048779.77 |
| DISCCART | 267949.49 | 4048709.72 |
| DISCCART | 268016.28 | 4048639.66 |
| DISCCART | 268083.08 | 4048569.61 |
| DISCCART | 268149.88 | 4048499.56 |
| DISCCART | 268216.68 | 4048429.51 |
| DISCCART | 268283.48 | 4048359.46 |
| DISCCART | 268350.28 | 4048289.41 |
| DISCCART | 267848.58 | 4049127.81 |
| DISCCART | 267685.70 | 4049198.62 |
| DISCCART | 267522.82 | 4049269.44 |
| DISCCART | 267996.81 | 4049022.34 |
| DISCCART | 268063.61 | 4048952.29 |
| DISCCART | 268130.41 | 4048882.24 |
| DISCCART | 268197.21 | 4048812.19 |
| DISCCART | 268264.01 | 4048742.14 |
| DISCCART | 268330.81 | 4048672.09 |
| DISCCART | 268397.61 | 4048602.04 |
| DISCCART | 268464.41 | 4048531.99 |
| DISCCART | 268531.21 | 4048461.94 |
| DISCCART | 268207.65 | 4049474.07 |
| DISCCART | 268123.44 | 4049510.68 |
| DISCCART | 268039.22 | 4049547.30 |
| DISCCART | 267955.00 | 4049583.92 |
| DISCCART | 267870.79 | 4049620.53 |
| DISCCART | 267786.57 | 4049657.15 |
| DISCCART | 267702.36 | 4049693.76 |
| DISCCART | 267618.14 | 4049730.38 |
| DISCCART | 267533.92 | 4049767.00 |
| DISCCART | 267449.71 | 4049803.61 |
| DISCCART | 268291.87 | 4049437.45 |
| DISCCART | 268358.67 | 4049367.40 |
| DISCCART | 268425.47 | 4049297.35 |
| DISCCART | 268492.27 | 4049227.30 |
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| DISCCART | 268692.66 | 4049017.14 |
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| DISCCART | 268826.26 | 4048877.04 |
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| DISCCART | 268482.70 | 4049856.86 |
| DISCCART | 268397.19 | 4049894.04 |
| DISCCART | 268311.68 | 4049931.22 |
| DISCCART | 268226.16 | 4049968.40 |
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| DISCCART | 268720.52 | 4049712.45 |
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| DISCCART | 268854.12 | 4049572.35 |
| DISCCART | 268920.92 | 4049502.30 |
| DISCCART | 268987.72 | 4049432.25 |
| DISCCART | 269054.52 | 4049362.20 |
| DISCCART | 269121.31 | 4049292.15 |
| DISCCART | 269188.11 | 4049222.09 |
| DISCCART | 269254.91 | 4049152.04 |
| DISCCART | 268049.51 | 4047836.85 |
| DISCCART | 268231.35 | 4047952.96 |
| DISCCART | 268249.36 | 4047829.16 |
| DISCCART | 268480.18 | 4047945.95 |
| DISCCART | 268436.88 | 4048060.44 |
| DISCCART | 268393.58 | 4048174.92 |
| DISCCART | 268499.17 | 4047819.55 |
| DISCCART | 268729.60 | 4047937.39 |
| DISCCART | 268685.52 | 4048053.95 |
| DISCCART | 268641.43 | 4048170.52 |
| DISCCART | 268597.34 | 4048287.09 |
| DISCCART | 268748.99 | 4047809.94 |
| DISCCART | 269227.40 | 4047923.03 |
| DISCCART | 269179.64 | 4048049.31 |
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| DISCCART | 269036.35 | 4048428.15 |
| DISCCART | 268988.58 | 4048554.43 |
| DISCCART | 268940.82 | 4048680.71 |
| DISCCART | 269248.62 | 4047790.73 |
| DISCCART | 269727.29 | 4047903.12 |
| DISCCART | 269680.05 | 4048028.01 |
| DISCCART | 269632.82 | 4048152.90 |
| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
| DISCCART | 269491.10 | 4048527.58 |
| DISCCART | 269443.86 | 4048652.47 |
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| DISCCART | 269349.39 | 4048902.26 |
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| DISCCART | 269748.25 | 4047771.51 |

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|---|---|---|
| DISCCART | 267983.27 | 4047685.95 |
| DISCCART | 267877.56 | 4047669.79 |
| DISCCART | 267733.92 | 4047666.24 |
| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 267882.50 | 4047469.85 |
| DISCCART | 267738.85 | 4047466.30 |
| DISCCART | 268022.60 | 4047248.07 |
| DISCCART | 268146.82 | 4047300.83 |
| DISCCART | 268271.04 | 4047353.58 |
| DISCCART | 268360.37 | 4047441.69 |
| DISCCART | 268414.83 | 4047565.17 |
| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 267888.67 | 4047219.92 |
| DISCCART | 267745.03 | 4047216.38 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
| DISCCART | 268388.25 | 4047150.81 |
| DISCCART | 268535.10 | 4047261.84 |
| DISCCART | 268587.91 | 4047381.57 |
| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |
| DISCCART | 267751.20 | 4046966.45 |
| DISCCART | 268041.92 | 4046498.64 |
| DISCCART | 268167.75 | 4046552.08 |
| DISCCART | 268293.58 | 4046605.52 |
| DISCCART | 268419.41 | 4046658.96 |
| DISCCART | 268545.24 | 4046712.40 |
| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
| DISCCART | 268887.40 | 4046908.53 |
| DISCCART | 268942.56 | 4047033.61 |
| DISCCART | 268997.72 | 4047158.70 |
| DISCCART | 269052.89 | 4047283.78 |
| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
| DISCCART | 269218.38 | 4047659.03 |
| DISCCART | 267907.18 | 4046470.15 |
| DISCCART | 267763.54 | 4046466.61 |
| DISCCART | 268055.54 | 4045999.34 |
| DISCCART | 268183.91 | 4046053.86 |
| DISCCART | 268312.29 | 4046108.38 |
| DISCCART | 268440.67 | 4046162.90 |
| DISCCART | 268569.04 | 4046217.42 |
| DISCCART | 268697.42 | 4046271.94 |
| DISCCART | 268825.80 | 4046326.45 |
| DISCCART | 268954.17 | 4046380.97 |
| DISCCART | 269082.55 | 4046435.49 |
| DISCCART | 269239.07 | 4046553.82 |
| DISCCART | 269295.35 | 4046681.43 |
| DISCCART | 269351.63 | 4046809.05 |
| DISCCART | 269407.91 | 4046936.66 |
| DISCCART | 269464.19 | 4047064.28 |
| DISCCART | 269520.47 | 4047191.89 |
| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
| DISCCART | 267919.53 | 4045970.31 |
| DISCCART | 267775.88 | 4045966.76 |
| DISCCART | 267589.75 | 4047677.68 |
| DISCCART | 267459.76 | 4047820.08 |
| DISCCART | 267626.82 | 4047497.33 |
| DISCCART | 267498.08 | 4047558.96 |
| DISCCART | 267352.66 | 4047651.17 |
| DISCCART | 267513.95 | 4047280.38 |
| DISCCART | 267364.21 | 4047347.82 |
| DISCCART | 267218.78 | 4047440.04 |
| DISCCART | 267377.74 | 4047069.90 |
| DISCCART | 267554.14 | 4046962.90 |
| DISCCART | 267230.33 | 4047136.69 |
| DISCCART | 267084.90 | 4047228.91 |
| DISCCART | 267116.21 | 4046645.91 |
| DISCCART | 267278.04 | 4046601.08 |
| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
| DISCCART | 266962.58 | 4046714.43 |
| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267254.62 | 4047738.96 |
| DISCCART | 267124.38 | 4047515.64 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |
| DISCCART | 267095.96 | 4048167.74 |
| DISCCART | 267149.74 | 4047840.79 |
| DISCCART | 267022.06 | 4047962.09 |
| DISCCART | 266894.37 | 4048083.39 |
| DISCCART | 266913.72 | 4047720.18 |
| DISCCART | 266786.03 | 4047841.48 |
| DISCCART | 266805.38 | 4047478.28 |
| DISCCART | 266677.69 | 4047599.58 |
| DISCCART | 266550.00 | 4047720.88 |

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   DISCCART    266461.01   4047115.78
   DISCCART    266333.32   4047237.08
   DISCCART    266205.63   4047358.38
   DISCCART    266116.64   4046753.27
   DISCCART    265988.95   4046874.57
   DISCCART    265861.26   4046995.87
   DISCCART    267016.60   4048266.84
   DISCCART    267004.63   4048385.97
   DISCCART    267011.73   4048547.36
   DISCCART    266824.55   4048256.39
   DISCCART    266804.83   4048394.76
   DISCCART    266811.92   4048556.14
   DISCCART    266579.96   4048254.56
   DISCCART    266636.85   4048113.59
   DISCCART    266693.74   4047972.62
   DISCCART    266555.07   4048405.73
   DISCCART    266562.16   4048567.12
   DISCCART    266329.34   4048267.67
   DISCCART    266345.91   4048065.35
   DISCCART    266323.87   4047905.50
   DISCCART    266494.84   4047857.58
   DISCCART    266305.31   4048416.71
   DISCCART    266312.40   4048578.10
   DISCCART    265831.06   4048286.57
   DISCCART    265888.68   4048143.77
   DISCCART    265946.31   4048000.97
   DISCCART    266003.94   4047858.18
   DISCCART    266061.56   4047715.38
   DISCCART    266119.19   4047572.58
   DISCCART    265805.79   4048438.67
   DISCCART    265812.88   4048600.05
   DISCCART    265332.12   4048307.08
   DISCCART    265390.92   4048161.39
   DISCCART    265449.71   4048015.70
   DISCCART    265508.50   4047870.01
   DISCCART    265567.29   4047724.32
   DISCCART    265626.09   4047578.63
   DISCCART    265684.88   4047432.94
   DISCCART    265743.67   4047287.25
   DISCCART    265802.47   4047141.56
   DISCCART    265306.27   4048460.62
   DISCCART    265313.37   4048622.01
   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
** DESCRREC "ARCREC" "DISCRETE CARTESIAN RECEPTORS FOR EVALFILE OUTPUT"
   EVALCART    267057.21   4047804.60    0.00    0.00    0.00 ARCREC
RE FINISHED
**
**********************************
** AERMOD METEOROLOGY PATHWAY
**********************************
**
**
ME STARTING
   SURFFILE "..\..\..\93193 05-09.SFC"
   PROFFILE "..\..\..\93193 05-09.PFL"
```

```
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**************************************
** AERMOD OUTPUT PATHWAY
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** AUTO-GENERATED PLOTFILES
   PLOTFILE   24 ALL 1ST P1_PM10.AD\24H1GALL.PLT
   PLOTFILE   ANNUAL ALL P1_PM10.AD\AN00GALL.PLT
   SUMMFILE P1_PM10.SUM
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           15 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    1238  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1239  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1240  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1241  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1242  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1243  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1244  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1245  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1246  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1247  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1248  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1249  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1250  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1251  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 ME W396    2132 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************

 *** AERMOD - VERSION  11103 ***   *** SELMA CROSSING - PHASE 1 (2016) - RURAL                          ***        02/29/12
                                  *** PM10                                                             ***        22:21:26
                                                                                                                  PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                  FLAT
                         FASTALL

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses RURAL Dispersion Only.

 **Model Allows User-Specified Options:
         1. Stack-tip Downwash.
         2. Model Assumes Receptors on FLAT Terrain.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.

 **Other Options Specified:
         FASTALL  - Use effective sigma-y to optimize meander for
                    POINT and VOLUME sources, and hybrid approach
                    to optimize AREA sources (formerly TOXICS option)

 **Model Assumes No FLAGPOLE Receptor Heights.

 **Model Calculates  1 Short Term Average(s) of:  24-HR
     and Calculates ANNUAL Averages

 **This Run Includes:    503 Source(s);       1 Source Group(s); and     353 Receptor(s)

 **The Model Assumes A Pollutant Type of:  PM_10

 **Model Set To Continue RUNning After the Setup Testing.

 **Output Options Selected:
          Model Outputs Tables of ANNUAL Averages by Receptor
          Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                             ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      4.6 MB of RAM.
```

**Detailed Error/Message File: P1_PM10.ERR
**File for Summary of Results: P1_PM10.SUM



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.20400E-05 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.35700E-05 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.36000E-04 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.24000E-04 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.56100E-05 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.24000E-04 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.20400E-05 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.39000E-04 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.16600E-04 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.12000E-04 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.24000E-04 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.40800E-05 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.81600E-05 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.24000E-04 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015208 | 0 | 0.52174E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015209 | 0 | 0.52174E-07 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015210 | 0 | 0.52174E-07 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015211 | 0 | 0.52174E-07 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015212 | 0 | 0.52174E-07 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015213 | 0 | 0.52174E-07 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015214 | 0 | 0.52174E-07 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015215 | 0 | 0.52174E-07 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015216 | 0 | 0.52174E-07 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015217 | 0 | 0.52174E-07 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015218 | 0 | 0.52174E-07 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015219 | 0 | 0.52174E-07 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015220 | 0 | 0.52174E-07 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015221 | 0 | 0.52174E-07 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015222 | 0 | 0.52174E-07 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015223 | 0 | 0.52174E-07 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015224 | 0 | 0.52174E-07 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015225 | 0 | 0.52174E-07 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015226 | 0 | 0.52174E-07 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015227 | 0 | 0.52174E-07 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015228 | 0 | 0.52174E-07 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015229 | 0 | 0.52174E-07 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015230 | 0 | 0.52174E-07 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015231 | 0 | 0.52174E-07 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015232 | 0 | 0.52174E-07 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015233 | 0 | 0.52174E-07 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015234 | 0 | 0.52174E-07 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015235 | 0 | 0.52174E-07 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015236 | 0 | 0.52174E-07 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015237 | 0 | 0.52174E-07 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015238 | 0 | 0.52174E-07 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015239 | 0 | 0.52174E-07 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015240 | 0 | 0.52174E-07 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015241 | 0 | 0.52174E-07 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015242 | 0 | 0.52174E-07 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015243 | 0 | 0.52174E-07 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015244 | 0 | 0.52174E-07 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015245 | 0 | 0.52174E-07 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015246 | 0 | 0.52174E-07 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015247 | 0 | 0.52174E-07 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015248 | 0 | 0.52174E-07 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015249 | 0 | 0.52174E-07 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015250 | 0 | 0.52174E-07 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015251 | 0 | 0.52174E-07 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015252 | 0 | 0.52174E-07 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015253 | 0 | 0.52174E-07 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015254 | 0 | 0.52174E-07 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015255 | 0 | 0.52174E-07 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015256 | 0 | 0.52174E-07 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015257 | 0 | 0.52174E-07 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015258 | 0 | 0.52174E-07 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015259 | 0 | 0.52174E-07 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015260 | 0 | 0.52174E-07 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015261 | 0 | 0.52174E-07 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015262 | 0 | 0.52174E-07 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015263 | 0 | 0.52174E-07 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015264 | 0 | 0.52174E-07 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015265 | 0 | 0.52174E-07 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015266 | 0 | 0.52174E-07 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015267 | 0 | 0.52174E-07 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015268 | 0 | 0.52174E-07 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015269 | 0 | 0.52174E-07 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015270 | 0 | 0.52174E-07 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015271 | 0 | 0.52174E-07 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015272 | 0 | 0.52174E-07 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015273 | 0 | 0.52174E-07 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015274 | 0 | 0.52174E-07 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015275 | 0 | 0.52174E-07 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015276 | 0 | 0.52174E-07 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015277 | 0 | 0.80339E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015278 | 0 | 0.80339E-07 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015279 | 0 | 0.80339E-07 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015280 | 0 | 0.80339E-07 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015281 | 0 | 0.80339E-07 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015282 | 0 | 0.80339E-07 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015283 | 0 | 0.80339E-07 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015284 | 0 | 0.80339E-07 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015285 | 0 | 0.80339E-07 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015286 | 0 | 0.80339E-07 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015287 | 0 | 0.80339E-07 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015288 | 0 | 0.80339E-07 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015289 | 0 | 0.80339E-07 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015290 | 0 | 0.80339E-07 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015291 | 0 | 0.80339E-07 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015292 | 0 | 0.80339E-07 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015293 | 0 | 0.80339E-07 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015294 | 0 | 0.80339E-07 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015295 | 0 | 0.80339E-07 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015296 | 0 | 0.80339E-07 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015297 | 0 | 0.80339E-07 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015298 | 0 | 0.80339E-07 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015299 | 0 | 0.80339E-07 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015300 | 0 | 0.80339E-07 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015301 | 0 | 0.80339E-07 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015302 | 0 | 0.80339E-07 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015303 | 0 | 0.80339E-07 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015304 | 0 | 0.80339E-07 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015305 | 0 | 0.80339E-07 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015306 | 0 | 0.80339E-07 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015307 | 0 | 0.80339E-07 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015308 | 0 | 0.80339E-07 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015309 | 0 | 0.80339E-07 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015310 | 0 | 0.80339E-07 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015311 | 0 | 0.80339E-07 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015312 | 0 | 0.80339E-07 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015313 | 0 | 0.80339E-07 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015314 | 0 | 0.80339E-07 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015315 | 0 | 0.80339E-07 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015316 | 0 | 0.80339E-07 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015317 | 0 | 0.80339E-07 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015318 | 0 | 0.80339E-07 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015319 | 0 | 0.80339E-07 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015320 | 0 | 0.80339E-07 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015321 | 0 | 0.80339E-07 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015322 | 0 | 0.80339E-07 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015323 | 0 | 0.80339E-07 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015324 | 0 | 0.80339E-07 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015325 | 0 | 0.80339E-07 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015326 | 0 | 0.80339E-07 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015327 | 0 | 0.80339E-07 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0015328 | 0 | 0.80339E-07 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015329 | 0 | 0.80339E-07 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015330 | 0 | 0.80339E-07 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015331 | 0 | 0.80339E-07 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015332 | 0 | 0.80339E-07 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015333 | 0 | 0.80339E-07 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015334 | 0 | 0.80339E-07 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015335 | 0 | 0.80339E-07 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015336 | 0 | 0.31207E-07 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015337 | 0 | 0.31207E-07 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015338 | 0 | 0.31207E-07 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015339 | 0 | 0.31207E-07 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015340 | 0 | 0.31207E-07 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015341 | 0 | 0.31207E-07 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015342 | 0 | 0.31207E-07 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015343 | 0 | 0.31207E-07 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015344 | 0 | 0.31207E-07 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015345 | 0 | 0.31207E-07 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015346 | 0 | 0.31207E-07 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015347 | 0 | 0.31207E-07 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015348 | 0 | 0.31207E-07 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015349 | 0 | 0.31207E-07 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015350 | 0 | 0.31207E-07 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015351 | 0 | 0.31207E-07 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015352 | 0 | 0.31207E-07 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015353 | 0 | 0.31207E-07 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015354 | 0 | 0.31207E-07 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015355 | 0 | 0.31207E-07 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015356 | 0 | 0.31207E-07 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015357 | 0 | 0.31207E-07 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015358 | 0 | 0.31207E-07 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015359 | 0 | 0.31207E-07 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015360 | 0 | 0.31207E-07 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015361 | 0 | 0.31207E-07 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015362 | 0 | 0.31207E-07 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015363 | 0 | 0.31207E-07 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015364 | 0 | 0.31207E-07 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015365 | 0 | 0.31207E-07 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015366 | 0 | 0.31207E-07 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015367 | 0 | 0.31207E-07 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |



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| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015368 | 0 | 0.31207E-07 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015369 | 0 | 0.31207E-07 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015370 | 0 | 0.31207E-07 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015371 | 0 | 0.31207E-07 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015372 | 0 | 0.31207E-07 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015373 | 0 | 0.31207E-07 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015374 | 0 | 0.31207E-07 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015375 | 0 | 0.31207E-07 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015376 | 0 | 0.31207E-07 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015377 | 0 | 0.31207E-07 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015378 | 0 | 0.31207E-07 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015379 | 0 | 0.31207E-07 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015380 | 0 | 0.31207E-07 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015381 | 0 | 0.31207E-07 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015382 | 0 | 0.31207E-07 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015383 | 0 | 0.31207E-07 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015384 | 0 | 0.31207E-07 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015385 | 0 | 0.31207E-07 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015386 | 0 | 0.31207E-07 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015387 | 0 | 0.31207E-07 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015388 | 0 | 0.31207E-07 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015389 | 0 | 0.31207E-07 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015390 | 0 | 0.31207E-07 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015391 | 0 | 0.31207E-07 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015392 | 0 | 0.31207E-07 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015393 | 0 | 0.31207E-07 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015394 | 0 | 0.37917E-07 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015395 | 0 | 0.37917E-07 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015396 | 0 | 0.37917E-07 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015397 | 0 | 0.37917E-07 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015398 | 0 | 0.37917E-07 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015399 | 0 | 0.37917E-07 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015400 | 0 | 0.37917E-07 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015401 | 0 | 0.37917E-07 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015402 | 0 | 0.37917E-07 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015403 | 0 | 0.37917E-07 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015404 | 0 | 0.37917E-07 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015405 | 0 | 0.37917E-07 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015406 | 0 | 0.37917E-07 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015407 | 0 | 0.37917E-07 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015408 | 0 | 0.37917E-07 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015409 | 0 | 0.37917E-07 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015410 | 0 | 0.37917E-07 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015411 | 0 | 0.37917E-07 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015412 | 0 | 0.37917E-07 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015413 | 0 | 0.37917E-07 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015414 | 0 | 0.37917E-07 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015415 | 0 | 0.37917E-07 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015416 | 0 | 0.37917E-07 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015417 | 0 | 0.37917E-07 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015418 | 0 | 0.37917E-07 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015419 | 0 | 0.37917E-07 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015420 | 0 | 0.37917E-07 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015421 | 0 | 0.37917E-07 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015422 | 0 | 0.37917E-07 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015423 | 0 | 0.37917E-07 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015424 | 0 | 0.37917E-07 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015425 | 0 | 0.37917E-07 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015426 | 0 | 0.37917E-07 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015427 | 0 | 0.37917E-07 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015428 | 0 | 0.37917E-07 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015429 | 0 | 0.37917E-07 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015430 | 0 | 0.37917E-07 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015431 | 0 | 0.37917E-07 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015432 | 0 | 0.37917E-07 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015433 | 0 | 0.37917E-07 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015434 | 0 | 0.37917E-07 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015435 | 0 | 0.37917E-07 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015436 | 0 | 0.37917E-07 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015437 | 0 | 0.37917E-07 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015438 | 0 | 0.37917E-07 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015439 | 0 | 0.37917E-07 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015440 | 0 | 0.37917E-07 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015441 | 0 | 0.37917E-07 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015442 | 0 | 0.12127E-06 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015443 | 0 | 0.12127E-06 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015444 | 0 | 0.12127E-06 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015445 | 0 | 0.12127E-06 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015446 | 0 | 0.12127E-06 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015447 | 0 | 0.12127E-06 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015448 | 0 | 0.12127E-06 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015449 | 0 | 0.12127E-06 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015450 | 0 | 0.12127E-06 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015451 | 0 | 0.12127E-06 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015452 | 0 | 0.12127E-06 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015453 | 0 | 0.12127E-06 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015454 | 0 | 0.12127E-06 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015455 | 0 | 0.12127E-06 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015456 | 0 | 0.12127E-06 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015457 | 0 | 0.12127E-06 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015458 | 0 | 0.12127E-06 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015459 | 0 | 0.12127E-06 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015460 | 0 | 0.12127E-06 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015461 | 0 | 0.12127E-06 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015462 | 0 | 0.12127E-06 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015463 | 0 | 0.12127E-06 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015464 | 0 | 0.12127E-06 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015465 | 0 | 0.12127E-06 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015466 | 0 | 0.12127E-06 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015467 | 0 | 0.12127E-06 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015468 | 0 | 0.12127E-06 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015469 | 0 | 0.12127E-06 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015470 | 0 | 0.12127E-06 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015471 | 0 | 0.12127E-06 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015472 | 0 | 0.12127E-06 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015473 | 0 | 0.12127E-06 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015474 | 0 | 0.12127E-06 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015475 | 0 | 0.12127E-06 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015476 | 0 | 0.12127E-06 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015477 | 0 | 0.12127E-06 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015478 | 0 | 0.12127E-06 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015479 | 0 | 0.12127E-06 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015480 | 0 | 0.12127E-06 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015481 | 0 | 0.12127E-06 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015482 | 0 | 0.12127E-06 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015483 | 0 | 0.12127E-06 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015484 | 0 | 0.12127E-06 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015485 | 0 | 0.12127E-06 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015486 | 0 | 0.12127E-06 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015487 | 0 | 0.12127E-06 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015488 | 0 | 0.12127E-06 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015489 | 0 | 0.12127E-06 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015490 | 0 | 0.12127E-06 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015491 | 0 | 0.12127E-06 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015492 | 0 | 0.12127E-06 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015493 | 0 | 0.12127E-06 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015494 | 0 | 0.12127E-06 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015495 | 0 | 0.12127E-06 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015496 | 0 | 0.12127E-06 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015497 | 0 | 0.62373E-07 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015498 | 0 | 0.62373E-07 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015499 | 0 | 0.62373E-07 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015500 | 0 | 0.62373E-07 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015501 | 0 | 0.62373E-07 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015502 | 0 | 0.62373E-07 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015503 | 0 | 0.62373E-07 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015504 | 0 | 0.62373E-07 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015505 | 0 | 0.62373E-07 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015506 | 0 | 0.62373E-07 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015507 | 0 | 0.62373E-07 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015508 | 0 | 0.62373E-07 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015509 | 0 | 0.62373E-07 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015510 | 0 | 0.62373E-07 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015511 | 0 | 0.62373E-07 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015512 | 0 | 0.62373E-07 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015513 | 0 | 0.62373E-07 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015514 | 0 | 0.62373E-07 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015515 | 0 | 0.62373E-07 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015516 | 0 | 0.62373E-07 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015517 | 0 | 0.62373E-07 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015518 | 0 | 0.62373E-07 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015519 | 0 | 0.62373E-07 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015520 | 0 | 0.62373E-07 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015521 | 0 | 0.62373E-07 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015522 | 0 | 0.62373E-07 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015523 | 0 | 0.62373E-07 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015524 | 0 | 0.62373E-07 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015525 | 0 | 0.62373E-07 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015526 | 0 | 0.62373E-07 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015527 | 0 | 0.62373E-07 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015528 | 0 | 0.62373E-07 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015529 | 0 | 0.62373E-07 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015530 | 0 | 0.62373E-07 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015531 | 0 | 0.62373E-07 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015532 | 0 | 0.62373E-07 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015533 | 0 | 0.62373E-07 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015534 | 0 | 0.62373E-07 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015535 | 0 | 0.62373E-07 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015536 | 0 | 0.62373E-07 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015537 | 0 | 0.62373E-07 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015538 | 0 | 0.62373E-07 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015539 | 0 | 0.62373E-07 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015540 | 0 | 0.62373E-07 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015541 | 0 | 0.62373E-07 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015542 | 0 | 0.62373E-07 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015543 | 0 | 0.62373E-07 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015544 | 0 | 0.62373E-07 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015545 | 0 | 0.62373E-07 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015546 | 0 | 0.62373E-07 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015547 | 0 | 0.62373E-07 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015548 | 0 | 0.62373E-07 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015549 | 0 | 0.62373E-07 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015550 | 0 | 0.62373E-07 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015551 | 0 | 0.62373E-07 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015552 | 0 | 0.62373E-07 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015553 | 0 | 0.62373E-07 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015554 | 0 | 0.62373E-07 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015555 | 0 | 0.62373E-07 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015556 | 0 | 0.32200E-07 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015557 | 0 | 0.32200E-07 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015558 | 0 | 0.32200E-07 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015559 | 0 | 0.32200E-07 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015560 | 0 | 0.32200E-07 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015561 | 0 | 0.32200E-07 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015562 | 0 | 0.32200E-07 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015563 | 0 | 0.32200E-07 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015564 | 0 | 0.32200E-07 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015565 | 0 | 0.32200E-07 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015566 | 0 | 0.56625E-07 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015567 | 0 | 0.56625E-07 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015568 | 0 | 0.56625E-07 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015569 | 0 | 0.56625E-07 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015570 | 0 | 0.56625E-07 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015571 | 0 | 0.56625E-07 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015572 | 0 | 0.56625E-07 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015573 | 0 | 0.56625E-07 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015574 | 0 | 0.56625E-07 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015575 | 0 | 0.56625E-07 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015576 | 0 | 0.56625E-07 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015577 | 0 | 0.56625E-07 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015578 | 0 | 0.56625E-07 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015579 | 0 | 0.56625E-07 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015580 | 0 | 0.56625E-07 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015581 | 0 | 0.56625E-07 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015582 | 0 | 0.36429E-07 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015583 | 0 | 0.36429E-07 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015584 | 0 | 0.36429E-07 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015585 | 0 | 0.36429E-07 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015586 | 0 | 0.36429E-07 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015587 | 0 | 0.36429E-07 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015588 | 0 | 0.36429E-07 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015589 | 0 | 0.36429E-07 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015590 | 0 | 0.36429E-07 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015591 | 0 | 0.36429E-07 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015592 | 0 | 0.36429E-07 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015593 | 0 | 0.36429E-07 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015594 | 0 | 0.36429E-07 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015595 | 0 | 0.36429E-07 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015596 | 0 | 0.36429E-07 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015597 | 0 | 0.36429E-07 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015598 | 0 | 0.36429E-07 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015599 | 0 | 0.36429E-07 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015600 | 0 | 0.36429E-07 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015601 | 0 | 0.36429E-07 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015602 | 0 | 0.36429E-07 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015603 | 0 | 0.36429E-07 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015604 | 0 | 0.36429E-07 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015605 | 0 | 0.36429E-07 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015606 | 0 | 0.36429E-07 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015607 | 0 | 0.36429E-07 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015608 | 0 | 0.36429E-07 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015609 | 0 | 0.36429E-07 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015610 | 0 | 0.37522E-07 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015611 | 0 | 0.37522E-07 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015612 | 0 | 0.37522E-07 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015613 | 0 | 0.37522E-07 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015614 | 0 | 0.37522E-07 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015615 | 0 | 0.37522E-07 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015616 | 0 | 0.37522E-07 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015617 | 0 | 0.37522E-07 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015618 | 0 | 0.37522E-07 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015619 | 0 | 0.37522E-07 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015620 | 0 | 0.37522E-07 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015621 | 0 | 0.37522E-07 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015622 | 0 | 0.37522E-07 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015623 | 0 | 0.37522E-07 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015624 | 0 | 0.37522E-07 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015625 | 0 | 0.37522E-07 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015626 | 0 | 0.37522E-07 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015627 | 0 | 0.37522E-07 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015628 | 0 | 0.37522E-07 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015629 | 0 | 0.37522E-07 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015630 | 0 | 0.37522E-07 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015631 | 0 | 0.37522E-07 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015632 | 0 | 0.37522E-07 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015633 | 0 | 0.74875E-07 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015634 | 0 | 0.74875E-07 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015635 | 0 | 0.74875E-07 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015636 | 0 | 0.74875E-07 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015637 | 0 | 0.74875E-07 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015638 | 0 | 0.74875E-07 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015639 | 0 | 0.74875E-07 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015640 | 0 | 0.74875E-07 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015641 | 0 | 0.17800E-07 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015642 | 0 | 0.17800E-07 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015643 | 0 | 0.17800E-07 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015644 | 0 | 0.17800E-07 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015645 | 0 | 0.17800E-07 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015646 | 0 | 0.17800E-07 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015647 | 0 | 0.17800E-07 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015648 | 0 | 0.17800E-07 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015649 | 0 | 0.17800E-07 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015650 | 0 | 0.17800E-07 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015651 | 0 | 0.40385E-07 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015652 | 0 | 0.40385E-07 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015653 | 0 | 0.40385E-07 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015654 | 0 | 0.40385E-07 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015655 | 0 | 0.40385E-07 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015656 | 0 | 0.40385E-07 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015657 | 0 | 0.40385E-07 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015658 | 0 | 0.40385E-07 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015659 | 0 | 0.40385E-07 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015660 | 0 | 0.40385E-07 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015661 | 0 | 0.40385E-07 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015662 | 0 | 0.40385E-07 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015663 | 0 | 0.40385E-07 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015664 | 0 | 0.40385E-07 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015665 | 0 | 0.40385E-07 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015666 | 0 | 0.40385E-07 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015667 | 0 | 0.40385E-07 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015668 | 0 | 0.40385E-07 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015669 | 0 | 0.40385E-07 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015670 | 0 | 0.40385E-07 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015671 | 0 | 0.40385E-07 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015672 | 0 | 0.40385E-07 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015673 | 0 | 0.40385E-07 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015674 | 0 | 0.40385E-07 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015675 | 0 | 0.40385E-07 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015676 | 0 | 0.40385E-07 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015677 | 0 | 0.82105E-07 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015678 | 0 | 0.82105E-07 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015679 | 0 | 0.82105E-07 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015680 | 0 | 0.82105E-07 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015681 | 0 | 0.82105E-07 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015682 | 0 | 0.82105E-07 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015683 | 0 | 0.82105E-07 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015684 | 0 | 0.82105E-07 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015685 | 0 | 0.82105E-07 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015686 | 0 | 0.82105E-07 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015687 | 0 | 0.82105E-07 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015688 | 0 | 0.82105E-07 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015689 | 0 | 0.82105E-07 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015690 | 0 | 0.82105E-07 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015691 | 0 | 0.82105E-07 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015692 | 0 | 0.82105E-07 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015693 | 0 | 0.82105E-07 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015694 | 0 | 0.82105E-07 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015695 | 0 | 0.82105E-07 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.43600E-08 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0015208 , L0015209 , L0015210 , L0015211 , L0015212 , L0015213 , L0015214 , L0015215 , |
| | L0015216 , L0015217 , L0015218 , L0015219 , L0015220 , L0015221 , L0015222 , L0015223 , |
| | L0015224 , L0015225 , L0015226 , L0015227 , L0015228 , L0015229 , L0015230 , L0015231 , |
| | L0015232 , L0015233 , L0015234 , L0015235 , L0015236 , L0015237 , L0015238 , L0015239 , |
| | L0015240 , L0015241 , L0015242 , L0015243 , L0015244 , L0015245 , L0015246 , L0015247 , |
| | L0015248 , L0015249 , L0015250 , L0015251 , L0015252 , L0015253 , L0015254 , L0015255 , |
| | L0015256 , L0015257 , L0015258 , L0015259 , L0015260 , L0015261 , L0015262 , L0015263 , |
| | L0015264 , L0015265 , L0015266 , L0015267 , L0015268 , L0015269 , L0015270 , L0015271 , |
| | L0015272 , L0015273 , L0015274 , L0015275 , L0015276 , L0015277 , L0015278 , L0015279 , |
| | L0015280 , L0015281 , L0015282 , L0015283 , L0015284 , L0015285 , L0015286 , L0015287 , |
| | L0015288 , L0015289 , L0015290 , L0015291 , L0015292 , L0015293 , L0015294 , L0015295 , |
| | L0015296 , L0015297 , L0015298 , L0015299 , L0015300 , L0015301 , L0015302 , L0015303 , |
| | L0015304 , L0015305 , L0015306 , L0015307 , L0015308 , L0015309 , L0015310 , L0015311 , |
| | L0015312 , L0015313 , L0015314 , L0015315 , L0015316 , L0015317 , L0015318 , L0015319 , |
| | L0015320 , L0015321 , L0015322 , L0015323 , L0015324 , L0015325 , L0015326 , L0015327 , |
| | L0015328 , L0015329 , L0015330 , L0015331 , L0015332 , L0015333 , L0015334 , L0015335 , |
| | L0015336 , L0015337 , L0015338 , L0015339 , L0015340 , L0015341 , L0015342 , L0015343 , |
| | L0015344 , L0015345 , L0015346 , L0015347 , L0015348 , L0015349 , L0015350 , L0015351 , |
| | L0015352 , L0015353 , L0015354 , L0015355 , L0015356 , L0015357 , L0015358 , L0015359 , |
| | L0015360 , L0015361 , L0015362 , L0015363 , L0015364 , L0015365 , L0015366 , L0015367 , |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| | L0015368 , L0015369 , L0015370 , L0015371 , L0015372 , L0015373 , L0015374 , L0015375 , |
| | L0015376 , L0015377 , L0015378 , L0015379 , L0015380 , L0015381 , L0015382 , L0015383 , |
| | L0015384 , L0015385 , L0015386 , L0015387 , L0015388 , L0015389 , L0015390 , L0015391 , |

L0015392 , L0015393 , L0015394 , L0015395 , L0015396 , L0015397 , L0015398 , L0015399 ,
L0015400 , L0015401 , L0015402 , L0015403 , L0015404 , L0015405 , L0015406 , L0015407 ,
L0015408 , L0015409 , L0015410 , L0015411 , L0015412 , L0015413 , L0015414 , L0015415 ,
L0015416 , L0015417 , L0015418 , L0015419 , L0015420 , L0015421 , L0015422 , L0015423 ,
L0015424 , L0015425 , L0015426 , L0015427 , L0015428 , L0015429 , L0015430 , L0015431 ,
L0015432 , L0015433 , L0015434 , L0015435 , L0015436 , L0015437 , L0015438 , L0015439 ,
L0015440 , L0015441 , L0015442 , L0015443 , L0015444 , L0015445 , L0015446 , L0015447 ,
L0015448 , L0015449 , L0015450 , L0015451 , L0015452 , L0015453 , L0015454 , L0015455 ,
L0015456 , L0015457 , L0015458 , L0015459 , L0015460 , L0015461 , L0015462 , L0015463 ,
L0015464 , L0015465 , L0015466 , L0015467 , L0015468 , L0015469 , L0015470 , L0015471 ,
L0015472 , L0015473 , L0015474 , L0015475 , L0015476 , L0015477 , L0015478 , L0015479 ,
L0015480 , L0015481 , L0015482 , L0015483 , L0015484 , L0015485 , L0015486 , L0015487 ,
L0015488 , L0015489 , L0015490 , L0015491 , L0015492 , L0015493 , L0015494 , L0015495 ,
L0015496 , L0015497 , L0015498 , L0015499 , L0015500 , L0015501 , L0015502 , L0015503 ,
L0015504 , L0015505 , L0015506 , L0015507 , L0015508 , L0015509 , L0015510 , L0015511 ,
L0015512 , L0015513 , L0015514 , L0015515 , L0015516 , L0015517 , L0015518 , L0015519 ,
L0015520 , L0015521 , L0015522 , L0015523 , L0015524 , L0015525 , L0015526 , L0015527 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015528 , L0015529 , L0015530 , L0015531 , L0015532 , L0015533 , L0015534 , L0015535 ,
L0015536 , L0015537 , L0015538 , L0015539 , L0015540 , L0015541 , L0015542 , L0015543 ,
L0015544 , L0015545 , L0015546 , L0015547 , L0015548 , L0015549 , L0015550 , L0015551 ,
L0015552 , L0015553 , L0015554 , L0015555 , L0015556 , L0015557 , L0015558 , L0015559 ,
L0015560 , L0015561 , L0015562 , L0015563 , L0015564 , L0015565 , L0015566 , L0015567 ,
L0015568 , L0015569 , L0015570 , L0015571 , L0015572 , L0015573 , L0015574 , L0015575 ,
L0015576 , L0015577 , L0015578 , L0015579 , L0015580 , L0015581 , L0015582 , L0015583 ,
L0015584 , L0015585 , L0015586 , L0015587 , L0015588 , L0015589 , L0015590 , L0015591 ,
L0015592 , L0015593 , L0015594 , L0015595 , L0015596 , L0015597 , L0015598 , L0015599 ,
L0015600 , L0015601 , L0015602 , L0015603 , L0015604 , L0015605 , L0015606 , L0015607 ,
L0015608 , L0015609 , L0015610 , L0015611 , L0015612 , L0015613 , L0015614 , L0015615 ,
L0015616 , L0015617 , L0015618 , L0015619 , L0015620 , L0015621 , L0015622 , L0015623 ,
L0015624 , L0015625 , L0015626 , L0015627 , L0015628 , L0015629 , L0015630 , L0015631 ,
L0015632 , L0015633 , L0015634 , L0015635 , L0015636 , L0015637 , L0015638 , L0015639 ,
L0015640 , L0015641 , L0015642 , L0015643 , L0015644 , L0015645 , L0015646 , L0015647 ,
L0015648 , L0015649 , L0015650 , L0015651 , L0015652 , L0015653 , L0015654 , L0015655 ,
L0015656 , L0015657 , L0015658 , L0015659 , L0015660 , L0015661 , L0015662 , L0015663 ,
L0015664 , L0015665 , L0015666 , L0015667 , L0015668 , L0015669 , L0015670 , L0015671 ,
L0015672 , L0015673 , L0015674 , L0015675 , L0015676 , L0015677 , L0015678 , L0015679 ,
L0015680 , L0015681 , L0015682 , L0015683 , L0015684 , L0015685 , L0015686 , L0015687 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015688 , L0015689 , L0015690 , L0015691 , L0015692 , L0015693 , L0015694 , L0015695 ,
STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,
STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( 267063.1, | 4047802.6, | 101.0, | 101.0, | 0.0); |
| ( 266966.9, | 4047818.3, | 101.0, | 101.0, | 0.0); | ( 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |
| ( 267082.1, | 4047366.7, | 101.0, | 101.0, | 0.0); | ( 267129.9, | 4047042.6, | 101.0, | 101.0, | 0.0); |
| ( 267530.5, | 4047517.9, | 101.0, | 101.0, | 0.0); | ( 267524.6, | 4047227.2, | 101.0, | 101.0, | 0.0); |
| ( 267632.7, | 4047272.4, | 101.0, | 101.0, | 0.0); | ( 267423.4, | 4048609.3, | 101.0, | 101.0, | 0.0); |
| ( 267490.2, | 4048539.3, | 101.0, | 101.0, | 0.0); | ( 267557.0, | 4048469.2, | 101.0, | 101.0, | 0.0); |
| ( 267623.8, | 4048399.2, | 101.0, | 101.0, | 0.0); | ( 267690.6, | 4048329.1, | 101.0, | 101.0, | 0.0); |
| ( 267757.4, | 4048259.1, | 101.0, | 101.0, | 0.0); | ( 267824.2, | 4048189.0, | 101.0, | 101.0, | 0.0); |
| ( 267891.0, | 4048119.0, | 101.0, | 101.0, | 0.0); | ( 267957.8, | 4048048.9, | 101.0, | 101.0, | 0.0); |
| ( 268024.6, | 4047978.9, | 101.0, | 101.0, | 0.0); | ( 267496.9, | 4048778.3, | 101.0, | 101.0, | 0.0); |
| ( 267635.0, | 4048677.3, | 101.0, | 101.0, | 0.0); | ( 267701.8, | 4048607.2, | 101.0, | 101.0, | 0.0); |
| ( 267768.6, | 4048537.2, | 101.0, | 101.0, | 0.0); | ( 267835.4, | 4048467.1, | 101.0, | 101.0, | 0.0); |
| ( 267902.2, | 4048397.1, | 101.0, | 101.0, | 0.0); | ( 267969.0, | 4048327.0, | 101.0, | 101.0, | 0.0); |
| ( 268035.8, | 4048257.0, | 101.0, | 101.0, | 0.0); | ( 268102.5, | 4048186.9, | 101.0, | 101.0, | 0.0); |
| ( 268169.3, | 4048116.9, | 101.0, | 101.0, | 0.0); | ( 267670.7, | 4048953.9, | 101.0, | 101.0, | 0.0); |
| ( 267513.9, | 4049022.1, | 101.0, | 101.0, | 0.0); | ( 267815.9, | 4048849.8, | 101.0, | 101.0, | 0.0); |
| ( 267882.7, | 4048779.8, | 101.0, | 101.0, | 0.0); | ( 267949.5, | 4048709.7, | 101.0, | 101.0, | 0.0); |
| ( 268016.3, | 4048639.7, | 101.0, | 101.0, | 0.0); | ( 268083.1, | 4048569.6, | 101.0, | 101.0, | 0.0); |
| ( 268149.9, | 4048499.6, | 101.0, | 101.0, | 0.0); | ( 268216.7, | 4048429.5, | 101.0, | 101.0, | 0.0); |
| ( 268283.5, | 4048359.5, | 101.0, | 101.0, | 0.0); | ( 268350.3, | 4048289.4, | 101.0, | 101.0, | 0.0); |
| ( 267848.6, | 4049127.8, | 101.0, | 101.0, | 0.0); | ( 267685.7, | 4049198.6, | 101.0, | 101.0, | 0.0); |
| ( 267522.8, | 4049269.4, | 101.0, | 101.0, | 0.0); | ( 267996.8, | 4049022.3, | 101.0, | 101.0, | 0.0); |
| ( 268063.6, | 4048952.3, | 101.0, | 101.0, | 0.0); | ( 268130.4, | 4048882.2, | 101.0, | 101.0, | 0.0); |
| ( 268197.2, | 4048812.2, | 101.0, | 101.0, | 0.0); | ( 268264.0, | 4048742.1, | 101.0, | 101.0, | 0.0); |
| ( 268330.8, | 4048672.1, | 101.0, | 101.0, | 0.0); | ( 268397.6, | 4048602.0, | 101.0, | 101.0, | 0.0); |
| ( 268464.4, | 4048532.0, | 101.0, | 101.0, | 0.0); | ( 268531.2, | 4048461.9, | 101.0, | 101.0, | 0.0); |
| ( 268207.6, | 4049474.1, | 101.0, | 101.0, | 0.0); | ( 268123.4, | 4049510.7, | 101.0, | 101.0, | 0.0); |
| ( 268039.2, | 4049547.3, | 101.0, | 101.0, | 0.0); | ( 267955.0, | 4049583.9, | 101.0, | 101.0, | 0.0); |
| ( 267870.8, | 4049620.5, | 101.0, | 101.0, | 0.0); | ( 267786.6, | 4049657.1, | 101.0, | 101.0, | 0.0); |
| ( 267702.4, | 4049693.8, | 101.0, | 101.0, | 0.0); | ( 267618.1, | 4049730.4, | 101.0, | 101.0, | 0.0); |
| ( 267533.9, | 4049767.0, | 101.0, | 101.0, | 0.0); | ( 267449.7, | 4049803.6, | 101.0, | 101.0, | 0.0); |
| ( 268291.9, | 4049437.4, | 101.0, | 101.0, | 0.0); | ( 268358.7, | 4049367.4, | 101.0, | 101.0, | 0.0); |
| ( 268425.5, | 4049297.3, | 101.0, | 101.0, | 0.0); | ( 268492.3, | 4049227.3, | 101.0, | 101.0, | 0.0); |
| ( 268559.1, | 4049157.2, | 101.0, | 101.0, | 0.0); | ( 268625.9, | 4049087.2, | 101.0, | 101.0, | 0.0); |
| ( 268692.7, | 4049017.1, | 101.0, | 101.0, | 0.0); | ( 268759.5, | 4048947.1, | 101.0, | 101.0, | 0.0); |
| ( 268826.3, | 4048877.0, | 101.0, | 101.0, | 0.0); | ( 268893.1, | 4048807.0, | 101.0, | 101.0, | 0.0); |
| ( 268568.2, | 4049819.7, | 101.0, | 101.0, | 0.0); | ( 268482.7, | 4049856.9, | 101.0, | 101.0, | 0.0); |
| ( 268397.2, | 4049894.0, | 101.0, | 101.0, | 0.0); | ( 268311.7, | 4049931.2, | 101.0, | 101.0, | 0.0); |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ( 268226.2, | 4049968.4, | 101.0, | 101.0, | 0.0); | ( 268140.6, | 4050005.6, | 101.0, | 101.0, | 0.0); |
| ( 268055.1, | 4050042.8, | 101.0, | 101.0, | 0.0); | ( 267969.6, | 4050079.9, | 101.0, | 101.0, | 0.0); |
| ( 267884.1, | 4050117.1, | 101.0, | 101.0, | 0.0); | ( 267798.6, | 4050154.3, | 101.0, | 101.0, | 0.0); |
| ( 267713.1, | 4050191.5, | 101.0, | 101.0, | 0.0); | ( 267627.6, | 4050228.7, | 101.0, | 101.0, | 0.0); |

( 267542.1, 4050265.8, 101.0, 101.0, 0.0); ( 267456.6, 4050303.0, 101.0, 101.0, 0.0);
( 268653.7, 4049782.5, 101.0, 101.0, 0.0); ( 268720.5, 4049712.4, 101.0, 101.0, 0.0);
( 268787.3, 4049642.4, 101.0, 101.0, 0.0); ( 268854.1, 4049572.3, 101.0, 101.0, 0.0);
( 268920.9, 4049502.3, 101.0, 101.0, 0.0); ( 268987.7, 4049432.2, 101.0, 101.0, 0.0);
( 269054.5, 4049362.2, 101.0, 101.0, 0.0); ( 269121.3, 4049292.1, 101.0, 101.0, 0.0);
( 269188.1, 4049222.1, 101.0, 101.0, 0.0); ( 269254.9, 4049152.0, 101.0, 101.0, 0.0);
( 268049.5, 4047836.8, 101.0, 101.0, 0.0); ( 268231.3, 4047953.0, 101.0, 101.0, 0.0);
( 268249.4, 4047829.2, 101.0, 101.0, 0.0); ( 268480.2, 4047945.9, 101.0, 101.0, 0.0);
( 268436.9, 4048060.4, 101.0, 101.0, 0.0); ( 268393.6, 4048174.9, 101.0, 101.0, 0.0);
( 268499.2, 4047819.5, 101.0, 101.0, 0.0); ( 268729.6, 4047937.4, 101.0, 101.0, 0.0);
( 268685.5, 4048053.9, 101.0, 101.0, 0.0); ( 268641.4, 4048170.5, 101.0, 101.0, 0.0);
( 268597.3, 4048287.1, 101.0, 101.0, 0.0); ( 268749.0, 4047809.9, 101.0, 101.0, 0.0);
( 269227.4, 4047923.0, 101.0, 101.0, 0.0); ( 269179.6, 4048049.3, 101.0, 101.0, 0.0);
( 269131.9, 4048175.6, 101.0, 101.0, 0.0); ( 269084.1, 4048301.9, 101.0, 101.0, 0.0);
( 269036.3, 4048428.1, 101.0, 101.0, 0.0); ( 268988.6, 4048554.4, 101.0, 101.0, 0.0);
( 268940.8, 4048680.7, 101.0, 101.0, 0.0); ( 269248.6, 4047790.7, 101.0, 101.0, 0.0);
( 269727.3, 4047903.1, 101.0, 101.0, 0.0); ( 269680.0, 4048028.0, 101.0, 101.0, 0.0);
( 269632.8, 4048152.9, 101.0, 101.0, 0.0); ( 269585.6, 4048277.8, 101.0, 101.0, 0.0);
( 269538.3, 4048402.7, 101.0, 101.0, 0.0); ( 269491.1, 4048527.6, 101.0, 101.0, 0.0);
( 269443.9, 4048652.5, 101.0, 101.0, 0.0); ( 269396.6, 4048777.4, 101.0, 101.0, 0.0);
( 269349.4, 4048902.3, 101.0, 101.0, 0.0); ( 269302.1, 4049027.1, 101.0, 101.0, 0.0);
( 269748.2, 4047771.5, 101.0, 101.0, 0.0); ( 267983.3, 4047685.9, 101.0, 101.0, 0.0);
( 267877.6, 4047669.8, 101.0, 101.0, 0.0); ( 267733.9, 4047666.2, 101.0, 101.0, 0.0);
( 268005.1, 4047493.2, 101.0, 101.0, 0.0); ( 268106.8, 4047536.4, 101.0, 101.0, 0.0);
( 268179.9, 4047608.5, 101.0, 101.0, 0.0); ( 268224.4, 4047709.5, 101.0, 101.0, 0.0);
( 267882.5, 4047469.8, 101.0, 101.0, 0.0); ( 267738.8, 4047466.3, 101.0, 101.0, 0.0);
( 268022.6, 4047248.1, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 267888.7, 4047219.9, 101.0, 101.0, 0.0); ( 267745.0, 4047216.4, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);
( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);
( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);

( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267589.8, 4047677.7, 101.0, 101.0, 0.0); ( 267459.8, 4047820.1, 101.0, 101.0, 0.0);
( 267626.8, 4047497.3, 101.0, 101.0, 0.0); ( 267498.1, 4047559.0, 101.0, 101.0, 0.0);
( 267352.7, 4047651.2, 101.0, 101.0, 0.0); ( 267514.0, 4047280.4, 101.0, 101.0, 0.0);
( 267364.2, 4047347.8, 101.0, 101.0, 0.0); ( 267218.8, 4047440.0, 101.0, 101.0, 0.0);
( 267377.7, 4047069.9, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267230.3, 4047136.7, 101.0, 101.0, 0.0); ( 267084.9, 4047228.9, 101.0, 101.0, 0.0);
( 267116.2, 4046645.9, 101.0, 101.0, 0.0); ( 267278.0, 4046601.1, 101.0, 101.0, 0.0);
( 267439.9, 4046556.3, 101.0, 101.0, 0.0); ( 267601.7, 4046511.4, 101.0, 101.0, 0.0);
( 266962.6, 4046714.4, 101.0, 101.0, 0.0); ( 266817.1, 4046806.6, 101.0, 101.0, 0.0);
( 266845.1, 4046224.6, 101.0, 101.0, 0.0); ( 267000.2, 4046181.6, 101.0, 101.0, 0.0);
( 267155.4, 4046138.6, 101.0, 101.0, 0.0); ( 267310.5, 4046095.7, 101.0, 101.0, 0.0);
( 267465.6, 4046052.7, 101.0, 101.0, 0.0); ( 267620.8, 4046009.7, 101.0, 101.0, 0.0);
( 266694.8, 4046292.2, 101.0, 101.0, 0.0); ( 266549.4, 4046384.4, 101.0, 101.0, 0.0);
( 267349.5, 4047926.9, 101.0, 101.0, 0.0); ( 267254.6, 4047739.0, 101.0, 101.0, 0.0);
( 267124.4, 4047515.6, 101.0, 101.0, 0.0); ( 267031.3, 4047608.8, 101.0, 101.0, 0.0);
( 266993.4, 4047302.2, 101.0, 101.0, 0.0); ( 266901.0, 4047385.4, 101.0, 101.0, 0.0);
( 266638.6, 4046949.6, 101.0, 101.0, 0.0); ( 266727.9, 4046878.1, 101.0, 101.0, 0.0);
( 266547.5, 4047031.9, 101.0, 101.0, 0.0); ( 266284.6, 4046596.5, 101.0, 101.0, 0.0);
( 266372.9, 4046525.8, 101.0, 101.0, 0.0); ( 266461.1, 4046455.1, 101.0, 101.0, 0.0);
( 266193.9, 4046678.4, 101.0, 101.0, 0.0); ( 267123.7, 4048028.3, 101.0, 101.0, 0.0);
( 267096.0, 4048167.7, 101.0, 101.0, 0.0); ( 267149.7, 4047840.8, 101.0, 101.0, 0.0);
( 267022.1, 4047962.1, 101.0, 101.0, 0.0); ( 266894.4, 4048083.4, 101.0, 101.0, 0.0);
( 266913.7, 4047720.2, 101.0, 101.0, 0.0); ( 266786.0, 4047841.5, 101.0, 101.0, 0.0);
( 266805.4, 4047478.3, 101.0, 101.0, 0.0); ( 266677.7, 4047599.6, 101.0, 101.0, 0.0);
( 266550.0, 4047720.9, 101.0, 101.0, 0.0); ( 266461.0, 4047115.8, 101.0, 101.0, 0.0);
( 266333.3, 4047237.1, 101.0, 101.0, 0.0); ( 266205.6, 4047358.4, 101.0, 101.0, 0.0);
( 266116.6, 4046753.3, 101.0, 101.0, 0.0); ( 265989.0, 4046874.6, 101.0, 101.0, 0.0);
( 265861.3, 4046995.9, 101.0, 101.0, 0.0); ( 267016.6, 4048266.8, 101.0, 101.0, 0.0);
( 267004.6, 4048386.0, 101.0, 101.0, 0.0); ( 267011.7, 4048547.4, 101.0, 101.0, 0.0);
( 266824.5, 4048256.4, 101.0, 101.0, 0.0); ( 266804.8, 4048394.8, 101.0, 101.0, 0.0);
( 266811.9, 4048556.1, 101.0, 101.0, 0.0); ( 266580.0, 4048254.6, 101.0, 101.0, 0.0);
( 266636.8, 4048113.6, 101.0, 101.0, 0.0); ( 266693.7, 4047972.6, 101.0, 101.0, 0.0);
( 266555.1, 4048405.7, 101.0, 101.0, 0.0); ( 266562.2, 4048567.1, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 266329.3, 4048267.7, 101.0, 101.0, 0.0); ( 266345.9, 4048065.3, 101.0, 101.0, 0.0);
( 266323.9, 4047905.5, 101.0, 101.0, 0.0); ( 266494.8, 4047857.6, 101.0, 101.0, 0.0);
( 266305.3, 4048416.7, 101.0, 101.0, 0.0); ( 266312.4, 4048578.1, 101.0, 101.0, 0.0);
( 265831.1, 4048286.6, 101.0, 101.0, 0.0); ( 265888.7, 4048143.8, 101.0, 101.0, 0.0);
( 265946.3, 4048001.0, 101.0, 101.0, 0.0); ( 266003.9, 4047858.2, 101.0, 101.0, 0.0);
( 266061.6, 4047715.4, 101.0, 101.0, 0.0); ( 266119.2, 4047572.6, 101.0, 101.0, 0.0);
( 265805.8, 4048438.7, 101.0, 101.0, 0.0); ( 265812.9, 4048600.0, 101.0, 101.0, 0.0);
( 265332.1, 4048307.1, 101.0, 101.0, 0.0); ( 265390.9, 4048161.4, 101.0, 101.0, 0.0);
( 265449.7, 4048015.7, 101.0, 101.0, 0.0); ( 265508.5, 4047870.0, 101.0, 101.0, 0.0);
( 265567.3, 4047724.3, 101.0, 101.0, 0.0); ( 265626.1, 4047578.6, 101.0, 101.0, 0.0);
( 265684.9, 4047432.9, 101.0, 101.0, 0.0); ( 265743.7, 4047287.2, 101.0, 101.0, 0.0);
( 265802.5, 4047141.6, 101.0, 101.0, 0.0); ( 265306.3, 4048460.6, 101.0, 101.0, 0.0);
( 265313.4, 4048622.0, 101.0, 101.0, 0.0); ( 267112.7, 4048643.0, 101.0, 101.0, 0.0);
( 267272.3, 4048641.2, 101.0, 101.0, 0.0); ( 267045.1, 4048815.6, 101.0, 101.0, 0.0);
( 266874.2, 4048692.6, 101.0, 101.0, 0.0); ( 267194.8, 4048842.1, 101.0, 101.0, 0.0);
( 267354.4, 4048840.3, 101.0, 101.0, 0.0); ( 267053.7, 4049067.8, 101.0, 101.0, 0.0);

( 266925.6, 4049017.7, 101.0, 101.0, 0.0); ( 266797.6, 4048967.5, 101.0, 101.0, 0.0);
( 266705.0, 4048879.9, 101.0, 101.0, 0.0); ( 266647.9, 4048754.8, 101.0, 101.0, 0.0);
( 267197.5, 4049092.0, 101.0, 101.0, 0.0); ( 267357.2, 4049090.3, 101.0, 101.0, 0.0);
( 267050.7, 4049315.6, 101.0, 101.0, 0.0); ( 266911.0, 4049260.8, 101.0, 101.0, 0.0);
( 266771.3, 4049206.1, 101.0, 101.0, 0.0); ( 266631.6, 4049151.4, 101.0, 101.0, 0.0);
( 266530.6, 4049055.8, 101.0, 101.0, 0.0); ( 266468.2, 4048919.3, 101.0, 101.0, 0.0);
( 266405.9, 4048782.8, 101.0, 101.0, 0.0); ( 267200.3, 4049342.0, 101.0, 101.0, 0.0);
( 267359.9, 4049340.3, 101.0, 101.0, 0.0); ( 267056.2, 4049815.5, 101.0, 101.0, 0.0);
( 266916.5, 4049760.8, 101.0, 101.0, 0.0); ( 266776.8, 4049706.1, 101.0, 101.0, 0.0);
( 266637.1, 4049651.3, 101.0, 101.0, 0.0); ( 266497.4, 4049596.6, 101.0, 101.0, 0.0);
( 266357.7, 4049541.9, 101.0, 101.0, 0.0); ( 266186.9, 4049418.9, 101.0, 101.0, 0.0);
( 266124.5, 4049282.4, 101.0, 101.0, 0.0); ( 266062.2, 4049146.0, 101.0, 101.0, 0.0);
( 265999.9, 4049009.5, 101.0, 101.0, 0.0); ( 265937.5, 4048873.0, 101.0, 101.0, 0.0);
( 265875.2, 4048736.5, 101.0, 101.0, 0.0); ( 267205.9, 4049842.0, 101.0, 101.0, 0.0);
( 267365.5, 4049840.2, 101.0, 101.0, 0.0); ( 267057.7, 4050313.9, 101.0, 101.0, 0.0);
( 266909.8, 4050255.9, 101.0, 101.0, 0.0); ( 266761.8, 4050198.0, 101.0, 101.0, 0.0);
( 266613.9, 4050140.0, 101.0, 101.0, 0.0); ( 266466.0, 4050082.1, 101.0, 101.0, 0.0);
( 266318.1, 4050024.1, 101.0, 101.0, 0.0); ( 266170.2, 4049966.2, 101.0, 101.0, 0.0);
( 266022.2, 4049908.2, 101.0, 101.0, 0.0); ( 265841.3, 4049778.0, 101.0, 101.0, 0.0);
( 265775.3, 4049633.5, 101.0, 101.0, 0.0); ( 265709.3, 4049489.0, 101.0, 101.0, 0.0);
( 265643.3, 4049344.5, 101.0, 101.0, 0.0); ( 265577.3, 4049200.0, 101.0, 101.0, 0.0);
( 265511.4, 4049055.5, 101.0, 101.0, 0.0); ( 265445.4, 4048911.0, 101.0, 101.0, 0.0);
( 265379.4, 4048766.5, 101.0, 101.0, 0.0); ( 267211.4, 4050342.0, 101.0, 101.0, 0.0);
( 267371.0, 4050340.2, 101.0, 101.0, 0.0); ( 266227.0, 4047703.0, 101.0, 101.0, 0.0);
( 266336.0, 4047616.8, 101.0, 101.0, 0.0); ( 267475.9, 4046685.8, 101.0, 101.0, 0.0);
( 267057.2, 4047804.6, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 1 | 16 | 29.2 | 0.311 | 1.069 | 0.009 | 1513. | 402. | -93.2 | 0.02 | 2.06 | 0.34 | 4.60 | 154. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 17 | -11.1 | 0.162 | -9.000 | -9.000 | -999. | 164. | 34.5 | 0.02 | 2.06 | 0.59 | 3.10 | 141. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 18 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 41. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 117. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 19 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 114. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 20 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 157. | 10.0 | 283.1 | 2.0 |
| 05 | 01 | 01 | 1 | 21 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 140. | 10.0 | 282.5 | 2.0 |
| 05 | 01 | 01 | 1 | 22 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.3 | 0.02 | 2.06 | 1.00 | 3.10 | 92. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 23 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 24 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |

First hour of profile data

| YR | MO | DY | HR | HEIGHT | F | WDIR | WSPD | AMB_TMP | sigmaA | sigmaW | sigmaV |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 01 | 10.0 | 1 | 141. | 4.10 | 281.0 | 99.0 | -99.00 | -99.00 |

F indicates top of profile (=1) or below (=0)



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 0.00940 | 268200.25 | 4047792.81 | 0.00658 |
| 267927.26 | 4048332.91 | 0.00248 | 267886.01 | 4048503.77 | 0.00128 |
| 267941.00 | 4048515.56 | 0.00111 | 267937.08 | 4048570.55 | 0.00093 |
| 268149.19 | 4048568.58 | 0.00070 | 267721.04 | 4048574.48 | 0.00135 |
| 267281.11 | 4048576.44 | 0.00636 | 267157.38 | 4048570.55 | 0.01207 |
| 267074.89 | 4048517.52 | 0.01604 | 267228.08 | 4047810.49 | 0.00368 |
| 267222.19 | 4047875.30 | 0.00452 | 267147.56 | 4047788.88 | 0.00303 |
| 267118.10 | 4047847.80 | 0.00349 | 267063.10 | 4047802.63 | 0.00287 |
| 266966.87 | 4047818.34 | 0.00271 | 267037.57 | 4047547.31 | 0.00144 |
| 267082.14 | 4047366.70 | 0.00098 | 267129.88 | 4047042.57 | 0.00061 |
| 267530.53 | 4047517.86 | 0.00231 | 267524.64 | 4047227.19 | 0.00120 |
| 267632.66 | 4047272.36 | 0.00158 | 267423.42 | 4048609.32 | 0.00248 |
| 267490.22 | 4048539.27 | 0.00312 | 267557.02 | 4048469.22 | 0.00405 |
| 267623.82 | 4048399.17 | 0.00521 | 267690.62 | 4048329.12 | 0.00625 |
| 267757.42 | 4048259.07 | 0.00708 | 267824.21 | 4048189.01 | 0.00768 |
| 267891.01 | 4048118.96 | 0.00819 | 267957.81 | 4048048.91 | 0.00857 |
| 268024.61 | 4047978.86 | 0.00876 | 267496.90 | 4048778.33 | 0.00097 |
| 267634.96 | 4048677.29 | 0.00107 | 267701.76 | 4048607.24 | 0.00124 |
| 267768.56 | 4048537.19 | 0.00142 | 267835.36 | 4048467.14 | 0.00167 |
| 267902.16 | 4048397.09 | 0.00198 | 267968.96 | 4048327.04 | 0.00228 |
| 268035.75 | 4048256.98 | 0.00254 | 268102.55 | 4048186.93 | 0.00276 |
| 268169.35 | 4048116.88 | 0.00296 | 267670.70 | 4048953.95 | 0.00047 |
| 267513.93 | 4049022.11 | 0.00049 | 267815.89 | 4048849.82 | 0.00052 |
| 267882.69 | 4048779.77 | 0.00057 | 267949.49 | 4048709.72 | 0.00062 |
| 268016.28 | 4048639.66 | 0.00069 | 268083.08 | 4048569.61 | 0.00077 |
| 268149.88 | 4048499.56 | 0.00085 | 268216.68 | 4048429.51 | 0.00095 |
| 268283.48 | 4048359.46 | 0.00108 | 268350.28 | 4048289.41 | 0.00120 |
| 267848.58 | 4049127.81 | 0.00030 | 267685.70 | 4049198.62 | 0.00031 |
| 267522.82 | 4049269.44 | 0.00032 | 267996.81 | 4049022.34 | 0.00032 |
| 268063.61 | 4048952.29 | 0.00034 | 268130.41 | 4048882.24 | 0.00038 |
| 268197.21 | 4048812.19 | 0.00039 | 268264.01 | 4048742.14 | 0.00042 |
| 268330.81 | 4048672.09 | 0.00046 | 268397.61 | 4048602.04 | 0.00050 |
| 268464.41 | 4048531.99 | 0.00055 | 268531.21 | 4048461.94 | 0.00059 |
| 268207.65 | 4049474.07 | 0.00016 | 268123.44 | 4049510.68 | 0.00015 |
| 268039.22 | 4049547.30 | 0.00016 | 267955.00 | 4049583.92 | 0.00016 |
| 267870.79 | 4049620.53 | 0.00016 | 267786.57 | 4049657.15 | 0.00016 |
| 267702.36 | 4049693.76 | 0.00017 | 267618.14 | 4049730.38 | 0.00017 |
| 267533.92 | 4049767.00 | 0.00016 | 267449.71 | 4049803.61 | 0.00016 |
| 268291.87 | 4049437.45 | 0.00015 | 268358.67 | 4049367.40 | 0.00016 |

| | | | | | |
|---|---|---|---|---|---|
| 268425.47 | 4049297.35 | 0.00016 | 268492.27 | 4049227.30 | 0.00018 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268559.06 | 4049157.25 | 0.00019 | 268625.86 | 4049087.19 | 0.00020 |
| 268692.66 | 4049017.14 | 0.00021 | 268759.46 | 4048947.09 | 0.00023 |
| 268826.26 | 4048877.04 | 0.00024 | 268893.06 | 4048806.99 | 0.00025 |
| 268568.21 | 4049819.68 | 0.00009 | 268482.70 | 4049856.86 | 0.00010 |
| 268397.19 | 4049894.04 | 0.00010 | 268311.68 | 4049931.22 | 0.00010 |
| 268226.16 | 4049968.40 | 0.00011 | 268140.65 | 4050005.58 | 0.00011 |
| 268055.14 | 4050042.76 | 0.00011 | 267969.63 | 4050079.94 | 0.00010 |
| 267884.12 | 4050117.12 | 0.00011 | 267798.61 | 4050154.30 | 0.00011 |
| 267713.09 | 4050191.48 | 0.00011 | 267627.58 | 4050228.66 | 0.00010 |
| 267542.07 | 4050265.84 | 0.00010 | 267456.56 | 4050303.02 | 0.00011 |
| 268653.72 | 4049782.50 | 0.00009 | 268720.52 | 4049712.45 | 0.00009 |
| 268787.32 | 4049642.40 | 0.00010 | 268854.12 | 4049572.35 | 0.00011 |
| 268920.92 | 4049502.30 | 0.00012 | 268987.72 | 4049432.25 | 0.00012 |
| 269054.52 | 4049362.20 | 0.00013 | 269121.31 | 4049292.15 | 0.00013 |
| 269188.11 | 4049222.09 | 0.00014 | 269254.91 | 4049152.04 | 0.00015 |
| 268049.51 | 4047836.85 | 0.01262 | 268231.35 | 4047952.96 | 0.00420 |
| 268249.36 | 4047829.16 | 0.00529 | 268480.18 | 4047945.95 | 0.00224 |
| 268436.88 | 4048060.44 | 0.00187 | 268393.58 | 4048174.92 | 0.00152 |
| 268499.17 | 4047819.55 | 0.00273 | 268729.60 | 4047937.39 | 0.00145 |
| 268685.52 | 4048053.95 | 0.00122 | 268641.43 | 4048170.52 | 0.00104 |
| 268597.34 | 4048287.09 | 0.00083 | 268748.99 | 4047809.94 | 0.00169 |
| 269227.40 | 4047923.03 | 0.00075 | 269179.64 | 4048049.31 | 0.00067 |
| 269131.87 | 4048175.59 | 0.00057 | 269084.11 | 4048301.87 | 0.00046 |
| 269036.35 | 4048428.15 | 0.00039 | 268988.58 | 4048554.43 | 0.00034 |
| 268940.82 | 4048680.71 | 0.00029 | 269248.62 | 4047790.73 | 0.00088 |
| 269727.29 | 4047903.12 | 0.00048 | 269680.05 | 4048028.01 | 0.00044 |
| 269632.82 | 4048152.90 | 0.00038 | 269585.58 | 4048277.79 | 0.00032 |
| 269538.34 | 4048402.69 | 0.00028 | 269491.10 | 4048527.58 | 0.00025 |
| 269443.86 | 4048652.47 | 0.00022 | 269396.63 | 4048777.37 | 0.00020 |
| 269349.39 | 4048902.26 | 0.00018 | 269302.15 | 4049027.15 | 0.00016 |
| 269748.25 | 4047771.51 | 0.00055 | 267983.27 | 4047685.95 | 0.01162 |
| 267877.56 | 4047669.79 | 0.01017 | 267733.92 | 4047666.24 | 0.00646 |
| 268005.14 | 4047493.20 | 0.00581 | 268106.77 | 4047536.36 | 0.00652 |
| 268179.87 | 4047608.46 | 0.00632 | 268224.42 | 4047709.49 | 0.00626 |
| 267882.50 | 4047469.85 | 0.00449 | 267738.85 | 4047466.30 | 0.00314 |
| 268022.60 | 4047248.07 | 0.00304 | 268146.82 | 4047300.83 | 0.00380 |
| 268271.04 | 4047353.58 | 0.00399 | 268360.37 | 4047441.69 | 0.00375 |
| 268414.83 | 4047565.17 | 0.00383 | 268469.29 | 4047688.65 | 0.00335 |
| 267888.67 | 4047219.92 | 0.00229 | 267745.03 | 4047216.38 | 0.00172 |
| 268026.89 | 4046997.35 | 0.00177 | 268147.34 | 4047048.50 | 0.00230 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268267.80 | 4047099.66 | 0.00267 | 268388.25 | 4047150.81 | 0.00282 |
| 268535.10 | 4047261.84 | 0.00255 | 268587.91 | 4047381.57 | 0.00268 |
| 268640.72 | 4047501.31 | 0.00258 | 268693.52 | 4047621.05 | 0.00224 |
| 267894.84 | 4046970.00 | 0.00138 | 267751.20 | 4046966.45 | 0.00112 |
| 268041.92 | 4046498.64 | 0.00082 | 268167.75 | 4046552.08 | 0.00102 |
| 268293.58 | 4046605.52 | 0.00126 | 268419.41 | 4046658.96 | 0.00149 |
| 268545.24 | 4046712.40 | 0.00161 | 268671.07 | 4046765.83 | 0.00165 |
| 268796.90 | 4046819.27 | 0.00162 | 268887.40 | 4046908.53 | 0.00147 |
| 268942.56 | 4047033.61 | 0.00155 | 268997.72 | 4047158.70 | 0.00154 |
| 269052.89 | 4047283.78 | 0.00151 | 269108.05 | 4047408.86 | 0.00134 |
| 269163.21 | 4047533.94 | 0.00117 | 269218.38 | 4047659.03 | 0.00100 |
| 267907.18 | 4046470.15 | 0.00068 | 267763.54 | 4046466.61 | 0.00060 |
| 268055.54 | 4045999.34 | 0.00047 | 268183.91 | 4046053.86 | 0.00056 |
| 268312.29 | 4046108.38 | 0.00068 | 268440.67 | 4046162.90 | 0.00081 |
| 268569.04 | 4046217.42 | 0.00095 | 268697.42 | 4046271.94 | 0.00106 |
| 268825.80 | 4046326.45 | 0.00109 | 268954.17 | 4046380.97 | 0.00111 |
| 269082.55 | 4046435.49 | 0.00113 | 269239.07 | 4046553.82 | 0.00098 |
| 269295.35 | 4046681.43 | 0.00102 | 269351.63 | 4046809.05 | 0.00106 |
| 269407.91 | 4046936.66 | 0.00102 | 269464.19 | 4047064.28 | 0.00102 |
| 269520.47 | 4047191.89 | 0.00092 | 269576.75 | 4047319.51 | 0.00082 |
| 269633.03 | 4047447.12 | 0.00073 | 269689.31 | 4047574.74 | 0.00065 |
| 267919.53 | 4045970.31 | 0.00042 | 267775.88 | 4045966.76 | 0.00039 |
| 267589.75 | 4047677.68 | 0.00453 | 267459.76 | 4047820.08 | 0.00612 |
| 267626.82 | 4047497.33 | 0.00263 | 267498.08 | 4047558.96 | 0.00243 |
| 267352.66 | 4047651.17 | 0.00254 | 267513.95 | 4047280.38 | 0.00130 |
| 267364.21 | 4047347.82 | 0.00122 | 267218.78 | 4047440.04 | 0.00126 |
| 267377.74 | 4047069.90 | 0.00077 | 267554.14 | 4046962.90 | 0.00085 |
| 267230.33 | 4047136.69 | 0.00075 | 267084.90 | 4047228.91 | 0.00079 |
| 267116.21 | 4046645.91 | 0.00038 | 267278.04 | 4046601.08 | 0.00042 |
| 267439.87 | 4046556.26 | 0.00049 | 267601.70 | 4046511.43 | 0.00054 |
| 266962.58 | 4046714.43 | 0.00037 | 266817.15 | 4046806.64 | 0.00041 |
| 266845.10 | 4046224.57 | 0.00023 | 267000.23 | 4046181.60 | 0.00024 |
| 267155.36 | 4046138.63 | 0.00027 | 267310.49 | 4046095.66 | 0.00030 |
| 267465.62 | 4046052.70 | 0.00033 | 267620.75 | 4046009.73 | 0.00037 |
| 266694.82 | 4046292.16 | 0.00024 | 266549.40 | 4046384.37 | 0.00026 |
| 267349.50 | 4047926.93 | 0.00735 | 267254.62 | 4047738.96 | 0.00304 |
| 267124.38 | 4047515.64 | 0.00139 | 267031.28 | 4047608.75 | 0.00167 |
| 266993.36 | 4047302.22 | 0.00083 | 266901.04 | 4047385.43 | 0.00096 |
| 266638.65 | 4046949.60 | 0.00047 | 266727.90 | 4046878.12 | 0.00045 |
| 266547.47 | 4047031.90 | 0.00051 | 266284.58 | 4046596.46 | 0.00032 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266372.86 | 4046525.76 | 0.00030 | 266461.13 | 4046455.07 | 0.00028 |
| 266193.90 | 4046678.36 | 0.00034 | 267123.74 | 4048028.27 | 0.00597 |
| 267095.96 | 4048167.74 | 0.00790 | 267149.74 | 4047840.79 | 0.00356 |
| 267022.06 | 4047962.09 | 0.00419 | 266894.37 | 4048083.39 | 0.00440 |

| | | | | | |
|---|---|---|---|---|---|
| 266913.72 | 4047720.18 | 0.00203 | 266786.03 | 4047841.48 | 0.00242 |
| 266805.38 | 4047478.28 | 0.00111 | 266677.69 | 4047599.58 | 0.00135 |
| 266550.00 | 4047720.88 | 0.00162 | 266461.01 | 4047115.78 | 0.00055 |
| 266333.32 | 4047237.08 | 0.00065 | 266205.63 | 4047358.38 | 0.00074 |
| 266116.64 | 4046753.27 | 0.00035 | 265988.95 | 4046874.57 | 0.00038 |
| 265861.26 | 4046995.87 | 0.00043 | 267016.60 | 4048266.84 | 0.00875 |
| 267004.63 | 4048385.97 | 0.00979 | 267011.73 | 4048547.36 | 0.00906 |
| 266824.55 | 4048256.39 | 0.00512 | 266804.83 | 4048394.76 | 0.00514 |
| 266811.92 | 4048556.14 | 0.00455 | 266579.96 | 4048254.56 | 0.00327 |
| 266636.85 | 4048113.59 | 0.00318 | 266693.74 | 4047972.62 | 0.00279 |
| 266555.07 | 4048405.73 | 0.00305 | 266562.16 | 4048567.12 | 0.00262 |
| 266329.34 | 4048267.67 | 0.00225 | 266345.91 | 4048065.35 | 0.00213 |
| 266323.87 | 4047905.50 | 0.00177 | 266494.84 | 4047857.58 | 0.00190 |
| 266305.31 | 4048416.71 | 0.00206 | 266312.40 | 4048578.10 | 0.00176 |
| 265831.06 | 4048286.57 | 0.00131 | 265888.68 | 4048143.77 | 0.00140 |
| 265946.31 | 4048000.97 | 0.00141 | 266003.94 | 4047858.18 | 0.00132 |
| 266061.56 | 4047715.38 | 0.00115 | 266119.19 | 4047572.58 | 0.00099 |
| 265805.79 | 4048438.67 | 0.00119 | 265812.88 | 4048600.05 | 0.00107 |
| 265332.12 | 4048307.08 | 0.00087 | 265390.92 | 4048161.39 | 0.00093 |
| 265449.71 | 4048015.70 | 0.00097 | 265508.50 | 4047870.01 | 0.00093 |
| 265567.29 | 4047724.32 | 0.00089 | 265626.09 | 4047578.63 | 0.00081 |
| 265684.88 | 4047432.94 | 0.00069 | 265743.67 | 4047287.25 | 0.00057 |
| 265802.47 | 4047141.56 | 0.00050 | 265306.27 | 4048460.62 | 0.00081 |
| 265313.37 | 4048622.01 | 0.00072 | 267112.74 | 4048642.96 | 0.00585 |
| 267272.35 | 4048641.19 | 0.00337 | 267045.11 | 4048815.59 | 0.00229 |
| 266874.25 | 4048692.62 | 0.00420 | 267194.77 | 4048842.06 | 0.00145 |
| 267354.38 | 4048840.29 | 0.00105 | 267053.71 | 4049067.85 | 0.00090 |
| 266925.65 | 4049017.68 | 0.00129 | 266797.60 | 4048967.52 | 0.00171 |
| 266705.00 | 4048879.88 | 0.00239 | 266647.86 | 4048754.78 | 0.00260 |
| 267197.55 | 4049092.05 | 0.00067 | 267357.16 | 4049090.28 | 0.00053 |
| 267050.67 | 4049315.56 | 0.00050 | 266910.97 | 4049260.83 | 0.00068 |
| 266771.27 | 4049206.10 | 0.00091 | 266631.57 | 4049151.37 | 0.00115 |
| 266530.56 | 4049055.77 | 0.00161 | 266468.23 | 4048919.29 | 0.00177 |
| 266405.90 | 4048782.81 | 0.00179 | 267200.32 | 4049342.03 | 0.00040 |
| 267359.94 | 4049340.26 | 0.00033 | 267056.22 | 4049815.53 | 0.00024 |
| 266916.52 | 4049760.80 | 0.00029 | 266776.83 | 4049706.07 | 0.00035 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266637.13 | 4049651.34 | 0.00042 | 266497.43 | 4049596.61 | 0.00053 |
| 266357.73 | 4049541.88 | 0.00061 | 266186.87 | 4049418.91 | 0.00089 |
| 266124.54 | 4049282.44 | 0.00099 | 266062.20 | 4049145.96 | 0.00104 |
| 265999.87 | 4049009.48 | 0.00106 | 265937.54 | 4048873.01 | 0.00099 |
| 265875.21 | 4048736.53 | 0.00098 | 267205.88 | 4049842.00 | 0.00019 |
| 267365.49 | 4049840.23 | 0.00016 | 267057.67 | 4050313.88 | 0.00013 |
| 266909.75 | 4050255.94 | 0.00017 | 266761.84 | 4050197.99 | 0.00020 |
| 266613.92 | 4050140.04 | 0.00022 | 266466.00 | 4050082.09 | 0.00026 |
| 266318.09 | 4050024.14 | 0.00031 | 266170.17 | 4049966.20 | 0.00038 |
| 266022.25 | 4049908.25 | 0.00042 | 265841.34 | 4049778.05 | 0.00058 |
| 265775.34 | 4049633.54 | 0.00067 | 265709.35 | 4049489.04 | 0.00068 |

| | | | | | |
|---|---|---|---|---|---|
| 265643.35 | 4049344.53 | 0.00072 | 265577.35 | 4049200.03 | 0.00072 |
| 265511.36 | 4049055.52 | 0.00065 | 265445.36 | 4048911.02 | 0.00065 |
| 265379.36 | 4048766.51 | 0.00069 | 267211.43 | 4050341.97 | 0.00011 |
| 267371.05 | 4050340.20 | 0.00011 | 266227.04 | 4047703.04 | 0.00124 |
| 266336.03 | 4047616.75 | 0.00119 | 267475.89 | 4046685.79 | 0.00057 |
| 267057.21 | 4047804.60 | 0.00286 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 0.09034c | (08010924) | 268200.25 | 4047792.81 | 0.06710c | (08010924) |
| 267927.26 | 4048332.91 | 0.03844c | (05010424) | 267886.01 | 4048503.77 | 0.02818c | (05010424) |
| 267941.00 | 4048515.56 | 0.02668c | (05010424) | 267937.08 | 4048570.55 | 0.02145c | (05010424) |
| 268149.19 | 4048568.58 | 0.01863c | (05010424) | 267721.04 | 4048574.48 | 0.02527c | (05012124) |
| 267281.11 | 4048576.44 | 0.09192c | (08120524) | 267157.38 | 4048570.55 | 0.14429c | (07022424) |
| 267074.89 | 4048517.52 | 0.13427c | (08012624) | 267228.08 | 4047810.49 | 0.04180c | (05030724) |
| 267222.19 | 4047875.30 | 0.04692c | (06123024) | 267147.56 | 4047788.88 | 0.03454c | (06123024) |
| 267118.10 | 4047847.80 | 0.04076c | (06123024) | 267063.10 | 4047802.63 | 0.03426c | (06123024) |
| 266966.87 | 4047818.34 | 0.03536c | (06123024) | 267037.57 | 4047547.31 | 0.02708c | (08040424) |
| 267082.14 | 4047366.70 | 0.01737c | (06120624) | 267129.88 | 4047042.57 | 0.01509c | (08041724) |
| 267530.53 | 4047517.86 | 0.02309c | (07030524) | 267524.64 | 4047227.19 | 0.01580c | (06031524) |
| 267632.66 | 4047272.36 | 0.01909c | (07030524) | 267423.42 | 4048609.32 | 0.03720c | (05012024) |
| 267490.22 | 4048539.27 | 0.04031c | (05010424) | 267557.02 | 4048469.22 | 0.04160c | (07010224) |
| 267623.82 | 4048399.17 | 0.04478c | (05010424) | 267690.62 | 4048329.12 | 0.05157c | (05010424) |
| 267757.42 | 4048259.07 | 0.06186c | (05010424) | 267824.21 | 4048189.01 | 0.05529c | (05010424) |
| 267891.01 | 4048118.96 | 0.05687c | (05022424) | 267957.81 | 4048048.91 | 0.06579c | (05010424) |
| 268024.61 | 4047978.86 | 0.06928c | (05022424) | 267496.90 | 4048778.33 | 0.02196c | (05012024) |
| 267634.96 | 4048677.29 | 0.02172c | (05010424) | 267701.76 | 4048607.24 | 0.02584c | (05010424) |
| 267768.56 | 4048537.19 | 0.02421c | (05010424) | 267835.36 | 4048467.14 | 0.03140c | (05010424) |
| 267902.16 | 4048397.09 | 0.03471c | (05010424) | 267968.96 | 4048327.04 | 0.03514c | (05010424) |
| 268035.75 | 4048256.98 | 0.03086c | (05010424) | 268102.55 | 4048186.93 | 0.03269c | (07123124) |
| 268169.35 | 4048116.88 | 0.03242c | (07123124) | 267670.70 | 4048953.95 | 0.01081c | (08120524) |
| 267513.93 | 4049022.11 | 0.01256b | (05012424) | 267815.89 | 4048849.82 | 0.01626c | (05010424) |
| 267882.69 | 4048779.77 | 0.01899c | (05010424) | 267949.49 | 4048709.72 | 0.01827c | (05010424) |
| 268016.28 | 4048639.66 | 0.01952c | (05010424) | 268083.08 | 4048569.61 | 0.02011c | (05010424) |
| 268149.88 | 4048499.56 | 0.02309c | (05010424) | 268216.68 | 4048429.51 | 0.02240c | (05010424) |
| 268283.48 | 4048359.46 | 0.02237c | (05010424) | 268350.28 | 4048289.41 | 0.01668c | (05010424) |
| 267848.58 | 4049127.81 | 0.00836c | (08120524) | 267685.70 | 4049198.62 | 0.00898c | (08120524) |
| 267522.82 | 4049269.44 | 0.01005c | (05021424) | 267996.81 | 4049022.34 | 0.01203c | (05010424) |
| 268063.61 | 4048952.29 | 0.01382c | (05010424) | 268130.41 | 4048882.24 | 0.01653c | (05010424) |
| 268197.21 | 4048812.19 | 0.01604c | (05010424) | 268264.01 | 4048742.14 | 0.01623c | (05010424) |
| 268330.81 | 4048672.09 | 0.01558c | (05010424) | 268397.61 | 4048602.04 | 0.01611c | (05010424) |
| 268464.41 | 4048531.99 | 0.01357c | (05010424) | 268531.21 | 4048461.94 | 0.01144c | (05010424) |
| 268207.65 | 4049474.07 | 0.00574c | (05022224) | 268123.44 | 4049510.68 | 0.00501c | (06011024) |
| 268039.22 | 4049547.30 | 0.00580c | (06011024) | 267955.00 | 4049583.92 | 0.00670c | (08120524) |
| 267870.79 | 4049620.53 | 0.00686c | (08120524) | 267786.57 | 4049657.15 | 0.00718c | (08120524) |
| 267702.36 | 4049693.76 | 0.00750c | (05021424) | 267618.14 | 4049730.38 | 0.00667c | (05021424) |
| 267533.92 | 4049767.00 | 0.00616c | (06010724) | 267449.71 | 4049803.61 | 0.00481c | (05020124) |
| 268291.87 | 4049437.45 | 0.00595c | (05022224) | 268358.67 | 4049367.40 | 0.00671c | (05010424) |
| 268425.47 | 4049297.35 | 0.00872c | (05010424) | 268492.27 | 4049227.30 | 0.01169c | (05010424) |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268559.06 | 4049157.25 | 0.01289c | (05010424) | 268625.86 | 4049087.19 | 0.01210c | (05010424) |
| 268692.66 | 4049017.14 | 0.01120c | (05010424) | 268759.46 | 4048947.09 | 0.01165c | (05010424) |
| 268826.26 | 4048877.04 | 0.00985c | (05010424) | 268893.06 | 4048806.99 | 0.00728c | (05012124) |
| 268568.21 | 4049819.68 | 0.00417c | (05022224) | 268482.70 | 4049856.86 | 0.00399c | (05022224) |
| 268397.19 | 4049894.04 | 0.00383c | (06011024) | 268311.68 | 4049931.22 | 0.00428c | (06011024) |
| 268226.16 | 4049968.40 | 0.00453c | (06011024) | 268140.65 | 4050005.58 | 0.00504c | (08120524) |
| 268055.14 | 4050042.76 | 0.00565c | (08120524) | 267969.63 | 4050079.94 | 0.00578c | (08120524) |
| 267884.12 | 4050117.12 | 0.00597c | (08120524) | 267798.61 | 4050154.30 | 0.00575c | (05021424) |
| 267713.09 | 4050191.48 | 0.00548c | (08120524) | 267627.58 | 4050228.66 | 0.00520c | (07122524) |
| 267542.07 | 4050265.84 | 0.00401c | (07122524) | 267456.56 | 4050303.02 | 0.00401c | (05020124) |
| 268653.72 | 4049782.50 | 0.00466c | (05010424) | 268720.52 | 4049712.45 | 0.00508c | (05010424) |
| 268787.32 | 4049642.40 | 0.00576c | (05010424) | 268854.12 | 4049572.35 | 0.00783c | (05010424) |
| 268920.92 | 4049502.30 | 0.00951c | (05010424) | 268987.72 | 4049432.25 | 0.01009c | (05010424) |
| 269054.52 | 4049362.20 | 0.00945c | (05010424) | 269121.31 | 4049292.15 | 0.00847c | (05010424) |
| 269188.11 | 4049222.09 | 0.00760c | (05010424) | 269254.91 | 4049152.04 | 0.00623c | (05010424) |
| 268049.51 | 4047836.85 | 0.15024c | (08010924) | 268231.35 | 4047952.96 | 0.04543c | (05022424) |
| 268249.36 | 4047829.16 | 0.05572c | (08010924) | 268480.18 | 4047945.95 | 0.03220c | (05022424) |
| 268436.88 | 4048060.44 | 0.02679c | (05022424) | 268393.58 | 4048174.92 | 0.02308c | (05022424) |
| 268499.17 | 4047819.55 | 0.02971c | (08010924) | 268729.60 | 4047937.39 | 0.02450c | (05022424) |
| 268685.52 | 4048053.95 | 0.02313c | (05022424) | 268641.43 | 4048170.52 | 0.01789c | (05022424) |
| 268597.34 | 4048287.09 | 0.01250c | (07123124) | 268748.99 | 4047809.94 | 0.02488c | (05022424) |
| 269227.40 | 4047923.03 | 0.01921c | (05022424) | 269179.64 | 4048049.31 | 0.01566c | (05022424) |
| 269131.87 | 4048175.59 | 0.00963c | (05040824) | 269084.11 | 4048301.87 | 0.00758c | (06121824) |
| 269036.35 | 4048428.15 | 0.00857c | (06121824) | 268988.58 | 4048554.43 | 0.00685c | (06121824) |
| 268940.82 | 4048680.71 | 0.00764c | (06121824) | 269248.62 | 4047790.73 | 0.01829c | (05022424) |
| 269727.29 | 4047903.12 | 0.01465c | (05022424) | 269680.05 | 4048028.01 | 0.00932c | (05022424) |
| 269632.82 | 4048152.90 | 0.00754c | (05040824) | 269585.58 | 4048277.79 | 0.00641c | (07120724) |
| 269538.34 | 4048402.69 | 0.00645c | (06121824) | 269491.10 | 4048527.58 | 0.00689c | (06121824) |
| 269443.86 | 4048652.47 | 0.00597c | (06121824) | 269396.63 | 4048777.37 | 0.00644c | (06121824) |
| 269349.39 | 4048902.26 | 0.00553c | (09082924) | 269302.15 | 4049027.15 | 0.00576c | (08121124) |
| 269748.25 | 4047771.51 | 0.01510c | (05022424) | 267983.27 | 4047685.95 | 0.07150c | (06011924) |
| 267877.56 | 4047669.79 | 0.05610c | (06042924) | 267733.92 | 4047666.24 | 0.04742c | (07010224) |
| 268005.14 | 4047493.20 | 0.04255c | (06042924) | 268106.77 | 4047536.36 | 0.05311c | (06011924) |
| 268179.87 | 4047608.46 | 0.08405c | (08010924) | 268224.42 | 4047709.49 | 0.07951c | (08010924) |
| 267882.50 | 4047469.85 | 0.03599c | (07010224) | 267738.85 | 4047466.30 | 0.02566c | (06040824) |
| 268022.60 | 4047248.07 | 0.02765c | (06042924) | 268146.82 | 4047300.83 | 0.03238c | (06042924) |
| 268271.04 | 4047353.58 | 0.04006c | (06011924) | 268360.37 | 4047441.69 | 0.05642c | (08010924) |
| 268414.83 | 4047565.17 | 0.05788c | (08010924) | 268469.29 | 4047688.65 | 0.04247c | (06010924) |
| 267888.67 | 4047219.92 | 0.02003c | (07120924) | 267745.03 | 4047216.38 | 0.02147c | (06040824) |
| 268026.89 | 4046997.35 | 0.01704c | (08021324) | 268147.34 | 4047048.50 | 0.02365c | (06042924) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268267.80 | 4047099.66 | 0.02633c | (06042924) | 268388.25 | 4047150.81 | 0.02907c | (06011924) |
| 268535.10 | 4047261.84 | 0.03867c | (08010924) | 268587.91 | 4047381.57 | 0.04593c | (08010924) |
| 268640.72 | 4047501.31 | 0.03333c | (07011524) | 268693.52 | 4047621.05 | 0.02923c | (06010924) |
| 267894.84 | 4046970.00 | 0.01518c | (06040824) | 267751.20 | 4046966.45 | 0.01611c | (07030524) |
| 268041.92 | 4046498.64 | 0.01118c | (07120924) | 268167.75 | 4046552.08 | 0.01211c | (08021324) |
| 268293.58 | 4046605.52 | 0.01199c | (08020324) | 268419.41 | 4046658.96 | 0.01963c | (06042924) |
| 268545.24 | 4046712.40 | 0.01729c | (06042924) | 268671.07 | 4046765.83 | 0.01953c | (08011024) |
| 268796.90 | 4046819.27 | 0.02078c | (07040324) | 268887.40 | 4046908.53 | 0.02202c | (08010924) |
| 268942.56 | 4047033.61 | 0.02630c | (08010924) | 268997.72 | 4047158.70 | 0.02836c | (08010924) |
| 269052.89 | 4047283.78 | 0.02258c | (07121024) | 269108.05 | 4047408.86 | 0.02217c | (06010924) |
| 269163.21 | 4047533.94 | 0.01392c | (08010924) | 269218.38 | 4047659.03 | 0.01726c | (08010924) |
| 267907.18 | 4046470.15 | 0.01279c | (06040824) | 267763.54 | 4046466.61 | 0.01157c | (07030524) |
| 268055.54 | 4045999.34 | 0.00945c | (06040824) | 268183.91 | 4046053.86 | 0.00937c | (07120924) |
| 268312.29 | 4046108.38 | 0.01002c | (07120924) | 268440.67 | 4046162.90 | 0.00961c | (08021324) |
| 268569.04 | 4046217.42 | 0.01153c | (07010224) | 268697.42 | 4046271.94 | 0.01681c | (06042924) |
| 268825.80 | 4046326.45 | 0.01223c | (08032224) | 268954.17 | 4046380.97 | 0.01547c | (08011024) |
| 269082.55 | 4046435.49 | 0.01705c | (06011924) | 269239.07 | 4046553.82 | 0.01387c | (08010924) |
| 269295.35 | 4046681.43 | 0.02010c | (08010924) | 269351.63 | 4046809.05 | 0.01844c | (08010924) |
| 269407.91 | 4046936.66 | 0.01750c | (08010924) | 269464.19 | 4047064.28 | 0.01724c | (07121024) |
| 269520.47 | 4047191.89 | 0.01694c | (06010924) | 269576.75 | 4047319.51 | 0.01086c | (06010924) |
| 269633.03 | 4047447.12 | 0.01274c | (08010924) | 269689.31 | 4047574.74 | 0.01163c | (08010924) |
| 267919.53 | 4045970.31 | 0.00829c | (06040824) | 267775.88 | 4045966.76 | 0.00895c | (07030524) |
| 267589.75 | 4047677.68 | 0.03741c | (07030524) | 267459.76 | 4047820.08 | 0.04774c | (06123024) |
| 267626.82 | 4047497.33 | 0.02543c | (07030524) | 267498.08 | 4047558.96 | 0.02768c | (08040424) |
| 267352.66 | 4047651.17 | 0.02886c | (08040424) | 267513.95 | 4047280.38 | 0.01674c | (06031524) |
| 267364.21 | 4047347.82 | 0.02212c | (08040424) | 267218.78 | 4047440.04 | 0.02075c | (08040424) |
| 267377.74 | 4047069.90 | 0.01622c | (08040424) | 267554.14 | 4046962.90 | 0.01412c | (08040424) |
| 267230.33 | 4047136.69 | 0.01758c | (08041724) | 267084.90 | 4047228.91 | 0.01504c | (08040424) |
| 267116.21 | 4046645.91 | 0.01267c | (08040424) | 267278.04 | 4046601.08 | 0.01202c | (08040424) |
| 267439.87 | 4046556.26 | 0.01077c | (08040424) | 267601.70 | 4046511.43 | 0.00994c | (07030524) |
| 266962.58 | 4046714.43 | 0.01132c | (08041724) | 266817.15 | 4046806.64 | 0.01369c | (08040424) |
| 266845.10 | 4046224.57 | 0.01042c | (08041724) | 267000.23 | 4046181.60 | 0.01075c | (08040424) |
| 267155.36 | 4046138.63 | 0.01033c | (08040424) | 267310.49 | 4046095.66 | 0.00861c | (08040424) |
| 267465.62 | 4046052.70 | 0.00674c | (06031524) | 267620.75 | 4046009.73 | 0.00755c | (07030524) |
| 266694.82 | 4046292.16 | 0.01083c | (08040424) | 266549.40 | 4046384.37 | 0.01052c | (08041724) |
| 267349.50 | 4047926.93 | 0.06236c | (06123024) | 267254.62 | 4047738.96 | 0.03264c | (05030724) |
| 267124.38 | 4047515.64 | 0.02031c | (06120624) | 267031.28 | 4047608.75 | 0.02952c | (08040424) |
| 266993.36 | 4047302.22 | 0.01974c | (08040424) | 266901.04 | 4047385.43 | 0.01932c | (08041724) |
| 266638.65 | 4046949.60 | 0.01126c | (06120624) | 266727.90 | 4046878.12 | 0.01322c | (08041724) |
| 266547.47 | 4047031.90 | 0.01271c | (06120624) | 266284.58 | 4046596.46 | 0.00824c | (07012024) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266372.86 | 4046525.76 | 0.00835c | (07012024) | 266461.13 | 4046455.07 | 0.00756c | (06120624) |
| 266193.90 | 4046678.36 | 0.01004c | (06120624) | 267123.74 | 4048028.27 | 0.05889c | (06123024) |
| 267095.96 | 4048167.74 | 0.06999c | (06123024) | 267149.74 | 4047840.79 | 0.04054c | (06123024) |
| 267022.06 | 4047962.09 | 0.05279c | (06123024) | 266894.37 | 4048083.39 | 0.04980c | (07120224) |

| | | | | | |
|---|---|---|---|---|---|
| 266913.72 | 4047720.18 | 0.02676c (06123024) | 266786.03 | 4047841.48 | 0.03360c (06123024) |
| 266805.38 | 4047478.28 | 0.01597c (06120624) | 266677.69 | 4047599.58 | 0.01716c (06123024) |
| 266550.00 | 4047720.88 | 0.02254c (06123024) | 266461.01 | 4047115.78 | 0.01258c (06120624) |
| 266333.32 | 4047237.08 | 0.01178c (05030724) | 266205.63 | 4047358.38 | 0.01102b (05122724) |
| 266116.64 | 4046753.27 | 0.00964c (06120624) | 265988.95 | 4046874.57 | 0.00924c (05030724) |
| 265861.26 | 4046995.87 | 0.00930c (05030724) | 267016.60 | 4048266.84 | 0.08225c (06123024) |
| 267004.63 | 4048385.97 | 0.07926c (07011924) | 267011.73 | 4048547.36 | 0.08622c (08012624) |
| 266824.55 | 4048256.39 | 0.05149c (07120224) | 266804.83 | 4048394.76 | 0.05157c (05120724) |
| 266811.92 | 4048556.14 | 0.04963c (07011924) | 266579.96 | 4048254.56 | 0.03476c (05010524) |
| 266636.85 | 4048113.59 | 0.04066c (07120224) | 266693.74 | 4047972.62 | 0.03654c (07120224) |
| 266555.07 | 4048405.73 | 0.03480c (05120724) | 266562.16 | 4048567.12 | 0.03902c (06021224) |
| 266329.34 | 4048267.67 | 0.02810c (05120724) | 266345.91 | 4048065.35 | 0.02806c (07120224) |
| 266323.87 | 4047905.50 | 0.02454c (07121424) | 266494.84 | 4047857.58 | 0.02495c (06123024) |
| 266305.31 | 4048416.71 | 0.02887c (05120724) | 266312.40 | 4048578.10 | 0.02689c (06021224) |
| 265831.06 | 4048286.57 | 0.01930c (05120724) | 265888.68 | 4048143.77 | 0.02147c (07120224) |
| 265946.31 | 4048000.97 | 0.01910c (07120224) | 266003.94 | 4047858.18 | 0.01959c (06123024) |
| 266061.56 | 4047715.38 | 0.01573c (07121424) | 266119.19 | 4047572.58 | 0.01254c (06123024) |
| 265805.79 | 4048438.67 | 0.01756c (05120724) | 265812.88 | 4048600.05 | 0.01856c (05121624) |
| 265332.12 | 4048307.08 | 0.01571c (05120724) | 265390.92 | 4048161.39 | 0.01548c (05120724) |
| 265449.71 | 4048015.70 | 0.01493c (06120424) | 265508.50 | 4047870.01 | 0.01524c (06123024) |
| 265567.29 | 4047724.32 | 0.01461c (06123024) | 265626.09 | 4047578.63 | 0.01214c (06123024) |
| 265684.88 | 4047432.94 | 0.01026c (07120124) | 265743.67 | 4047287.25 | 0.00875b (05122724) |
| 265802.47 | 4047141.56 | 0.00948c (05030724) | 265306.27 | 4048460.62 | 0.01199c (06021724) |
| 265313.37 | 4048622.01 | 0.01343c (05121624) | 267112.74 | 4048642.96 | 0.10002c (07022424) |
| 267272.35 | 4048641.19 | 0.05510c (08120524) | 267045.11 | 4048815.59 | 0.06732c (05010124) |
| 266874.25 | 4048692.62 | 0.06370c (07011824) | 267194.77 | 4048842.06 | 0.03397c (08120324) |
| 267354.38 | 4048840.29 | 0.03037c (08120524) | 267053.71 | 4049067.85 | 0.02947c (08120324) |
| 266925.65 | 4049017.68 | 0.04295c (05010124) | 266797.60 | 4048967.52 | 0.04129c (07022424) |
| 266705.00 | 4048879.88 | 0.05128c (07011824) | 266647.86 | 4048754.78 | 0.03421c (05040924) |
| 267197.55 | 4049092.05 | 0.01905c (08120324) | 267357.16 | 4049090.28 | 0.01596c (05012024) |
| 267050.67 | 4049315.56 | 0.01708c (08120324) | 266910.97 | 4049260.83 | 0.02122c (08122124) |
| 266771.27 | 4049206.10 | 0.03533c (05010124) | 266631.57 | 4049151.37 | 0.02945c (07022424) |
| 266530.56 | 4049055.77 | 0.03795c (08013124) | 266468.23 | 4048919.29 | 0.02779c (08012624) |
| 266405.90 | 4048782.81 | 0.02385c (09021224) | 267200.32 | 4049342.03 | 0.01341c (05012024) |
| 267359.94 | 4049340.26 | 0.00982c (05012024) | 267056.22 | 4049815.53 | 0.01044c (05012024) |
| 266916.52 | 4049760.80 | 0.01266c (08120324) | 266776.83 | 4049706.07 | 0.01380c (08120324) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 266637.13 | 4049651.34 | 0.01503c (08122124) | 266497.43 | 4049596.61 | 0.02263c (05010124) |
| 266357.73 | 4049541.88 | 0.01892c (08012124) | 266186.87 | 4049418.91 | 0.02596c (08013124) |
| 266124.54 | 4049282.44 | 0.02588c (07011824) | 266062.20 | 4049145.96 | 0.01771c (08012624) |
| 265999.87 | 4049009.48 | 0.01756c (07122324) | 265937.54 | 4048873.01 | 0.01782c (09021224) |
| 265875.21 | 4048736.53 | 0.01599c (05121624) | 267205.88 | 4049842.00 | 0.00826c (05012024) |
| 267365.49 | 4049840.23 | 0.00495c (05012024) | 267057.67 | 4050313.88 | 0.00656c (05012024) |
| 266909.75 | 4050255.94 | 0.00847c (05012024) | 266761.84 | 4050197.99 | 0.01039c (08120324) |
| 266613.92 | 4050140.04 | 0.01012c (06011724) | 266466.00 | 4050082.09 | 0.01307c (08122124) |
| 266318.09 | 4050024.14 | 0.00883c (06122324) | 266170.17 | 4049966.20 | 0.01796c (05010124) |
| 266022.25 | 4049908.25 | 0.01486c (05012024) | 265841.34 | 4049778.05 | 0.01507c (08013124) |
| 265775.34 | 4049633.54 | 0.02247c (07011824) | 265709.35 | 4049489.04 | 0.01505c (08012624) |

| | | | | | |
|---|---|---|---|---|---|
| 265643.35 | 4049344.53 | 0.01579c (07123124) | 265577.35 | 4049200.03 | 0.01391c (07122324) |
| 265511.36 | 4049055.52 | 0.01439c (09021224) | 265445.36 | 4048911.02 | 0.01352c (08122724) |
| 265379.36 | 4048766.51 | 0.01298c (05121624) | 267211.43 | 4050341.97 | 0.00510c (05012024) |
| 267371.05 | 4050340.20 | 0.00385c (05020124) | 266227.04 | 4047703.04 | 0.01625c (07120124) |
| 266336.03 | 4047616.75 | 0.01552c (05030724) | 267475.89 | 4046685.79 | 0.01163c (08040424) |
| 267057.21 | 4047804.60 | 0.03430c (06123024) | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| GROUP ID | | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 0.01604 AT ( 267074.89, 4048517.52, 101.00, 101.00, 0.00) | DC | | |
| | 2ND HIGHEST VALUE IS | 0.01262 AT ( 268049.51, 4047836.85, 101.00, 101.00, 0.00) | DC | | |
| | 3RD HIGHEST VALUE IS | 0.01207 AT ( 267157.38, 4048570.55, 101.00, 101.00, 0.00) | DC | | |
| | 4TH HIGHEST VALUE IS | 0.01162 AT ( 267983.27, 4047685.95, 101.00, 101.00, 0.00) | DC | | |
| | 5TH HIGHEST VALUE IS | 0.01017 AT ( 267877.56, 4047669.79, 101.00, 101.00, 0.00) | DC | | |
| | 6TH HIGHEST VALUE IS | 0.00979 AT ( 267004.63, 4048385.97, 101.00, 101.00, 0.00) | DC | | |
| | 7TH HIGHEST VALUE IS | 0.00940 AT ( 268070.63, 4047906.72, 101.00, 101.00, 0.00) | DC | | |
| | 8TH HIGHEST VALUE IS | 0.00906 AT ( 267011.73, 4048547.36, 101.00, 101.00, 0.00) | DC | | |
| | 9TH HIGHEST VALUE IS | 0.00876 AT ( 268024.61, 4047978.86, 101.00, 101.00, 0.00) | DC | | |
| | 10TH HIGHEST VALUE IS | 0.00875 AT ( 267016.60, 4048266.84, 101.00, 101.00, 0.00) | DC | | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| NETWORK GROUP ID | | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | GRID-ID |
|---|---|---|---|---|---|---|
| ALL | HIGH 1ST HIGH VALUE IS | 0.15024c | ON 08010924: | AT ( 268049.51, 4047836.85, 101.00, 101.00, 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 15 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********

| | | |
|---|---|---|
| SO W320 | 1238 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1239 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1240 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1241 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1242 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1243 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1244 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1245 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1246 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1247 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1248 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1249 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1250 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| SO W320 | 1251 | PPARM:Input Parameter May Be Out-of-Range for Parameter VS |
| ME W396 | 2132 | MEOPEN:Met data from outdated version of AERMET, version: 06341 |

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***********************************
*** AERMOD Finishes Successfully ***
***********************************
```

```
** Output created by Lakes Environmental AERMOD MPI
**
****************************************
**
** AERMOD INPUT PRODUCED BY:
** AERMOD VIEW VER. 7.4.0
** LAKES ENVIRONMENTAL SOFTWARE INC.
** DATE: 2/29/2012
** FILE: C:\MBA\SELMA\REVISION 1\PHASE 2\PHASE 2_AERMOD\P2_CO\P2_CO.ADI
**
****************************************
**
**
****************************************
** AERMOD CONTROL PATHWAY
****************************************
**
**
CO STARTING
   TITLEONE SELMA CROSSING - PHASE 1 AND PHASE 2 (2020) - RURAL
   TITLETWO CO
   MODELOPT CONC FLAT  FASTALL
   AVERTIME 1 8
   POLLUTID CO
   RUNORNOT RUN
   ERRORFIL P2_CO.ERR
CO FINISHED
**
****************************************
** AERMOD SOURCE PATHWAY
****************************************
**
**
SO STARTING
** SOURCE LOCATION **
** SOURCE ID - TYPE - X COORD. - Y COORD. **
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEB
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000666
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
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   LOCATION L0019727     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0019728     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0019729     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0019730     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0019731     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0019732     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0019733     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0019734     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0019735     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0019736     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0019737     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0019738     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0019739     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0019740     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0019741     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0019742     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0019743     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0019744     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0019745     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0019746     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0019747     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0019748     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0019749     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0019750     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0019751     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0019752     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0019753     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0019754     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0019755     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0019756     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0019757     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0019758     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0019759     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0019760     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0019761     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0019762     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0019763     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0019764     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0019765     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0019766     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0019767     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0019768     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0019769     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0019770     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0019771     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0019772     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0019773     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0019774     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0019775     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0019776     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0019777     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0019778     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0019779     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0019780     VOLUME   267134.713 4048316.991 0.0
   LOCATION L0019781     VOLUME   267129.894 4048322.458 0.0
   LOCATION L0019782     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0019783     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0019784     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0019785     VOLUME   267118.307 4048347.154 0.0
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   LOCATION L0019786     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0019787     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0019788     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0019789     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0019790     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0019791     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0019792     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0019793     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0019794     VOLUME   267119.483 4048412.734 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEH
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000956
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267414.50, 4048475.14, 0.00, 1.83, 3.38
** 267187.76, 4048258.22, 0.00, 1.83, 3.38
** 267267.49, 4048181.36, 0.00, 1.83, 3.38
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   LOCATION L0019795     VOLUME   267413.177 4048473.875 0.0
   LOCATION L0019796     VOLUME   267407.934 4048468.859 0.0
   LOCATION L0019797     VOLUME   267402.690 4048463.843 0.0
   LOCATION L0019798     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0019799     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0019800     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0019801     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0019802     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0019803     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0019804     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0019805     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0019806     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0019807     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0019808     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0019809     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0019810     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0019811     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0019812     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0019813     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0019814     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0019815     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0019816     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0019817     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0019818     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0019819     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0019820     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0019821     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0019822     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0019823     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0019824     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0019825     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0019826     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0019827     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0019828     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0019829     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0019830     VOLUME   267229.661 4048298.300 0.0
   LOCATION L0019831     VOLUME   267224.418 4048293.283 0.0
   LOCATION L0019832     VOLUME   267219.174 4048288.267 0.0
   LOCATION L0019833     VOLUME   267213.931 4048283.251 0.0
   LOCATION L0019834     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0019835     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0019836     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0019837     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0019838     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0019839     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0019840     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0019841     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0019842     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0019843     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0019844     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0019845     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0019846     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0019847     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0019848     VOLUME   267240.056 4048207.806 0.0
   LOCATION L0019849     VOLUME   267245.281 4048202.770 0.0
   LOCATION L0019850     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0019851     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0019852     VOLUME   267260.954 4048187.661 0.0
   LOCATION L0019853     VOLUME   267266.178 4048182.625 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEK
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000416
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267691.04, 4048174.89, 0.00, 1.83, 3.35
** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
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   LOCATION L0019854     VOLUME   267689.606 4048173.761 0.0
   LOCATION L0019855     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0019856     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0019857     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0019858     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0019859     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0019860     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0019861     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0019862     VOLUME   267644.259 4048138.205 0.0
   LOCATION L0019863     VOLUME   267638.591 4048133.761 0.0
   LOCATION L0019864     VOLUME   267632.922 4048129.316 0.0
   LOCATION L0019865     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0019866     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0019867     VOLUME   267615.917 4048115.983 0.0
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   LOCATION L0019868     VOLUME   267610.249 4048111.538 0.0
   LOCATION L0019869     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0019870     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0019871     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0019872     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0019873     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0019874     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0019875     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0019876     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0019877     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0019878     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0019879     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0019880     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0019881     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0019882     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0019883     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0019884     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0019885     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0019886     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0019887     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0019888     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0019889     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0019890     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0019891     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0019892     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0019893     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0019894     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0019895     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0019896     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0019897     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0019898     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0019899     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0019900     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0019901     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0019902     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0019903     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0019904     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0019905     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0019906     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0019907     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0019908     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0019909     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0019910     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0019911     VOLUME   267378.555 4048079.064 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEAABB
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00106
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
** 267870.14, 4047993.16, 0.00, 1.83, 3.37
** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
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   LOCATION L0019913     VOLUME   267875.726 4047986.011 0.0
   LOCATION L0019914     VOLUME   267880.184 4047980.305 0.0
   LOCATION L0019915     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0019916     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0019917     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0019918     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0019919     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0019920     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0019921     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0019922     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0019923     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0019924     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0019925     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0019926     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0019927     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0019928     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0019929     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0019930     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0019931     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0019932     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0019933     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0019934     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0019935     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0019936     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0019937     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0019938     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0019939     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0019940     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0019941     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0019942     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0019943     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0019944     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0019945     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0019946     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0019947     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0019948     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0019949     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0019950     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0019951     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0019952     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0019953     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0019954     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0019955     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0019956     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0019957     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0019958     VOLUME   267829.170 4047785.091 0.0
   LOCATION L0019959     VOLUME   267821.928 4047785.091 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEVWXY
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00153
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
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** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
** 267662.07, 4047845.67, 0.00, 1.83, 3.37
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   LOCATION L0019961     VOLUME   267853.764 4047995.198 0.0
   LOCATION L0019962     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0019963     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0019964     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0019965     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0019966     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0019967     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0019968     VOLUME   267806.884 4047976.789 0.0
   LOCATION L0019969     VOLUME   267806.291 4047969.573 0.0
   LOCATION L0019970     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0019971     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0019972     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0019973     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0019974     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0019975     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0019976     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0019977     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0019978     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0019979     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0019980     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0019981     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0019982     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0019983     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0019984     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0019985     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0019986     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0019987     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0019988     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0019989     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0019990     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0019991     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0019992     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0019993     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0019994     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0019995     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0019996     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0019997     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0019998     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0019999     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0020000     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0020001     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0020002     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0020003     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0020004     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0020005     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0020006     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0020007     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0020008     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0020009     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0020010     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0020011     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0020012     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0020013     VOLUME   267670.283 4047841.814 0.0
   LOCATION L0020014     VOLUME   267663.729 4047844.891 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000845
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
** 267683.14, 4048172.26, 0.00, 1.83, 3.36
** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0020015     VOLUME   267681.730 4048171.095 0.0
   LOCATION L0020016     VOLUME   267676.144 4048166.506 0.0
   LOCATION L0020017     VOLUME   267670.558 4048161.917 0.0
   LOCATION L0020018     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0020019     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0020020     VOLUME   267653.798 4048148.151 0.0
   LOCATION L0020021     VOLUME   267648.212 4048143.562 0.0
   LOCATION L0020022     VOLUME   267642.626 4048138.973 0.0
   LOCATION L0020023     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0020024     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0020025     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0020026     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0020027     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0020028     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0020029     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0020030     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0020031     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0020032     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0020033     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0020034     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0020035     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0020036     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0020037     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0020038     VOLUME   267553.244 4048065.553 0.0
   LOCATION L0020039     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0020040     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0020041     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0020042     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0020043     VOLUME   267525.312 4048042.609 0.0
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   LOCATION L0020044     VOLUME   267519.726 4048038.020 0.0
   LOCATION L0020045     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0020046     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0020047     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0020048     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0020049     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0020050     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0020051     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0020052     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0020053     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0020054     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0020055     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0020056     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0020057     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0020058     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0020059     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0020060     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0020061     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0020062     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0020063     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0020064     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0020065     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0020066     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0020067     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0020068     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0020069     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0020070     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0020071     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0020072     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0020073     VOLUME   267560.543 4047899.462 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000074
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0020074     VOLUME   267411.962 4048474.659 0.0
   LOCATION L0020075     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0020076     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0020077     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0020078     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0020079     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0020080     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0020081     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0020082     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0020083     VOLUME   267369.865 4048491.944 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINECDE
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000526
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267413.84, 4048476.07, 0.00, 1.83, 3.38
** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
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   LOCATION L0020085     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0020086     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0020087     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0020088     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0020089     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0020090     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0020091     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0020092     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0020093     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0020094     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0020095     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0020096     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0020097     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0020098     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0020099     VOLUME   267469.919 4048399.802 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.0000595
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0020100     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0020101     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0020102     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0020103     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0020104     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0020105     VOLUME   267416.989 4048450.427 0.0
   LOCATION L0020106     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0020107     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0020108     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0020109     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0020110     VOLUME   267442.081 4048424.907 0.0
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   LOCATION L0020111     VOLUME   267447.099 4048419.803 0.0
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   LOCATION L0020113     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0020114     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0020115     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0020116     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0020117     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0020118     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0020119     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0020120     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0020121     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0020122     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0020123     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0020124     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0020125     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0020126     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0020127     VOLUME   267527.393 4048338.140 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.0000501
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0020129     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0020130     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0020131     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0020132     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0020133     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0020134     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0020135     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0020136     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0020137     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0020138     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0020139     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0020140     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0020141     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0020142     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0020143     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0020144     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0020145     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0020146     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0020147     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0020148     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0020149     VOLUME   267579.734 4048279.001 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000136
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
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** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0020152     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0020153     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0020154     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0020155     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0020156     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0020157     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0020158     VOLUME   267651.271 4048214.265 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000103
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
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** 267736.37, 4048126.71, 0.00, 1.83, 3.33
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   LOCATION L0020161     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0020162     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0020163     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0020164     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0020165     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0020166     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0020167     VOLUME   267730.379 4048133.427 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINERU
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000607
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** NODES = 2
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   LOCATION L0020171     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0020172     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0020173     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0020174     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0020175     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0020176     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0020177     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0020178     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0020179     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0020180     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0020181     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0020182     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0020183     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0020184     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0020185     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0020186     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0020187     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0020188     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0020189     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0020190     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0020191     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0020192     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0020193     VOLUME   267808.524 4048052.211 0.0
   LOCATION L0020194     VOLUME   267813.484 4048046.928 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000476
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
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** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0020196     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0020197     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0020198     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0020199     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0020200     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0020201     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0020202     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0020203     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0020204     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0020205     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0020206     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0020207     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0020208     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0020209     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0020210     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0020211     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0020212     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0020213     VOLUME   267587.921 4048092.122 0.0
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   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLPPQQRRTTUU
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00377
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 6
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** 267492.36, 4047682.46, 0.00, 1.83, 3.38
** 267490.55, 4047635.37, 0.00, 1.83, 3.38
** 267572.04, 4047622.70, 0.00, 1.83, 3.38
** 267603.22, 4047596.26, 0.00, 1.83, 3.38
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   LOCATION L0020217     VOLUME   267607.359 4047768.194 0.0
   LOCATION L0020218     VOLUME   267600.088 4047768.068 0.0
   LOCATION L0020219     VOLUME   267592.817 4047767.942 0.0
   LOCATION L0020220     VOLUME   267585.546 4047767.816 0.0
   LOCATION L0020221     VOLUME   267578.275 4047767.690 0.0
   LOCATION L0020222     VOLUME   267571.004 4047767.564 0.0
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   LOCATION L0020225     VOLUME   267549.191 4047767.186 0.0
   LOCATION L0020226     VOLUME   267541.920 4047767.061 0.0
   LOCATION L0020227     VOLUME   267534.649 4047766.935 0.0
   LOCATION L0020228     VOLUME   267527.378 4047766.809 0.0
   LOCATION L0020229     VOLUME   267520.107 4047766.683 0.0
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   LOCATION L0020231     VOLUME   267505.565 4047766.431 0.0
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   LOCATION L0020235     VOLUME   267476.482 4047765.928 0.0
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   LOCATION L0020251     VOLUME   267489.595 4047687.661 0.0
   LOCATION L0020252     VOLUME   267492.310 4047681.080 0.0
   LOCATION L0020253     VOLUME   267492.030 4047673.813 0.0
   LOCATION L0020254     VOLUME   267491.751 4047666.547 0.0
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   LOCATION L0020258     VOLUME   267490.633 4047637.480 0.0
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   LOCATION L0020261     VOLUME   267510.025 4047632.344 0.0
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   LOCATION L0020263     VOLUME   267524.397 4047630.108 0.0
   LOCATION L0020264     VOLUME   267531.582 4047628.991 0.0
   LOCATION L0020265     VOLUME   267538.768 4047627.873 0.0
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   LOCATION L0020267     VOLUME   267553.139 4047625.637 0.0
   LOCATION L0020268     VOLUME   267560.325 4047624.519 0.0
   LOCATION L0020269     VOLUME   267567.511 4047623.402 0.0
   LOCATION L0020270     VOLUME   267574.091 4047620.960 0.0
   LOCATION L0020271     VOLUME   267579.638 4047616.257 0.0
   LOCATION L0020272     VOLUME   267585.184 4047611.554 0.0
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** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEAUTO
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00759
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 8
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** 267490.55, 4047637.18, 0.00, 1.83, 3.39
** 267568.42, 4047624.51, 0.00, 1.83, 3.39
** 267680.70, 4047539.39, 0.00, 1.83, 3.39
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   LOCATION L0020279     VOLUME   267616.023 4047769.006 0.0
   LOCATION L0020280     VOLUME   267608.740 4047768.986 0.0
   LOCATION L0020281     VOLUME   267601.458 4047768.965 0.0
   LOCATION L0020282     VOLUME   267594.175 4047768.945 0.0
   LOCATION L0020283     VOLUME   267586.892 4047768.924 0.0
   LOCATION L0020284     VOLUME   267579.610 4047768.903 0.0
   LOCATION L0020285     VOLUME   267572.327 4047768.883 0.0
   LOCATION L0020286     VOLUME   267565.045 4047768.862 0.0
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   LOCATION L0020289     VOLUME   267543.197 4047768.800 0.0
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   LOCATION L0020291     VOLUME   267528.632 4047768.759 0.0
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   LOCATION L0020294     VOLUME   267506.785 4047768.697 0.0
   LOCATION L0020295     VOLUME   267499.502 4047768.676 0.0
   LOCATION L0020296     VOLUME   267492.220 4047768.655 0.0
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   LOCATION L0020298     VOLUME   267477.655 4047768.614 0.0
   LOCATION L0020299     VOLUME   267470.372 4047768.594 0.0
   LOCATION L0020300     VOLUME   267463.090 4047768.573 0.0
   LOCATION L0020301     VOLUME   267455.807 4047768.552 0.0
   LOCATION L0020302     VOLUME   267448.525 4047768.532 0.0
   LOCATION L0020303     VOLUME   267447.740 4047764.468 0.0
   LOCATION L0020304     VOLUME   267450.940 4047757.926 0.0
   LOCATION L0020305     VOLUME   267454.140 4047751.385 0.0
   LOCATION L0020306     VOLUME   267457.340 4047744.843 0.0
   LOCATION L0020307     VOLUME   267460.540 4047738.301 0.0
   LOCATION L0020308     VOLUME   267463.740 4047731.759 0.0
   LOCATION L0020309     VOLUME   267466.940 4047725.217 0.0
   LOCATION L0020310     VOLUME   267470.139 4047718.675 0.0
   LOCATION L0020311     VOLUME   267473.339 4047712.133 0.0
   LOCATION L0020312     VOLUME   267476.539 4047705.591 0.0
   LOCATION L0020313     VOLUME   267479.739 4047699.050 0.0
   LOCATION L0020314     VOLUME   267482.939 4047692.508 0.0
   LOCATION L0020315     VOLUME   267486.139 4047685.966 0.0
   LOCATION L0020316     VOLUME   267488.797 4047679.287 0.0
   LOCATION L0020317     VOLUME   267489.101 4047672.010 0.0
   LOCATION L0020318     VOLUME   267489.404 4047664.734 0.0
   LOCATION L0020319     VOLUME   267489.707 4047657.458 0.0
   LOCATION L0020320     VOLUME   267490.010 4047650.182 0.0
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   LOCATION L0020326     VOLUME   267520.839 4047632.253 0.0
   LOCATION L0020327     VOLUME   267528.027 4047631.083 0.0
   LOCATION L0020328     VOLUME   267535.215 4047629.913 0.0
   LOCATION L0020329     VOLUME   267542.403 4047628.743 0.0
   LOCATION L0020330     VOLUME   267549.591 4047627.573 0.0
   LOCATION L0020331     VOLUME   267556.779 4047626.403 0.0
   LOCATION L0020332     VOLUME   267563.967 4047625.233 0.0
   LOCATION L0020333     VOLUME   267570.628 4047622.834 0.0
   LOCATION L0020334     VOLUME   267576.432 4047618.435 0.0
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   LOCATION L0020336     VOLUME   267588.039 4047609.636 0.0
   LOCATION L0020337     VOLUME   267593.842 4047605.237 0.0
   LOCATION L0020338     VOLUME   267599.646 4047600.837 0.0
   LOCATION L0020339     VOLUME   267605.449 4047596.438 0.0
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   LOCATION L0020341     VOLUME   267617.056 4047587.639 0.0
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   LOCATION L0020343     VOLUME   267628.663 4047578.840 0.0
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   LOCATION L0020345     VOLUME   267640.270 4047570.041 0.0
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   LOCATION L0020347     VOLUME   267651.877 4047561.243 0.0
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   LOCATION L0020349     VOLUME   267663.484 4047552.444 0.0
   LOCATION L0020350     VOLUME   267669.288 4047548.044 0.0
   LOCATION L0020351     VOLUME   267675.091 4047543.645 0.0
   LOCATION L0020352     VOLUME   267680.872 4047539.220 0.0
   LOCATION L0020353     VOLUME   267686.022 4047534.071 0.0
   LOCATION L0020354     VOLUME   267691.171 4047528.921 0.0
   LOCATION L0020355     VOLUME   267696.321 4047523.772 0.0
   LOCATION L0020356     VOLUME   267701.471 4047518.622 0.0
   LOCATION L0020357     VOLUME   267706.620 4047513.472 0.0
   LOCATION L0020358     VOLUME   267711.770 4047508.323 0.0
   LOCATION L0020359     VOLUME   267716.919 4047503.173 0.0
   LOCATION L0020360     VOLUME   267722.069 4047498.024 0.0
   LOCATION L0020361     VOLUME   267727.218 4047492.874 0.0
   LOCATION L0020362     VOLUME   267732.368 4047487.725 0.0
   LOCATION L0020363     VOLUME   267737.517 4047482.575 0.0
   LOCATION L0020364     VOLUME   267742.667 4047477.426 0.0
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   LOCATION L0020367     VOLUME   267758.115 4047461.977 0.0
   LOCATION L0020368     VOLUME   267763.265 4047456.828 0.0
   LOCATION L0020369     VOLUME   267768.414 4047451.678 0.0
   LOCATION L0020370     VOLUME   267773.564 4047446.528 0.0
   LOCATION L0020371     VOLUME   267778.714 4047441.379 0.0
   LOCATION L0020372     VOLUME   267783.863 4047436.229 0.0
   LOCATION L0020373     VOLUME   267789.013 4047431.080 0.0
   LOCATION L0020374     VOLUME   267789.404 4047423.939 0.0
   LOCATION L0020375     VOLUME   267789.458 4047416.656 0.0
   LOCATION L0020376     VOLUME   267789.513 4047409.374 0.0
   LOCATION L0020377     VOLUME   267789.567 4047402.092 0.0
   LOCATION L0020378     VOLUME   267789.622 4047394.809 0.0
   LOCATION L0020379     VOLUME   267789.676 4047387.527 0.0
   LOCATION L0020380     VOLUME   267789.730 4047380.245 0.0
   LOCATION L0020381     VOLUME   267789.785 4047372.962 0.0
   LOCATION L0020382     VOLUME   267789.839 4047365.680 0.0
   LOCATION L0020383     VOLUME   267789.894 4047358.397 0.0
   LOCATION L0020384     VOLUME   267789.948 4047351.115 0.0
   LOCATION L0020385     VOLUME   267790.003 4047343.833 0.0
   LOCATION L0020386     VOLUME   267790.057 4047336.550 0.0
   LOCATION L0020387     VOLUME   267790.111 4047329.268 0.0
   LOCATION L0020388     VOLUME   267790.166 4047321.986 0.0
   LOCATION L0020389     VOLUME   267790.220 4047314.703 0.0
   LOCATION L0020390     VOLUME   267790.275 4047307.421 0.0
   LOCATION L0020391     VOLUME   267790.329 4047300.139 0.0
   LOCATION L0020392     VOLUME   267790.384 4047292.856 0.0
   LOCATION L0020393     VOLUME   267790.438 4047285.574 0.0
   LOCATION L0020394     VOLUME   267790.493 4047278.292 0.0
   LOCATION L0020395     VOLUME   267790.547 4047271.009 0.0
   LOCATION L0020396     VOLUME   267790.601 4047263.727 0.0
   LOCATION L0020397     VOLUME   267790.656 4047256.445 0.0
   LOCATION L0020398     VOLUME   267790.710 4047249.162 0.0
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** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
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** ELEVATED
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** SZINIT = 0.43
** NODES = 8
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   LOCATION L0020406     VOLUME   267612.362 4047768.271 0.0
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   LOCATION L0020408     VOLUME   267597.770 4047767.827 0.0
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   LOCATION L0020410     VOLUME   267583.178 4047767.382 0.0
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   LOCATION L0020432     VOLUME   267459.432 4047740.344 0.0
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   LOCATION L0020446     VOLUME   267490.098 4047644.661 0.0
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   LOCATION L0020461     VOLUME   267589.283 4047610.983 0.0
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   LOCATION L0020470     VOLUME   267640.342 4047569.649 0.0
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   LOCATION L0020472     VOLUME   267651.689 4047560.463 0.0
   LOCATION L0020473     VOLUME   267657.362 4047555.871 0.0
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   LOCATION L0020475     VOLUME   267668.709 4047546.685 0.0
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   LOCATION L0020481     VOLUME   267702.130 4047518.423 0.0
   LOCATION L0020482     VOLUME   267707.429 4047513.403 0.0
   LOCATION L0020483     VOLUME   267712.728 4047508.383 0.0
   LOCATION L0020484     VOLUME   267718.027 4047503.363 0.0
   LOCATION L0020485     VOLUME   267723.326 4047498.343 0.0
   LOCATION L0020486     VOLUME   267728.625 4047493.323 0.0
   LOCATION L0020487     VOLUME   267733.923 4047488.303 0.0
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   LOCATION L0020493     VOLUME   267765.717 4047458.183 0.0
   LOCATION L0020494     VOLUME   267771.016 4047453.163 0.0
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   LOCATION L0020500     VOLUME   267802.809 4047423.043 0.0
   LOCATION L0020501     VOLUME   267808.108 4047418.023 0.0
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   LOCATION L0020503     VOLUME   267818.706 4047407.983 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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   LOCATION L0020558     VOLUME   267575.302 4047616.505 0.0
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   LOCATION L0020601     VOLUME   267812.034 4047411.937 0.0
   LOCATION L0020602     VOLUME   267817.540 4047407.180 0.0
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   LOCATION L0020609     VOLUME   267856.078 4047373.878 0.0
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   LOCATION L0020628     VOLUME   267909.243 4047257.523 0.0
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** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** 267485.12, 4047689.70, 0.00, 1.83, 3.37
** 267492.36, 4047626.32, 0.00, 1.83, 3.37
** 267506.85, 4047378.22, 0.00, 1.83, 3.37
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   LOCATION L0020658     VOLUME   267588.518 4047767.410 0.0
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   LOCATION L0020692     VOLUME   267487.017 4047673.093 0.0
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   LOCATION L0020696     VOLUME   267490.311 4047644.272 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** SZINIT = 0.43
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   LOCATION L0020745     VOLUME   267600.767 4047767.531 0.0
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   LOCATION L0021043     VOLUME   267421.225 4047624.078 0.0
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   LOCATION L0021075     VOLUME   267298.267 4047680.407 0.0
   LOCATION L0021076     VOLUME   267291.021 4047680.262 0.0
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   LOCATION L0021082     VOLUME   267247.546 4047679.394 0.0
   LOCATION L0021083     VOLUME   267240.300 4047679.250 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEDDDEEE
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00348
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
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** 267090.19, 4047765.50, 0.00, 1.83, 3.39
** 267099.25, 4047144.33, 0.00, 1.83, 3.39
** 267305.70, 4047146.14, 0.00, 1.83, 3.39
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   LOCATION L0021086     VOLUME   267620.702 4047772.529 0.0
   LOCATION L0021087     VOLUME   267613.410 4047772.433 0.0
   LOCATION L0021088     VOLUME   267606.119 4047772.336 0.0
   LOCATION L0021089     VOLUME   267598.827 4047772.239 0.0
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   LOCATION L0021091     VOLUME   267584.243 4047772.046 0.0
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LOCATION L0021094     VOLUME   267562.367 4047771.756 0.0
LOCATION L0021095     VOLUME   267555.075 4047771.660 0.0
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LOCATION L0021097     VOLUME   267540.491 4047771.467 0.0
LOCATION L0021098     VOLUME   267533.199 4047771.370 0.0
LOCATION L0021099     VOLUME   267525.907 4047771.274 0.0
LOCATION L0021100     VOLUME   267518.615 4047771.177 0.0
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LOCATION L0021116     VOLUME   267401.944 4047769.632 0.0
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LOCATION L0021162     VOLUME   267090.540 4047741.822 0.0
LOCATION L0021163     VOLUME   267090.646 4047734.530 0.0
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LOCATION L0021171     VOLUME   267091.497 4047676.195 0.0
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   LOCATION STCKAM7      POINT      267930.022  4047168.784          0.0
   LOCATION STCKQM8      POINT      267804.677  4047060.987          0.0
   LOCATION STCKAM9      POINT      267749.526  4047068.508          0.0
   LOCATION STCKAM10     POINT      267762.060  4047264.046          0.0
   LOCATION STCKHOT1     POINT      267937.543  4047356.801          0.0
   LOCATION STCKHOT2     POINT      267977.653  4047306.663          0.0
   LOCATION STCKWP1      POINT      268052.860  4047218.922          0.0
   LOCATION STCKAAA1     POINT      267575.115  4047380.545          0.0
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   LOCATION BBBCCC1      POINT      267221.559  4047295.555          0.0
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   SRCPARAM L0019727     9.6522E-06      1.83      3.39      0.43
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   SRCPARAM L0019730     9.6522E-06      1.83      3.39      0.43
   SRCPARAM L0019731     9.6522E-06      1.83      3.39      0.43
   SRCPARAM L0019732     9.6522E-06      1.83      3.39      0.43
   SRCPARAM L0019733     9.6522E-06      1.83      3.39      0.43
   SRCPARAM L0019734     9.6522E-06      1.83      3.39      0.43
   SRCPARAM L0019735     9.6522E-06      1.83      3.39      0.43
   SRCPARAM L0019736     9.6522E-06      1.83      3.39      0.43
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| | | | | | P2_CO |
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| SRCPARAM | L0019757 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019758 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019759 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019760 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019762 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019763 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019764 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019765 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019767 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019768 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019769 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019770 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019771 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019772 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019773 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019774 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019775 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019776 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019777 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019778 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019779 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019780 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019781 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019783 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019784 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019787 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019788 | 9.6522E-06 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019799 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019802 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019820 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019821 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019822 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019823 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019824 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019825 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019826 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019827 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019828 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019829 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019830 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019831 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019832 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019834 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019835 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019836 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019837 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019838 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019839 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019840 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019842 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019843 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019844 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019845 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019846 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019847 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019848 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019849 | 0.0000162034 | 1.83 | 3.38 | 0.43 |

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|---|---|---|---|---|---|
| SRCPARAM | L0019850 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019851 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019852 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019853 | 0.0000162034 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019854 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019855 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019856 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019857 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019858 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019859 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019860 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019861 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019862 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019863 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019864 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019866 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019867 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019868 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019869 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019870 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019872 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019873 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019874 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019875 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019876 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019877 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019878 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019879 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019880 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019881 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019882 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019883 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019884 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019885 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019886 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019887 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019888 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019889 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019890 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019893 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019898 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019900 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019901 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019902 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019903 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019904 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019905 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019906 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019907 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019908 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019909 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019911 | 7.1724E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019913 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019914 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019915 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019916 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019917 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019918 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019919 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019922 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019923 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019924 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019930 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019931 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019934 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019940 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019941 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019943 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019944 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019947 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019949 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019954 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019957 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019958 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019959 | 0.0000220833 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019960 | 0.0000278182 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019961 | 0.0000278182 | 1.83 | 3.37 | 0.43 |

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SRCPARAM L0019985     0.0000278182      1.83      3.37      0.43
SRCPARAM L0019986     0.0000278182      1.83      3.37      0.43
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SRCPARAM L0020067     0.000014322       1.83      3.36      0.43
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SRCPARAM L0020069     0.000014322       1.83      3.36      0.43
SRCPARAM L0020070     0.000014322       1.83      3.36      0.43
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SRCPARAM L0020073     0.000014322       1.83      3.36      0.43
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SRCPARAM L0020076       7.4E-06      1.83      3.28      0.43
SRCPARAM L0020077       7.4E-06      1.83      3.28      0.43
SRCPARAM L0020078       7.4E-06      1.83      3.28      0.43
SRCPARAM L0020079       7.4E-06      1.83      3.28      0.43
SRCPARAM L0020080       7.4E-06      1.83      3.28      0.43
SRCPARAM L0020081       7.4E-06      1.83      3.28      0.43
SRCPARAM L0020082       7.4E-06      1.83      3.28      0.43
SRCPARAM L0020083       7.4E-06      1.83      3.28      0.43
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SRCPARAM L0020085     0.000032875      1.83      3.38      0.43
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SRCPARAM L0020092     0.000032875      1.83      3.38      0.43
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SRCPARAM L0020094     0.000032875      1.83      3.38      0.43
SRCPARAM L0020095     0.000032875      1.83      3.38      0.43
SRCPARAM L0020096     0.000032875      1.83      3.38      0.43
SRCPARAM L0020097     0.000032875      1.83      3.38      0.43
SRCPARAM L0020098     0.000032875      1.83      3.38      0.43
SRCPARAM L0020099     0.000032875      1.83      3.38      0.43
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SRCPARAM L0020101     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020102     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020103     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020104     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020105     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020106     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020107     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020108     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020109     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020110     2.125E-06      1.83      3.33      0.43
SRCPARAM L0020111     2.125E-06      1.83      3.33      0.43
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SRCPARAM L0020138     2.1783E-06      1.83      3.34      0.43
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SRCPARAM L0020140     2.1783E-06      1.83      3.34      0.43
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SRCPARAM L0020145     2.1783E-06      1.83      3.34      0.43
SRCPARAM L0020146     2.1783E-06      1.83      3.34      0.43
SRCPARAM L0020147     2.1783E-06      1.83      3.34      0.43
SRCPARAM L0020148     2.1783E-06      1.83      3.34      0.43
SRCPARAM L0020149     2.1783E-06      1.83      3.34      0.43
SRCPARAM L0020150     2.1783E-06      1.83      3.34      0.43
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SRCPARAM L0020152       0.000017      1.83      3.37      0.43
SRCPARAM L0020153       0.000017      1.83      3.37      0.43
SRCPARAM L0020154       0.000017      1.83      3.37      0.43
SRCPARAM L0020155       0.000017      1.83      3.37      0.43
SRCPARAM L0020156       0.000017      1.83      3.37      0.43
SRCPARAM L0020157       0.000017      1.83      3.37      0.43
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SRCPARAM L0020161      0.0000103      1.83      3.33      0.43
SRCPARAM L0020162      0.0000103      1.83      3.33      0.43
SRCPARAM L0020163      0.0000103      1.83      3.33      0.43
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SRCPARAM L0020165      0.0000103      1.83      3.33      0.43
SRCPARAM L0020166      0.0000103      1.83      3.33      0.43
SRCPARAM L0020167      0.0000103      1.83      3.33      0.43
SRCPARAM L0020168      0.0000103      1.83      3.33      0.43
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SRCPARAM L0020176   0.0000233462      1.83      3.37      0.43
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SRCPARAM L0020179   0.0000233462      1.83      3.37      0.43
SRCPARAM L0020180   0.0000233462      1.83      3.37      0.43
SRCPARAM L0020181   0.0000233462      1.83      3.37      0.43
SRCPARAM L0020182   0.0000233462      1.83      3.37      0.43
SRCPARAM L0020183   0.0000233462      1.83      3.37      0.43
SRCPARAM L0020184   0.0000233462      1.83      3.37      0.43
SRCPARAM L0020185   0.0000233462      1.83      3.37      0.43
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SRCPARAM L0020187     0.0000233462      1.83      3.37       0.43
SRCPARAM L0020188     0.0000233462      1.83      3.37       0.43
SRCPARAM L0020189     0.0000233462      1.83      3.37       0.43
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SRCPARAM L0020193     0.0000233462      1.83      3.37       0.43
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SRCPARAM L0020205     0.0000250526      1.83      3.39       0.43
SRCPARAM L0020206     0.0000250526      1.83      3.39       0.43
SRCPARAM L0020207     0.0000250526      1.83      3.39       0.43
SRCPARAM L0020208     0.0000250526      1.83      3.39       0.43
SRCPARAM L0020209     0.0000250526      1.83      3.39       0.43
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SRCPARAM L0020211     0.0000250526      1.83      3.39       0.43
SRCPARAM L0020212     0.0000250526      1.83      3.39       0.43
SRCPARAM L0020213     0.0000250526      1.83      3.39       0.43
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SRCPARAM STCKB          0.00599     3.658   366.483  51.70000      0.100
SRCPARAM STCKCDE         0.0371     3.658   366.483  51.70000      0.100
SRCPARAM STCKFG          0.0248     3.658   366.483  51.70000      0.100
SRCPARAM STCKH           0.0103     3.658   366.483  51.70000      0.100
SRCPARAM STCKIJ          0.0248     3.658   366.483  51.70000      0.100
SRCPARAM STCKK          0.00435     3.658   366.483  51.70000      0.100
SRCPARAM STCKLMP         0.0339     3.658   366.483  51.70000      0.100
SRCPARAM STCKNO          0.0713     3.658   366.483  51.70000      0.100
SRCPARAM STCKQ           0.0124     3.658   366.483  51.70000      0.100
SRCPARAM STCKRU          0.0248     3.658   366.483  51.70000      0.100
SRCPARAM STCKT          0.00871     3.658   366.483  51.70000      0.100
SRCPARAM STCKVWXY        0.0174     3.658   366.483  51.70000      0.100
SRCPARAM STCKAABB        0.0248     3.658   366.483  51.70000      0.100
SRCPARAM LOT1          1.01E-07      0.305        16
AREAVERT LOT1         267120.418 4048530.358 267120.418 4048476.500
AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976
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SRCPARAM L0020215     0.0000608065      1.83      3.38       0.43
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SRCPARAM L0020219     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020220     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020221     0.0000608065      1.83      3.38       0.43
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SRCPARAM L0020237     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020238     0.0000608065      1.83      3.38       0.43
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SRCPARAM L0020242     0.0000608065      1.83      3.38       0.43
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SRCPARAM L0020249     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020250     0.0000608065      1.83      3.38       0.43
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SRCPARAM L0020252     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020253     0.0000608065      1.83      3.38       0.43
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SRCPARAM L0020260     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020261     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020262     0.0000608065      1.83      3.38       0.43
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SRCPARAM L0020265     0.0000608065      1.83      3.38       0.43
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SRCPARAM L0020269     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020270     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020271     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020272     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020273     0.0000608065      1.83      3.38       0.43
SRCPARAM L0020274     0.0000608065      1.83      3.38       0.43
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| | | | | | P2_CO |
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| SRCPARAM | L0020498 | 0.0000199194 | 1.83 | 3.39 | 0.43 |

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| SRCPARAM | L0021042 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021043 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021044 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021045 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021046 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021047 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021048 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021049 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021050 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021051 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021052 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021053 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0021055 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021056 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021057 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021058 | 0.0000829897 | 1.83 | 3.37 | 0.43 |

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| SRCPARAM | L0021059 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021060 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021061 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021062 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021063 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021064 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021065 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021066 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021067 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021068 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021069 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0021072 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021073 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021074 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021075 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021076 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021077 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021078 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021079 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021080 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021081 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0021082 | 0.0000829897 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0021087 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021088 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021097 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021098 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021101 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021104 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021105 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021106 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021108 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021109 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021116 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021117 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021145 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021167 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021168 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021169 | 0.0000184127 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021170 | 0.0000184127 | 1.83 | 3.39 | 0.43 |

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SRCPARAM L0021272     0.0000184127      1.83      3.39       0.43
SRCPARAM LOT2          2.85E-07     0.914        28
AREAVERT LOT2         267198.009 4047680.191 267187.981 4047517.242
AREAVERT LOT2         267115.281 4047509.722 267115.281 4047432.008
AREAVERT LOT2         267333.381 4047426.994 267333.381 4047299.142
AREAVERT LOT2         267205.529 4047296.635 267208.036 4047196.360
AREAVERT LOT2         267112.774 4047201.373 267125.309 4047128.673
AREAVERT LOT2         267275.722 4047131.180 267278.229 4047020.877
AREAVERT LOT2         267381.012 4047023.384 267328.367 4047143.715
AREAVERT LOT2         267318.340 4047218.922 267238.119 4047223.935
AREAVERT LOT2         267235.612 4047281.594 267388.533 4047281.594
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   AREAVERT LOT2         267358.450 4047527.270 267498.891 4047520.981
   AREAVERT LOT2         267504.640 4047452.832 267669.305 4047452.063
   AREAVERT LOT2         267637.423 4047538.123 267476.274 4047617.518
   AREAVERT LOT2         267293.271 4047564.873 267295.777 4047680.191
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   SRCPARAM STCKCC3         0.0202     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC4         0.0202     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC5         0.0202     3.658   366.483  51.70000     0.100
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   SRCPARAM STCKPP2         0.0131     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP3         0.0131     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP4         0.0131     3.658   366.483  51.70000     0.100
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   SRCPARAM STCKAM2        0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM3        0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM4        0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM5        0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM6        0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM7        0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKQM8        0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM9        0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM10       0.00272     3.658   366.483  51.70000     0.100
   SRCPARAM STCKHOT1         0.014     3.658   366.483  51.70000     0.100
   SRCPARAM STCKHOT2         0.014     3.658   366.483  51.70000     0.100
   SRCPARAM STCKWP1          0.014     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAAA1       0.00435     3.658   366.483  51.70000     0.100
   SRCPARAM STCKWW1        0.00599     3.658   366.483  51.70000     0.100
   SRCPARAM BBBCCC1        0.00599     3.658   366.483  51.70000     0.100
   SRCPARAM BBBCCC2        0.00599     3.658   366.483  51.70000     0.100
   SRCPARAM DDDEEE1        0.00599     3.658   366.483  51.70000     0.100
   SRCPARAM DDDEEE2        0.00599     3.658   366.483  51.70000     0.100

** BUILDING DOWNWASH **
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14

   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           0.00     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           0.00     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKH           10.67    10.67    10.67     0.00     0.00    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH            0.00     0.00     0.00    10.67    10.67    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH            0.00     0.00     0.00    10.67    10.67    10.67

   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK            0.00     0.00     0.00     0.00    10.67    10.67
   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK            0.00     0.00     0.00     0.00    10.67    10.67

   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67

   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ            0.00     0.00    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ            0.00     0.00    10.67    10.67    10.67    10.67

   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
```

| | | | | | P2_CO | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 |
| BUILDHGT STCKPP3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | P2_CO | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC1 | 12.19 | 12.19 | 12.19 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |

| | | | | | P2_CO | |
|---|---|---|---|---|---|---|
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |

| | | | | | P2_CO | |
|---|---|---|---|---|---|---|
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 42.45 | 41.56 | 39.41 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 30.35 | 31.43 | 31.56 | 30.73 | 28.96 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.82 |
| BUILDWID STCKPP3 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | P2_CO | |
|---|---|---|---|---|---|---|
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 84.29 | 88.54 | 90.10 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 71.04 | 76.25 | 79.14 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 167.07 | 187.10 |
| BUILDWID BBBCCC1 | 201.45 | 209.68 | 211.53 | 206.96 | 196.10 | 179.28 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC1 | 116.32 | 128.10 | 135.98 | 139.73 | 196.10 | 179.28 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |

| | | | | | P2_CO | |
|---|---|---|---|---|---|---|
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 27.36 | 32.58 | 36.82 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 31.48 | 31.54 | 30.65 | 28.83 | 26.13 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.41 |
| BUILDLEN STCKPP3 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |

| | | | | | P2_CO | |
|---|---|---|---|---|---|---|
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN STCKHOT1 | 69.73 | 62.25 | 61.36 | 61.67 | 60.11 | 56.72 |
| BUILDLEN STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN STCKHOT1 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.15 |
| BUILDLEN STCKHOT2 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.14 |
| BUILDLEN STCKHOT2 | 76.25 | 71.04 | 63.67 | 54.37 | 43.41 | 31.14 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 206.96 | 211.53 |
| BUILDLEN BBBCCC1 | 209.68 | 201.45 | 187.10 | 167.07 | 141.96 | 112.54 |
| BUILDLEN BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN BBBCCC1 | 149.27 | 141.48 | 129.40 | 113.38 | 141.96 | 112.54 |

| | | | | | | P2_CO | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |

| | | | | | P2_CO | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKCC1 | -42.37 | -53.67 | -63.34 | -71.08 | -76.66 | -79.92 |
| XBADJ | STCKCC1 | -80.74 | -79.11 | -77.70 | -109.97 | -138.91 | -163.62 |
| XBADJ | STCKCC1 | -183.36 | -197.53 | -205.70 | -207.62 | -203.23 | -193.97 |
| XBADJ | STCKCC1 | -222.30 | -243.87 | -258.03 | -264.35 | -262.64 | -252.95 |
| XBADJ | STCKCC1 | -235.57 | -211.04 | -181.40 | -168.59 | -150.66 | -128.16 |
| XBADJ | STCKCC1 | -101.76 | -72.26 | -40.57 | -21.91 | -24.26 | -29.79 |
| XBADJ | STCKCC2 | -110.77 | -119.79 | -125.16 | -126.74 | -124.46 | -118.40 |
| XBADJ | STCKCC2 | -108.74 | -95.78 | -82.53 | -102.82 | -119.98 | -133.50 |
| XBADJ | STCKCC2 | -142.97 | -148.08 | -148.70 | -144.81 | -136.51 | -125.37 |
| XBADJ | STCKCC2 | -153.90 | -177.75 | -196.20 | -208.69 | -214.84 | -214.46 |
| XBADJ | STCKCC2 | -207.57 | -194.37 | -176.57 | -175.75 | -169.59 | -158.27 |
| XBADJ | STCKCC2 | -142.15 | -121.71 | -97.57 | -84.72 | -90.98 | -98.39 |
| XBADJ | STCKCC3 | -163.11 | -170.43 | -172.57 | -169.47 | -161.22 | -148.07 |
| XBADJ | STCKCC3 | -130.42 | -108.81 | -86.51 | -97.63 | -105.79 | -110.73 |
| XBADJ | STCKCC3 | -112.31 | -110.47 | -105.28 | -96.89 | -85.55 | -72.93 |
| XBADJ | STCKCC3 | -101.56 | -127.11 | -148.80 | -165.96 | -178.09 | -184.80 |
| XBADJ | STCKCC3 | -185.89 | -181.34 | -172.59 | -180.94 | -183.78 | -181.05 |
| XBADJ | STCKCC3 | -172.81 | -159.32 | -140.99 | -132.63 | -141.93 | -150.83 |
| XBADJ | STCKCC4 | -176.55 | -199.50 | -216.39 | -226.71 | -230.13 | -226.57 |
| XBADJ | STCKCC4 | -216.12 | -199.11 | -178.66 | -188.83 | -193.27 | -191.83 |
| XBADJ | STCKCC4 | -184.57 | -171.70 | -153.61 | -130.85 | -104.12 | -75.53 |
| XBADJ | STCKCC4 | -88.12 | -98.04 | -104.98 | -108.72 | -109.17 | -106.29 |
| XBADJ | STCKCC4 | -100.19 | -91.04 | -80.44 | -89.73 | -96.30 | -99.94 |
| XBADJ | STCKCC4 | -100.55 | -98.10 | -92.67 | -98.67 | -123.37 | -148.23 |
| XBADJ | STCKCC5 | -124.85 | -150.93 | -172.43 | -188.69 | -199.22 | -203.69 |
| XBADJ | STCKCC5 | -201.97 | -194.12 | -182.99 | -202.35 | -215.56 | -222.21 |
| XBADJ | STCKCC5 | -222.12 | -215.28 | -201.90 | -182.38 | -157.32 | -128.79 |
| XBADJ | STCKCC5 | -139.82 | -146.61 | -148.94 | -146.74 | -140.08 | -129.17 |
| XBADJ | STCKCC5 | -114.34 | -96.03 | -76.11 | -76.22 | -74.02 | -69.56 |
| XBADJ | STCKCC5 | -63.00 | -54.51 | -44.38 | -47.14 | -70.16 | -94.97 |
| XBADJ | STCKPP1 | -10.23 | -11.38 | -12.17 | -12.60 | -14.34 | -19.58 |
| XBADJ | STCKPP1 | -24.22 | -28.13 | -31.18 | -33.29 | -34.38 | -34.43 |
| XBADJ | STCKPP1 | -33.43 | -32.53 | -33.24 | -32.94 | -31.64 | -29.38 |
| XBADJ | STCKPP1 | -26.22 | -22.27 | -17.64 | -12.48 | -8.63 | -8.45 |
| XBADJ | STCKPP1 | -8.02 | -7.34 | -6.44 | -5.34 | -4.08 | -2.70 |
| XBADJ | STCKPP1 | -1.24 | -0.85 | -3.03 | -5.12 | -7.06 | -8.78 |
| XBADJ | STCKPP2 | -35.64 | -35.71 | -34.70 | -32.63 | -30.27 | -33.27 |
| XBADJ | STCKPP2 | -35.26 | -36.18 | -36.00 | -34.73 | -32.40 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -9.28 | -4.93 |
| XBADJ | STCKPP2 | -0.43 | 4.09 | 8.48 | 12.61 | 15.67 | 11.97 |
| XBADJ | STCKPP2 | -65.14 | -67.62 | -68.04 | -66.39 | -62.73 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -32.28 | -34.48 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -65.10 |
| XBADJ | STCKPP3 | -66.21 | -65.32 | -62.43 | -57.65 | -51.81 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 5.34 | 6.61 | 7.68 | 7.11 | 4.22 | 1.19 |
| XBADJ | STCKPP4 | -1.87 | -4.87 | -7.73 | -82.64 | -81.66 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -22.93 | -27.42 | -31.07 | -33.78 | -35.46 |
| XBADJ | STCKPP4 | -36.06 | -35.57 | -34.00 | -32.80 | -32.72 | -31.64 |
| XBADJ | STCKPP4 | -29.61 | -26.67 | -22.92 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -2.55 | -0.93 | 0.72 | 2.35 | 3.90 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | P2_CO | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKHOT1 | -5.99 | -8.86 | -11.46 | -16.53 | -23.71 | -30.17 |
| XBADJ | STCKHOT1 | -35.71 | -40.17 | -43.41 | -45.33 | -45.87 | -45.02 |
| XBADJ | STCKHOT1 | -42.80 | -39.28 | -42.69 | -47.88 | -51.62 | -53.78 |
| XBADJ | STCKHOT1 | -54.31 | -53.19 | -50.45 | -46.19 | -44.60 | -47.30 |
| XBADJ | STCKHOT1 | -48.57 | -48.37 | -46.69 | -43.59 | -39.17 | -33.56 |
| XBADJ | STCKHOT1 | -26.93 | -22.97 | -18.66 | -104.83 | -96.50 | -85.25 |
| XBADJ | STCKHOT2 | -41.74 | -47.10 | -51.03 | -53.41 | -54.17 | -53.28 |
| XBADJ | STCKHOT2 | -50.77 | -46.72 | -41.25 | -39.93 | -37.40 | -33.74 |
| XBADJ | STCKHOT2 | -105.75 | -103.47 | -106.17 | -10.38 | -3.25 | 3.97 |
| XBADJ | STCKHOT2 | -1.67 | -7.27 | -12.64 | -17.63 | -22.08 | -25.87 |
| XBADJ | STCKHOT2 | -28.86 | -30.98 | -32.16 | -37.77 | -42.23 | -45.41 |
| XBADJ | STCKHOT2 | -47.20 | -47.57 | -46.49 | -43.99 | -40.16 | -35.11 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAAA1 | 0.14 | -6.61 | -13.16 | -19.31 | -24.87 | -29.68 |
| XBADJ | STCKAAA1 | -33.58 | -36.46 | 0.00 | -48.62 | -57.53 | -64.69 |
| XBADJ | STCKAAA1 | -69.89 | -72.96 | -73.81 | -72.42 | -68.83 | -63.15 |
| XBADJ | STCKAAA1 | -72.14 | -78.93 | -83.33 | -85.19 | -84.47 | -81.18 |
| XBADJ | STCKAAA1 | -75.42 | -67.38 | 0.00 | -55.22 | -51.47 | -46.17 |
| XBADJ | STCKAAA1 | -39.46 | -31.55 | -22.68 | -13.13 | -3.17 | 6.88 |
| XBADJ | STCKWW1 | -3.59 | -16.69 | -29.29 | -40.99 | -51.45 | -60.35 |
| XBADJ | STCKWW1 | -67.41 | -72.43 | 0.00 | -96.90 | -115.62 | -130.82 |
| XBADJ | STCKWW1 | -142.05 | -148.96 | -151.35 | -149.13 | -142.39 | -131.32 |
| XBADJ | STCKWW1 | -134.21 | -133.02 | -127.80 | -118.69 | -105.97 | -90.03 |
| XBADJ | STCKWW1 | -71.36 | -50.52 | 0.00 | -26.04 | -23.15 | -19.56 |
| XBADJ | STCKWW1 | -15.37 | -10.72 | -5.74 | -0.58 | 4.59 | 9.62 |
| XBADJ | BBBCCC1 | -2.46 | -16.89 | -30.81 | -43.79 | -55.45 | -65.41 |
| XBADJ | BBBCCC1 | -73.39 | -79.14 | 0.00 | 22.10 | -120.13 | -133.73 |
| XBADJ | BBBCCC1 | -143.28 | -148.47 | -149.14 | -145.29 | -137.02 | -124.59 |
| XBADJ | BBBCCC1 | -139.50 | -150.18 | -156.29 | -157.66 | -154.23 | -146.12 |
| XBADJ | BBBCCC1 | -133.57 | -116.95 | 0.00 | -167.26 | -176.40 | -180.17 |
| XBADJ | BBBCCC1 | -178.47 | -171.34 | -159.01 | -141.85 | -4.94 | 12.05 |
| XBADJ | BBBCCC2 | -74.23 | -70.47 | -78.85 | -84.83 | -88.24 | -88.97 |
| XBADJ | BBBCCC2 | -86.99 | -82.37 | 0.00 | -72.63 | -67.83 | -60.97 |
| XBADJ | BBBCCC2 | -52.25 | -41.95 | -30.38 | -17.88 | -4.84 | 8.35 |
| XBADJ | BBBCCC2 | -1.80 | -12.17 | -22.16 | -31.49 | -39.85 | -47.01 |
| XBADJ | BBBCCC2 | -52.74 | -56.86 | 0.00 | -72.54 | -83.31 | -91.56 |
| XBADJ | BBBCCC2 | -97.02 | -99.53 | -99.02 | -95.50 | -89.08 | -79.95 |
| XBADJ | DDDEEE1 | -109.27 | -106.88 | -101.24 | -105.60 | -110.36 | -111.78 |
| XBADJ | DDDEEE1 | -109.80 | -104.48 | 0.00 | -93.19 | -87.58 | -79.31 |
| XBADJ | DDDEEE1 | -68.64 | -55.88 | -41.42 | -25.70 | -9.20 | 6.94 |
| XBADJ | DDDEEE1 | -0.08 | -7.10 | -13.90 | -20.28 | -26.04 | -31.02 |
| XBADJ | DDDEEE1 | -35.04 | -38.01 | 0.00 | -59.85 | -76.44 | -90.71 |
| XBADJ | DDDEEE1 | -102.23 | -110.63 | -115.68 | -117.21 | -115.18 | -109.65 |
| XBADJ | DDDEEE2 | -61.10 | -51.44 | -40.22 | -27.78 | -14.49 | -0.76 |
| XBADJ | DDDEEE2 | 8.43 | -0.83 | -10.07 | -19.00 | -27.35 | -34.88 |
| XBADJ | DDDEEE2 | -41.34 | -46.54 | -50.34 | 0.00 | -63.42 | -70.61 |
| XBADJ | DDDEEE2 | -75.65 | -78.40 | -78.77 | -76.74 | -72.37 | -65.82 |
| XBADJ | DDDEEE2 | -61.82 | -74.13 | -84.20 | -91.71 | -96.43 | -98.22 |
| XBADJ | DDDEEE2 | -97.03 | -92.88 | -85.92 | 0.00 | -74.61 | -68.90 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |

| | | | | | P2_CO | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |
| YBADJ | STCKFG | 0.00 | 30.79 | 29.46 | 27.23 | 24.17 | 20.38 |
| YBADJ | STCKH | -41.77 | -28.96 | -15.26 | 0.00 | 0.00 | 26.89 |
| YBADJ | STCKH | 39.86 | 51.63 | 61.83 | 70.15 | 76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | 71.25 | 63.25 | 53.32 |
| YBADJ | STCKH | 41.77 | 28.96 | 15.26 | 1.10 | -13.09 | -26.89 |
| YBADJ | STCKH | -39.86 | -51.63 | -61.83 | -70.15 | -76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | -71.25 | -63.25 | -53.32 |
| YBADJ | STCKIJ | -4.39 | -9.42 | -14.18 | -18.50 | -22.25 | -25.33 |
| YBADJ | STCKIJ | -27.65 | -29.12 | -29.71 | -29.39 | -28.18 | -26.12 |
| YBADJ | STCKIJ | -23.26 | -19.70 | -15.53 | -10.90 | -5.93 | -0.78 |
| YBADJ | STCKIJ | 4.39 | 9.42 | 14.18 | 18.50 | 22.25 | 25.33 |
| YBADJ | STCKIJ | 27.65 | 29.12 | 29.71 | 29.39 | 28.18 | 26.12 |
| YBADJ | STCKIJ | 23.26 | 19.70 | 15.53 | 10.90 | 5.93 | 0.78 |
| YBADJ | STCKK | -58.88 | -52.84 | -45.19 | -36.16 | -26.05 | -15.13 |
| YBADJ | STCKK | -3.76 | 7.72 | 18.98 | 29.65 | 39.42 | 48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 65.47 | 63.13 |
| YBADJ | STCKK | 58.88 | 52.84 | 45.19 | 36.16 | 26.05 | 15.13 |
| YBADJ | STCKK | 3.76 | -7.72 | -18.98 | -29.65 | -39.42 | -48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -65.47 | -63.13 |
| YBADJ | STCKLMP | -0.83 | 0.08 | 0.99 | 1.87 | 3.52 | 6.41 |
| YBADJ | STCKLMP | 9.09 | 11.50 | 13.57 | 15.03 | 12.81 | 10.20 |
| YBADJ | STCKLMP | 7.28 | 4.50 | 3.96 | 3.31 | 2.55 | 1.72 |
| YBADJ | STCKLMP | 0.83 | -0.08 | -0.99 | -1.87 | -3.52 | -6.41 |
| YBADJ | STCKLMP | -9.09 | -11.50 | -13.57 | -15.03 | -12.81 | -10.20 |
| YBADJ | STCKLMP | -7.28 | -4.50 | -3.96 | -3.31 | -2.55 | -1.71 |
| YBADJ | STCKNO | 11.13 | 6.84 | 2.35 | -2.22 | -6.72 | -11.01 |
| YBADJ | STCKNO | -14.97 | -18.48 | -21.42 | -23.71 | -25.29 | -26.09 |
| YBADJ | STCKNO | -26.10 | -25.32 | -23.77 | -21.50 | -18.57 | -15.08 |
| YBADJ | STCKNO | -11.13 | -6.84 | -2.35 | 2.22 | 6.72 | 11.01 |
| YBADJ | STCKNO | 14.97 | 18.48 | 21.42 | 23.71 | 25.29 | 26.09 |
| YBADJ | STCKNO | 26.10 | 25.32 | 23.77 | 21.50 | 18.57 | 15.08 |
| YBADJ | STCKQ | 11.99 | 8.13 | 4.02 | -0.22 | -4.44 | -8.53 |
| YBADJ | STCKQ | -12.36 | -15.82 | -18.79 | -21.20 | -22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | -22.81 | -20.98 | -18.52 | -15.49 |
| YBADJ | STCKQ | -11.99 | -8.13 | -4.02 | 0.22 | 4.44 | 8.53 |
| YBADJ | STCKQ | 12.36 | 15.82 | 18.79 | 21.20 | 22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | 22.81 | 20.98 | 18.52 | 15.49 |
| YBADJ | STCKRU | 10.35 | 8.73 | 6.84 | 4.75 | 2.52 | 0.21 |
| YBADJ | STCKRU | -2.12 | -4.37 | -6.50 | -8.42 | -10.09 | -11.45 |
| YBADJ | STCKRU | -12.47 | -13.11 | -13.34 | -13.18 | -12.61 | -11.65 |
| YBADJ | STCKRU | -10.35 | -8.73 | -6.84 | -4.75 | -2.52 | -0.21 |
| YBADJ | STCKRU | 2.12 | 4.37 | 6.50 | 8.42 | 10.09 | 11.45 |
| YBADJ | STCKRU | 12.47 | 13.11 | 13.34 | 13.18 | 12.61 | 11.65 |
| YBADJ | STCKT | 4.47 | 17.01 | 29.02 | 40.16 | 50.08 | 58.47 |
| YBADJ | STCKT | 65.09 | 69.73 | 72.25 | 72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | 52.72 | 43.23 | 32.42 | 20.62 | 8.20 |
| YBADJ | STCKT | -4.47 | -17.01 | -29.02 | -40.16 | -50.08 | -58.47 |
| YBADJ | STCKT | -65.09 | -69.73 | -72.25 | -72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | -52.72 | -43.23 | -32.42 | -20.62 | -8.20 |
| YBADJ | STCKVWXY | -42.06 | -32.05 | 0.00 | 0.00 | 2.49 | 14.33 |
| YBADJ | STCKVWXY | 25.73 | 36.35 | 45.87 | 53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | 66.93 | 63.43 | 57.99 | 50.80 |
| YBADJ | STCKVWXY | 42.06 | 32.05 | 21.06 | 9.43 | -2.49 | -14.33 |
| YBADJ | STCKVWXY | -25.73 | -36.35 | -45.87 | -53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | -66.93 | -63.43 | -57.99 | -50.80 |
| YBADJ | STCKAABB | -51.30 | -42.02 | -31.46 | -19.94 | -7.82 | 4.54 |
| YBADJ | STCKAABB | 16.76 | 28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 51.30 | 42.02 | 31.46 | 19.94 | 7.82 | -4.54 |
| YBADJ | STCKAABB | -16.76 | -28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKCC1 | -29.31 | -5.88 | 17.73 | 40.80 | 62.63 | 82.56 |
| YBADJ | STCKCC1 | 92.86 | 89.48 | 82.09 | 89.96 | 95.10 | 97.34 |
| YBADJ | STCKCC1 | 96.63 | 92.99 | 86.52 | 77.41 | 65.96 | 51.85 |
| YBADJ | STCKCC1 | 29.31 | 5.88 | -17.73 | -40.80 | -62.63 | -82.56 |
| YBADJ | STCKCC1 | -92.86 | -89.48 | -82.09 | -89.96 | -95.10 | -97.34 |
| YBADJ | STCKCC1 | -96.63 | -92.99 | -86.52 | -77.41 | -65.96 | -51.85 |
| YBADJ | STCKCC2 | -36.47 | -24.80 | -12.39 | 0.41 | 13.19 | 25.57 |
| YBADJ | STCKCC2 | 30.04 | 22.77 | 13.49 | 21.56 | 28.98 | 35.52 |
| YBADJ | STCKCC2 | 40.98 | 45.19 | 48.03 | 49.41 | 49.29 | 47.02 |
| YBADJ | STCKCC2 | 36.47 | 24.80 | 12.39 | -0.41 | -13.19 | -25.57 |
| YBADJ | STCKCC2 | -30.04 | -22.77 | -13.49 | -21.56 | -28.98 | -35.52 |
| YBADJ | STCKCC2 | -40.98 | -45.19 | -48.03 | -49.41 | -49.29 | -47.02 |
| YBADJ | STCKCC3 | -41.65 | -39.00 | -35.16 | -30.25 | -24.43 | -17.86 |
| YBADJ | STCKCC3 | -17.87 | -28.19 | -38.95 | -30.77 | -21.66 | -11.88 |
| YBADJ | STCKCC3 | -1.75 | 8.44 | 18.37 | 27.74 | 36.27 | 43.04 |
| YBADJ | STCKCC3 | 41.65 | 39.00 | 35.16 | 30.25 | 24.43 | 17.86 |
| YBADJ | STCKCC3 | 17.87 | 28.19 | 38.95 | 30.77 | 21.66 | 11.88 |
| YBADJ | STCKCC3 | 1.75 | -8.44 | -18.37 | -27.74 | -36.27 | -43.04 |
| YBADJ | STCKCC4 | 49.55 | 48.48 | 45.95 | 42.01 | 36.80 | 30.47 |
| YBADJ | STCKCC4 | 16.09 | -9.62 | -36.35 | -44.21 | -50.73 | -55.71 |
| YBADJ | STCKCC4 | -58.99 | -60.48 | -60.14 | -57.97 | -54.03 | -49.11 |
| YBADJ | STCKCC4 | -49.55 | -48.48 | -45.95 | -42.01 | -36.80 | -30.47 |
| YBADJ | STCKCC4 | -16.09 | 9.62 | 36.35 | 44.21 | 50.73 | 55.71 |
| YBADJ | STCKCC4 | 58.99 | 60.48 | 60.14 | 57.97 | 54.03 | 49.11 |
| YBADJ | STCKCC5 | 63.06 | 70.77 | 76.33 | 79.56 | 80.38 | 78.76 |
| YBADJ | STCKCC5 | 67.62 | 43.58 | 16.91 | 7.49 | -2.16 | -11.75 |
| YBADJ | STCKCC5 | -20.98 | -29.57 | -37.26 | -43.82 | -49.05 | -53.44 |
| YBADJ | STCKCC5 | -63.06 | -70.77 | -76.33 | -79.56 | -80.38 | -78.76 |
| YBADJ | STCKCC5 | -67.62 | -43.58 | -16.91 | -7.49 | 2.16 | 11.75 |
| YBADJ | STCKCC5 | 20.98 | 29.57 | 37.26 | 43.82 | 49.05 | 53.44 |

| | | | | | P2_CO | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKPP1 | 13.97 | 15.15 | 15.86 | 16.10 | 15.84 | 15.11 |
| YBADJ | STCKPP1 | 13.91 | 12.29 | 10.30 | 8.00 | 5.45 | 2.74 |
| YBADJ | STCKPP1 | -0.06 | -2.86 | -5.56 | -8.10 | -10.39 | -12.37 |
| YBADJ | STCKPP1 | -13.97 | -15.15 | -15.86 | -16.10 | -15.84 | -15.11 |
| YBADJ | STCKPP1 | -13.91 | -12.29 | -10.30 | -8.00 | -5.45 | -2.74 |
| YBADJ | STCKPP1 | 0.06 | 2.86 | 5.56 | 8.10 | 10.39 | 12.37 |
| YBADJ | STCKPP2 | 14.76 | 11.48 | 7.85 | 3.98 | -0.01 | -4.00 |
| YBADJ | STCKPP2 | -7.87 | -11.50 | -14.78 | -17.60 | -19.90 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -19.89 | -17.59 |
| YBADJ | STCKPP2 | -14.76 | -11.48 | -7.85 | -3.98 | 0.01 | 4.00 |
| YBADJ | STCKPP2 | 18.39 | 9.53 | 0.38 | -8.78 | -17.67 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 19.89 | 17.59 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.02 |
| YBADJ | STCKPP3 | 11.83 | 3.29 | -5.36 | -13.84 | -21.90 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | -4.06 | -0.41 | 3.26 | 6.83 | 10.19 | 13.25 |
| YBADJ | STCKPP4 | 15.90 | 18.06 | 19.68 | -5.68 | -16.48 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | 18.47 | 16.42 | 13.87 | 10.90 | 7.59 |
| YBADJ | STCKPP4 | 4.06 | 0.41 | -3.26 | -6.83 | -10.19 | -13.25 |
| YBADJ | STCKPP4 | -15.90 | -18.06 | -19.68 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | -18.47 | -16.42 | -13.87 | -10.90 | -7.59 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKHOT1 | 0.87 | 3.35 | 5.73 | 7.93 | 8.16 | 12.02 |
| YBADJ | STCKHOT1 | 17.05 | 21.56 | 25.42 | 24.16 | 22.16 | 19.50 |
| YBADJ | STCKHOT1 | 14.83 | 10.44 | 8.57 | 6.43 | 4.10 | 1.64 |
| YBADJ | STCKHOT1 | -0.87 | -3.35 | -5.73 | -7.93 | -8.15 | -12.02 |
| YBADJ | STCKHOT1 | -17.05 | -21.56 | -25.42 | -24.16 | -22.16 | -19.50 |
| YBADJ | STCKHOT1 | -14.83 | -10.44 | -8.57 | -9.59 | -22.92 | -35.57 |
| YBADJ | STCKHOT2 | 1.08 | -2.41 | -5.83 | -9.08 | -12.05 | -14.65 |
| YBADJ | STCKHOT2 | -16.81 | -18.45 | -19.54 | -20.03 | -19.92 | -19.19 |
| YBADJ | STCKHOT2 | 27.46 | 11.95 | -1.10 | -10.95 | -7.87 | -4.54 |
| YBADJ | STCKHOT2 | -1.08 | 2.41 | 5.83 | 9.08 | 12.05 | 14.65 |
| YBADJ | STCKHOT2 | 16.81 | 18.45 | 19.54 | 20.03 | 19.92 | 19.19 |
| YBADJ | STCKHOT2 | 17.89 | 16.04 | 13.71 | 10.95 | 7.87 | 4.54 |

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                                                                    P2_CO
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAAA1        -3.30     3.03     9.26    15.21    20.70    25.56
   YBADJ    STCKAAA1        29.65    32.83     0.00    36.14    36.16    35.08
   YBADJ    STCKAAA1        32.94    29.80    25.75    20.92    15.46     9.52
   YBADJ    STCKAAA1         3.30    -3.03    -9.26   -15.21   -20.70   -25.56
   YBADJ    STCKAAA1       -29.65   -32.83     0.00   -36.14   -36.16   -35.08
   YBADJ    STCKAAA1       -32.94   -29.80   -25.75   -20.92   -15.46    -9.52

   YBADJ    STCKWW1         35.43    46.23    55.63    63.34    69.12    72.80
   YBADJ    STCKWW1         74.27    73.49     0.00    65.31    58.17    49.25
   YBADJ    STCKWW1         38.85    27.26    14.84     1.97   -10.96   -23.55
   YBADJ    STCKWW1        -35.43   -46.23   -55.63   -63.34   -69.12   -72.80
   YBADJ    STCKWW1        -74.27   -73.49     0.00   -65.31   -58.17   -49.25
   YBADJ    STCKWW1        -38.85   -27.26   -14.84    -1.97    10.96    23.55

   YBADJ    BBBCCC1          4.82    16.65    27.97    38.44    47.74    55.59
   YBADJ    BBBCCC1         61.75    66.04     0.00   -35.05    66.65    62.74
   YBADJ    BBBCCC1         56.93    49.39    40.35    30.09    18.90     7.15
   YBADJ    BBBCCC1         -4.82   -16.65   -27.97   -38.44   -47.74   -55.59
   YBADJ    BBBCCC1        -61.75   -66.04     0.00    35.05    11.55    -5.15
   YBADJ    BBBCCC1        -21.70   -37.59   -52.34   -65.49   -18.90    -7.15

   YBADJ    BBBCCC2          0.04    -7.74   -15.29   -22.38   -28.79   -34.32
   YBADJ    BBBCCC2        -38.81   -42.12     0.00   -36.21   -29.15   -28.34
   YBADJ    BBBCCC2        -26.67   -24.19   -20.98   -17.13   -12.75    -7.84
   YBADJ    BBBCCC2         -0.04     7.74    15.29    22.38    28.79    34.32
   YBADJ    BBBCCC2         38.81    42.12     0.00    36.21    29.15    28.34
   YBADJ    BBBCCC2         26.67    24.19    20.98    17.13    12.75     7.84

   YBADJ    DDDEEE1         16.67     5.57    -5.70   -16.79   -27.38   -37.13
   YBADJ    DDDEEE1        -45.76   -52.99     0.00   -54.59   -49.89   -43.67
   YBADJ    DDDEEE1        -42.66   -42.16   -40.38   -37.38   -33.24   -27.27
   YBADJ    DDDEEE1        -16.67    -5.57     5.70    16.79    27.38    37.13
   YBADJ    DDDEEE1         45.76    52.99     0.00    54.59    49.89    43.67
   YBADJ    DDDEEE1         42.66    42.16    40.38    37.38    33.24    27.27

   YBADJ    DDDEEE2        -36.35   -34.54   -31.67   -27.84   -23.17   -17.79
   YBADJ    DDDEEE2        -11.87    -5.59     0.85     7.28    13.48    19.27
   YBADJ    DDDEEE2         24.48    28.94    32.53     0.00    36.65    37.06
   YBADJ    DDDEEE2         36.35    34.54    31.67    27.84    23.17    17.79
   YBADJ    DDDEEE2         11.87     5.59    -0.85    -7.28   -13.48   -19.27
   YBADJ    DDDEEE2        -24.48   -28.94   -32.53     0.00   -36.65   -37.06

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD RECEPTOR PATHWAY
****************************************
**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267063.10   4047802.63
   DISCCART    266966.87   4047818.34
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
** DESCRREC "FENCEGRD" "RECEPTORS GENERATED FROM FENCELINE GRID"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
   DISCCART    267634.96   4048677.29
   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
   DISCCART    268102.55   4048186.93
   DISCCART    268169.35   4048116.88
   DISCCART    267670.70   4048953.95
   DISCCART    267513.93   4049022.11
   DISCCART    267815.89   4048849.82
   DISCCART    267882.69   4048779.77
   DISCCART    267949.49   4048709.72
   DISCCART    268016.28   4048639.66
   DISCCART    268083.08   4048569.61
   DISCCART    268149.88   4048499.56
   DISCCART    268216.68   4048429.51
   DISCCART    268283.48   4048359.46
   DISCCART    268350.28   4048289.41
   DISCCART    267848.58   4049127.81
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| | | |
|---|---|---|
| DISCCART | 267685.70 | 4049198.62 |
| DISCCART | 267522.82 | 4049269.44 |
| DISCCART | 267996.81 | 4049022.34 |
| DISCCART | 268063.61 | 4048952.29 |
| DISCCART | 268130.41 | 4048882.24 |
| DISCCART | 268197.21 | 4048812.19 |
| DISCCART | 268264.01 | 4048742.14 |
| DISCCART | 268330.81 | 4048672.09 |
| DISCCART | 268397.61 | 4048602.04 |
| DISCCART | 268464.41 | 4048531.99 |
| DISCCART | 268531.21 | 4048461.94 |
| DISCCART | 268207.65 | 4049474.07 |
| DISCCART | 268123.44 | 4049510.68 |
| DISCCART | 268039.22 | 4049547.30 |
| DISCCART | 267955.00 | 4049583.92 |
| DISCCART | 267870.79 | 4049620.53 |
| DISCCART | 267786.57 | 4049657.15 |
| DISCCART | 267702.36 | 4049693.76 |
| DISCCART | 267618.14 | 4049730.38 |
| DISCCART | 267533.92 | 4049767.00 |
| DISCCART | 267449.71 | 4049803.61 |
| DISCCART | 268291.87 | 4049437.45 |
| DISCCART | 268358.67 | 4049367.40 |
| DISCCART | 268425.47 | 4049297.35 |
| DISCCART | 268492.27 | 4049227.30 |
| DISCCART | 268559.06 | 4049157.25 |
| DISCCART | 268625.86 | 4049087.19 |
| DISCCART | 268692.66 | 4049017.14 |
| DISCCART | 268759.46 | 4048947.09 |
| DISCCART | 268826.26 | 4048877.04 |
| DISCCART | 268893.06 | 4048806.99 |
| DISCCART | 268568.21 | 4049819.68 |
| DISCCART | 268482.70 | 4049856.86 |
| DISCCART | 268397.19 | 4049894.04 |
| DISCCART | 268311.68 | 4049931.22 |
| DISCCART | 268226.16 | 4049968.40 |
| DISCCART | 268140.65 | 4050005.58 |
| DISCCART | 268055.14 | 4050042.76 |
| DISCCART | 267969.63 | 4050079.94 |
| DISCCART | 267884.12 | 4050117.12 |
| DISCCART | 267798.61 | 4050154.30 |
| DISCCART | 267713.09 | 4050191.48 |
| DISCCART | 267627.58 | 4050228.66 |
| DISCCART | 267542.07 | 4050265.84 |
| DISCCART | 267456.56 | 4050303.02 |
| DISCCART | 268653.72 | 4049782.50 |
| DISCCART | 268720.52 | 4049712.45 |
| DISCCART | 268787.32 | 4049642.40 |
| DISCCART | 268854.12 | 4049572.35 |
| DISCCART | 268920.92 | 4049502.30 |
| DISCCART | 268987.72 | 4049432.25 |
| DISCCART | 269054.52 | 4049362.20 |
| DISCCART | 269121.31 | 4049292.15 |
| DISCCART | 269188.11 | 4049222.09 |
| DISCCART | 269254.91 | 4049152.04 |
| DISCCART | 268049.51 | 4047836.85 |
| DISCCART | 268231.35 | 4047952.96 |
| DISCCART | 268249.36 | 4047829.16 |
| DISCCART | 268480.18 | 4047945.95 |
| DISCCART | 268436.88 | 4048060.44 |
| DISCCART | 268393.58 | 4048174.92 |
| DISCCART | 268499.17 | 4047819.55 |
| DISCCART | 268729.60 | 4047937.39 |
| DISCCART | 268685.52 | 4048053.95 |
| DISCCART | 268641.43 | 4048170.52 |
| DISCCART | 268597.34 | 4048287.09 |
| DISCCART | 268748.99 | 4047809.94 |
| DISCCART | 269227.40 | 4047923.03 |
| DISCCART | 269179.64 | 4048049.31 |
| DISCCART | 269131.87 | 4048175.59 |
| DISCCART | 269084.11 | 4048301.87 |
| DISCCART | 269036.35 | 4048428.15 |
| DISCCART | 268988.58 | 4048554.43 |
| DISCCART | 268940.82 | 4048680.71 |
| DISCCART | 269248.62 | 4047790.73 |
| DISCCART | 269727.29 | 4047903.12 |
| DISCCART | 269680.05 | 4048028.01 |
| DISCCART | 269632.82 | 4048152.90 |
| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
| DISCCART | 269491.10 | 4048527.58 |
| DISCCART | 269443.86 | 4048652.47 |
| DISCCART | 269396.63 | 4048777.37 |
| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
| DISCCART | 269748.25 | 4047771.51 |
| DISCCART | 267983.27 | 4047685.95 |
| DISCCART | 267877.56 | 4047669.79 |
| DISCCART | 267733.92 | 4047666.24 |
| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 268146.82 | 4047300.83 |
| DISCCART | 268271.04 | 4047353.58 |
| DISCCART | 268360.37 | 4047441.69 |
| DISCCART | 268414.83 | 4047565.17 |
| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
| DISCCART | 268388.25 | 4047150.81 |
| DISCCART | 268535.10 | 4047261.84 |
| DISCCART | 268587.91 | 4047381.57 |
| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |
| DISCCART | 267751.20 | 4046966.45 |
| DISCCART | 268041.92 | 4046498.64 |
| DISCCART | 268167.75 | 4046552.08 |
| DISCCART | 268293.58 | 4046605.52 |
| DISCCART | 268419.41 | 4046658.96 |

| | | |
|---|---|---|
| DISCCART | 268545.24 | 4046712.40 |
| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
| DISCCART | 268887.40 | 4046908.53 |
| DISCCART | 268942.56 | 4047033.61 |
| DISCCART | 268997.72 | 4047158.70 |
| DISCCART | 269052.89 | 4047283.78 |
| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
| DISCCART | 269218.38 | 4047659.03 |
| DISCCART | 267907.18 | 4046470.15 |
| DISCCART | 267763.54 | 4046466.61 |
| DISCCART | 268055.54 | 4045999.34 |
| DISCCART | 268183.91 | 4046053.86 |
| DISCCART | 268312.29 | 4046108.38 |
| DISCCART | 268440.67 | 4046162.90 |
| DISCCART | 268569.04 | 4046217.42 |
| DISCCART | 268697.42 | 4046271.94 |
| DISCCART | 268825.80 | 4046326.45 |
| DISCCART | 268954.17 | 4046380.97 |
| DISCCART | 269082.55 | 4046435.49 |
| DISCCART | 269239.07 | 4046553.82 |
| DISCCART | 269295.35 | 4046681.43 |
| DISCCART | 269351.63 | 4046809.05 |
| DISCCART | 269407.91 | 4046936.66 |
| DISCCART | 269464.19 | 4047064.28 |
| DISCCART | 269520.47 | 4047191.89 |
| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
| DISCCART | 267919.53 | 4045970.31 |
| DISCCART | 267775.88 | 4045966.76 |
| DISCCART | 267459.76 | 4047820.08 |
| DISCCART | 267554.14 | 4046962.90 |
| DISCCART | 267084.90 | 4047228.91 |
| DISCCART | 267116.21 | 4046645.91 |
| DISCCART | 267278.04 | 4046601.08 |
| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
| DISCCART | 266962.58 | 4046714.43 |
| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |
| DISCCART | 267095.96 | 4048167.74 |
| DISCCART | 267149.74 | 4047840.79 |
| DISCCART | 267022.06 | 4047962.09 |
| DISCCART | 266894.37 | 4048083.39 |
| DISCCART | 266913.72 | 4047720.18 |
| DISCCART | 266786.03 | 4047841.48 |
| DISCCART | 266805.38 | 4047478.28 |
| DISCCART | 266677.69 | 4047599.58 |
| DISCCART | 266550.00 | 4047720.88 |
| DISCCART | 266461.01 | 4047115.78 |
| DISCCART | 266333.32 | 4047237.08 |
| DISCCART | 266205.63 | 4047358.38 |
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| DISCCART | 265861.26 | 4046995.87 |
| DISCCART | 267016.60 | 4048266.84 |
| DISCCART | 267004.63 | 4048385.97 |
| DISCCART | 267011.73 | 4048547.36 |
| DISCCART | 266824.55 | 4048256.39 |
| DISCCART | 266804.83 | 4048394.76 |
| DISCCART | 266811.92 | 4048556.14 |
| DISCCART | 266579.96 | 4048254.56 |
| DISCCART | 266636.85 | 4048113.59 |
| DISCCART | 266693.74 | 4047972.62 |
| DISCCART | 266555.07 | 4048405.73 |
| DISCCART | 266562.16 | 4048567.12 |
| DISCCART | 266329.34 | 4048267.67 |
| DISCCART | 266345.91 | 4048065.35 |
| DISCCART | 266323.87 | 4047905.50 |
| DISCCART | 266494.84 | 4047857.58 |
| DISCCART | 266305.31 | 4048416.71 |
| DISCCART | 266312.40 | 4048578.10 |
| DISCCART | 265831.06 | 4048286.57 |
| DISCCART | 265888.68 | 4048143.77 |
| DISCCART | 265946.31 | 4048000.97 |
| DISCCART | 266003.94 | 4047858.18 |
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| DISCCART | 266119.19 | 4047572.58 |
| DISCCART | 265805.79 | 4048438.67 |
| DISCCART | 265812.88 | 4048600.05 |
| DISCCART | 265332.12 | 4048307.08 |
| DISCCART | 265390.92 | 4048161.39 |
| DISCCART | 265449.71 | 4048015.70 |
| DISCCART | 265508.50 | 4047870.01 |
| DISCCART | 265567.29 | 4047724.32 |
| DISCCART | 265626.09 | 4047578.63 |
| DISCCART | 265684.88 | 4047432.94 |
| DISCCART | 265743.67 | 4047287.25 |
| DISCCART | 265802.47 | 4047141.56 |
| DISCCART | 265306.27 | 4048460.62 |
| DISCCART | 265313.37 | 4048622.01 |

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   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
RE FINISHED
**
**********************************
** AERMOD METEOROLOGY PATHWAY
**********************************
**
**
ME STARTING
   SURFFILE "..\93193 05-09.SFC"
   PROFFILE "..\93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**********************************
** AERMOD OUTPUT PATHWAY
**********************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
   RECTABLE 8 1ST
** AUTO-GENERATED PLOTFILES
   PLOTFILE   1 ALL 1ST P2_CO.AD\01H1GALL.PLT
   PLOTFILE   8 ALL 1ST P2_CO.AD\08H1GALL.PLT
   SUMMFILE P2_CO.SUM
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of           0 Fatal Error Message(s)
 A Total of          43 Warning Message(s)
 A Total of           0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    2492  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2493  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2494  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2495  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2496  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2497  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2498  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2499  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2500  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
```

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SO W320    2501  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2502  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2503  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2504  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2505  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3589  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3590  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3591  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3592  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3593  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3594  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3595  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3596  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3597  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3598  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3599  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3600  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3601  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3602  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3603  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3604  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3605  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3606  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3607  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3608  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3609  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3610  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3611  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3612  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3613  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3614  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3615  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3616  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
ME W396    5447 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ************************************
 *** SETUP Finishes Successfully ***
 ************************************

 *** AERMOD - VERSION  11353 ***   *** SELMA CROSSING - PHASE 1 AND PHASE 2 (2020) - RURAL                ***        02/29/12
                                  *** CO                                                                 ***        21:51:23
                                                                                                                    PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                    FLAT
                         FASTALL

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses RURAL Dispersion Only.

 **Model Allows User-Specified Options:
        1. Stack-tip Downwash.
        2. Model Assumes Receptors on FLAT Terrain.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.

 **Other Options Specified:
        FASTALL  - Use effective sigma-y to optimize meander for
                   POINT and VOLUME sources, and hybrid approach
                   to optimize AREA sources (formerly TOXICS option)

 **Model Assumes No FLAGPOLE Receptor Heights.

 **Model Calculates  2 Short Term Average(s) of:   1-HR   8-HR

 **This Run Includes:   1591 Source(s);       1 Source Group(s); and     333 Receptor(s)

 **The Model Assumes A Pollutant Type of:  CO

 **Model Set To Continue RUNning After the Setup Testing.

 **Output Options Selected:
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                             ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      7.3 MB of RAM.

 **Detailed Error/Message File:   P2_CO.ERR
 **File for Summary of Results:   P2_CO.SUM

 *** AERMOD - VERSION  11353 ***   *** SELMA CROSSING - PHASE 1 AND PHASE 2 (2020) - RURAL                ***        02/29/12
                                  *** CO                                                                 ***        21:51:23
                                                                                                                    PAGE   2
 **MODELOPTs:  NonDFAULT CONC                                    FLAT
                         FASTALL


                                                *** POINT SOURCE DATA ***

                NUMBER EMISSION RATE                    BASE     STACK   STACK    STACK     STACK    BLDG   URBAN  CAP/  EMIS RATE
   SOURCE        PART.  (GRAMS/SEC)     X         Y     ELEV.    HEIGHT  TEMP.   EXIT VEL. DIAMETER  EXISTS SOURCE HOR   SCALAR
     ID          CATS.               (METERS) (METERS) (METERS) (METERS) (DEG.K)  (M/SEC)  (METERS)                       VARY BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 STCKA            0   0.43500E-02  267365.9 4048495.2   101.0     3.66   366.48    51.70     0.10    YES     NO    NO
```

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKB | 0 | 0.59900E-02 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKCDE | 0 | 0.37100E-01 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKFG | 0 | 0.24800E-01 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKH | 0 | 0.10300E-01 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKIJ | 0 | 0.24800E-01 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKK | 0 | 0.43500E-02 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKLMP | 0 | 0.33900E-01 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKNO | 0 | 0.71300E-01 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKQ | 0 | 0.12400E-01 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKRU | 0 | 0.24800E-01 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKT | 0 | 0.87100E-02 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKVWXY | 0 | 0.17400E-01 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKAABB | 0 | 0.24800E-01 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKCC1 | 0 | 0.20200E-01 | 267188.0 | 4047559.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKCC2 | 0 | 0.20200E-01 | 267192.8 | 4047628.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKCC3 | 0 | 0.20200E-01 | 267196.8 | 4047680.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKCC4 | 0 | 0.20200E-01 | 267288.9 | 4047678.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKCC5 | 0 | 0.20200E-01 | 267293.3 | 4047625.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKPP1 | 0 | 0.13100E-01 | 267528.9 | 4047715.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKPP2 | 0 | 0.13100E-01 | 267571.5 | 4047665.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKPP3 | 0 | 0.13100E-01 | 267533.9 | 4047605.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKPP4 | 0 | 0.13100E-01 | 267616.7 | 4047645.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKAM1 | 0 | 0.27200E-02 | 267754.5 | 4047492.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAM2 | 0 | 0.27200E-02 | 267842.3 | 4047414.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAM3 | 0 | 0.27200E-02 | 267759.6 | 4047376.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAM4 | 0 | 0.27200E-02 | 267804.7 | 4047291.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAM5 | 0 | 0.27200E-02 | 267769.6 | 4047156.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAM6 | 0 | 0.27200E-02 | 267879.9 | 4047178.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAM7 | 0 | 0.27200E-02 | 267930.0 | 4047168.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKQM8 | 0 | 0.27200E-02 | 267804.7 | 4047061.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAM9 | 0 | 0.27200E-02 | 267749.5 | 4047068.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAM10 | 0 | 0.27200E-02 | 267762.1 | 4047264.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKHOT1 | 0 | 0.14000E-01 | 267937.5 | 4047356.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKHOT2 | 0 | 0.14000E-01 | 267977.7 | 4047306.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKWP1 | 0 | 0.14000E-01 | 268052.9 | 4047218.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| STCKAAA1 | 0 | 0.43500E-02 | 267575.1 | 4047380.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| STCKWW1 | 0 | 0.59900E-02 | 267445.9 | 4047368.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| BBBCCC1 | 0 | 0.59900E-02 | 267221.6 | 4047295.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| BBBCCC2 | 0 | 0.59900E-02 | 267315.0 | 4047280.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DDDEEE1 | 0 | 0.59900E-02 | 267223.3 | 4047130.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| DDDEEE2 | 0 | 0.59900E-02 | 267352.4 | 4047103.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019726 | 0 | 0.96522E-05 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019727 | 0 | 0.96522E-05 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019728 | 0 | 0.96522E-05 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019729 | 0 | 0.96522E-05 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019730 | 0 | 0.96522E-05 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019731 | 0 | 0.96522E-05 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019732 | 0 | 0.96522E-05 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019733 | 0 | 0.96522E-05 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019734 | 0 | 0.96522E-05 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019735 | 0 | 0.96522E-05 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019736 | 0 | 0.96522E-05 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019737 | 0 | 0.96522E-05 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019738 | 0 | 0.96522E-05 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019739 | 0 | 0.96522E-05 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019740 | 0 | 0.96522E-05 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019741 | 0 | 0.96522E-05 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019742 | 0 | 0.96522E-05 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019743 | 0 | 0.96522E-05 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019744 | 0 | 0.96522E-05 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019745 | 0 | 0.96522E-05 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019746 | 0 | 0.96522E-05 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019747 | 0 | 0.96522E-05 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019748 | 0 | 0.96522E-05 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019749 | 0 | 0.96522E-05 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019750 | 0 | 0.96522E-05 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019751 | 0 | 0.96522E-05 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019752 | 0 | 0.96522E-05 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019753 | 0 | 0.96522E-05 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019754 | 0 | 0.96522E-05 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019755 | 0 | 0.96522E-05 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019756 | 0 | 0.96522E-05 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019757 | 0 | 0.96522E-05 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019758 | 0 | 0.96522E-05 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019759 | 0 | 0.96522E-05 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019760 | 0 | 0.96522E-05 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019761 | 0 | 0.96522E-05 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019762 | 0 | 0.96522E-05 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019763 | 0 | 0.96522E-05 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019764 | 0 | 0.96522E-05 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019765 | 0 | 0.96522E-05 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019766 | 0 | 0.96522E-05 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019767 | 0 | 0.96522E-05 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019768 | 0 | 0.96522E-05 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019769 | 0 | 0.96522E-05 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019770 | 0 | 0.96522E-05 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019771 | 0 | 0.96522E-05 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019772 | 0 | 0.96522E-05 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019773 | 0 | 0.96522E-05 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019774 | 0 | 0.96522E-05 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019775 | 0 | 0.96522E-05 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019776 | 0 | 0.96522E-05 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019777 | 0 | 0.96522E-05 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019778 | 0 | 0.96522E-05 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019779 | 0 | 0.96522E-05 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019780 | 0 | 0.96522E-05 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019781 | 0 | 0.96522E-05 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019782 | 0 | 0.96522E-05 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019783 | 0 | 0.96522E-05 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019784 | 0 | 0.96522E-05 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019785 | 0 | 0.96522E-05 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019786 | 0 | 0.96522E-05 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019787 | 0 | 0.96522E-05 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019788 | 0 | 0.96522E-05 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019789 | 0 | 0.96522E-05 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019790 | 0 | 0.96522E-05 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019791 | 0 | 0.96522E-05 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019792 | 0 | 0.96522E-05 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019793 | 0 | 0.96522E-05 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019794 | 0 | 0.96522E-05 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019795 | 0 | 0.16203E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019796 | 0 | 0.16203E-04 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019797 | 0 | 0.16203E-04 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019798 | 0 | 0.16203E-04 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019799 | 0 | 0.16203E-04 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019800 | 0 | 0.16203E-04 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019801 | 0 | 0.16203E-04 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019802 | 0 | 0.16203E-04 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019803 | 0 | 0.16203E-04 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019804 | 0 | 0.16203E-04 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019805 | 0 | 0.16203E-04 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |





*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019806 | 0 | 0.16203E-04 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019807 | 0 | 0.16203E-04 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019808 | 0 | 0.16203E-04 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019809 | 0 | 0.16203E-04 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019810 | 0 | 0.16203E-04 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019811 | 0 | 0.16203E-04 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019812 | 0 | 0.16203E-04 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019813 | 0 | 0.16203E-04 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019814 | 0 | 0.16203E-04 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019815 | 0 | 0.16203E-04 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019816 | 0 | 0.16203E-04 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019817 | 0 | 0.16203E-04 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019818 | 0 | 0.16203E-04 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019819 | 0 | 0.16203E-04 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019820 | 0 | 0.16203E-04 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019821 | 0 | 0.16203E-04 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019822 | 0 | 0.16203E-04 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019823 | 0 | 0.16203E-04 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019824 | 0 | 0.16203E-04 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019825 | 0 | 0.16203E-04 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019826 | 0 | 0.16203E-04 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019827 | 0 | 0.16203E-04 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019828 | 0 | 0.16203E-04 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019829 | 0 | 0.16203E-04 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019830 | 0 | 0.16203E-04 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019831 | 0 | 0.16203E-04 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019832 | 0 | 0.16203E-04 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019833 | 0 | 0.16203E-04 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019834 | 0 | 0.16203E-04 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019835 | 0 | 0.16203E-04 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019836 | 0 | 0.16203E-04 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019837 | 0 | 0.16203E-04 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019838 | 0 | 0.16203E-04 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019839 | 0 | 0.16203E-04 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019840 | 0 | 0.16203E-04 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019841 | 0 | 0.16203E-04 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019842 | 0 | 0.16203E-04 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019843 | 0 | 0.16203E-04 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019844 | 0 | 0.16203E-04 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019845 | 0 | 0.16203E-04 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019846 | 0 | 0.16203E-04 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019847 | 0 | 0.16203E-04 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019848 | 0 | 0.16203E-04 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019849 | 0 | 0.16203E-04 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019850 | 0 | 0.16203E-04 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019851 | 0 | 0.16203E-04 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019852 | 0 | 0.16203E-04 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019853 | 0 | 0.16203E-04 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019854 | 0 | 0.71724E-05 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019855 | 0 | 0.71724E-05 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019856 | 0 | 0.71724E-05 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019857 | 0 | 0.71724E-05 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019858 | 0 | 0.71724E-05 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019859 | 0 | 0.71724E-05 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019860 | 0 | 0.71724E-05 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019861 | 0 | 0.71724E-05 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019862 | 0 | 0.71724E-05 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019863 | 0 | 0.71724E-05 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019864 | 0 | 0.71724E-05 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019865 | 0 | 0.71724E-05 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019866 | 0 | 0.71724E-05 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019867 | 0 | 0.71724E-05 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019868 | 0 | 0.71724E-05 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019869 | 0 | 0.71724E-05 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019870 | 0 | 0.71724E-05 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019871 | 0 | 0.71724E-05 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019872 | 0 | 0.71724E-05 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019873 | 0 | 0.71724E-05 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019874 | 0 | 0.71724E-05 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019875 | 0 | 0.71724E-05 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019876 | 0 | 0.71724E-05 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019877 | 0 | 0.71724E-05 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019878 | 0 | 0.71724E-05 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019879 | 0 | 0.71724E-05 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019880 | 0 | 0.71724E-05 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019881 | 0 | 0.71724E-05 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019882 | 0 | 0.71724E-05 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019883 | 0 | 0.71724E-05 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019884 | 0 | 0.71724E-05 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019885 | 0 | 0.71724E-05 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019886 | 0 | 0.71724E-05 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019887 | 0 | 0.71724E-05 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019888 | 0 | 0.71724E-05 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019889 | 0 | 0.71724E-05 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019890 | 0 | 0.71724E-05 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019891 | 0 | 0.71724E-05 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019892 | 0 | 0.71724E-05 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019893 | 0 | 0.71724E-05 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019894 | 0 | 0.71724E-05 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019895 | 0 | 0.71724E-05 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019896 | 0 | 0.71724E-05 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019897 | 0 | 0.71724E-05 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019898 | 0 | 0.71724E-05 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019899 | 0 | 0.71724E-05 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019900 | 0 | 0.71724E-05 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019901 | 0 | 0.71724E-05 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019902 | 0 | 0.71724E-05 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019903 | 0 | 0.71724E-05 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019904 | 0 | 0.71724E-05 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019905 | 0 | 0.71724E-05 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019906 | 0 | 0.71724E-05 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019907 | 0 | 0.71724E-05 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019908 | 0 | 0.71724E-05 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019909 | 0 | 0.71724E-05 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019910 | 0 | 0.71724E-05 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019911 | 0 | 0.71724E-05 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019912 | 0 | 0.22083E-04 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019913 | 0 | 0.22083E-04 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019914 | 0 | 0.22083E-04 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019915 | 0 | 0.22083E-04 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019916 | 0 | 0.22083E-04 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019917 | 0 | 0.22083E-04 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019918 | 0 | 0.22083E-04 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019919 | 0 | 0.22083E-04 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019920 | 0 | 0.22083E-04 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019921 | 0 | 0.22083E-04 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019922 | 0 | 0.22083E-04 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019923 | 0 | 0.22083E-04 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019924 | 0 | 0.22083E-04 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019925 | 0 | 0.22083E-04 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE | NUMBER PART. | EMISSION RATE (GRAMS/SEC) | X | Y | BASE ELEV. | RELEASE HEIGHT | INIT. SY | INIT. SZ | URBAN SOURCE | EMISSION RATE SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019926 | 0 | 0.22083E-04 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019927 | 0 | 0.22083E-04 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019928 | 0 | 0.22083E-04 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019929 | 0 | 0.22083E-04 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019930 | 0 | 0.22083E-04 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019931 | 0 | 0.22083E-04 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019932 | 0 | 0.22083E-04 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019933 | 0 | 0.22083E-04 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019934 | 0 | 0.22083E-04 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019935 | 0 | 0.22083E-04 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019936 | 0 | 0.22083E-04 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019937 | 0 | 0.22083E-04 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019938 | 0 | 0.22083E-04 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019939 | 0 | 0.22083E-04 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019940 | 0 | 0.22083E-04 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019941 | 0 | 0.22083E-04 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019942 | 0 | 0.22083E-04 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019943 | 0 | 0.22083E-04 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019944 | 0 | 0.22083E-04 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019945 | 0 | 0.22083E-04 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019946 | 0 | 0.22083E-04 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019947 | 0 | 0.22083E-04 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019948 | 0 | 0.22083E-04 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019949 | 0 | 0.22083E-04 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019950 | 0 | 0.22083E-04 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019951 | 0 | 0.22083E-04 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019952 | 0 | 0.22083E-04 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019953 | 0 | 0.22083E-04 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019954 | 0 | 0.22083E-04 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019955 | 0 | 0.22083E-04 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019956 | 0 | 0.22083E-04 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019957 | 0 | 0.22083E-04 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019958 | 0 | 0.22083E-04 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019959 | 0 | 0.22083E-04 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019960 | 0 | 0.27818E-04 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019961 | 0 | 0.27818E-04 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019962 | 0 | 0.27818E-04 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019963 | 0 | 0.27818E-04 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019964 | 0 | 0.27818E-04 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019965 | 0 | 0.27818E-04 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019966 | 0 | 0.27818E-04 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019967 | 0 | 0.27818E-04 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019968 | 0 | 0.27818E-04 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019969 | 0 | 0.27818E-04 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019970 | 0 | 0.27818E-04 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019971 | 0 | 0.27818E-04 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019972 | 0 | 0.27818E-04 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019973 | 0 | 0.27818E-04 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019974 | 0 | 0.27818E-04 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019975 | 0 | 0.27818E-04 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019976 | 0 | 0.27818E-04 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019977 | 0 | 0.27818E-04 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019978 | 0 | 0.27818E-04 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019979 | 0 | 0.27818E-04 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019980 | 0 | 0.27818E-04 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019981 | 0 | 0.27818E-04 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019982 | 0 | 0.27818E-04 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019983 | 0 | 0.27818E-04 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019984 | 0 | 0.27818E-04 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019985 | 0 | 0.27818E-04 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019986 | 0 | 0.27818E-04 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019987 | 0 | 0.27818E-04 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019988 | 0 | 0.27818E-04 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019989 | 0 | 0.27818E-04 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019990 | 0 | 0.27818E-04 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019991 | 0 | 0.27818E-04 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019992 | 0 | 0.27818E-04 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019993 | 0 | 0.27818E-04 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019994 | 0 | 0.27818E-04 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019995 | 0 | 0.27818E-04 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019996 | 0 | 0.27818E-04 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019997 | 0 | 0.27818E-04 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019998 | 0 | 0.27818E-04 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019999 | 0 | 0.27818E-04 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020000 | 0 | 0.27818E-04 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020001 | 0 | 0.27818E-04 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020002 | 0 | 0.27818E-04 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020003 | 0 | 0.27818E-04 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020004 | 0 | 0.27818E-04 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020005 | 0 | 0.27818E-04 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020006 | 0 | 0.27818E-04 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020007 | 0 | 0.27818E-04 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020008 | 0 | 0.27818E-04 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020009 | 0 | 0.27818E-04 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020010 | 0 | 0.27818E-04 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020011 | 0 | 0.27818E-04 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020012 | 0 | 0.27818E-04 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020013 | 0 | 0.27818E-04 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020014 | 0 | 0.27818E-04 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020015 | 0 | 0.14322E-04 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020016 | 0 | 0.14322E-04 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020017 | 0 | 0.14322E-04 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020018 | 0 | 0.14322E-04 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020019 | 0 | 0.14322E-04 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020020 | 0 | 0.14322E-04 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020021 | 0 | 0.14322E-04 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020022 | 0 | 0.14322E-04 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020023 | 0 | 0.14322E-04 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020024 | 0 | 0.14322E-04 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020025 | 0 | 0.14322E-04 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020026 | 0 | 0.14322E-04 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020027 | 0 | 0.14322E-04 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020028 | 0 | 0.14322E-04 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020029 | 0 | 0.14322E-04 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020030 | 0 | 0.14322E-04 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020031 | 0 | 0.14322E-04 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020032 | 0 | 0.14322E-04 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020033 | 0 | 0.14322E-04 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020034 | 0 | 0.14322E-04 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020035 | 0 | 0.14322E-04 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020036 | 0 | 0.14322E-04 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020037 | 0 | 0.14322E-04 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020038 | 0 | 0.14322E-04 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020039 | 0 | 0.14322E-04 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020040 | 0 | 0.14322E-04 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020041 | 0 | 0.14322E-04 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020042 | 0 | 0.14322E-04 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020043 | 0 | 0.14322E-04 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020044 | 0 | 0.14322E-04 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020045 | 0 | 0.14322E-04 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020046 | 0 | 0.14322E-04 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020047 | 0 | 0.14322E-04 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020048 | 0 | 0.14322E-04 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020049 | 0 | 0.14322E-04 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020050 | 0 | 0.14322E-04 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020051 | 0 | 0.14322E-04 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020052 | 0 | 0.14322E-04 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020053 | 0 | 0.14322E-04 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020054 | 0 | 0.14322E-04 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020055 | 0 | 0.14322E-04 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020056 | 0 | 0.14322E-04 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020057 | 0 | 0.14322E-04 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020058 | 0 | 0.14322E-04 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020059 | 0 | 0.14322E-04 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020060 | 0 | 0.14322E-04 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020061 | 0 | 0.14322E-04 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020062 | 0 | 0.14322E-04 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020063 | 0 | 0.14322E-04 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020064 | 0 | 0.14322E-04 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020065 | 0 | 0.14322E-04 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020066 | 0 | 0.14322E-04 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020067 | 0 | 0.14322E-04 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020068 | 0 | 0.14322E-04 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020069 | 0 | 0.14322E-04 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020070 | 0 | 0.14322E-04 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020071 | 0 | 0.14322E-04 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020072 | 0 | 0.14322E-04 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020073 | 0 | 0.14322E-04 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020074 | 0 | 0.74000E-05 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020075 | 0 | 0.74000E-05 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020076 | 0 | 0.74000E-05 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020077 | 0 | 0.74000E-05 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020078 | 0 | 0.74000E-05 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020079 | 0 | 0.74000E-05 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020080 | 0 | 0.74000E-05 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020081 | 0 | 0.74000E-05 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020082 | 0 | 0.74000E-05 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020083 | 0 | 0.74000E-05 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020084 | 0 | 0.32875E-04 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020085 | 0 | 0.32875E-04 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020086 | 0 | 0.32875E-04 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020087 | 0 | 0.32875E-04 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020088 | 0 | 0.32875E-04 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020089 | 0 | 0.32875E-04 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020090 | 0 | 0.32875E-04 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020091 | 0 | 0.32875E-04 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020092 | 0 | 0.32875E-04 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020093 | 0 | 0.32875E-04 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020094 | 0 | 0.32875E-04 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020095 | 0 | 0.32875E-04 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020096 | 0 | 0.32875E-04 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020097 | 0 | 0.32875E-04 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020098 | 0 | 0.32875E-04 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020099 | 0 | 0.32875E-04 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020100 | 0 | 0.21250E-05 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020101 | 0 | 0.21250E-05 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020102 | 0 | 0.21250E-05 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020103 | 0 | 0.21250E-05 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020104 | 0 | 0.21250E-05 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020105 | 0 | 0.21250E-05 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020106 | 0 | 0.21250E-05 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020107 | 0 | 0.21250E-05 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020108 | 0 | 0.21250E-05 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020109 | 0 | 0.21250E-05 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020110 | 0 | 0.21250E-05 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020111 | 0 | 0.21250E-05 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020112 | 0 | 0.21250E-05 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020113 | 0 | 0.21250E-05 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020114 | 0 | 0.21250E-05 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020115 | 0 | 0.21250E-05 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020116 | 0 | 0.21250E-05 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020117 | 0 | 0.21250E-05 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020118 | 0 | 0.21250E-05 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020119 | 0 | 0.21250E-05 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020120 | 0 | 0.21250E-05 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020121 | 0 | 0.21250E-05 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020122 | 0 | 0.21250E-05 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020123 | 0 | 0.21250E-05 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020124 | 0 | 0.21250E-05 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020125 | 0 | 0.21250E-05 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020126 | 0 | 0.21250E-05 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020127 | 0 | 0.21250E-05 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020128 | 0 | 0.21783E-05 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020129 | 0 | 0.21783E-05 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020130 | 0 | 0.21783E-05 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020131 | 0 | 0.21783E-05 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020132 | 0 | 0.21783E-05 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020133 | 0 | 0.21783E-05 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020134 | 0 | 0.21783E-05 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020135 | 0 | 0.21783E-05 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020136 | 0 | 0.21783E-05 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020137 | 0 | 0.21783E-05 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020138 | 0 | 0.21783E-05 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020139 | 0 | 0.21783E-05 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020140 | 0 | 0.21783E-05 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020141 | 0 | 0.21783E-05 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020142 | 0 | 0.21783E-05 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020143 | 0 | 0.21783E-05 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020144 | 0 | 0.21783E-05 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020145 | 0 | 0.21783E-05 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020146 | 0 | 0.21783E-05 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020147 | 0 | 0.21783E-05 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020148 | 0 | 0.21783E-05 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020149 | 0 | 0.21783E-05 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020150 | 0 | 0.21783E-05 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020151 | 0 | 0.17000E-04 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020152 | 0 | 0.17000E-04 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020153 | 0 | 0.17000E-04 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020154 | 0 | 0.17000E-04 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020155 | 0 | 0.17000E-04 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020156 | 0 | 0.17000E-04 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020157 | 0 | 0.17000E-04 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020158 | 0 | 0.17000E-04 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020159 | 0 | 0.10300E-04 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020160 | 0 | 0.10300E-04 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020161 | 0 | 0.10300E-04 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020162 | 0 | 0.10300E-04 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020163 | 0 | 0.10300E-04 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020164 | 0 | 0.10300E-04 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020165 | 0 | 0.10300E-04 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020166 | 0 | 0.10300E-04 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020167 | 0 | 0.10300E-04 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020168 | 0 | 0.10300E-04 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020169 | 0 | 0.23346E-04 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020170 | 0 | 0.23346E-04 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020171 | 0 | 0.23346E-04 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020172 | 0 | 0.23346E-04 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020173 | 0 | 0.23346E-04 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020174 | 0 | 0.23346E-04 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020175 | 0 | 0.23346E-04 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020176 | 0 | 0.23346E-04 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020177 | 0 | 0.23346E-04 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020178 | 0 | 0.23346E-04 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020179 | 0 | 0.23346E-04 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020180 | 0 | 0.23346E-04 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020181 | 0 | 0.23346E-04 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020182 | 0 | 0.23346E-04 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020183 | 0 | 0.23346E-04 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020184 | 0 | 0.23346E-04 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020185 | 0 | 0.23346E-04 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020186 | 0 | 0.23346E-04 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020187 | 0 | 0.23346E-04 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020188 | 0 | 0.23346E-04 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020189 | 0 | 0.23346E-04 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020190 | 0 | 0.23346E-04 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020191 | 0 | 0.23346E-04 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020192 | 0 | 0.23346E-04 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020193 | 0 | 0.23346E-04 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020194 | 0 | 0.23346E-04 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020195 | 0 | 0.25053E-04 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020196 | 0 | 0.25053E-04 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020197 | 0 | 0.25053E-04 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020198 | 0 | 0.25053E-04 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020199 | 0 | 0.25053E-04 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020200 | 0 | 0.25053E-04 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020201 | 0 | 0.25053E-04 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020202 | 0 | 0.25053E-04 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020203 | 0 | 0.25053E-04 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020204 | 0 | 0.25053E-04 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020205 | 0 | 0.25053E-04 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020206 | 0 | 0.25053E-04 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020207 | 0 | 0.25053E-04 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020208 | 0 | 0.25053E-04 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020209 | 0 | 0.25053E-04 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020210 | 0 | 0.25053E-04 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020211 | 0 | 0.25053E-04 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020212 | 0 | 0.25053E-04 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020213 | 0 | 0.25053E-04 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020214 | 0 | 0.60807E-04 | 267629.2 | 4047768.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020215 | 0 | 0.60807E-04 | 267621.9 | 4047768.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020216 | 0 | 0.60807E-04 | 267614.6 | 4047768.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020217 | 0 | 0.60807E-04 | 267607.4 | 4047768.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020218 | 0 | 0.60807E-04 | 267600.1 | 4047768.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020219 | 0 | 0.60807E-04 | 267592.8 | 4047767.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020220 | 0 | 0.60807E-04 | 267585.5 | 4047767.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020221 | 0 | 0.60807E-04 | 267578.3 | 4047767.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020222 | 0 | 0.60807E-04 | 267571.0 | 4047767.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020223 | 0 | 0.60807E-04 | 267563.7 | 4047767.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020224 | 0 | 0.60807E-04 | 267556.5 | 4047767.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020225 | 0 | 0.60807E-04 | 267549.2 | 4047767.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020226 | 0 | 0.60807E-04 | 267541.9 | 4047767.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020227 | 0 | 0.60807E-04 | 267534.6 | 4047766.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020228 | 0 | 0.60807E-04 | 267527.4 | 4047766.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020229 | 0 | 0.60807E-04 | 267520.1 | 4047766.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020230 | 0 | 0.60807E-04 | 267512.8 | 4047766.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020231 | 0 | 0.60807E-04 | 267505.6 | 4047766.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020232 | 0 | 0.60807E-04 | 267498.3 | 4047766.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020233 | 0 | 0.60807E-04 | 267491.0 | 4047766.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020234 | 0 | 0.60807E-04 | 267483.8 | 4047766.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020235 | 0 | 0.60807E-04 | 267476.5 | 4047765.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020236 | 0 | 0.60807E-04 | 267469.2 | 4047765.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020237 | 0 | 0.60807E-04 | 267461.9 | 4047765.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020238 | 0 | 0.60807E-04 | 267454.7 | 4047765.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020239 | 0 | 0.60807E-04 | 267448.6 | 4047764.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020240 | 0 | 0.60807E-04 | 267452.0 | 4047758.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020241 | 0 | 0.60807E-04 | 267455.4 | 4047751.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020242 | 0 | 0.60807E-04 | 267458.9 | 4047745.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020243 | 0 | 0.60807E-04 | 267462.3 | 4047739.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020244 | 0 | 0.60807E-04 | 267465.7 | 4047732.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020245 | 0 | 0.60807E-04 | 267469.1 | 4047726.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020246 | 0 | 0.60807E-04 | 267472.5 | 4047719.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020247 | 0 | 0.60807E-04 | 267475.9 | 4047713.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020248 | 0 | 0.60807E-04 | 267479.3 | 4047706.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020249 | 0 | 0.60807E-04 | 267482.8 | 4047700.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020250 | 0 | 0.60807E-04 | 267486.2 | 4047694.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020251 | 0 | 0.60807E-04 | 267489.6 | 4047687.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020252 | 0 | 0.60807E-04 | 267492.3 | 4047681.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020253 | 0 | 0.60807E-04 | 267492.0 | 4047673.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020254 | 0 | 0.60807E-04 | 267491.8 | 4047666.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020255 | 0 | 0.60807E-04 | 267491.5 | 4047659.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020256 | 0 | 0.60807E-04 | 267491.2 | 4047652.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020257 | 0 | 0.60807E-04 | 267490.9 | 4047644.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020258 | 0 | 0.60807E-04 | 267490.6 | 4047637.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020259 | 0 | 0.60807E-04 | 267495.7 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020260 | 0 | 0.60807E-04 | 267502.8 | 4047633.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020261 | 0 | 0.60807E-04 | 267510.0 | 4047632.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020262 | 0 | 0.60807E-04 | 267517.2 | 4047631.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020263 | 0 | 0.60807E-04 | 267524.4 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020264 | 0 | 0.60807E-04 | 267531.6 | 4047629.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020265 | 0 | 0.60807E-04 | 267538.8 | 4047627.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020266 | 0 | 0.60807E-04 | 267546.0 | 4047626.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020267 | 0 | 0.60807E-04 | 267553.1 | 4047625.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020268 | 0 | 0.60807E-04 | 267560.3 | 4047624.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020269 | 0 | 0.60807E-04 | 267567.5 | 4047623.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020270 | 0 | 0.60807E-04 | 267574.1 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020271 | 0 | 0.60807E-04 | 267579.6 | 4047616.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020272 | 0 | 0.60807E-04 | 267585.2 | 4047611.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020273 | 0 | 0.60807E-04 | 267590.7 | 4047606.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020274 | 0 | 0.60807E-04 | 267596.3 | 4047602.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020275 | 0 | 0.60807E-04 | 267601.8 | 4047597.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020276 | 0 | 0.59764E-04 | 267637.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020277 | 0 | 0.59764E-04 | 267630.6 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020278 | 0 | 0.59764E-04 | 267623.3 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020279 | 0 | 0.59764E-04 | 267616.0 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020280 | 0 | 0.59764E-04 | 267608.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020281 | 0 | 0.59764E-04 | 267601.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020282 | 0 | 0.59764E-04 | 267594.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020283 | 0 | 0.59764E-04 | 267586.9 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020284 | 0 | 0.59764E-04 | 267579.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020285 | 0 | 0.59764E-04 | 267572.3 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020286 | 0 | 0.59764E-04 | 267565.0 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020287 | 0 | 0.59764E-04 | 267557.8 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020288 | 0 | 0.59764E-04 | 267550.5 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020289 | 0 | 0.59764E-04 | 267543.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020290 | 0 | 0.59764E-04 | 267535.9 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020291 | 0 | 0.59764E-04 | 267528.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020292 | 0 | 0.59764E-04 | 267521.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020293 | 0 | 0.59764E-04 | 267514.1 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020294 | 0 | 0.59764E-04 | 267506.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020295 | 0 | 0.59764E-04 | 267499.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020296 | 0 | 0.59764E-04 | 267492.2 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020297 | 0 | 0.59764E-04 | 267484.9 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020298 | 0 | 0.59764E-04 | 267477.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020299 | 0 | 0.59764E-04 | 267470.4 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020300 | 0 | 0.59764E-04 | 267463.1 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020301 | 0 | 0.59764E-04 | 267455.8 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020302 | 0 | 0.59764E-04 | 267448.5 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020303 | 0 | 0.59764E-04 | 267447.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020304 | 0 | 0.59764E-04 | 267450.9 | 4047757.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020305 | 0 | 0.59764E-04 | 267454.1 | 4047751.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020306 | 0 | 0.59764E-04 | 267457.3 | 4047744.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020307 | 0 | 0.59764E-04 | 267460.5 | 4047738.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020308 | 0 | 0.59764E-04 | 267463.7 | 4047731.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020309 | 0 | 0.59764E-04 | 267466.9 | 4047725.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020310 | 0 | 0.59764E-04 | 267470.1 | 4047718.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020311 | 0 | 0.59764E-04 | 267473.3 | 4047712.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020312 | 0 | 0.59764E-04 | 267476.5 | 4047705.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020313 | 0 | 0.59764E-04 | 267479.7 | 4047699.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020314 | 0 | 0.59764E-04 | 267482.9 | 4047692.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020315 | 0 | 0.59764E-04 | 267486.1 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020316 | 0 | 0.59764E-04 | 267488.8 | 4047679.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020317 | 0 | 0.59764E-04 | 267489.1 | 4047672.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020318 | 0 | 0.59764E-04 | 267489.4 | 4047664.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020319 | 0 | 0.59764E-04 | 267489.7 | 4047657.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020320 | 0 | 0.59764E-04 | 267490.0 | 4047650.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020321 | 0 | 0.59764E-04 | 267490.3 | 4047642.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020322 | 0 | 0.59764E-04 | 267492.1 | 4047636.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020323 | 0 | 0.59764E-04 | 267499.3 | 4047635.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020324 | 0 | 0.59764E-04 | 267506.5 | 4047634.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020325 | 0 | 0.59764E-04 | 267513.7 | 4047633.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020326 | 0 | 0.59764E-04 | 267520.8 | 4047632.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020327 | 0 | 0.59764E-04 | 267528.0 | 4047631.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020328 | 0 | 0.59764E-04 | 267535.2 | 4047629.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020329 | 0 | 0.59764E-04 | 267542.4 | 4047628.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020330 | 0 | 0.59764E-04 | 267549.6 | 4047627.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020331 | 0 | 0.59764E-04 | 267556.8 | 4047626.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020332 | 0 | 0.59764E-04 | 267564.0 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020333 | 0 | 0.59764E-04 | 267570.6 | 4047622.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020334 | 0 | 0.59764E-04 | 267576.4 | 4047618.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020335 | 0 | 0.59764E-04 | 267582.2 | 4047614.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020336 | 0 | 0.59764E-04 | 267588.0 | 4047609.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020337 | 0 | 0.59764E-04 | 267593.8 | 4047605.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020338 | 0 | 0.59764E-04 | 267599.6 | 4047600.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020339 | 0 | 0.59764E-04 | 267605.4 | 4047596.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020340 | 0 | 0.59764E-04 | 267611.3 | 4047592.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020341 | 0 | 0.59764E-04 | 267617.1 | 4047587.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020342 | 0 | 0.59764E-04 | 267622.9 | 4047583.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020343 | 0 | 0.59764E-04 | 267628.7 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020344 | 0 | 0.59764E-04 | 267634.5 | 4047574.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020345 | 0 | 0.59764E-04 | 267640.3 | 4047570.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020346 | 0 | 0.59764E-04 | 267646.1 | 4047565.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020347 | 0 | 0.59764E-04 | 267651.9 | 4047561.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020348 | 0 | 0.59764E-04 | 267657.7 | 4047556.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020349 | 0 | 0.59764E-04 | 267663.5 | 4047552.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020350 | 0 | 0.59764E-04 | 267669.3 | 4047548.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020351 | 0 | 0.59764E-04 | 267675.1 | 4047543.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020352 | 0 | 0.59764E-04 | 267680.9 | 4047539.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020353 | 0 | 0.59764E-04 | 267686.0 | 4047534.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020354 | 0 | 0.59764E-04 | 267691.2 | 4047528.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020355 | 0 | 0.59764E-04 | 267696.3 | 4047523.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020356 | 0 | 0.59764E-04 | 267701.5 | 4047518.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020357 | 0 | 0.59764E-04 | 267706.6 | 4047513.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020358 | 0 | 0.59764E-04 | 267711.8 | 4047508.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020359 | 0 | 0.59764E-04 | 267716.9 | 4047503.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020360 | 0 | 0.59764E-04 | 267722.1 | 4047498.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020361 | 0 | 0.59764E-04 | 267727.2 | 4047492.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020362 | 0 | 0.59764E-04 | 267732.4 | 4047487.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020363 | 0 | 0.59764E-04 | 267737.5 | 4047482.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020364 | 0 | 0.59764E-04 | 267742.7 | 4047477.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020365 | 0 | 0.59764E-04 | 267747.8 | 4047472.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020366 | 0 | 0.59764E-04 | 267753.0 | 4047467.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020367 | 0 | 0.59764E-04 | 267758.1 | 4047462.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020368 | 0 | 0.59764E-04 | 267763.3 | 4047456.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020369 | 0 | 0.59764E-04 | 267768.4 | 4047451.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020370 | 0 | 0.59764E-04 | 267773.6 | 4047446.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020371 | 0 | 0.59764E-04 | 267778.7 | 4047441.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020372 | 0 | 0.59764E-04 | 267783.9 | 4047436.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020373 | 0 | 0.59764E-04 | 267789.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020374 | 0 | 0.59764E-04 | 267789.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020375 | 0 | 0.59764E-04 | 267789.5 | 4047416.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020376 | 0 | 0.59764E-04 | 267789.5 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020377 | 0 | 0.59764E-04 | 267789.6 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020378 | 0 | 0.59764E-04 | 267789.6 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020379 | 0 | 0.59764E-04 | 267789.7 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020380 | 0 | 0.59764E-04 | 267789.7 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020381 | 0 | 0.59764E-04 | 267789.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020382 | 0 | 0.59764E-04 | 267789.8 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020383 | 0 | 0.59764E-04 | 267789.9 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020384 | 0 | 0.59764E-04 | 267789.9 | 4047351.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020385 | 0 | 0.59764E-04 | 267790.0 | 4047343.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020386 | 0 | 0.59764E-04 | 267790.1 | 4047336.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020387 | 0 | 0.59764E-04 | 267790.1 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020388 | 0 | 0.59764E-04 | 267790.2 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020389 | 0 | 0.59764E-04 | 267790.2 | 4047314.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020390 | 0 | 0.59764E-04 | 267790.3 | 4047307.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020391 | 0 | 0.59764E-04 | 267790.3 | 4047300.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020392 | 0 | 0.59764E-04 | 267790.4 | 4047292.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020393 | 0 | 0.59764E-04 | 267790.4 | 4047285.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020394 | 0 | 0.59764E-04 | 267790.5 | 4047278.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020395 | 0 | 0.59764E-04 | 267790.5 | 4047271.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020396 | 0 | 0.59764E-04 | 267790.6 | 4047263.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020397 | 0 | 0.59764E-04 | 267790.7 | 4047256.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020398 | 0 | 0.59764E-04 | 267790.7 | 4047249.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020399 | 0 | 0.59764E-04 | 267790.8 | 4047241.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020400 | 0 | 0.59764E-04 | 267790.8 | 4047234.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020401 | 0 | 0.59764E-04 | 267790.9 | 4047227.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020402 | 0 | 0.59764E-04 | 267790.9 | 4047220.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020403 | 0 | 0.19919E-04 | 267634.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020404 | 0 | 0.19919E-04 | 267627.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020405 | 0 | 0.19919E-04 | 267619.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020406 | 0 | 0.19919E-04 | 267612.4 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020407 | 0 | 0.19919E-04 | 267605.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020408 | 0 | 0.19919E-04 | 267597.8 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020409 | 0 | 0.19919E-04 | 267590.5 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020410 | 0 | 0.19919E-04 | 267583.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020411 | 0 | 0.19919E-04 | 267575.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020412 | 0 | 0.19919E-04 | 267568.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020413 | 0 | 0.19919E-04 | 267561.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020414 | 0 | 0.19919E-04 | 267554.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020415 | 0 | 0.19919E-04 | 267546.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020416 | 0 | 0.19919E-04 | 267539.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020417 | 0 | 0.19919E-04 | 267532.1 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020418 | 0 | 0.19919E-04 | 267524.8 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020419 | 0 | 0.19919E-04 | 267517.5 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020420 | 0 | 0.19919E-04 | 267510.2 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020421 | 0 | 0.19919E-04 | 267502.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020422 | 0 | 0.19919E-04 | 267495.6 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020423 | 0 | 0.19919E-04 | 267488.3 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020424 | 0 | 0.19919E-04 | 267481.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020425 | 0 | 0.19919E-04 | 267473.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020426 | 0 | 0.19919E-04 | 267466.4 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020427 | 0 | 0.19919E-04 | 267459.1 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020428 | 0 | 0.19919E-04 | 267451.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020429 | 0 | 0.19919E-04 | 267449.8 | 4047760.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020430 | 0 | 0.19919E-04 | 267453.0 | 4047753.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020431 | 0 | 0.19919E-04 | 267456.2 | 4047746.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020432 | 0 | 0.19919E-04 | 267459.4 | 4047740.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020433 | 0 | 0.19919E-04 | 267462.6 | 4047733.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020434 | 0 | 0.19919E-04 | 267465.9 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020435 | 0 | 0.19919E-04 | 267469.1 | 4047720.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020436 | 0 | 0.19919E-04 | 267472.3 | 4047714.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020437 | 0 | 0.19919E-04 | 267475.5 | 4047707.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020438 | 0 | 0.19919E-04 | 267478.7 | 4047701.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020439 | 0 | 0.19919E-04 | 267481.9 | 4047694.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020440 | 0 | 0.19919E-04 | 267485.1 | 4047687.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020441 | 0 | 0.19919E-04 | 267487.2 | 4047681.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020442 | 0 | 0.19919E-04 | 267487.8 | 4047673.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020443 | 0 | 0.19919E-04 | 267488.4 | 4047666.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020444 | 0 | 0.19919E-04 | 267488.9 | 4047659.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020445 | 0 | 0.19919E-04 | 267489.5 | 4047651.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020446 | 0 | 0.19919E-04 | 267490.1 | 4047644.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020447 | 0 | 0.19919E-04 | 267492.1 | 4047638.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020448 | 0 | 0.19919E-04 | 267499.2 | 4047637.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020449 | 0 | 0.19919E-04 | 267506.4 | 4047635.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020450 | 0 | 0.19919E-04 | 267513.5 | 4047633.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020451 | 0 | 0.19919E-04 | 267520.6 | 4047632.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020452 | 0 | 0.19919E-04 | 267527.7 | 4047630.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020453 | 0 | 0.19919E-04 | 267534.9 | 4047629.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020454 | 0 | 0.19919E-04 | 267542.0 | 4047627.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020455 | 0 | 0.19919E-04 | 267549.1 | 4047625.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020456 | 0 | 0.19919E-04 | 267556.2 | 4047624.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020457 | 0 | 0.19919E-04 | 267563.3 | 4047622.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020458 | 0 | 0.19919E-04 | 267570.5 | 4047621.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020459 | 0 | 0.19919E-04 | 267577.6 | 4047619.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020460 | 0 | 0.19919E-04 | 267583.6 | 4047615.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020461 | 0 | 0.19919E-04 | 267589.3 | 4047611.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020462 | 0 | 0.19919E-04 | 267595.0 | 4047606.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020463 | 0 | 0.19919E-04 | 267600.6 | 4047601.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020464 | 0 | 0.19919E-04 | 267606.3 | 4047597.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020465 | 0 | 0.19919E-04 | 267612.0 | 4047592.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020466 | 0 | 0.19919E-04 | 267617.6 | 4047588.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020467 | 0 | 0.19919E-04 | 267623.3 | 4047583.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020468 | 0 | 0.19919E-04 | 267629.0 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020469 | 0 | 0.19919E-04 | 267634.7 | 4047574.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020470 | 0 | 0.19919E-04 | 267640.3 | 4047569.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020471 | 0 | 0.19919E-04 | 267646.0 | 4047565.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020472 | 0 | 0.19919E-04 | 267651.7 | 4047560.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020473 | 0 | 0.19919E-04 | 267657.4 | 4047555.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020474 | 0 | 0.19919E-04 | 267663.0 | 4047551.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020475 | 0 | 0.19919E-04 | 267668.7 | 4047546.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020476 | 0 | 0.19919E-04 | 267674.4 | 4047542.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020477 | 0 | 0.19919E-04 | 267680.1 | 4047537.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020478 | 0 | 0.19919E-04 | 267685.7 | 4047532.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020479 | 0 | 0.19919E-04 | 267691.4 | 4047528.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020480 | 0 | 0.19919E-04 | 267696.8 | 4047523.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020481 | 0 | 0.19919E-04 | 267702.1 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020482 | 0 | 0.19919E-04 | 267707.4 | 4047513.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020483 | 0 | 0.19919E-04 | 267712.7 | 4047508.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020484 | 0 | 0.19919E-04 | 267718.0 | 4047503.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020485 | 0 | 0.19919E-04 | 267723.3 | 4047498.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020486 | 0 | 0.19919E-04 | 267728.6 | 4047493.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020487 | 0 | 0.19919E-04 | 267733.9 | 4047488.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020488 | 0 | 0.19919E-04 | 267739.2 | 4047483.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020489 | 0 | 0.19919E-04 | 267744.5 | 4047478.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020490 | 0 | 0.19919E-04 | 267749.8 | 4047473.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020491 | 0 | 0.19919E-04 | 267755.1 | 4047468.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020492 | 0 | 0.19919E-04 | 267760.4 | 4047463.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020493 | 0 | 0.19919E-04 | 267765.7 | 4047458.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020494 | 0 | 0.19919E-04 | 267771.0 | 4047453.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020495 | 0 | 0.19919E-04 | 267776.3 | 4047448.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020496 | 0 | 0.19919E-04 | 267781.6 | 4047443.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020497 | 0 | 0.19919E-04 | 267786.9 | 4047438.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020498 | 0 | 0.19919E-04 | 267792.2 | 4047433.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020499 | 0 | 0.19919E-04 | 267797.5 | 4047428.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020500 | 0 | 0.19919E-04 | 267802.8 | 4047423.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020501 | 0 | 0.19919E-04 | 267808.1 | 4047418.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020502 | 0 | 0.19919E-04 | 267813.4 | 4047413.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020503 | 0 | 0.19919E-04 | 267818.7 | 4047408.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020504 | 0 | 0.19919E-04 | 267824.0 | 4047403.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020505 | 0 | 0.19919E-04 | 267829.3 | 4047397.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020506 | 0 | 0.19919E-04 | 267834.6 | 4047392.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020507 | 0 | 0.19919E-04 | 267839.9 | 4047387.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020508 | 0 | 0.19919E-04 | 267845.2 | 4047382.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020509 | 0 | 0.19919E-04 | 267850.5 | 4047377.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020510 | 0 | 0.19919E-04 | 267855.8 | 4047372.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020511 | 0 | 0.19919E-04 | 267861.1 | 4047367.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020512 | 0 | 0.19919E-04 | 267866.4 | 4047362.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020513 | 0 | 0.19919E-04 | 267871.7 | 4047357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020514 | 0 | 0.19919E-04 | 267877.0 | 4047352.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020515 | 0 | 0.19919E-04 | 267882.3 | 4047347.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020516 | 0 | 0.19919E-04 | 267887.6 | 4047342.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020517 | 0 | 0.19919E-04 | 267892.9 | 4047337.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020518 | 0 | 0.19919E-04 | 267898.2 | 4047332.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020519 | 0 | 0.19919E-04 | 267904.9 | 4047331.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020520 | 0 | 0.19919E-04 | 267912.2 | 4047330.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020521 | 0 | 0.19919E-04 | 267919.5 | 4047330.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020522 | 0 | 0.19919E-04 | 267926.8 | 4047330.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020523 | 0 | 0.19919E-04 | 267934.1 | 4047330.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020524 | 0 | 0.19919E-04 | 267941.3 | 4047329.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020525 | 0 | 0.19919E-04 | 267948.6 | 4047329.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020526 | 0 | 0.19919E-04 | 267955.9 | 4047329.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020527 | 0 | 0.15887E-04 | 267449.8 | 4047758.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020528 | 0 | 0.15887E-04 | 267453.5 | 4047752.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020529 | 0 | 0.15887E-04 | 267457.2 | 4047746.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020530 | 0 | 0.15887E-04 | 267460.9 | 4047739.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020531 | 0 | 0.15887E-04 | 267464.5 | 4047733.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020532 | 0 | 0.15887E-04 | 267468.2 | 4047727.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020533 | 0 | 0.15887E-04 | 267471.9 | 4047721.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020534 | 0 | 0.15887E-04 | 267475.6 | 4047714.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020535 | 0 | 0.15887E-04 | 267479.2 | 4047708.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020536 | 0 | 0.15887E-04 | 267482.9 | 4047702.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020537 | 0 | 0.15887E-04 | 267486.6 | 4047696.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020538 | 0 | 0.15887E-04 | 267490.3 | 4047689.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020539 | 0 | 0.15887E-04 | 267491.9 | 4047683.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020540 | 0 | 0.15887E-04 | 267490.8 | 4047675.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020541 | 0 | 0.15887E-04 | 267489.7 | 4047668.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020542 | 0 | 0.15887E-04 | 267488.6 | 4047661.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020543 | 0 | 0.15887E-04 | 267487.5 | 4047654.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020544 | 0 | 0.15887E-04 | 267486.4 | 4047647.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020545 | 0 | 0.15887E-04 | 267485.3 | 4047639.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020546 | 0 | 0.15887E-04 | 267491.4 | 4047637.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020547 | 0 | 0.15887E-04 | 267498.5 | 4047636.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020548 | 0 | 0.15887E-04 | 267505.6 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020549 | 0 | 0.15887E-04 | 267512.7 | 4047633.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020550 | 0 | 0.15887E-04 | 267519.9 | 4047631.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020551 | 0 | 0.15887E-04 | 267527.0 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020552 | 0 | 0.15887E-04 | 267534.1 | 4047628.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020553 | 0 | 0.15887E-04 | 267541.2 | 4047627.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020554 | 0 | 0.15887E-04 | 267548.3 | 4047625.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020555 | 0 | 0.15887E-04 | 267555.4 | 4047624.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020556 | 0 | 0.15887E-04 | 267562.6 | 4047622.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020557 | 0 | 0.15887E-04 | 267569.7 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020558 | 0 | 0.15887E-04 | 267575.3 | 4047616.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020559 | 0 | 0.15887E-04 | 267580.8 | 4047611.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020560 | 0 | 0.15887E-04 | 267586.3 | 4047607.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020561 | 0 | 0.15887E-04 | 267591.8 | 4047602.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020562 | 0 | 0.15887E-04 | 267597.3 | 4047597.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020563 | 0 | 0.15887E-04 | 267602.8 | 4047592.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020564 | 0 | 0.15887E-04 | 267608.3 | 4047588.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020565 | 0 | 0.15887E-04 | 267613.8 | 4047583.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020566 | 0 | 0.15887E-04 | 267619.3 | 4047578.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020567 | 0 | 0.15887E-04 | 267624.9 | 4047573.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020568 | 0 | 0.15887E-04 | 267630.4 | 4047568.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020569 | 0 | 0.15887E-04 | 267635.9 | 4047564.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020570 | 0 | 0.15887E-04 | 267641.4 | 4047559.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020571 | 0 | 0.15887E-04 | 267646.9 | 4047554.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020572 | 0 | 0.15887E-04 | 267652.4 | 4047549.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020573 | 0 | 0.15887E-04 | 267657.9 | 4047545.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020574 | 0 | 0.15887E-04 | 267663.4 | 4047540.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020575 | 0 | 0.15887E-04 | 267668.9 | 4047535.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020576 | 0 | 0.15887E-04 | 267674.4 | 4047530.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020577 | 0 | 0.15887E-04 | 267679.9 | 4047526.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020578 | 0 | 0.15887E-04 | 267685.4 | 4047521.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020579 | 0 | 0.15887E-04 | 267690.9 | 4047516.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020580 | 0 | 0.15887E-04 | 267696.4 | 4047511.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020581 | 0 | 0.15887E-04 | 267701.9 | 4047507.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020582 | 0 | 0.15887E-04 | 267707.4 | 4047502.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020583 | 0 | 0.15887E-04 | 267712.9 | 4047497.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020584 | 0 | 0.15887E-04 | 267718.4 | 4047492.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020585 | 0 | 0.15887E-04 | 267723.9 | 4047488.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020586 | 0 | 0.15887E-04 | 267729.5 | 4047483.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020587 | 0 | 0.15887E-04 | 267735.0 | 4047478.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020588 | 0 | 0.15887E-04 | 267740.5 | 4047473.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020589 | 0 | 0.15887E-04 | 267746.0 | 4047469.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020590 | 0 | 0.15887E-04 | 267751.5 | 4047464.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020591 | 0 | 0.15887E-04 | 267757.0 | 4047459.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020592 | 0 | 0.15887E-04 | 267762.5 | 4047454.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020593 | 0 | 0.15887E-04 | 267768.0 | 4047450.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020594 | 0 | 0.15887E-04 | 267773.5 | 4047445.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020595 | 0 | 0.15887E-04 | 267779.0 | 4047440.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020596 | 0 | 0.15887E-04 | 267784.5 | 4047435.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020597 | 0 | 0.15887E-04 | 267790.0 | 4047431.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020598 | 0 | 0.15887E-04 | 267795.5 | 4047426.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020599 | 0 | 0.15887E-04 | 267801.0 | 4047421.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020600 | 0 | 0.15887E-04 | 267806.5 | 4047416.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020601 | 0 | 0.15887E-04 | 267812.0 | 4047411.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020602 | 0 | 0.15887E-04 | 267817.5 | 4047407.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020603 | 0 | 0.15887E-04 | 267823.0 | 4047402.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020604 | 0 | 0.15887E-04 | 267828.6 | 4047397.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020605 | 0 | 0.15887E-04 | 267834.1 | 4047392.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020606 | 0 | 0.15887E-04 | 267839.6 | 4047388.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020607 | 0 | 0.15887E-04 | 267845.1 | 4047383.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020608 | 0 | 0.15887E-04 | 267850.6 | 4047378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020609 | 0 | 0.15887E-04 | 267856.1 | 4047373.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020610 | 0 | 0.15887E-04 | 267861.6 | 4047369.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020611 | 0 | 0.15887E-04 | 267867.1 | 4047364.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020612 | 0 | 0.15887E-04 | 267872.6 | 4047359.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020613 | 0 | 0.15887E-04 | 267878.1 | 4047354.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020614 | 0 | 0.15887E-04 | 267883.6 | 4047350.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020615 | 0 | 0.15887E-04 | 267889.1 | 4047345.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020616 | 0 | 0.15887E-04 | 267894.6 | 4047340.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020617 | 0 | 0.15887E-04 | 267900.1 | 4047335.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020618 | 0 | 0.15887E-04 | 267903.7 | 4047330.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020619 | 0 | 0.15887E-04 | 267904.2 | 4047322.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020620 | 0 | 0.15887E-04 | 267904.8 | 4047315.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020621 | 0 | 0.15887E-04 | 267905.3 | 4047308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020622 | 0 | 0.15887E-04 | 267905.9 | 4047301.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020623 | 0 | 0.15887E-04 | 267906.5 | 4047293.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020624 | 0 | 0.15887E-04 | 267907.0 | 4047286.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020625 | 0 | 0.15887E-04 | 267907.6 | 4047279.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020626 | 0 | 0.15887E-04 | 267908.1 | 4047272.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020627 | 0 | 0.15887E-04 | 267908.7 | 4047264.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020628 | 0 | 0.15887E-04 | 267909.2 | 4047257.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020629 | 0 | 0.15887E-04 | 267909.8 | 4047250.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020630 | 0 | 0.15887E-04 | 267910.4 | 4047243.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020631 | 0 | 0.15887E-04 | 267913.7 | 4047238.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020632 | 0 | 0.15887E-04 | 267921.0 | 4047238.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020633 | 0 | 0.15887E-04 | 267928.3 | 4047238.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020634 | 0 | 0.15887E-04 | 267935.5 | 4047238.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020635 | 0 | 0.15887E-04 | 267942.8 | 4047238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020636 | 0 | 0.15887E-04 | 267950.1 | 4047237.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020637 | 0 | 0.15887E-04 | 267957.4 | 4047237.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020638 | 0 | 0.15887E-04 | 267964.6 | 4047237.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020639 | 0 | 0.15887E-04 | 267971.9 | 4047237.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020640 | 0 | 0.15887E-04 | 267979.2 | 4047237.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020641 | 0 | 0.15887E-04 | 267986.5 | 4047236.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020642 | 0 | 0.15887E-04 | 267993.7 | 4047236.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020643 | 0 | 0.15887E-04 | 268001.0 | 4047236.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020644 | 0 | 0.15887E-04 | 268008.3 | 4047236.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020645 | 0 | 0.15887E-04 | 268015.5 | 4047236.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020646 | 0 | 0.15887E-04 | 268022.8 | 4047235.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020647 | 0 | 0.15887E-04 | 268030.1 | 4047235.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020648 | 0 | 0.15887E-04 | 268037.4 | 4047235.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020649 | 0 | 0.15887E-04 | 268044.6 | 4047235.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020650 | 0 | 0.15887E-04 | 268051.9 | 4047235.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020651 | 0 | 0.70562E-05 | 267639.3 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020652 | 0 | 0.70562E-05 | 267632.0 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020653 | 0 | 0.70562E-05 | 267624.8 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020654 | 0 | 0.70562E-05 | 267617.5 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020655 | 0 | 0.70562E-05 | 267610.3 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020656 | 0 | 0.70562E-05 | 267603.0 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020657 | 0 | 0.70562E-05 | 267595.8 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020658 | 0 | 0.70562E-05 | 267588.5 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020659 | 0 | 0.70562E-05 | 267581.3 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020660 | 0 | 0.70562E-05 | 267574.0 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020661 | 0 | 0.70562E-05 | 267566.8 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020662 | 0 | 0.70562E-05 | 267559.5 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020663 | 0 | 0.70562E-05 | 267552.3 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020664 | 0 | 0.70562E-05 | 267545.0 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020665 | 0 | 0.70562E-05 | 267537.8 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020666 | 0 | 0.70562E-05 | 267530.5 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020667 | 0 | 0.70562E-05 | 267523.2 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020668 | 0 | 0.70562E-05 | 267516.0 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020669 | 0 | 0.70562E-05 | 267508.7 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020670 | 0 | 0.70562E-05 | 267501.5 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020671 | 0 | 0.70562E-05 | 267494.2 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020672 | 0 | 0.70562E-05 | 267487.0 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020673 | 0 | 0.70562E-05 | 267479.7 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020674 | 0 | 0.70562E-05 | 267472.5 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020675 | 0 | 0.70562E-05 | 267465.2 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020676 | 0 | 0.70562E-05 | 267458.0 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020677 | 0 | 0.70562E-05 | 267450.7 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020678 | 0 | 0.70562E-05 | 267447.5 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020679 | 0 | 0.70562E-05 | 267450.7 | 4047759.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020680 | 0 | 0.70562E-05 | 267453.9 | 4047752.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020681 | 0 | 0.70562E-05 | 267457.1 | 4047746.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020682 | 0 | 0.70562E-05 | 267460.3 | 4047739.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020683 | 0 | 0.70562E-05 | 267463.6 | 4047733.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020684 | 0 | 0.70562E-05 | 267466.8 | 4047726.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020685 | 0 | 0.70562E-05 | 267470.0 | 4047720.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020686 | 0 | 0.70562E-05 | 267473.2 | 4047713.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020687 | 0 | 0.70562E-05 | 267476.4 | 4047707.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020688 | 0 | 0.70562E-05 | 267479.7 | 4047700.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020689 | 0 | 0.70562E-05 | 267482.9 | 4047694.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020690 | 0 | 0.70562E-05 | 267485.4 | 4047687.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020691 | 0 | 0.70562E-05 | 267486.2 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020692 | 0 | 0.70562E-05 | 267487.0 | 4047673.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020693 | 0 | 0.70562E-05 | 267487.8 | 4047665.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020694 | 0 | 0.70562E-05 | 267488.7 | 4047658.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020695 | 0 | 0.70562E-05 | 267489.5 | 4047651.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020696 | 0 | 0.70562E-05 | 267490.3 | 4047644.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020697 | 0 | 0.70562E-05 | 267491.1 | 4047637.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020698 | 0 | 0.70562E-05 | 267492.0 | 4047629.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020699 | 0 | 0.70562E-05 | 267492.6 | 4047622.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020700 | 0 | 0.70562E-05 | 267493.0 | 4047615.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020701 | 0 | 0.70562E-05 | 267493.4 | 4047608.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020702 | 0 | 0.70562E-05 | 267493.8 | 4047600.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020703 | 0 | 0.70562E-05 | 267494.3 | 4047593.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020704 | 0 | 0.70562E-05 | 267494.7 | 4047586.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020705 | 0 | 0.70562E-05 | 267495.1 | 4047579.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020706 | 0 | 0.70562E-05 | 267495.5 | 4047572.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020707 | 0 | 0.70562E-05 | 267496.0 | 4047564.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020708 | 0 | 0.70562E-05 | 267496.4 | 4047557.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020709 | 0 | 0.70562E-05 | 267496.8 | 4047550.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020710 | 0 | 0.70562E-05 | 267497.2 | 4047543.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020711 | 0 | 0.70562E-05 | 267497.7 | 4047535.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020712 | 0 | 0.70562E-05 | 267498.1 | 4047528.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020713 | 0 | 0.70562E-05 | 267498.5 | 4047521.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020714 | 0 | 0.70562E-05 | 267498.9 | 4047514.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020715 | 0 | 0.70562E-05 | 267499.3 | 4047506.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020716 | 0 | 0.70562E-05 | 267499.8 | 4047499.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020717 | 0 | 0.70562E-05 | 267500.2 | 4047492.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020718 | 0 | 0.70562E-05 | 267500.6 | 4047485.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020719 | 0 | 0.70562E-05 | 267501.0 | 4047477.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020720 | 0 | 0.70562E-05 | 267501.5 | 4047470.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020721 | 0 | 0.70562E-05 | 267501.9 | 4047463.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020722 | 0 | 0.70562E-05 | 267502.3 | 4047456.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020723 | 0 | 0.70562E-05 | 267502.7 | 4047448.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020724 | 0 | 0.70562E-05 | 267503.1 | 4047441.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020725 | 0 | 0.70562E-05 | 267503.6 | 4047434.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020726 | 0 | 0.70562E-05 | 267504.0 | 4047427.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020727 | 0 | 0.70562E-05 | 267504.4 | 4047419.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020728 | 0 | 0.70562E-05 | 267504.8 | 4047412.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020729 | 0 | 0.70562E-05 | 267505.3 | 4047405.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020730 | 0 | 0.70562E-05 | 267505.7 | 4047398.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020731 | 0 | 0.70562E-05 | 267506.1 | 4047391.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020732 | 0 | 0.70562E-05 | 267506.5 | 4047383.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020733 | 0 | 0.70562E-05 | 267508.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020734 | 0 | 0.70562E-05 | 267515.8 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020735 | 0 | 0.70562E-05 | 267523.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020736 | 0 | 0.70562E-05 | 267530.3 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020737 | 0 | 0.70562E-05 | 267537.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020738 | 0 | 0.70562E-05 | 267544.9 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020739 | 0 | 0.70562E-05 | 267552.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020740 | 0 | 0.93523E-05 | 267637.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020741 | 0 | 0.93523E-05 | 267629.9 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020742 | 0 | 0.93523E-05 | 267622.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020743 | 0 | 0.93523E-05 | 267615.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020744 | 0 | 0.93523E-05 | 267608.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020745 | 0 | 0.93523E-05 | 267600.8 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020746 | 0 | 0.93523E-05 | 267593.5 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020747 | 0 | 0.93523E-05 | 267586.2 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020748 | 0 | 0.93523E-05 | 267578.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020749 | 0 | 0.93523E-05 | 267571.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020750 | 0 | 0.93523E-05 | 267564.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020751 | 0 | 0.93523E-05 | 267557.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020752 | 0 | 0.93523E-05 | 267549.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020753 | 0 | 0.93523E-05 | 267542.5 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020754 | 0 | 0.93523E-05 | 267535.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020755 | 0 | 0.93523E-05 | 267528.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020756 | 0 | 0.93523E-05 | 267520.7 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020757 | 0 | 0.93523E-05 | 267513.4 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020758 | 0 | 0.93523E-05 | 267506.1 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020759 | 0 | 0.93523E-05 | 267498.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020760 | 0 | 0.93523E-05 | 267491.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020761 | 0 | 0.93523E-05 | 267484.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020762 | 0 | 0.93523E-05 | 267477.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020766 | 0 | 0.93523E-05 | 267447.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020767 | 0 | 0.93523E-05 | 267450.7 | 4047756.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020768 | 0 | 0.93523E-05 | 267454.1 | 4047750.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020769 | 0 | 0.93523E-05 | 267457.5 | 4047744.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020770 | 0 | 0.93523E-05 | 267460.8 | 4047737.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020771 | 0 | 0.93523E-05 | 267464.2 | 4047731.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020772 | 0 | 0.93523E-05 | 267467.6 | 4047724.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020773 | 0 | 0.93523E-05 | 267471.0 | 4047718.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020774 | 0 | 0.93523E-05 | 267474.4 | 4047711.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020775 | 0 | 0.93523E-05 | 267477.8 | 4047705.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020776 | 0 | 0.93523E-05 | 267481.2 | 4047698.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020777 | 0 | 0.93523E-05 | 267484.6 | 4047692.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020778 | 0 | 0.93523E-05 | 267487.0 | 4047685.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020779 | 0 | 0.93523E-05 | 267487.4 | 4047678.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020780 | 0 | 0.93523E-05 | 267487.8 | 4047671.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020781 | 0 | 0.93523E-05 | 267488.2 | 4047663.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020782 | 0 | 0.93523E-05 | 267488.5 | 4047656.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020783 | 0 | 0.93523E-05 | 267488.9 | 4047649.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020784 | 0 | 0.93523E-05 | 267489.3 | 4047642.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020785 | 0 | 0.93523E-05 | 267489.6 | 4047634.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020786 | 0 | 0.93523E-05 | 267490.0 | 4047627.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020787 | 0 | 0.93523E-05 | 267490.4 | 4047620.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020788 | 0 | 0.93523E-05 | 267490.7 | 4047613.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020789 | 0 | 0.93523E-05 | 267491.1 | 4047605.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020790 | 0 | 0.93523E-05 | 267491.5 | 4047598.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020791 | 0 | 0.93523E-05 | 267491.8 | 4047591.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020792 | 0 | 0.93523E-05 | 267492.2 | 4047583.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020793 | 0 | 0.93523E-05 | 267492.6 | 4047576.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020794 | 0 | 0.93523E-05 | 267493.0 | 4047569.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020795 | 0 | 0.93523E-05 | 267493.3 | 4047562.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020796 | 0 | 0.93523E-05 | 267493.7 | 4047554.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020797 | 0 | 0.93523E-05 | 267494.1 | 4047547.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020798 | 0 | 0.93523E-05 | 267494.4 | 4047540.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020799 | 0 | 0.93523E-05 | 267494.8 | 4047533.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020800 | 0 | 0.93523E-05 | 267495.2 | 4047525.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020801 | 0 | 0.93523E-05 | 267495.5 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020802 | 0 | 0.93523E-05 | 267495.9 | 4047511.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020803 | 0 | 0.93523E-05 | 267496.3 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020804 | 0 | 0.93523E-05 | 267496.7 | 4047496.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020805 | 0 | 0.93523E-05 | 267497.0 | 4047489.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020806 | 0 | 0.93523E-05 | 267497.4 | 4047482.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020807 | 0 | 0.93523E-05 | 267497.8 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020808 | 0 | 0.93523E-05 | 267498.1 | 4047467.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020809 | 0 | 0.93523E-05 | 267498.5 | 4047460.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020810 | 0 | 0.93523E-05 | 267498.9 | 4047452.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020811 | 0 | 0.93523E-05 | 267499.2 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020812 | 0 | 0.93523E-05 | 267499.6 | 4047438.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020813 | 0 | 0.93523E-05 | 267500.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020814 | 0 | 0.93523E-05 | 267500.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020815 | 0 | 0.93523E-05 | 267500.7 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020816 | 0 | 0.93523E-05 | 267501.1 | 4047409.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020817 | 0 | 0.93523E-05 | 267501.5 | 4047402.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020818 | 0 | 0.93523E-05 | 267501.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020819 | 0 | 0.93523E-05 | 267502.2 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020820 | 0 | 0.93523E-05 | 267502.6 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020821 | 0 | 0.93523E-05 | 267502.9 | 4047372.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020822 | 0 | 0.93523E-05 | 267501.5 | 4047367.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020823 | 0 | 0.93523E-05 | 267494.3 | 4047368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020824 | 0 | 0.93523E-05 | 267487.0 | 4047368.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020825 | 0 | 0.93523E-05 | 267479.7 | 4047369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020826 | 0 | 0.93523E-05 | 267472.5 | 4047369.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020827 | 0 | 0.93523E-05 | 267465.2 | 4047370.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020828 | 0 | 0.18679E-04 | 267637.2 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020829 | 0 | 0.18679E-04 | 267630.0 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020830 | 0 | 0.18679E-04 | 267622.7 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020831 | 0 | 0.18679E-04 | 267615.4 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020832 | 0 | 0.18679E-04 | 267608.1 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020833 | 0 | 0.18679E-04 | 267600.8 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020834 | 0 | 0.18679E-04 | 267593.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020835 | 0 | 0.18679E-04 | 267586.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020836 | 0 | 0.18679E-04 | 267579.0 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020837 | 0 | 0.18679E-04 | 267571.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020838 | 0 | 0.18679E-04 | 267564.4 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020839 | 0 | 0.18679E-04 | 267557.1 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020840 | 0 | 0.18679E-04 | 267549.9 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020841 | 0 | 0.18679E-04 | 267542.6 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020842 | 0 | 0.18679E-04 | 267535.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020843 | 0 | 0.18679E-04 | 267528.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020844 | 0 | 0.18679E-04 | 267520.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020845 | 0 | 0.18679E-04 | 267513.5 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020846 | 0 | 0.18679E-04 | 267506.2 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020847 | 0 | 0.18679E-04 | 267498.9 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020848 | 0 | 0.18679E-04 | 267491.6 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020849 | 0 | 0.18679E-04 | 267484.3 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020850 | 0 | 0.18679E-04 | 267477.0 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020851 | 0 | 0.18679E-04 | 267469.8 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020852 | 0 | 0.18679E-04 | 267462.5 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020853 | 0 | 0.18679E-04 | 267455.2 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020854 | 0 | 0.18679E-04 | 267447.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020855 | 0 | 0.18679E-04 | 267440.6 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020856 | 0 | 0.18679E-04 | 267433.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020857 | 0 | 0.18679E-04 | 267426.1 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020858 | 0 | 0.18679E-04 | 267418.8 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020859 | 0 | 0.18679E-04 | 267411.5 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020860 | 0 | 0.18679E-04 | 267404.2 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020861 | 0 | 0.18679E-04 | 267396.9 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020862 | 0 | 0.18679E-04 | 267389.7 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020863 | 0 | 0.18679E-04 | 267382.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020864 | 0 | 0.18679E-04 | 267375.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020865 | 0 | 0.18679E-04 | 267367.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020866 | 0 | 0.18679E-04 | 267360.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020867 | 0 | 0.18679E-04 | 267353.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020868 | 0 | 0.18679E-04 | 267346.0 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020869 | 0 | 0.18679E-04 | 267338.7 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020870 | 0 | 0.18679E-04 | 267331.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020871 | 0 | 0.18679E-04 | 267324.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020872 | 0 | 0.18679E-04 | 267316.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020873 | 0 | 0.18679E-04 | 267309.6 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020874 | 0 | 0.18679E-04 | 267302.3 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020875 | 0 | 0.18679E-04 | 267295.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020876 | 0 | 0.18679E-04 | 267287.7 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020877 | 0 | 0.18679E-04 | 267280.4 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020878 | 0 | 0.18679E-04 | 267273.1 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020879 | 0 | 0.18679E-04 | 267265.9 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020880 | 0 | 0.18679E-04 | 267258.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020881 | 0 | 0.18679E-04 | 267251.3 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020882 | 0 | 0.18679E-04 | 267244.0 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020883 | 0 | 0.18679E-04 | 267236.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020884 | 0 | 0.18679E-04 | 267229.5 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020885 | 0 | 0.18679E-04 | 267222.2 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020886 | 0 | 0.18679E-04 | 267214.9 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020887 | 0 | 0.18679E-04 | 267207.6 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020888 | 0 | 0.18679E-04 | 267200.3 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020889 | 0 | 0.18679E-04 | 267193.0 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020890 | 0 | 0.18679E-04 | 267185.8 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020891 | 0 | 0.18679E-04 | 267178.5 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020892 | 0 | 0.18679E-04 | 267171.2 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020893 | 0 | 0.18679E-04 | 267163.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020894 | 0 | 0.18679E-04 | 267156.6 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020895 | 0 | 0.18679E-04 | 267149.4 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020896 | 0 | 0.18679E-04 | 267142.1 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020897 | 0 | 0.18679E-04 | 267134.8 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020898 | 0 | 0.18679E-04 | 267127.5 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020899 | 0 | 0.18679E-04 | 267120.2 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020900 | 0 | 0.18679E-04 | 267112.9 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020901 | 0 | 0.18679E-04 | 267105.7 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020902 | 0 | 0.18679E-04 | 267098.4 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020903 | 0 | 0.18679E-04 | 267094.4 | 4047758.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020904 | 0 | 0.18679E-04 | 267094.5 | 4047751.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020905 | 0 | 0.18679E-04 | 267094.6 | 4047744.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020906 | 0 | 0.18679E-04 | 267094.7 | 4047736.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020907 | 0 | 0.18679E-04 | 267094.8 | 4047729.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020908 | 0 | 0.18679E-04 | 267094.9 | 4047722.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020909 | 0 | 0.18679E-04 | 267094.9 | 4047715.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020910 | 0 | 0.18679E-04 | 267095.0 | 4047707.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020911 | 0 | 0.18679E-04 | 267095.1 | 4047700.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020912 | 0 | 0.18679E-04 | 267095.2 | 4047693.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020913 | 0 | 0.18679E-04 | 267095.3 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020914 | 0 | 0.18679E-04 | 267095.4 | 4047678.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020915 | 0 | 0.18679E-04 | 267095.5 | 4047671.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020916 | 0 | 0.18679E-04 | 267095.6 | 4047664.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020917 | 0 | 0.18679E-04 | 267095.7 | 4047656.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020918 | 0 | 0.18679E-04 | 267095.8 | 4047649.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020919 | 0 | 0.18679E-04 | 267095.8 | 4047642.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020920 | 0 | 0.18679E-04 | 267095.9 | 4047635.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020921 | 0 | 0.18679E-04 | 267096.0 | 4047627.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020922 | 0 | 0.18679E-04 | 267096.1 | 4047620.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020923 | 0 | 0.18679E-04 | 267096.2 | 4047613.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020924 | 0 | 0.18679E-04 | 267096.3 | 4047605.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020925 | 0 | 0.18679E-04 | 267096.4 | 4047598.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020926 | 0 | 0.18679E-04 | 267096.5 | 4047591.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020927 | 0 | 0.18679E-04 | 267096.6 | 4047584.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020928 | 0 | 0.18679E-04 | 267096.7 | 4047576.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020929 | 0 | 0.18679E-04 | 267096.7 | 4047569.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020930 | 0 | 0.18679E-04 | 267096.8 | 4047562.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020931 | 0 | 0.18679E-04 | 267096.9 | 4047554.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020932 | 0 | 0.18679E-04 | 267097.0 | 4047547.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020933 | 0 | 0.18679E-04 | 267097.1 | 4047540.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020934 | 0 | 0.18679E-04 | 267097.2 | 4047533.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020935 | 0 | 0.18679E-04 | 267097.3 | 4047525.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020936 | 0 | 0.18679E-04 | 267097.4 | 4047518.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020937 | 0 | 0.18679E-04 | 267097.6 | 4047511.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020938 | 0 | 0.18679E-04 | 267097.9 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020939 | 0 | 0.18679E-04 | 267098.2 | 4047496.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020940 | 0 | 0.18679E-04 | 267098.5 | 4047489.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020941 | 0 | 0.18679E-04 | 267098.9 | 4047482.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020942 | 0 | 0.18679E-04 | 267099.2 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020943 | 0 | 0.18679E-04 | 267099.5 | 4047467.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020944 | 0 | 0.18679E-04 | 267099.8 | 4047460.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020945 | 0 | 0.18679E-04 | 267100.2 | 4047453.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020946 | 0 | 0.18679E-04 | 267100.5 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020947 | 0 | 0.18679E-04 | 267100.8 | 4047438.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020948 | 0 | 0.18679E-04 | 267101.2 | 4047431.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020949 | 0 | 0.18679E-04 | 267101.5 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020950 | 0 | 0.18679E-04 | 267101.8 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020951 | 0 | 0.18679E-04 | 267102.1 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020952 | 0 | 0.18679E-04 | 267102.5 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020953 | 0 | 0.18679E-04 | 267102.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020954 | 0 | 0.18679E-04 | 267103.1 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020955 | 0 | 0.18679E-04 | 267103.4 | 4047380.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020956 | 0 | 0.18679E-04 | 267103.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020957 | 0 | 0.18679E-04 | 267104.1 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020958 | 0 | 0.18679E-04 | 267104.4 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020959 | 0 | 0.18679E-04 | 267104.7 | 4047351.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020960 | 0 | 0.18679E-04 | 267105.1 | 4047343.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020961 | 0 | 0.18679E-04 | 267105.4 | 4047336.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020962 | 0 | 0.18679E-04 | 267105.7 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020963 | 0 | 0.18679E-04 | 267106.0 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020964 | 0 | 0.18679E-04 | 267106.4 | 4047314.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020965 | 0 | 0.18679E-04 | 267106.7 | 4047307.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020966 | 0 | 0.18679E-04 | 267107.0 | 4047300.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020967 | 0 | 0.18679E-04 | 267110.5 | 4047296.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020968 | 0 | 0.18679E-04 | 267117.8 | 4047296.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020969 | 0 | 0.18679E-04 | 267125.1 | 4047296.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020970 | 0 | 0.18679E-04 | 267132.4 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020971 | 0 | 0.18679E-04 | 267139.6 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020972 | 0 | 0.18679E-04 | 267146.9 | 4047296.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020973 | 0 | 0.18679E-04 | 267154.2 | 4047296.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020974 | 0 | 0.18679E-04 | 267161.5 | 4047296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020975 | 0 | 0.18679E-04 | 267168.8 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020976 | 0 | 0.18679E-04 | 267176.1 | 4047297.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020977 | 0 | 0.18679E-04 | 267183.3 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020978 | 0 | 0.18679E-04 | 267190.6 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020979 | 0 | 0.18679E-04 | 267197.9 | 4047297.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020980 | 0 | 0.18679E-04 | 267205.2 | 4047297.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020981 | 0 | 0.18679E-04 | 267212.5 | 4047297.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020982 | 0 | 0.18679E-04 | 267219.7 | 4047297.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020983 | 0 | 0.18679E-04 | 267227.0 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020984 | 0 | 0.18679E-04 | 267234.3 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020985 | 0 | 0.18679E-04 | 267241.6 | 4047297.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020986 | 0 | 0.18679E-04 | 267248.9 | 4047297.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020987 | 0 | 0.82990E-04 | 267635.6 | 4047768.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020988 | 0 | 0.82990E-04 | 267628.3 | 4047768.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020989 | 0 | 0.82990E-04 | 267621.1 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020990 | 0 | 0.82990E-04 | 267613.9 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020991 | 0 | 0.82990E-04 | 267606.6 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020992 | 0 | 0.82990E-04 | 267599.4 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020993 | 0 | 0.82990E-04 | 267592.1 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020994 | 0 | 0.82990E-04 | 267584.9 | 4047766.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020995 | 0 | 0.82990E-04 | 267577.6 | 4047766.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020996 | 0 | 0.82990E-04 | 267570.4 | 4047766.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020997 | 0 | 0.82990E-04 | 267563.2 | 4047766.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020998 | 0 | 0.82990E-04 | 267555.9 | 4047765.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020999 | 0 | 0.82990E-04 | 267548.7 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021000 | 0 | 0.82990E-04 | 267541.4 | 4047765.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021001 | 0 | 0.82990E-04 | 267534.2 | 4047765.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021002 | 0 | 0.82990E-04 | 267526.9 | 4047764.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021003 | 0 | 0.82990E-04 | 267519.7 | 4047764.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021004 | 0 | 0.82990E-04 | 267512.5 | 4047764.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021005 | 0 | 0.82990E-04 | 267505.2 | 4047764.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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FASTALL

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|---|---|---|---|---|---|---|---|---|---|---|
| L0021006 | 0 | 0.82990E-04 | 267498.0 | 4047764.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021007 | 0 | 0.82990E-04 | 267490.7 | 4047763.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021008 | 0 | 0.82990E-04 | 267483.5 | 4047763.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021009 | 0 | 0.82990E-04 | 267476.2 | 4047763.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021010 | 0 | 0.82990E-04 | 267469.0 | 4047763.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021011 | 0 | 0.82990E-04 | 267461.8 | 4047762.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021012 | 0 | 0.82990E-04 | 267454.5 | 4047762.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021013 | 0 | 0.82990E-04 | 267447.3 | 4047762.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021014 | 0 | 0.82990E-04 | 267450.7 | 4047756.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021015 | 0 | 0.82990E-04 | 267454.3 | 4047749.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021016 | 0 | 0.82990E-04 | 267457.9 | 4047743.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021017 | 0 | 0.82990E-04 | 267461.5 | 4047737.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021018 | 0 | 0.82990E-04 | 267465.1 | 4047731.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021019 | 0 | 0.82990E-04 | 267468.7 | 4047724.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021020 | 0 | 0.82990E-04 | 267472.4 | 4047718.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021021 | 0 | 0.82990E-04 | 267476.0 | 4047712.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021022 | 0 | 0.82990E-04 | 267479.6 | 4047705.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021023 | 0 | 0.82990E-04 | 267483.2 | 4047699.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021024 | 0 | 0.82990E-04 | 267486.8 | 4047693.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021025 | 0 | 0.82990E-04 | 267488.1 | 4047686.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021026 | 0 | 0.82990E-04 | 267489.0 | 4047679.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021027 | 0 | 0.82990E-04 | 267489.9 | 4047671.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021028 | 0 | 0.82990E-04 | 267490.8 | 4047664.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021029 | 0 | 0.82990E-04 | 267491.6 | 4047657.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021030 | 0 | 0.82990E-04 | 267492.5 | 4047650.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021031 | 0 | 0.82990E-04 | 267493.4 | 4047643.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021032 | 0 | 0.82990E-04 | 267494.3 | 4047635.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021033 | 0 | 0.82990E-04 | 267493.2 | 4047630.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021034 | 0 | 0.82990E-04 | 267486.0 | 4047629.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021035 | 0 | 0.82990E-04 | 267478.7 | 4047629.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021036 | 0 | 0.82990E-04 | 267471.5 | 4047628.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021037 | 0 | 0.82990E-04 | 267464.3 | 4047628.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021038 | 0 | 0.82990E-04 | 267457.0 | 4047627.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021039 | 0 | 0.82990E-04 | 267449.8 | 4047627.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021040 | 0 | 0.82990E-04 | 267442.6 | 4047627.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021041 | 0 | 0.82990E-04 | 267435.4 | 4047626.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021042 | 0 | 0.82990E-04 | 267428.1 | 4047626.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021043 | 0 | 0.82990E-04 | 267421.2 | 4047624.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021044 | 0 | 0.82990E-04 | 267414.5 | 4047621.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021045 | 0 | 0.82990E-04 | 267407.8 | 4047618.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0021046 | 0 | 0.82990E-04 | 267401.1 | 4047615.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021047 | 0 | 0.82990E-04 | 267394.3 | 4047613.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021048 | 0 | 0.82990E-04 | 267387.6 | 4047610.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021049 | 0 | 0.82990E-04 | 267380.9 | 4047607.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021050 | 0 | 0.82990E-04 | 267374.2 | 4047605.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021051 | 0 | 0.82990E-04 | 267367.5 | 4047602.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021052 | 0 | 0.82990E-04 | 267360.8 | 4047599.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021053 | 0 | 0.82990E-04 | 267354.0 | 4047596.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021054 | 0 | 0.82990E-04 | 267347.3 | 4047594.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021055 | 0 | 0.82990E-04 | 267340.6 | 4047591.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021056 | 0 | 0.82990E-04 | 267333.9 | 4047588.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021057 | 0 | 0.82990E-04 | 267327.2 | 4047586.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021058 | 0 | 0.82990E-04 | 267320.4 | 4047583.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021059 | 0 | 0.82990E-04 | 267314.1 | 4047581.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021060 | 0 | 0.82990E-04 | 267314.1 | 4047588.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021061 | 0 | 0.82990E-04 | 267314.2 | 4047595.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021062 | 0 | 0.82990E-04 | 267314.2 | 4047602.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021063 | 0 | 0.82990E-04 | 267314.2 | 4047610.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021064 | 0 | 0.82990E-04 | 267314.3 | 4047617.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021065 | 0 | 0.82990E-04 | 267314.3 | 4047624.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021066 | 0 | 0.82990E-04 | 267314.4 | 4047631.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021067 | 0 | 0.82990E-04 | 267314.4 | 4047639.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021068 | 0 | 0.82990E-04 | 267314.5 | 4047646.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021069 | 0 | 0.82990E-04 | 267314.5 | 4047653.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021070 | 0 | 0.82990E-04 | 267314.5 | 4047660.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021071 | 0 | 0.82990E-04 | 267314.6 | 4047668.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021072 | 0 | 0.82990E-04 | 267314.6 | 4047675.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021073 | 0 | 0.82990E-04 | 267312.8 | 4047680.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021074 | 0 | 0.82990E-04 | 267305.5 | 4047680.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021075 | 0 | 0.82990E-04 | 267298.3 | 4047680.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021076 | 0 | 0.82990E-04 | 267291.0 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021077 | 0 | 0.82990E-04 | 267283.8 | 4047680.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021078 | 0 | 0.82990E-04 | 267276.5 | 4047680.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021079 | 0 | 0.82990E-04 | 267269.3 | 4047679.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021080 | 0 | 0.82990E-04 | 267262.0 | 4047679.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021081 | 0 | 0.82990E-04 | 267254.8 | 4047679.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021082 | 0 | 0.82990E-04 | 267247.5 | 4047679.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021083 | 0 | 0.82990E-04 | 267240.3 | 4047679.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021084 | 0 | 0.18413E-04 | 267635.3 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021085 | 0 | 0.18413E-04 | 267628.0 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021086 | 0 | 0.18413E-04 | 267620.7 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021087 | 0 | 0.18413E-04 | 267613.4 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021088 | 0 | 0.18413E-04 | 267606.1 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021089 | 0 | 0.18413E-04 | 267598.8 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021090 | 0 | 0.18413E-04 | 267591.5 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021091 | 0 | 0.18413E-04 | 267584.2 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021092 | 0 | 0.18413E-04 | 267577.0 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021093 | 0 | 0.18413E-04 | 267569.7 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021094 | 0 | 0.18413E-04 | 267562.4 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021095 | 0 | 0.18413E-04 | 267555.1 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021096 | 0 | 0.18413E-04 | 267547.8 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021097 | 0 | 0.18413E-04 | 267540.5 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021098 | 0 | 0.18413E-04 | 267533.2 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021099 | 0 | 0.18413E-04 | 267525.9 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021100 | 0 | 0.18413E-04 | 267518.6 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021101 | 0 | 0.18413E-04 | 267511.3 | 4047771.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021102 | 0 | 0.18413E-04 | 267504.0 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021103 | 0 | 0.18413E-04 | 267496.7 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021104 | 0 | 0.18413E-04 | 267489.4 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021105 | 0 | 0.18413E-04 | 267482.2 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021106 | 0 | 0.18413E-04 | 267474.9 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021107 | 0 | 0.18413E-04 | 267467.6 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021108 | 0 | 0.18413E-04 | 267460.3 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021109 | 0 | 0.18413E-04 | 267453.0 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021110 | 0 | 0.18413E-04 | 267445.7 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021111 | 0 | 0.18413E-04 | 267438.4 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021112 | 0 | 0.18413E-04 | 267431.1 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021113 | 0 | 0.18413E-04 | 267423.8 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021114 | 0 | 0.18413E-04 | 267416.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021115 | 0 | 0.18413E-04 | 267409.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021116 | 0 | 0.18413E-04 | 267401.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021117 | 0 | 0.18413E-04 | 267394.7 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021118 | 0 | 0.18413E-04 | 267387.4 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021119 | 0 | 0.18413E-04 | 267380.1 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021120 | 0 | 0.18413E-04 | 267372.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021121 | 0 | 0.18413E-04 | 267365.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021122 | 0 | 0.18413E-04 | 267358.2 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021123 | 0 | 0.18413E-04 | 267350.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021124 | 0 | 0.18413E-04 | 267343.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021125 | 0 | 0.18413E-04 | 267336.3 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021126 | 0 | 0.18413E-04 | 267329.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021127 | 0 | 0.18413E-04 | 267321.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021128 | 0 | 0.18413E-04 | 267314.4 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021129 | 0 | 0.18413E-04 | 267307.1 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021130 | 0 | 0.18413E-04 | 267299.9 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021131 | 0 | 0.18413E-04 | 267292.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021132 | 0 | 0.18413E-04 | 267285.3 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021133 | 0 | 0.18413E-04 | 267278.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021134 | 0 | 0.18413E-04 | 267270.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021135 | 0 | 0.18413E-04 | 267263.4 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021136 | 0 | 0.18413E-04 | 267256.1 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021137 | 0 | 0.18413E-04 | 267248.8 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021138 | 0 | 0.18413E-04 | 267241.5 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021139 | 0 | 0.18413E-04 | 267234.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021140 | 0 | 0.18413E-04 | 267226.9 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021141 | 0 | 0.18413E-04 | 267219.6 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021142 | 0 | 0.18413E-04 | 267212.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021143 | 0 | 0.18413E-04 | 267205.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021144 | 0 | 0.18413E-04 | 267197.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021145 | 0 | 0.18413E-04 | 267190.5 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021146 | 0 | 0.18413E-04 | 267183.2 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021147 | 0 | 0.18413E-04 | 267175.9 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021148 | 0 | 0.18413E-04 | 267168.6 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021149 | 0 | 0.18413E-04 | 267161.3 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021150 | 0 | 0.18413E-04 | 267154.0 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021151 | 0 | 0.18413E-04 | 267146.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021152 | 0 | 0.18413E-04 | 267139.4 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021153 | 0 | 0.18413E-04 | 267132.1 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021154 | 0 | 0.18413E-04 | 267124.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021155 | 0 | 0.18413E-04 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021156 | 0 | 0.18413E-04 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021157 | 0 | 0.18413E-04 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021158 | 0 | 0.18413E-04 | 267095.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021159 | 0 | 0.18413E-04 | 267090.2 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021160 | 0 | 0.18413E-04 | 267090.3 | 4047756.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021161 | 0 | 0.18413E-04 | 267090.4 | 4047749.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021162 | 0 | 0.18413E-04 | 267090.5 | 4047741.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021163 | 0 | 0.18413E-04 | 267090.6 | 4047734.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021164 | 0 | 0.18413E-04 | 267090.8 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021165 | 0 | 0.18413E-04 | 267090.9 | 4047719.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021166 | 0 | 0.18413E-04 | 267091.0 | 4047712.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021167 | 0 | 0.18413E-04 | 267091.1 | 4047705.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021168 | 0 | 0.18413E-04 | 267091.2 | 4047698.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021169 | 0 | 0.18413E-04 | 267091.3 | 4047690.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021170 | 0 | 0.18413E-04 | 267091.4 | 4047683.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021171 | 0 | 0.18413E-04 | 267091.5 | 4047676.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021172 | 0 | 0.18413E-04 | 267091.6 | 4047668.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021173 | 0 | 0.18413E-04 | 267091.7 | 4047661.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021174 | 0 | 0.18413E-04 | 267091.8 | 4047654.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021175 | 0 | 0.18413E-04 | 267091.9 | 4047647.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021176 | 0 | 0.18413E-04 | 267092.0 | 4047639.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021177 | 0 | 0.18413E-04 | 267092.1 | 4047632.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021178 | 0 | 0.18413E-04 | 267092.2 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021179 | 0 | 0.18413E-04 | 267092.3 | 4047617.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021180 | 0 | 0.18413E-04 | 267092.5 | 4047610.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021181 | 0 | 0.18413E-04 | 267092.6 | 4047603.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021182 | 0 | 0.18413E-04 | 267092.7 | 4047596.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021183 | 0 | 0.18413E-04 | 267092.8 | 4047588.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021184 | 0 | 0.18413E-04 | 267092.9 | 4047581.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021185 | 0 | 0.18413E-04 | 267093.0 | 4047574.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021186 | 0 | 0.18413E-04 | 267093.1 | 4047566.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021187 | 0 | 0.18413E-04 | 267093.2 | 4047559.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021188 | 0 | 0.18413E-04 | 267093.3 | 4047552.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021189 | 0 | 0.18413E-04 | 267093.4 | 4047544.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021190 | 0 | 0.18413E-04 | 267093.5 | 4047537.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021191 | 0 | 0.18413E-04 | 267093.6 | 4047530.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021192 | 0 | 0.18413E-04 | 267093.7 | 4047523.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021193 | 0 | 0.18413E-04 | 267093.8 | 4047515.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021194 | 0 | 0.18413E-04 | 267093.9 | 4047508.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021195 | 0 | 0.18413E-04 | 267094.0 | 4047501.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021196 | 0 | 0.18413E-04 | 267094.2 | 4047493.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021197 | 0 | 0.18413E-04 | 267094.3 | 4047486.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021198 | 0 | 0.18413E-04 | 267094.4 | 4047479.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021199 | 0 | 0.18413E-04 | 267094.5 | 4047472.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021200 | 0 | 0.18413E-04 | 267094.6 | 4047464.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021201 | 0 | 0.18413E-04 | 267094.7 | 4047457.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021202 | 0 | 0.18413E-04 | 267094.8 | 4047450.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021203 | 0 | 0.18413E-04 | 267094.9 | 4047442.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021204 | 0 | 0.18413E-04 | 267095.0 | 4047435.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021205 | 0 | 0.18413E-04 | 267095.1 | 4047428.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021206 | 0 | 0.18413E-04 | 267095.2 | 4047421.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021207 | 0 | 0.18413E-04 | 267095.3 | 4047413.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021208 | 0 | 0.18413E-04 | 267095.4 | 4047406.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021209 | 0 | 0.18413E-04 | 267095.5 | 4047399.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021210 | 0 | 0.18413E-04 | 267095.6 | 4047391.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021211 | 0 | 0.18413E-04 | 267095.7 | 4047384.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021212 | 0 | 0.18413E-04 | 267095.9 | 4047377.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021213 | 0 | 0.18413E-04 | 267096.0 | 4047369.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021214 | 0 | 0.18413E-04 | 267096.1 | 4047362.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021215 | 0 | 0.18413E-04 | 267096.2 | 4047355.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021216 | 0 | 0.18413E-04 | 267096.3 | 4047348.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021217 | 0 | 0.18413E-04 | 267096.4 | 4047340.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021218 | 0 | 0.18413E-04 | 267096.5 | 4047333.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021219 | 0 | 0.18413E-04 | 267096.6 | 4047326.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021220 | 0 | 0.18413E-04 | 267096.7 | 4047318.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021221 | 0 | 0.18413E-04 | 267096.8 | 4047311.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021222 | 0 | 0.18413E-04 | 267096.9 | 4047304.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021223 | 0 | 0.18413E-04 | 267097.0 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021224 | 0 | 0.18413E-04 | 267097.1 | 4047289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021225 | 0 | 0.18413E-04 | 267097.2 | 4047282.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021226 | 0 | 0.18413E-04 | 267097.3 | 4047275.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021227 | 0 | 0.18413E-04 | 267097.4 | 4047267.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021228 | 0 | 0.18413E-04 | 267097.6 | 4047260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021229 | 0 | 0.18413E-04 | 267097.7 | 4047253.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021230 | 0 | 0.18413E-04 | 267097.8 | 4047246.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021231 | 0 | 0.18413E-04 | 267097.9 | 4047238.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021232 | 0 | 0.18413E-04 | 267098.0 | 4047231.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021233 | 0 | 0.18413E-04 | 267098.1 | 4047224.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021234 | 0 | 0.18413E-04 | 267098.2 | 4047216.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021235 | 0 | 0.18413E-04 | 267098.3 | 4047209.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021236 | 0 | 0.18413E-04 | 267098.4 | 4047202.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021237 | 0 | 0.18413E-04 | 267098.5 | 4047194.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021238 | 0 | 0.18413E-04 | 267098.6 | 4047187.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021239 | 0 | 0.18413E-04 | 267098.7 | 4047180.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021240 | 0 | 0.18413E-04 | 267098.8 | 4047173.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021241 | 0 | 0.18413E-04 | 267098.9 | 4047165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021242 | 0 | 0.18413E-04 | 267099.0 | 4047158.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021243 | 0 | 0.18413E-04 | 267099.1 | 4047151.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021244 | 0 | 0.18413E-04 | 267099.7 | 4047144.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021245 | 0 | 0.18413E-04 | 267107.0 | 4047144.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021246 | 0 | 0.18413E-04 | 267114.3 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021247 | 0 | 0.18413E-04 | 267121.6 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021248 | 0 | 0.18413E-04 | 267128.9 | 4047144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021249 | 0 | 0.18413E-04 | 267136.2 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021250 | 0 | 0.18413E-04 | 267143.4 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021251 | 0 | 0.18413E-04 | 267150.7 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021252 | 0 | 0.18413E-04 | 267158.0 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

P2_CO

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0021253 | 0 | 0.18413E-04 | 267165.3 | 4047144.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021254 | 0 | 0.18413E-04 | 267172.6 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021255 | 0 | 0.18413E-04 | 267179.9 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021256 | 0 | 0.18413E-04 | 267187.2 | 4047145.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021257 | 0 | 0.18413E-04 | 267194.5 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021258 | 0 | 0.18413E-04 | 267201.8 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021259 | 0 | 0.18413E-04 | 267209.1 | 4047145.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021260 | 0 | 0.18413E-04 | 267216.4 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021261 | 0 | 0.18413E-04 | 267223.7 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021262 | 0 | 0.18413E-04 | 267231.0 | 4047145.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021263 | 0 | 0.18413E-04 | 267238.2 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021264 | 0 | 0.18413E-04 | 267245.5 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021265 | 0 | 0.18413E-04 | 267252.8 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021266 | 0 | 0.18413E-04 | 267260.1 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021267 | 0 | 0.18413E-04 | 267267.4 | 4047145.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021268 | 0 | 0.18413E-04 | 267274.7 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021269 | 0 | 0.18413E-04 | 267282.0 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021270 | 0 | 0.18413E-04 | 267289.3 | 4047146.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021271 | 0 | 0.18413E-04 | 267296.6 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021272 | 0 | 0.18413E-04 | 267303.9 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.10100E-06 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |
| LOT2 | 0 | 0.28500E-06 | 267198.0 | 4047680.2 | 101.0 | 0.91 | 28 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0019726 , L0019727 , L0019728 , L0019729 , L0019730 , L0019731 , L0019732 , L0019733 , |
| | L0019734 , L0019735 , L0019736 , L0019737 , L0019738 , L0019739 , L0019740 , L0019741 , |
| | L0019742 , L0019743 , L0019744 , L0019745 , L0019746 , L0019747 , L0019748 , L0019749 , |
| | L0019750 , L0019751 , L0019752 , L0019753 , L0019754 , L0019755 , L0019756 , L0019757 , |
| | L0019758 , L0019759 , L0019760 , L0019761 , L0019762 , L0019763 , L0019764 , L0019765 , |
| | L0019766 , L0019767 , L0019768 , L0019769 , L0019770 , L0019771 , L0019772 , L0019773 , |
| | L0019774 , L0019775 , L0019776 , L0019777 , L0019778 , L0019779 , L0019780 , L0019781 , |
| | L0019782 , L0019783 , L0019784 , L0019785 , L0019786 , L0019787 , L0019788 , L0019789 , |
| | L0019790 , L0019791 , L0019792 , L0019793 , L0019794 , L0019795 , L0019796 , L0019797 , |
| | L0019798 , L0019799 , L0019800 , L0019801 , L0019802 , L0019803 , L0019804 , L0019805 , |
| | L0019806 , L0019807 , L0019808 , L0019809 , L0019810 , L0019811 , L0019812 , L0019813 , |
| | L0019814 , L0019815 , L0019816 , L0019817 , L0019818 , L0019819 , L0019820 , L0019821 , |
| | L0019822 , L0019823 , L0019824 , L0019825 , L0019826 , L0019827 , L0019828 , L0019829 , |
| | L0019830 , L0019831 , L0019832 , L0019833 , L0019834 , L0019835 , L0019836 , L0019837 , |
| | L0019838 , L0019839 , L0019840 , L0019841 , L0019842 , L0019843 , L0019844 , L0019845 , |
| | L0019846 , L0019847 , L0019848 , L0019849 , L0019850 , L0019851 , L0019852 , L0019853 , |
| | L0019854 , L0019855 , L0019856 , L0019857 , L0019858 , L0019859 , L0019860 , L0019861 , |
| | L0019862 , L0019863 , L0019864 , L0019865 , L0019866 , L0019867 , L0019868 , L0019869 , |
| | L0019870 , L0019871 , L0019872 , L0019873 , L0019874 , L0019875 , L0019876 , L0019877 , |
| | L0019878 , L0019879 , L0019880 , L0019881 , L0019882 , L0019883 , L0019884 , L0019885 , |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| | L0019886 , L0019887 , L0019888 , L0019889 , L0019890 , L0019891 , L0019892 , L0019893 , |
| | L0019894 , L0019895 , L0019896 , L0019897 , L0019898 , L0019899 , L0019900 , L0019901 , |
| | L0019902 , L0019903 , L0019904 , L0019905 , L0019906 , L0019907 , L0019908 , L0019909 , |
| | L0019910 , L0019911 , L0019912 , L0019913 , L0019914 , L0019915 , L0019916 , L0019917 , |
| | L0019918 , L0019919 , L0019920 , L0019921 , L0019922 , L0019923 , L0019924 , L0019925 , |
| | L0019926 , L0019927 , L0019928 , L0019929 , L0019930 , L0019931 , L0019932 , L0019933 , |

L0019934 , L0019935 , L0019936 , L0019937 , L0019938 , L0019939 , L0019940 , L0019941 ,
L0019942 , L0019943 , L0019944 , L0019945 , L0019946 , L0019947 , L0019948 , L0019949 ,
L0019950 , L0019951 , L0019952 , L0019953 , L0019954 , L0019955 , L0019956 , L0019957 ,
L0019958 , L0019959 , L0019960 , L0019961 , L0019962 , L0019963 , L0019964 , L0019965 ,
L0019966 , L0019967 , L0019968 , L0019969 , L0019970 , L0019971 , L0019972 , L0019973 ,
L0019974 , L0019975 , L0019976 , L0019977 , L0019978 , L0019979 , L0019980 , L0019981 ,
L0019982 , L0019983 , L0019984 , L0019985 , L0019986 , L0019987 , L0019988 , L0019989 ,
L0019990 , L0019991 , L0019992 , L0019993 , L0019994 , L0019995 , L0019996 , L0019997 ,
L0019998 , L0019999 , L0020000 , L0020001 , L0020002 , L0020003 , L0020004 , L0020005 ,
L0020006 , L0020007 , L0020008 , L0020009 , L0020010 , L0020011 , L0020012 , L0020013 ,
L0020014 , L0020015 , L0020016 , L0020017 , L0020018 , L0020019 , L0020020 , L0020021 ,
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L0020030 , L0020031 , L0020032 , L0020033 , L0020034 , L0020035 , L0020036 , L0020037 ,
L0020038 , L0020039 , L0020040 , L0020041 , L0020042 , L0020043 , L0020044 , L0020045 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0020046 , L0020047 , L0020048 , L0020049 , L0020050 , L0020051 , L0020052 , L0020053 ,
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L0020062 , L0020063 , L0020064 , L0020065 , L0020066 , L0020067 , L0020068 , L0020069 ,
L0020070 , L0020071 , L0020072 , L0020073 , L0020074 , L0020075 , L0020076 , L0020077 ,
L0020078 , L0020079 , L0020080 , L0020081 , L0020082 , L0020083 , L0020084 , L0020085 ,
L0020086 , L0020087 , L0020088 , L0020089 , L0020090 , L0020091 , L0020092 , L0020093 ,
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L0020190 , L0020191 , L0020192 , L0020193 , L0020194 , L0020195 , L0020196 , L0020197 ,
L0020198 , L0020199 , L0020200 , L0020201 , L0020202 , L0020203 , L0020204 , L0020205 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0020206 , L0020207 , L0020208 , L0020209 , L0020210 , L0020211 , L0020212 , L0020213 ,
STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,
STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 , L0020214 ,
L0020215 , L0020216 , L0020217 , L0020218 , L0020219 , L0020220 , L0020221 , L0020222 ,
L0020223 , L0020224 , L0020225 , L0020226 , L0020227 , L0020228 , L0020229 , L0020230 ,
L0020231 , L0020232 , L0020233 , L0020234 , L0020235 , L0020236 , L0020237 , L0020238 ,
L0020239 , L0020240 , L0020241 , L0020242 , L0020243 , L0020244 , L0020245 , L0020246 ,
L0020247 , L0020248 , L0020249 , L0020250 , L0020251 , L0020252 , L0020253 , L0020254 ,
L0020255 , L0020256 , L0020257 , L0020258 , L0020259 , L0020260 , L0020261 , L0020262 ,
L0020263 , L0020264 , L0020265 , L0020266 , L0020267 , L0020268 , L0020269 , L0020270 ,
L0020271 , L0020272 , L0020273 , L0020274 , L0020275 , L0020276 , L0020277 , L0020278 ,

L0020279 , L0020280 , L0020281 , L0020282 , L0020283 , L0020284 , L0020285 , L0020286 ,
L0020287 , L0020288 , L0020289 , L0020290 , L0020291 , L0020292 , L0020293 , L0020294 ,
L0020295 , L0020296 , L0020297 , L0020298 , L0020299 , L0020300 , L0020301 , L0020302 ,
L0020303 , L0020304 , L0020305 , L0020306 , L0020307 , L0020308 , L0020309 , L0020310 ,
L0020311 , L0020312 , L0020313 , L0020314 , L0020315 , L0020316 , L0020317 , L0020318 ,
L0020319 , L0020320 , L0020321 , L0020322 , L0020323 , L0020324 , L0020325 , L0020326 ,
L0020327 , L0020328 , L0020329 , L0020330 , L0020331 , L0020332 , L0020333 , L0020334 ,
L0020335 , L0020336 , L0020337 , L0020338 , L0020339 , L0020340 , L0020341 , L0020342 ,
L0020343 , L0020344 , L0020345 , L0020346 , L0020347 , L0020348 , L0020349 , L0020350 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0020351 , L0020352 , L0020353 , L0020354 , L0020355 , L0020356 , L0020357 , L0020358 ,
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L0020367 , L0020368 , L0020369 , L0020370 , L0020371 , L0020372 , L0020373 , L0020374 ,
L0020375 , L0020376 , L0020377 , L0020378 , L0020379 , L0020380 , L0020381 , L0020382 ,
L0020383 , L0020384 , L0020385 , L0020386 , L0020387 , L0020388 , L0020389 , L0020390 ,
L0020391 , L0020392 , L0020393 , L0020394 , L0020395 , L0020396 , L0020397 , L0020398 ,
L0020399 , L0020400 , L0020401 , L0020402 , L0020403 , L0020404 , L0020405 , L0020406 ,
L0020407 , L0020408 , L0020409 , L0020410 , L0020411 , L0020412 , L0020413 , L0020414 ,
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L0020479 , L0020480 , L0020481 , L0020482 , L0020483 , L0020484 , L0020485 , L0020486 ,
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L0020495 , L0020496 , L0020497 , L0020498 , L0020499 , L0020500 , L0020501 , L0020502 ,
L0020503 , L0020504 , L0020505 , L0020506 , L0020507 , L0020508 , L0020509 , L0020510 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0020511 , L0020512 , L0020513 , L0020514 , L0020515 , L0020516 , L0020517 , L0020518 ,
L0020519 , L0020520 , L0020521 , L0020522 , L0020523 , L0020524 , L0020525 , L0020526 ,
L0020527 , L0020528 , L0020529 , L0020530 , L0020531 , L0020532 , L0020533 , L0020534 ,
L0020535 , L0020536 , L0020537 , L0020538 , L0020539 , L0020540 , L0020541 , L0020542 ,
L0020543 , L0020544 , L0020545 , L0020546 , L0020547 , L0020548 , L0020549 , L0020550 ,
L0020551 , L0020552 , L0020553 , L0020554 , L0020555 , L0020556 , L0020557 , L0020558 ,
L0020559 , L0020560 , L0020561 , L0020562 , L0020563 , L0020564 , L0020565 , L0020566 ,
L0020567 , L0020568 , L0020569 , L0020570 , L0020571 , L0020572 , L0020573 , L0020574 ,
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L0020599 , L0020600 , L0020601 , L0020602 , L0020603 , L0020604 , L0020605 , L0020606 ,
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L0020639 , L0020640 , L0020641 , L0020642 , L0020643 , L0020644 , L0020645 , L0020646 ,
L0020647 , L0020648 , L0020649 , L0020650 , L0020651 , L0020652 , L0020653 , L0020654 ,
L0020655 , L0020656 , L0020657 , L0020658 , L0020659 , L0020660 , L0020661 , L0020662 ,
L0020663 , L0020664 , L0020665 , L0020666 , L0020667 , L0020668 , L0020669 , L0020670 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0020671 , L0020672 , L0020673 , L0020674 , L0020675 , L0020676 , L0020677 , L0020678 ,
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L0020695 , L0020696 , L0020697 , L0020698 , L0020699 , L0020700 , L0020701 , L0020702 ,
L0020703 , L0020704 , L0020705 , L0020706 , L0020707 , L0020708 , L0020709 , L0020710 ,
L0020711 , L0020712 , L0020713 , L0020714 , L0020715 , L0020716 , L0020717 , L0020718 ,
L0020719 , L0020720 , L0020721 , L0020722 , L0020723 , L0020724 , L0020725 , L0020726 ,
L0020727 , L0020728 , L0020729 , L0020730 , L0020731 , L0020732 , L0020733 , L0020734 ,
L0020735 , L0020736 , L0020737 , L0020738 , L0020739 , L0020740 , L0020741 , L0020742 ,
L0020743 , L0020744 , L0020745 , L0020746 , L0020747 , L0020748 , L0020749 , L0020750 ,
L0020751 , L0020752 , L0020753 , L0020754 , L0020755 , L0020756 , L0020757 , L0020758 ,
L0020759 , L0020760 , L0020761 , L0020762 , L0020763 , L0020764 , L0020765 , L0020766 ,
L0020767 , L0020768 , L0020769 , L0020770 , L0020771 , L0020772 , L0020773 , L0020774 ,
L0020775 , L0020776 , L0020777 , L0020778 , L0020779 , L0020780 , L0020781 , L0020782 ,
L0020783 , L0020784 , L0020785 , L0020786 , L0020787 , L0020788 , L0020789 , L0020790 ,
L0020791 , L0020792 , L0020793 , L0020794 , L0020795 , L0020796 , L0020797 , L0020798 ,
L0020799 , L0020800 , L0020801 , L0020802 , L0020803 , L0020804 , L0020805 , L0020806 ,
L0020807 , L0020808 , L0020809 , L0020810 , L0020811 , L0020812 , L0020813 , L0020814 ,
L0020815 , L0020816 , L0020817 , L0020818 , L0020819 , L0020820 , L0020821 , L0020822 ,
L0020823 , L0020824 , L0020825 , L0020826 , L0020827 , L0020828 , L0020829 , L0020830 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0020831 , L0020832 , L0020833 , L0020834 , L0020835 , L0020836 , L0020837 , L0020838 ,
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L0020847 , L0020848 , L0020849 , L0020850 , L0020851 , L0020852 , L0020853 , L0020854 ,
L0020855 , L0020856 , L0020857 , L0020858 , L0020859 , L0020860 , L0020861 , L0020862 ,
L0020863 , L0020864 , L0020865 , L0020866 , L0020867 , L0020868 , L0020869 , L0020870 ,
L0020871 , L0020872 , L0020873 , L0020874 , L0020875 , L0020876 , L0020877 , L0020878 ,
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L0020887 , L0020888 , L0020889 , L0020890 , L0020891 , L0020892 , L0020893 , L0020894 ,
L0020895 , L0020896 , L0020897 , L0020898 , L0020899 , L0020900 , L0020901 , L0020902 ,
L0020903 , L0020904 , L0020905 , L0020906 , L0020907 , L0020908 , L0020909 , L0020910 ,
L0020911 , L0020912 , L0020913 , L0020914 , L0020915 , L0020916 , L0020917 , L0020918 ,
L0020919 , L0020920 , L0020921 , L0020922 , L0020923 , L0020924 , L0020925 , L0020926 ,
L0020927 , L0020928 , L0020929 , L0020930 , L0020931 , L0020932 , L0020933 , L0020934 ,
L0020935 , L0020936 , L0020937 , L0020938 , L0020939 , L0020940 , L0020941 , L0020942 ,
L0020943 , L0020944 , L0020945 , L0020946 , L0020947 , L0020948 , L0020949 , L0020950 ,
L0020951 , L0020952 , L0020953 , L0020954 , L0020955 , L0020956 , L0020957 , L0020958 ,
L0020959 , L0020960 , L0020961 , L0020962 , L0020963 , L0020964 , L0020965 , L0020966 ,
L0020967 , L0020968 , L0020969 , L0020970 , L0020971 , L0020972 , L0020973 , L0020974 ,
L0020975 , L0020976 , L0020977 , L0020978 , L0020979 , L0020980 , L0020981 , L0020982 ,
L0020983 , L0020984 , L0020985 , L0020986 , L0020987 , L0020988 , L0020989 , L0020990 ,

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0020991 , L0020992 , L0020993 , L0020994 , L0020995 , L0020996 , L0020997 , L0020998 ,
L0020999 , L0021000 , L0021001 , L0021002 , L0021003 , L0021004 , L0021005 , L0021006 ,
L0021007 , L0021008 , L0021009 , L0021010 , L0021011 , L0021012 , L0021013 , L0021014 ,
L0021015 , L0021016 , L0021017 , L0021018 , L0021019 , L0021020 , L0021021 , L0021022 ,
L0021023 , L0021024 , L0021025 , L0021026 , L0021027 , L0021028 , L0021029 , L0021030 ,
L0021031 , L0021032 , L0021033 , L0021034 , L0021035 , L0021036 , L0021037 , L0021038 ,
L0021039 , L0021040 , L0021041 , L0021042 , L0021043 , L0021044 , L0021045 , L0021046 ,
L0021047 , L0021048 , L0021049 , L0021050 , L0021051 , L0021052 , L0021053 , L0021054 ,
L0021055 , L0021056 , L0021057 , L0021058 , L0021059 , L0021060 , L0021061 , L0021062 ,
L0021063 , L0021064 , L0021065 , L0021066 , L0021067 , L0021068 , L0021069 , L0021070 ,
L0021071 , L0021072 , L0021073 , L0021074 , L0021075 , L0021076 , L0021077 , L0021078 ,
L0021079 , L0021080 , L0021081 , L0021082 , L0021083 , L0021084 , L0021085 , L0021086 ,
L0021087 , L0021088 , L0021089 , L0021090 , L0021091 , L0021092 , L0021093 , L0021094 ,
L0021095 , L0021096 , L0021097 , L0021098 , L0021099 , L0021100 , L0021101 , L0021102 ,
L0021103 , L0021104 , L0021105 , L0021106 , L0021107 , L0021108 , L0021109 , L0021110 ,
L0021111 , L0021112 , L0021113 , L0021114 , L0021115 , L0021116 , L0021117 , L0021118 ,
L0021119 , L0021120 , L0021121 , L0021122 , L0021123 , L0021124 , L0021125 , L0021126 ,
L0021127 , L0021128 , L0021129 , L0021130 , L0021131 , L0021132 , L0021133 , L0021134 ,
L0021135 , L0021136 , L0021137 , L0021138 , L0021139 , L0021140 , L0021141 , L0021142 ,
L0021143 , L0021144 , L0021145 , L0021146 , L0021147 , L0021148 , L0021149 , L0021150 ,





*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0021151 , L0021152 , L0021153 , L0021154 , L0021155 , L0021156 , L0021157 , L0021158 ,
L0021159 , L0021160 , L0021161 , L0021162 , L0021163 , L0021164 , L0021165 , L0021166 ,
L0021167 , L0021168 , L0021169 , L0021170 , L0021171 , L0021172 , L0021173 , L0021174 ,
L0021175 , L0021176 , L0021177 , L0021178 , L0021179 , L0021180 , L0021181 , L0021182 ,
L0021183 , L0021184 , L0021185 , L0021186 , L0021187 , L0021188 , L0021189 , L0021190 ,
L0021191 , L0021192 , L0021193 , L0021194 , L0021195 , L0021196 , L0021197 , L0021198 ,
L0021199 , L0021200 , L0021201 , L0021202 , L0021203 , L0021204 , L0021205 , L0021206 ,
L0021207 , L0021208 , L0021209 , L0021210 , L0021211 , L0021212 , L0021213 , L0021214 ,
L0021215 , L0021216 , L0021217 , L0021218 , L0021219 , L0021220 , L0021221 , L0021222 ,
L0021223 , L0021224 , L0021225 , L0021226 , L0021227 , L0021228 , L0021229 , L0021230 ,
L0021231 , L0021232 , L0021233 , L0021234 , L0021235 , L0021236 , L0021237 , L0021238 ,
L0021239 , L0021240 , L0021241 , L0021242 , L0021243 , L0021244 , L0021245 , L0021246 ,
L0021247 , L0021248 , L0021249 , L0021250 , L0021251 , L0021252 , L0021253 , L0021254 ,
L0021255 , L0021256 , L0021257 , L0021258 , L0021259 , L0021260 , L0021261 , L0021262 ,
L0021263 , L0021264 , L0021265 , L0021266 , L0021267 , L0021268 , L0021269 , L0021270 ,
L0021271 , L0021272 , LOT2 , STCKCC1 , STCKCC2 , STCKCC3 , STCKCC4 , STCKCC5 ,
STCKPP1 , STCKPP2 , STCKPP3 , STCKPP4 , STCKAM1 , STCKAM2 , STCKAM3 , STCKAM4 ,
STCKAM5 , STCKAM6 , STCKAM7 , STCKQM8 , STCKAM9 , STCKAM10 , STCKHOT1 , STCKHOT2 ,
STCKWP1 , STCKAAA1 , STCKWW1 , BBBCCC1 , BBBCCC2 , DDDEEE1 , DDDEEE2 ,





*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | 8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |

P2_CO

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -42.4, | -29.3, | 2 | 9.1, | 289.6, | 297.5, | -53.7, | -5.9, |
| 3 | 9.1, | 291.8, | 321.4, | -63.3, | 17.7, | 4 | 9.1, | 285.1, | 335.4, | -71.1, | 40.8, |
| 5 | 9.1, | 269.8, | 339.3, | -76.7, | 62.6, | 6 | 9.1, | 246.3, | 332.9, | -79.9, | 82.6, |
| 7 | 9.1, | 229.5, | 316.3, | -80.7, | 92.9, | 8 | 9.1, | 227.5, | 290.2, | -79.1, | 89.5, |
| 9 | 9.1, | 223.8, | 259.1, | -77.7, | 82.1, | 10 | 9.1, | 264.7, | 278.6, | -110.0, | 90.0, |
| 11 | 9.1, | 297.5, | 289.6, | -138.9, | 95.1, | 12 | 9.1, | 321.4, | 291.8, | -163.6, | 97.3, |
| 13 | 9.1, | 335.4, | 285.1, | -183.4, | 96.6, | 14 | 9.1, | 339.3, | 269.8, | -197.5, | 93.0, |
| 15 | 9.1, | 332.9, | 246.3, | -205.7, | 86.5, | 16 | 9.1, | 316.3, | 229.5, | -207.6, | 77.4, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 9.1, | 290.2, | 227.5, | -203.2, | 66.0, | 18 | 9.1, | 259.1, | 223.8, | -194.0, | 51.8, |
| 19 | 9.1, | 278.6, | 264.7, | -222.3, | 29.3, | 20 | 9.1, | 289.6, | 297.5, | -243.9, | 5.9, |
| 21 | 9.1, | 291.8, | 321.4, | -258.0, | -17.7, | 22 | 9.1, | 285.1, | 335.4, | -264.4, | -40.8, |
| 23 | 9.1, | 269.8, | 339.3, | -262.6, | -62.6, | 24 | 9.1, | 246.3, | 332.9, | -253.0, | -82.6, |
| 25 | 9.1, | 229.5, | 316.3, | -235.6, | -92.9, | 26 | 9.1, | 227.5, | 290.2, | -211.0, | -89.5, |
| 27 | 9.1, | 223.8, | 259.1, | -181.4, | -82.1, | 28 | 9.1, | 264.7, | 278.6, | -168.6, | -90.0, |
| 29 | 9.1, | 297.5, | 289.6, | -150.7, | -95.1, | 30 | 9.1, | 321.4, | 291.8, | -128.2, | -97.3, |
| 31 | 9.1, | 335.4, | 285.1, | -101.8, | -96.6, | 32 | 9.1, | 339.3, | 269.8, | -72.3, | -93.0, |
| 33 | 9.1, | 332.9, | 246.3, | -40.6, | -86.5, | 34 | 9.1, | 316.3, | 229.5, | -21.9, | -77.4, |
| 35 | 9.1, | 290.2, | 227.5, | -24.3, | -66.0, | 36 | 9.1, | 259.1, | 223.8, | -29.8, | -51.8, |

SOURCE ID: STCKCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -110.8, | -36.5, | 2 | 9.1, | 289.6, | 297.5, | -119.8, | -24.8, |
| 3 | 9.1, | 291.8, | 321.4, | -125.2, | -12.4, | 4 | 9.1, | 285.1, | 335.4, | -126.7, | 0.4, |
| 5 | 9.1, | 269.8, | 339.3, | -124.5, | 13.2, | 6 | 9.1, | 246.3, | 332.9, | -118.4, | 25.6, |
| 7 | 9.1, | 229.5, | 316.3, | -108.7, | 30.0, | 8 | 9.1, | 227.5, | 290.2, | -95.8, | 22.8, |
| 9 | 9.1, | 223.8, | 259.1, | -82.5, | 13.5, | 10 | 9.1, | 264.7, | 278.6, | -102.8, | 21.6, |
| 11 | 9.1, | 297.5, | 289.6, | -120.0, | 29.0, | 12 | 9.1, | 321.4, | 291.8, | -133.5, | 35.5, |
| 13 | 9.1, | 335.4, | 285.1, | -143.0, | 41.0, | 14 | 9.1, | 339.3, | 269.8, | -148.1, | 45.2, |
| 15 | 9.1, | 332.9, | 246.3, | -148.7, | 48.0, | 16 | 9.1, | 316.3, | 229.5, | -144.8, | 49.4, |
| 17 | 9.1, | 290.2, | 227.5, | -136.5, | 49.3, | 18 | 9.1, | 259.1, | 223.8, | -125.4, | 47.0, |
| 19 | 9.1, | 278.6, | 264.7, | -153.9, | 36.5, | 20 | 9.1, | 289.6, | 297.5, | -177.8, | 24.8, |
| 21 | 9.1, | 291.8, | 321.4, | -196.2, | 12.4, | 22 | 9.1, | 285.1, | 335.4, | -208.7, | -0.4, |
| 23 | 9.1, | 269.8, | 339.3, | -214.8, | -13.2, | 24 | 9.1, | 246.3, | 332.9, | -214.5, | -25.6, |
| 25 | 9.1, | 229.5, | 316.3, | -207.6, | -30.0, | 26 | 9.1, | 227.5, | 290.2, | -194.4, | -22.8, |
| 27 | 9.1, | 223.8, | 259.1, | -176.6, | -13.5, | 28 | 9.1, | 264.7, | 278.6, | -175.8, | -21.6, |
| 29 | 9.1, | 297.5, | 289.6, | -169.6, | -29.0, | 30 | 9.1, | 321.4, | 291.8, | -158.3, | -35.5, |
| 31 | 9.1, | 335.4, | 285.1, | -142.2, | -41.0, | 32 | 9.1, | 339.3, | 269.8, | -121.7, | -45.2, |
| 33 | 9.1, | 332.9, | 246.3, | -97.6, | -48.0, | 34 | 9.1, | 316.3, | 229.5, | -84.7, | -49.4, |
| 35 | 9.1, | 290.2, | 227.5, | -91.0, | -49.3, | 36 | 9.1, | 259.1, | 223.8, | -98.4, | -47.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKCC3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -163.1, | -41.6, | 2 | 9.1, | 289.6, | 297.5, | -170.4, | -39.0, |
| 3 | 9.1, | 291.8, | 321.4, | -172.6, | -35.2, | 4 | 9.1, | 285.1, | 335.4, | -169.5, | -30.2, |
| 5 | 9.1, | 269.8, | 339.3, | -161.2, | -24.4, | 6 | 9.1, | 246.3, | 332.9, | -148.1, | -17.9, |
| 7 | 9.1, | 229.5, | 316.3, | -130.4, | -17.9, | 8 | 9.1, | 227.5, | 290.2, | -108.8, | -28.2, |
| 9 | 9.1, | 223.8, | 259.1, | -86.5, | -38.9, | 10 | 9.1, | 264.7, | 278.6, | -97.6, | -30.8, |
| 11 | 9.1, | 297.5, | 289.6, | -105.8, | -21.7, | 12 | 9.1, | 321.4, | 291.8, | -110.7, | -11.9, |
| 13 | 9.1, | 335.4, | 285.1, | -112.3, | -1.8, | 14 | 9.1, | 339.3, | 269.8, | -110.5, | 8.4, |
| 15 | 9.1, | 332.9, | 246.3, | -105.3, | 18.4, | 16 | 9.1, | 316.3, | 229.5, | -96.9, | 27.7, |
| 17 | 9.1, | 290.2, | 227.5, | -85.5, | 36.3, | 18 | 9.1, | 259.1, | 223.8, | -72.9, | 43.0, |
| 19 | 9.1, | 278.6, | 264.7, | -101.6, | 41.6, | 20 | 9.1, | 289.6, | 297.5, | -127.1, | 39.0, |
| 21 | 9.1, | 291.8, | 321.4, | -148.8, | 35.2, | 22 | 9.1, | 285.1, | 335.4, | -166.0, | 30.2, |
| 23 | 9.1, | 269.8, | 339.3, | -178.1, | 24.4, | 24 | 9.1, | 246.3, | 332.9, | -184.8, | 17.9, |
| 25 | 9.1, | 229.5, | 316.3, | -185.9, | 17.9, | 26 | 9.1, | 227.5, | 290.2, | -181.3, | 28.2, |
| 27 | 9.1, | 223.8, | 259.1, | -172.6, | 38.9, | 28 | 9.1, | 264.7, | 278.6, | -180.9, | 30.8, |
| 29 | 9.1, | 297.5, | 289.6, | -183.8, | 21.7, | 30 | 9.1, | 321.4, | 291.8, | -181.1, | 11.9, |
| 31 | 9.1, | 335.4, | 285.1, | -172.8, | 1.8, | 32 | 9.1, | 339.3, | 269.8, | -159.3, | -8.4, |
| 33 | 9.1, | 332.9, | 246.3, | -141.0, | -18.4, | 34 | 9.1, | 316.3, | 229.5, | -132.6, | -27.7, |
| 35 | 9.1, | 290.2, | 227.5, | -141.9, | -36.3, | 36 | 9.1, | 259.1, | 223.8, | -150.8, | -43.0, |

SOURCE ID: STCKCC4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -176.6, | 49.5, | 2 | 9.1, | 289.6, | 297.5, | -199.5, | 48.5, |
| 3 | 9.1, | 291.8, | 321.4, | -216.4, | 45.9, | 4 | 9.1, | 285.1, | 335.4, | -226.7, | 42.0, |
| 5 | 9.1, | 269.8, | 339.3, | -230.1, | 36.8, | 6 | 9.1, | 246.3, | 332.9, | -226.6, | 30.5, |
| 7 | 9.1, | 229.5, | 316.3, | -216.1, | 16.1, | 8 | 9.1, | 227.5, | 290.2, | -199.1, | -9.6, |
| 9 | 9.1, | 223.8, | 259.1, | -178.7, | -36.3, | 10 | 9.1, | 264.7, | 278.6, | -188.8, | -44.2, |
| 11 | 9.1, | 297.5, | 289.6, | -193.3, | -50.7, | 12 | 9.1, | 321.4, | 291.8, | -191.8, | -55.7, |
| 13 | 9.1, | 335.4, | 285.1, | -184.6, | -59.0, | 14 | 9.1, | 339.3, | 269.8, | -171.7, | -60.5, |
| 15 | 9.1, | 332.9, | 246.3, | -153.6, | -60.1, | 16 | 9.1, | 316.3, | 229.5, | -130.9, | -58.0, |
| 17 | 9.1, | 290.2, | 227.5, | -104.1, | -54.0, | 18 | 9.1, | 259.1, | 223.8, | -75.5, | -49.1, |
| 19 | 9.1, | 278.6, | 264.7, | -88.1, | -49.5, | 20 | 9.1, | 289.6, | 297.5, | -98.0, | -48.5, |
| 21 | 9.1, | 291.8, | 321.4, | -105.0, | -45.9, | 22 | 9.1, | 285.1, | 335.4, | -108.7, | -42.0, |
| 23 | 9.1, | 269.8, | 339.3, | -109.2, | -36.8, | 24 | 9.1, | 246.3, | 332.9, | -106.3, | -30.5, |
| 25 | 9.1, | 229.5, | 316.3, | -100.2, | -16.1, | 26 | 9.1, | 227.5, | 290.2, | -91.0, | 9.6, |
| 27 | 9.1, | 223.8, | 259.1, | -80.4, | 36.3, | 28 | 9.1, | 264.7, | 278.6, | -89.7, | 44.2, |
| 29 | 9.1, | 297.5, | 289.6, | -96.3, | 50.7, | 30 | 9.1, | 321.4, | 291.8, | -99.9, | 55.7, |
| 31 | 9.1, | 335.4, | 285.1, | -100.5, | 59.0, | 32 | 9.1, | 339.3, | 269.8, | -98.1, | 60.5, |
| 33 | 9.1, | 332.9, | 246.3, | -92.7, | 60.1, | 34 | 9.1, | 316.3, | 229.5, | -98.7, | 58.0, |
| 35 | 9.1, | 290.2, | 227.5, | -123.4, | 54.0, | 36 | 9.1, | 259.1, | 223.8, | -148.2, | 49.1, |

SOURCE ID: STCKCC5

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -124.8, | 63.1, | 2 | 9.1, | 289.6, | 297.5, | -150.9, | 70.8, |
| 3 | 9.1, | 291.8, | 321.4, | -172.4, | 76.3, | 4 | 9.1, | 285.1, | 335.4, | -188.7, | 79.6, |
| 5 | 9.1, | 269.8, | 339.3, | -199.2, | 80.4, | 6 | 9.1, | 246.3, | 332.9, | -203.7, | 78.8, |
| 7 | 9.1, | 229.5, | 316.3, | -202.0, | 67.6, | 8 | 9.1, | 227.5, | 290.2, | -194.1, | 43.6, |
| 9 | 9.1, | 223.8, | 259.1, | -183.0, | 16.9, | 10 | 9.1, | 264.7, | 278.6, | -202.4, | 7.5, |
| 11 | 9.1, | 297.5, | 289.6, | -215.6, | -2.2, | 12 | 9.1, | 321.4, | 291.8, | -222.2, | -11.8, |
| 13 | 9.1, | 335.4, | 285.1, | -222.1, | -21.0, | 14 | 9.1, | 339.3, | 269.8, | -215.3, | -29.6, |
| 15 | 9.1, | 332.9, | 246.3, | -201.9, | -37.3, | 16 | 9.1, | 316.3, | 229.5, | -182.4, | -43.8, |
| 17 | 9.1, | 290.2, | 227.5, | -157.3, | -49.0, | 18 | 9.1, | 259.1, | 223.8, | -128.8, | -53.4, |
| 19 | 9.1, | 278.6, | 264.7, | -139.8, | -63.1, | 20 | 9.1, | 289.6, | 297.5, | -146.6, | -70.8, |
| 21 | 9.1, | 291.8, | 321.4, | -148.9, | -76.3, | 22 | 9.1, | 285.1, | 335.4, | -146.7, | -79.6, |
| 23 | 9.1, | 269.8, | 339.3, | -140.1, | -80.4, | 24 | 9.1, | 246.3, | 332.9, | -129.2, | -78.8, |
| 25 | 9.1, | 229.5, | 316.3, | -114.3, | -67.6, | 26 | 9.1, | 227.5, | 290.2, | -96.0, | -43.6, |
| 27 | 9.1, | 223.8, | 259.1, | -76.1, | -16.9, | 28 | 9.1, | 264.7, | 278.6, | -76.2, | -7.5, |
| 29 | 9.1, | 297.5, | 289.6, | -74.0, | 2.2, | 30 | 9.1, | 321.4, | 291.8, | -69.6, | 11.8, |
| 31 | 9.1, | 335.4, | 285.1, | -63.0, | 21.0, | 32 | 9.1, | 339.3, | 269.8, | -54.5, | 29.6, |
| 33 | 9.1, | 332.9, | 246.3, | -44.4, | 37.3, | 34 | 9.1, | 316.3, | 229.5, | -47.1, | 43.8, |
| 35 | 9.1, | 290.2, | 227.5, | -70.2, | 49.0, | 36 | 9.1, | 259.1, | 223.8, | -95.0, | 53.4, |

SOURCE ID: STCKPP1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 38.6, | 36.5, | -10.2, | 14.0, | 2 | 9.1, | 38.5, | 33.6, | -11.4, | 15.2, |
| 3 | 9.1, | 37.1, | 29.8, | -12.2, | 15.9, | 4 | 9.1, | 34.7, | 25.1, | -12.6, | 16.1, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 9.1, | 33.4, | 23.0, | -14.3, | 15.8, | 6 | 9.1, | 36.3, | 28.0, | -19.6, | 15.1, |
| 7 | 9.1, | 38.1, | 32.2, | -24.2, | 13.9, | 8 | 9.1, | 38.7, | 35.5, | -28.1, | 12.3, |
| 9 | 9.1, | 38.2, | 37.6, | -31.2, | 10.3, | 10 | 9.1, | 36.5, | 38.6, | -33.3, | 8.0, |
| 11 | 9.1, | 33.6, | 38.5, | -34.4, | 5.5, | 12 | 9.1, | 29.8, | 37.1, | -34.4, | 2.7, |
| 13 | 9.1, | 25.1, | 34.7, | -33.4, | -0.1, | 14 | 9.1, | 23.0, | 33.4, | -32.5, | -2.9, |
| 15 | 9.1, | 28.0, | 36.3, | -33.2, | -5.6, | 16 | 9.1, | 32.2, | 38.1, | -32.9, | -8.1, |
| 17 | 9.1, | 35.5, | 38.7, | -31.6, | -10.4, | 18 | 9.1, | 37.6, | 38.2, | -29.4, | -12.4, |
| 19 | 9.1, | 38.6, | 36.5, | -26.2, | -14.0, | 20 | 9.1, | 38.5, | 33.6, | -22.3, | -15.2, |
| 21 | 9.1, | 37.1, | 29.8, | -17.6, | -15.9, | 22 | 9.1, | 34.7, | 25.1, | -12.5, | -16.1, |
| 23 | 9.1, | 33.4, | 23.0, | -8.6, | -15.8, | 24 | 9.1, | 36.3, | 28.0, | -8.5, | -15.1, |
| 25 | 9.1, | 38.1, | 32.2, | -8.0, | -13.9, | 26 | 9.1, | 38.7, | 35.5, | -7.3, | -12.3, |
| 27 | 9.1, | 38.2, | 37.6, | -6.4, | -10.3, | 28 | 9.1, | 36.5, | 38.6, | -5.3, | -8.0, |
| 29 | 9.1, | 33.6, | 38.5, | -4.1, | -5.5, | 30 | 9.1, | 29.8, | 37.1, | -2.7, | -2.7, |
| 31 | 9.1, | 25.1, | 34.7, | -1.2, | 0.1, | 32 | 9.1, | 23.0, | 33.4, | -0.9, | 2.9, |
| 33 | 9.1, | 28.0, | 36.3, | -3.0, | 5.6, | 34 | 9.1, | 32.2, | 38.1, | -5.1, | 8.1, |
| 35 | 9.1, | 35.5, | 38.7, | -7.1, | 10.4, | 36 | 9.1, | 37.6, | 38.2, | -8.8, | 12.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKPP2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 39.9, | 36.1, | -35.6, | 14.8, | 2 | 9.1, | 41.8, | 31.6, | -35.7, | 11.5, |
| 3 | 9.1, | 42.5, | 26.2, | -34.7, | 7.8, | 4 | 9.1, | 41.8, | 20.0, | -32.6, | 4.0, |
| 5 | 9.1, | 40.4, | 14.6, | -30.3, | 0.0, | 6 | 9.1, | 42.0, | 21.3, | -33.3, | -4.0, |
| 7 | 9.1, | 42.4, | 27.4, | -35.3, | -7.9, | 8 | 9.1, | 41.6, | 32.6, | -36.2, | -11.5, |
| 9 | 9.1, | 39.4, | 36.8, | -36.0, | -14.8, | 10 | 9.1, | 36.1, | 39.9, | -34.7, | -17.6, |
| 11 | 9.1, | 31.6, | 41.8, | -32.4, | -19.9, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 9.1, | 32.6, | 41.6, | -9.3, | -19.9, | 18 | 9.1, | 36.8, | 39.4, | -4.9, | -17.6, |
| 19 | 9.1, | 39.9, | 36.1, | -0.4, | -14.8, | 20 | 9.1, | 41.8, | 31.6, | 4.1, | -11.5, |
| 21 | 9.1, | 42.5, | 26.2, | 8.5, | -7.8, | 22 | 9.1, | 41.8, | 20.0, | 12.6, | -4.0, |
| 23 | 9.1, | 40.4, | 14.6, | 15.7, | 0.0, | 24 | 9.1, | 42.0, | 21.3, | 12.0, | 4.0, |
| 25 | 10.7, | 30.4, | 31.5, | -65.1, | 18.4, | 26 | 10.7, | 31.4, | 31.5, | -67.6, | 9.5, |
| 27 | 10.7, | 31.6, | 30.7, | -68.0, | 0.4, | 28 | 10.7, | 30.7, | 28.8, | -66.4, | -8.8, |
| 29 | 10.7, | 29.0, | 26.1, | -62.7, | -17.7, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 9.1, | 32.6, | 41.6, | -32.3, | 19.9, | 36 | 9.1, | 36.8, | 39.4, | -34.5, | 17.6, |

SOURCE ID: STCKPP3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 7 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 9.1, | 36.8, | 39.4, | -65.1, | 20.0, |
| 19 | 9.1, | 39.9, | 36.1, | -66.2, | 11.8, | 20 | 9.1, | 41.8, | 31.6, | -65.3, | 3.3, |
| 21 | 9.1, | 42.5, | 26.2, | -62.4, | -5.4, | 22 | 9.1, | 41.8, | 20.0, | -57.6, | -13.8, |
| 23 | 9.1, | 40.4, | 14.6, | -51.8, | -21.9, | 24 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 25 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 26 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKPP4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 28.8, | 30.7, | 5.3, | -4.1, | 2 | 10.7, | 26.1, | 29.0, | 6.6, | -0.4, |
| 3 | 10.7, | 22.6, | 26.3, | 7.7, | 3.3, | 4 | 10.7, | 21.8, | 25.7, | 7.1, | 6.8, |
| 5 | 10.7, | 25.5, | 28.5, | 4.2, | 10.2, | 6 | 10.7, | 28.4, | 30.4, | 1.2, | 13.2, |
| 7 | 10.7, | 30.4, | 31.5, | -1.9, | 15.9, | 8 | 10.7, | 31.4, | 31.5, | -4.9, | 18.1, |
| 9 | 10.7, | 31.6, | 30.7, | -7.7, | 19.7, | 10 | 9.1, | 36.1, | 39.9, | -82.6, | -5.7, |
| 11 | 9.1, | 31.6, | 41.8, | -81.7, | -16.5, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 28.5, | 25.5, | -22.9, | 18.5, |
| 15 | 10.7, | 30.4, | 28.4, | -27.4, | 16.4, | 16 | 10.7, | 31.5, | 30.4, | -31.1, | 13.9, |
| 17 | 10.7, | 31.5, | 31.4, | -33.8, | 10.9, | 18 | 10.7, | 30.7, | 31.6, | -35.5, | 7.6, |
| 19 | 10.7, | 28.8, | 30.7, | -36.1, | 4.1, | 20 | 10.7, | 26.1, | 29.0, | -35.6, | 0.4, |
| 21 | 10.7, | 22.6, | 26.3, | -34.0, | -3.3, | 22 | 10.7, | 21.8, | 25.7, | -32.8, | -6.8, |
| 23 | 10.7, | 25.5, | 28.5, | -32.7, | -10.2, | 24 | 10.7, | 28.4, | 30.4, | -31.6, | -13.2, |
| 25 | 10.7, | 30.4, | 31.5, | -29.6, | -15.9, | 26 | 10.7, | 31.4, | 31.5, | -26.7, | -18.1, |
| 27 | 10.7, | 31.6, | 30.7, | -22.9, | -19.7, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 28.5, | 25.5, | -2.5, | -18.5, |
| 33 | 10.7, | 30.4, | 28.4, | -0.9, | -16.4, | 34 | 10.7, | 31.5, | 30.4, | 0.7, | -13.9, |
| 35 | 10.7, | 31.5, | 31.4, | 2.3, | -10.9, | 36 | 10.7, | 30.7, | 31.6, | 3.9, | -7.6, |

SOURCE ID: STCKHOT1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 88.9, | 60.3, | -6.0, | 0.9, | 2 | 12.2, | 85.0, | 62.0, | -8.9, | 3.3, |
| 3 | 12.2, | 78.6, | 61.9, | -11.5, | 5.7, | 4 | 12.2, | 69.7, | 62.7, | -16.5, | 7.9, |
| 5 | 12.2, | 62.2, | 68.3, | -23.7, | 8.2, | 6 | 12.2, | 61.4, | 77.5, | -30.2, | 12.0, |
| 7 | 12.2, | 61.7, | 84.3, | -35.7, | 17.1, | 8 | 12.2, | 60.1, | 88.5, | -40.2, | 21.6, |
| 9 | 12.2, | 56.7, | 90.1, | -43.4, | 25.4, | 10 | 12.2, | 60.3, | 88.9, | -45.3, | 24.2, |
| 11 | 12.2, | 62.0, | 85.0, | -45.9, | 22.2, | 12 | 12.2, | 61.9, | 78.6, | -45.0, | 19.5, |
| 13 | 12.2, | 62.7, | 69.7, | -42.8, | 14.8, | 14 | 12.2, | 68.3, | 62.2, | -39.3, | 10.4, |
| 15 | 12.2, | 77.5, | 61.4, | -42.7, | 8.6, | 16 | 12.2, | 84.3, | 61.7, | -47.9, | 6.4, |
| 17 | 12.2, | 88.5, | 60.1, | -51.6, | 4.1, | 18 | 12.2, | 90.1, | 56.7, | -53.8, | 1.6, |
| 19 | 12.2, | 88.9, | 60.3, | -54.3, | -0.9, | 20 | 12.2, | 85.0, | 62.0, | -53.2, | -3.3, |
| 21 | 12.2, | 78.6, | 61.9, | -50.4, | -5.7, | 22 | 12.2, | 69.7, | 62.7, | -46.2, | -7.9, |
| 23 | 12.2, | 62.2, | 68.3, | -44.6, | -8.2, | 24 | 12.2, | 61.4, | 77.5, | -47.3, | -12.0, |
| 25 | 12.2, | 61.7, | 84.3, | -48.6, | -17.1, | 26 | 12.2, | 60.1, | 88.5, | -48.4, | -21.6, |
| 27 | 12.2, | 56.7, | 90.1, | -46.7, | -25.4, | 28 | 12.2, | 60.3, | 88.9, | -43.6, | -24.2, |
| 29 | 12.2, | 62.0, | 85.0, | -39.2, | -22.2, | 30 | 12.2, | 61.9, | 78.6, | -33.6, | -19.5, |
| 31 | 12.2, | 62.7, | 69.7, | -26.9, | -14.8, | 32 | 12.2, | 68.3, | 62.2, | -23.0, | -10.4, |
| 33 | 12.2, | 77.5, | 61.4, | -18.7, | -8.6, | 34 | 12.2, | 79.6, | 54.4, | -104.8, | -9.6, |
| 35 | 12.2, | 77.7, | 43.4, | -96.5, | -22.9, | 36 | 12.2, | 73.4, | 31.1, | -85.2, | -35.6, |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKHOT2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 77.7, | 43.4, | -41.7, | 1.1, | 2 | 12.2, | 79.6, | 54.4, | -47.1, | -2.4, |
| 3 | 12.2, | 79.1, | 63.7, | -51.0, | -5.8, | 4 | 12.2, | 76.2, | 71.0, | -53.4, | -9.1, |
| 5 | 12.2, | 71.0, | 76.2, | -54.2, | -12.1, | 6 | 12.2, | 63.7, | 79.1, | -53.3, | -14.7, |
| 7 | 12.2, | 54.4, | 79.6, | -50.8, | -16.8, | 8 | 12.2, | 43.4, | 77.7, | -46.7, | -18.4, |
| 9 | 12.2, | 31.1, | 73.4, | -41.2, | -19.5, | 10 | 12.2, | 43.4, | 77.7, | -39.9, | -20.0, |
| 11 | 12.2, | 54.4, | 79.6, | -37.4, | -19.9, | 12 | 12.2, | 63.7, | 79.1, | -33.7, | -19.2, |
| 13 | 12.2, | 62.7, | 69.7, | -105.8, | 27.5, | 14 | 12.2, | 68.3, | 62.2, | -103.5, | 12.0, |
| 15 | 12.2, | 77.5, | 61.4, | -106.2, | -1.1, | 16 | 12.2, | 79.6, | 54.4, | -10.4, | -11.0, |
| 17 | 12.2, | 77.7, | 43.4, | -3.2, | -7.9, | 18 | 12.2, | 73.4, | 31.1, | 4.0, | -4.5, |
| 19 | 12.2, | 77.7, | 43.4, | -1.7, | -1.1, | 20 | 12.2, | 79.6, | 54.4, | -7.3, | 2.4, |
| 21 | 12.2, | 79.1, | 63.7, | -12.6, | 5.8, | 22 | 12.2, | 76.2, | 71.0, | -17.6, | 9.1, |
| 23 | 12.2, | 71.0, | 76.2, | -22.1, | 12.1, | 24 | 12.2, | 63.7, | 79.1, | -25.9, | 14.7, |
| 25 | 12.2, | 54.4, | 79.6, | -28.9, | 16.8, | 26 | 12.2, | 43.4, | 77.7, | -31.0, | 18.4, |
| 27 | 12.2, | 31.1, | 73.4, | -32.2, | 19.5, | 28 | 12.2, | 43.4, | 77.7, | -37.8, | 20.0, |
| 29 | 12.2, | 54.4, | 79.6, | -42.2, | 19.9, | 30 | 12.2, | 63.7, | 79.1, | -45.4, | 19.2, |
| 31 | 12.2, | 71.0, | 76.2, | -47.2, | 17.9, | 32 | 12.2, | 76.2, | 71.0, | -47.6, | 16.0, |
| 33 | 12.2, | 79.1, | 63.7, | -46.5, | 13.7, | 34 | 12.2, | 79.6, | 54.4, | -44.0, | 11.0, |
| 35 | 12.2, | 77.7, | 43.4, | -40.2, | 7.9, | 36 | 12.2, | 73.4, | 31.1, | -35.1, | 4.5, |

SOURCE ID: STCKAAA1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 103.8, | 72.0, | 0.1, | -3.3, | 2 | 10.7, | 109.0, | 85.5, | -6.6, | 3.0, |
| 3 | 10.7, | 110.9, | 96.5, | -13.2, | 9.3, | 4 | 10.7, | 109.3, | 104.5, | -19.3, | 15.2, |
| 5 | 10.7, | 104.5, | 109.3, | -24.9, | 20.7, | 6 | 10.7, | 96.5, | 110.9, | -29.7, | 25.6, |
| 7 | 10.7, | 85.5, | 109.0, | -33.6, | 29.7, | 8 | 10.7, | 72.0, | 103.8, | -36.5, | 32.8, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 72.0, | 103.8, | -48.6, | 36.1, |
| 11 | 10.7, | 85.5, | 109.0, | -57.5, | 36.2, | 12 | 10.7, | 96.5, | 110.9, | -64.7, | 35.1, |
| 13 | 10.7, | 104.5, | 109.3, | -69.9, | 32.9, | 14 | 10.7, | 109.3, | 104.5, | -73.0, | 29.8, |
| 15 | 10.7, | 110.9, | 96.5, | -73.8, | 25.8, | 16 | 10.7, | 109.0, | 85.5, | -72.4, | 20.9, |
| 17 | 10.7, | 103.8, | 72.0, | -68.8, | 15.5, | 18 | 10.7, | 95.5, | 56.3, | -63.1, | 9.5, |
| 19 | 10.7, | 103.8, | 72.0, | -72.1, | 3.3, | 20 | 10.7, | 109.0, | 85.5, | -78.9, | -3.0, |
| 21 | 10.7, | 110.9, | 96.5, | -83.3, | -9.3, | 22 | 10.7, | 109.3, | 104.5, | -85.2, | -15.2, |
| 23 | 10.7, | 104.5, | 109.3, | -84.5, | -20.7, | 24 | 10.7, | 96.5, | 110.9, | -81.2, | -25.6, |
| 25 | 10.7, | 85.5, | 109.0, | -75.4, | -29.7, | 26 | 10.7, | 72.0, | 103.8, | -67.4, | -32.8, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 72.0, | 103.8, | -55.2, | -36.1, |
| 29 | 10.7, | 85.5, | 109.0, | -51.5, | -36.2, | 30 | 10.7, | 96.5, | 110.9, | -46.2, | -35.1, |
| 31 | 10.7, | 104.5, | 109.3, | -39.5, | -32.9, | 32 | 10.7, | 109.3, | 104.5, | -31.6, | -29.8, |
| 33 | 10.7, | 110.9, | 96.5, | -22.7, | -25.8, | 34 | 10.7, | 109.0, | 85.5, | -13.1, | -20.9, |
| 35 | 10.7, | 103.8, | 72.0, | -3.2, | -15.5, | 36 | 10.7, | 95.5, | 56.3, | 6.9, | -9.5, |

SOURCE ID: STCKWW1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 122.9, | 137.8, | -3.6, | 35.4, | 2 | 10.7, | 138.8, | 149.7, | -16.7, | 46.2, |
| 3 | 10.7, | 150.4, | 157.1, | -29.3, | 55.6, | 4 | 10.7, | 157.4, | 159.7, | -41.0, | 63.3, |
| 5 | 10.7, | 159.7, | 157.4, | -51.4, | 69.1, | 6 | 10.7, | 157.1, | 150.4, | -60.3, | 72.8, |
| 7 | 10.7, | 149.7, | 138.8, | -67.4, | 74.3, | 8 | 10.7, | 137.8, | 122.9, | -72.4, | 73.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 137.8, | 122.9, | -96.9, | 65.3, |
| 11 | 10.7, | 149.7, | 138.8, | -115.6, | 58.2, | 12 | 10.7, | 157.1, | 150.4, | -130.8, | 49.2, |
| 13 | 10.7, | 159.7, | 157.4, | -142.1, | 38.8, | 14 | 10.7, | 157.4, | 159.7, | -149.0, | 27.3, |
| 15 | 10.7, | 150.4, | 157.1, | -151.4, | 14.8, | 16 | 10.7, | 138.8, | 149.7, | -149.1, | 2.0, |
| 17 | 10.7, | 122.9, | 137.8, | -142.4, | -11.0, | 18 | 10.7, | 103.4, | 121.7, | -131.3, | -23.6, |
| 19 | 10.7, | 122.9, | 137.8, | -134.2, | -35.4, | 20 | 10.7, | 138.8, | 149.7, | -133.0, | -46.2, |
| 21 | 10.7, | 150.4, | 157.1, | -127.8, | -55.6, | 22 | 10.7, | 157.4, | 159.7, | -118.7, | -63.3, |
| 23 | 10.7, | 159.7, | 157.4, | -106.0, | -69.1, | 24 | 10.7, | 157.1, | 150.4, | -90.0, | -72.8, |
| 25 | 10.7, | 149.7, | 138.8, | -71.4, | -74.3, | 26 | 10.7, | 137.8, | 122.9, | -50.5, | -73.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 137.8, | 122.9, | -26.0, | -65.3, |
| 29 | 10.7, | 149.7, | 138.8, | -23.2, | -58.2, | 30 | 10.7, | 157.1, | 150.4, | -19.6, | -49.2, |
| 31 | 10.7, | 159.7, | 157.4, | -15.4, | -38.8, | 32 | 10.7, | 157.4, | 159.7, | -10.7, | -27.3, |
| 33 | 10.7, | 150.4, | 157.1, | -5.7, | -14.8, | 34 | 10.7, | 138.8, | 149.7, | -0.6, | -2.0, |
| 35 | 10.7, | 122.9, | 137.8, | 4.6, | 11.0, | 36 | 10.7, | 103.4, | 121.7, | 9.6, | 23.6, |

SOURCE ID: BBBCCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 196.1, | 142.0, | -2.5, | 4.8, | 2 | 10.7, | 207.0, | 167.1, | -16.9, | 16.7, |
| 3 | 10.7, | 211.5, | 187.1, | -30.8, | 28.0, | 4 | 10.7, | 209.7, | 201.5, | -43.8, | 38.4, |
| 5 | 10.7, | 201.5, | 209.7, | -55.4, | 47.7, | 6 | 10.7, | 187.1, | 211.5, | -65.4, | 55.6, |
| 7 | 10.7, | 167.1, | 207.0, | -73.4, | 61.8, | 8 | 10.7, | 142.0, | 196.1, | -79.1, | 66.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | 22.1, | -35.0, |
| 11 | 10.7, | 167.1, | 207.0, | -120.1, | 66.6, | 12 | 10.7, | 187.1, | 211.5, | -133.7, | 62.7, |
| 13 | 10.7, | 201.5, | 209.7, | -143.3, | 56.9, | 14 | 10.7, | 209.7, | 201.5, | -148.5, | 49.4, |
| 15 | 10.7, | 211.5, | 187.1, | -149.1, | 40.3, | 16 | 10.7, | 207.0, | 167.1, | -145.3, | 30.1, |
| 17 | 10.7, | 196.1, | 142.0, | -137.0, | 18.9, | 18 | 10.7, | 179.3, | 112.5, | -124.6, | 7.1, |
| 19 | 10.7, | 196.1, | 142.0, | -139.5, | -4.8, | 20 | 10.7, | 207.0, | 167.1, | -150.2, | -16.7, |
| 21 | 10.7, | 211.5, | 187.1, | -156.3, | -28.0, | 22 | 10.7, | 209.7, | 201.5, | -157.7, | -38.4, |
| 23 | 10.7, | 201.5, | 209.7, | -154.2, | -47.7, | 24 | 10.7, | 187.1, | 211.5, | -146.1, | -55.6, |
| 25 | 10.7, | 167.1, | 207.0, | -133.6, | -61.8, | 26 | 10.7, | 142.0, | 196.1, | -117.0, | -66.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -167.3, | 35.0, |
| 29 | 12.2, | 82.6, | 151.1, | -176.4, | 11.6, | 30 | 12.2, | 101.0, | 152.5, | -180.2, | -5.1, |
| 31 | 12.2, | 116.3, | 149.3, | -178.5, | -21.7, | 32 | 12.2, | 128.1, | 141.5, | -171.3, | -37.6, |
| 33 | 12.2, | 136.0, | 129.4, | -159.0, | -52.3, | 34 | 12.2, | 139.7, | 113.4, | -141.9, | -65.5, |
| 35 | 10.7, | 196.1, | 142.0, | -4.9, | -18.9, | 36 | 10.7, | 179.3, | 112.5, | 12.1, | -7.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: BBBCCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 145.2, | 76.0, | -74.2, | 0.0, | 2 | 12.2, | 151.1, | 82.6, | -70.5, | -7.7, |
| 3 | 12.2, | 152.5, | 101.0, | -78.8, | -15.3, | 4 | 12.2, | 149.3, | 116.3, | -84.8, | -22.4, |
| 5 | 12.2, | 141.5, | 128.1, | -88.2, | -28.8, | 6 | 12.2, | 129.4, | 136.0, | -89.0, | -34.3, |
| 7 | 12.2, | 113.4, | 139.7, | -87.0, | -38.8, | 8 | 12.2, | 93.9, | 139.2, | -82.4, | -42.1, |

P2_CO

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | -72.6, | -36.2, |
| 11 | 12.2, | 82.6, | 151.1, | -67.8, | -29.2, | 12 | 12.2, | 101.0, | 152.5, | -61.0, | -28.3, |
| 13 | 12.2, | 116.3, | 149.3, | -52.2, | -26.7, | 14 | 12.2, | 128.1, | 141.5, | -41.9, | -24.2, |
| 15 | 12.2, | 136.0, | 129.4, | -30.4, | -21.0, | 16 | 12.2, | 139.7, | 113.4, | -17.9, | -17.1, |
| 17 | 12.2, | 139.2, | 93.9, | -4.8, | -12.8, | 18 | 12.2, | 134.8, | 71.6, | 8.4, | -7.8, |
| 19 | 12.2, | 145.2, | 76.0, | -1.8, | 0.0, | 20 | 12.2, | 151.1, | 82.6, | -12.2, | 7.7, |
| 21 | 12.2, | 152.5, | 101.0, | -22.2, | 15.3, | 22 | 12.2, | 149.3, | 116.3, | -31.5, | 22.4, |
| 23 | 12.2, | 141.5, | 128.1, | -39.8, | 28.8, | 24 | 12.2, | 129.4, | 136.0, | -47.0, | 34.3, |
| 25 | 12.2, | 113.4, | 139.7, | -52.7, | 38.8, | 26 | 12.2, | 93.9, | 139.2, | -56.9, | 42.1, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -72.5, | 36.2, |
| 29 | 12.2, | 82.6, | 151.1, | -83.3, | 29.2, | 30 | 12.2, | 101.0, | 152.5, | -91.6, | 28.3, |
| 31 | 12.2, | 116.3, | 149.3, | -97.0, | 26.7, | 32 | 12.2, | 128.1, | 141.5, | -99.5, | 24.2, |
| 33 | 12.2, | 136.0, | 129.4, | -99.0, | 21.0, | 34 | 12.2, | 139.7, | 113.4, | -95.5, | 17.1, |
| 35 | 12.2, | 139.2, | 93.9, | -89.1, | 12.8, | 36 | 12.2, | 134.8, | 71.6, | -80.0, | 7.8, |

SOURCE ID: DDDEEE1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 153.0, | 109.3, | -109.3, | 16.7, | 2 | 12.2, | 164.0, | 114.0, | -106.9, | 5.6, |
| 3 | 12.2, | 170.0, | 115.1, | -101.2, | -5.7, | 4 | 12.2, | 170.9, | 125.9, | -105.6, | -16.8, |
| 5 | 12.2, | 166.5, | 136.4, | -110.4, | -27.4, | 6 | 12.2, | 157.1, | 142.8, | -111.8, | -37.1, |
| 7 | 12.2, | 142.9, | 144.8, | -109.8, | -45.8, | 8 | 12.2, | 124.4, | 142.5, | -104.5, | -53.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 109.3, | 153.0, | -93.2, | -54.6, |
| 11 | 12.2, | 114.0, | 164.0, | -87.6, | -49.9, | 12 | 12.2, | 115.1, | 170.0, | -79.3, | -43.7, |
| 13 | 12.2, | 125.9, | 170.9, | -68.6, | -42.7, | 14 | 12.2, | 136.4, | 166.5, | -55.9, | -42.2, |
| 15 | 12.2, | 142.8, | 157.1, | -41.4, | -40.4, | 16 | 12.2, | 144.8, | 142.9, | -25.7, | -37.4, |
| 17 | 12.2, | 142.5, | 124.4, | -9.2, | -33.2, | 18 | 12.2, | 137.4, | 102.7, | 6.9, | -27.3, |
| 19 | 12.2, | 153.0, | 109.3, | -0.1, | -16.7, | 20 | 12.2, | 164.0, | 114.0, | -7.1, | -5.6, |
| 21 | 12.2, | 170.0, | 115.1, | -13.9, | 5.7, | 22 | 12.2, | 170.9, | 125.9, | -20.3, | 16.8, |
| 23 | 12.2, | 166.5, | 136.4, | -26.0, | 27.4, | 24 | 12.2, | 157.1, | 142.8, | -31.0, | 37.1, |
| 25 | 12.2, | 142.9, | 144.8, | -35.0, | 45.8, | 26 | 12.2, | 124.4, | 142.5, | -38.0, | 53.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 109.3, | 153.0, | -59.8, | 54.6, |
| 29 | 12.2, | 114.0, | 164.0, | -76.4, | 49.9, | 30 | 12.2, | 115.1, | 170.0, | -90.7, | 43.7, |
| 31 | 12.2, | 125.9, | 170.9, | -102.2, | 42.7, | 32 | 12.2, | 136.4, | 166.5, | -110.6, | 42.2, |
| 33 | 12.2, | 142.8, | 157.1, | -115.7, | 40.4, | 34 | 12.2, | 144.8, | 142.9, | -117.2 | 37.4, |
| 35 | 12.2, | 142.5, | 124.4, | -115.2, | 33.2, | 36 | 12.2, | 137.4, | 102.7, | -109.6, | 27.3, |

SOURCE ID: DDDEEE2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 110.7, | 136.8, | -61.1, | -36.3, | 2 | 12.2, | 123.8, | 129.8, | -51.4, | -34.5, |
| 3 | 12.2, | 133.1, | 119.0, | -40.2, | -31.7, | 4 | 12.2, | 138.4, | 104.5, | -27.8, | -27.8, |
| 5 | 12.2, | 139.4, | 86.9, | -14.5, | -23.2, | 6 | 12.2, | 136.3, | 66.6, | -0.8, | -17.8, |
| 7 | 12.2, | 132.4, | 53.4, | 8.4, | -11.9, | 8 | 12.2, | 138.0, | 75.0, | -0.8, | -5.6, |
| 9 | 12.2, | 139.5, | 94.3, | -10.1, | 0.9, | 10 | 12.2, | 136.8, | 110.7, | -19.0, | 7.3, |
| 11 | 12.2, | 129.8, | 123.8, | -27.4, | 13.5, | 12 | 12.2, | 119.0, | 133.1, | -34.9, | 19.3, |
| 13 | 12.2, | 104.5, | 138.4, | -41.3, | 24.5, | 14 | 12.2, | 86.9, | 139.4, | -46.5, | 28.9, |
| 15 | 12.2, | 66.6, | 136.3, | -50.3, | 32.5, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 12.2, | 75.0, | 138.0, | -63.4, | 36.6, | 18 | 12.2, | 94.3, | 139.5, | -70.6, | 37.1, |
| 19 | 12.2, | 110.7, | 136.8, | -75.6, | 36.3, | 20 | 12.2, | 123.8, | 129.8, | -78.4, | 34.5, |
| 21 | 12.2, | 133.1, | 119.0, | -78.8, | 31.7, | 22 | 12.2, | 138.4, | 104.5, | -76.7, | 27.8, |
| 23 | 12.2, | 139.4, | 86.9, | -72.4, | 23.2, | 24 | 12.2, | 136.3, | 66.6, | -65.8, | 17.8, |
| 25 | 12.2, | 132.4, | 53.4, | -61.8, | 11.9, | 26 | 12.2, | 138.0, | 75.0, | -74.1, | 5.6, |
| 27 | 12.2, | 139.5, | 94.3, | -84.2, | -0.9, | 28 | 12.2, | 136.8, | 110.7, | -91.7, | -7.3, |
| 29 | 12.2, | 129.8, | 123.8, | -96.4, | -13.5, | 30 | 12.2, | 119.0, | 133.1, | -98.2, | -19.3, |
| 31 | 12.2, | 104.5, | 138.4, | -97.0, | -24.5, | 32 | 12.2, | 86.9, | 139.4, | -92.9, | -28.9, |
| 33 | 12.2, | 66.6, | 136.3, | -85.9, | -32.5, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 12.2, | 75.0, | 138.0, | -74.6, | -36.6, | 36 | 12.2, | 94.3, | 139.5, | -68.9, | -37.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( 267063.1, | 4047802.6, | 101.0, | 101.0, | 0.0); |
| ( 266966.9, | 4047818.3, | 101.0, | 101.0, | 0.0); | ( 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |
| ( 267082.1, | 4047366.7, | 101.0, | 101.0, | 0.0); | ( 267129.9, | 4047042.6, | 101.0, | 101.0, | 0.0); |
| ( 267423.4, | 4048609.3, | 101.0, | 101.0, | 0.0); | ( 267490.2, | 4048539.3, | 101.0, | 101.0, | 0.0); |
| ( 267557.0, | 4048469.2, | 101.0, | 101.0, | 0.0); | ( 267623.8, | 4048399.2, | 101.0, | 101.0, | 0.0); |
| ( 267690.6, | 4048329.1, | 101.0, | 101.0, | 0.0); | ( 267757.4, | 4048259.1, | 101.0, | 101.0, | 0.0); |
| ( 267824.2, | 4048189.0, | 101.0, | 101.0, | 0.0); | ( 267891.0, | 4048119.0, | 101.0, | 101.0, | 0.0); |
| ( 267957.8, | 4048048.9, | 101.0, | 101.0, | 0.0); | ( 268024.6, | 4047978.9, | 101.0, | 101.0, | 0.0); |
| ( 267496.9, | 4048778.3, | 101.0, | 101.0, | 0.0); | ( 267635.0, | 4048677.3, | 101.0, | 101.0, | 0.0); |
| ( 267701.8, | 4048607.2, | 101.0, | 101.0, | 0.0); | ( 267768.6, | 4048537.2, | 101.0, | 101.0, | 0.0); |
| ( 267835.4, | 4048467.1, | 101.0, | 101.0, | 0.0); | ( 267902.2, | 4048397.1, | 101.0, | 101.0, | 0.0); |
| ( 267969.0, | 4048327.0, | 101.0, | 101.0, | 0.0); | ( 268035.8, | 4048257.0, | 101.0, | 101.0, | 0.0); |
| ( 268102.5, | 4048186.9, | 101.0, | 101.0, | 0.0); | ( 268169.3, | 4048116.9, | 101.0, | 101.0, | 0.0); |
| ( 267670.7, | 4048953.9, | 101.0, | 101.0, | 0.0); | ( 267513.9, | 4049022.1, | 101.0, | 101.0, | 0.0); |
| ( 267815.9, | 4048849.8, | 101.0, | 101.0, | 0.0); | ( 267882.7, | 4048779.8, | 101.0, | 101.0, | 0.0); |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ( 267949.5, | 4048709.7, | 101.0, | 101.0, | 0.0); | ( 268016.3, | 4048639.7, | 101.0, | 101.0, | 0.0); |
| ( 268083.1, | 4048569.6, | 101.0, | 101.0, | 0.0); | ( 268149.9, | 4048499.6, | 101.0, | 101.0, | 0.0); |
| ( 268216.7, | 4048429.5, | 101.0, | 101.0, | 0.0); | ( 268283.5, | 4048359.5, | 101.0, | 101.0, | 0.0); |
| ( 268350.3, | 4048289.4, | 101.0, | 101.0, | 0.0); | ( 267848.6, | 4049127.8, | 101.0, | 101.0, | 0.0); |
| ( 267685.7, | 4049198.6, | 101.0, | 101.0, | 0.0); | ( 267522.8, | 4049269.4, | 101.0, | 101.0, | 0.0); |
| ( 267996.8, | 4049022.3, | 101.0, | 101.0, | 0.0); | ( 268063.6, | 4048952.3, | 101.0, | 101.0, | 0.0); |
| ( 268130.4, | 4048882.2, | 101.0, | 101.0, | 0.0); | ( 268197.2, | 4048812.2, | 101.0, | 101.0, | 0.0); |
| ( 268264.0, | 4048742.1, | 101.0, | 101.0, | 0.0); | ( 268330.8, | 4048672.1, | 101.0, | 101.0, | 0.0); |
| ( 268397.6, | 4048602.0, | 101.0, | 101.0, | 0.0); | ( 268464.4, | 4048532.0, | 101.0, | 101.0, | 0.0); |
| ( 268531.2, | 4048461.9, | 101.0, | 101.0, | 0.0); | ( 268207.6, | 4049474.1, | 101.0, | 101.0, | 0.0); |
| ( 268123.4, | 4049510.7, | 101.0, | 101.0, | 0.0); | ( 268039.2, | 4049547.3, | 101.0, | 101.0, | 0.0); |
| ( 267955.0, | 4049583.9, | 101.0, | 101.0, | 0.0); | ( 267870.8, | 4049620.5, | 101.0, | 101.0, | 0.0); |
| ( 267786.6, | 4049657.1, | 101.0, | 101.0, | 0.0); | ( 267702.4, | 4049693.8, | 101.0, | 101.0, | 0.0); |
| ( 267618.1, | 4049730.4, | 101.0, | 101.0, | 0.0); | ( 267533.9, | 4049767.0, | 101.0, | 101.0, | 0.0); |
| ( 267449.7, | 4049803.6, | 101.0, | 101.0, | 0.0); | ( 268291.9, | 4049437.4, | 101.0, | 101.0, | 0.0); |
| ( 268358.7, | 4049367.4, | 101.0, | 101.0, | 0.0); | ( 268425.5, | 4049297.3, | 101.0, | 101.0, | 0.0); |
| ( 268492.3, | 4049227.3, | 101.0, | 101.0, | 0.0); | ( 268559.1, | 4049157.2, | 101.0, | 101.0, | 0.0); |
| ( 268625.9, | 4049087.2, | 101.0, | 101.0, | 0.0); | ( 268692.7, | 4049017.1, | 101.0, | 101.0, | 0.0); |
| ( 268759.5, | 4048947.1, | 101.0, | 101.0, | 0.0); | ( 268826.3, | 4048877.0, | 101.0, | 101.0, | 0.0); |
| ( 268893.1, | 4048807.0, | 101.0, | 101.0, | 0.0); | ( 268568.2, | 4049819.7, | 101.0, | 101.0, | 0.0); |
| ( 268482.7, | 4049856.9, | 101.0, | 101.0, | 0.0); | ( 268397.2, | 4049894.0, | 101.0, | 101.0, | 0.0); |
| ( 268311.7, | 4049931.2, | 101.0, | 101.0, | 0.0); | ( 268226.2, | 4049968.4, | 101.0, | 101.0, | 0.0); |
| ( 268140.6, | 4050005.6, | 101.0, | 101.0, | 0.0); | ( 268055.1, | 4050042.8, | 101.0, | 101.0, | 0.0); |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ( 267969.6, | 4050079.9, | 101.0, | 101.0, | 0.0); | ( 267884.1, | 4050117.1, | 101.0, | 101.0, | 0.0); |
| ( 267798.6, | 4050154.3, | 101.0, | 101.0, | 0.0); | ( 267713.1, | 4050191.5, | 101.0, | 101.0, | 0.0); |
| ( 267627.6, | 4050228.7, | 101.0, | 101.0, | 0.0); | ( 267542.1, | 4050265.8, | 101.0, | 101.0, | 0.0); |
| ( 267456.6, | 4050303.0, | 101.0, | 101.0, | 0.0); | ( 268653.7, | 4049782.5, | 101.0, | 101.0, | 0.0); |
| ( 268720.5, | 4049712.4, | 101.0, | 101.0, | 0.0); | ( 268787.3, | 4049642.4, | 101.0, | 101.0, | 0.0); |
| ( 268854.1, | 4049572.3, | 101.0, | 101.0, | 0.0); | ( 268920.9, | 4049502.3, | 101.0, | 101.0, | 0.0); |
| ( 268987.7, | 4049432.2, | 101.0, | 101.0, | 0.0); | ( 269054.5, | 4049362.2, | 101.0, | 101.0, | 0.0); |
| ( 269121.3, | 4049292.1, | 101.0, | 101.0, | 0.0); | ( 269188.1, | 4049222.1, | 101.0, | 101.0, | 0.0); |
| ( 269254.9, | 4049152.0, | 101.0, | 101.0, | 0.0); | ( 268049.5, | 4047836.8, | 101.0, | 101.0, | 0.0); |
| ( 268231.3, | 4047953.0, | 101.0, | 101.0, | 0.0); | ( 268249.4, | 4047829.2, | 101.0, | 101.0, | 0.0); |
| ( 268480.2, | 4047945.9, | 101.0, | 101.0, | 0.0); | ( 268436.9, | 4048060.4, | 101.0, | 101.0, | 0.0); |
| ( 268393.6, | 4048174.9, | 101.0, | 101.0, | 0.0); | ( 268499.2, | 4047819.5, | 101.0, | 101.0, | 0.0); |
| ( 268729.6, | 4047937.4, | 101.0, | 101.0, | 0.0); | ( 268685.5, | 4048053.9, | 101.0, | 101.0, | 0.0); |
| ( 268641.4, | 4048170.5, | 101.0, | 101.0, | 0.0); | ( 268597.3, | 4048287.1, | 101.0, | 101.0, | 0.0); |
| ( 268749.0, | 4047809.9, | 101.0, | 101.0, | 0.0); | ( 269227.4, | 4047923.0, | 101.0, | 101.0, | 0.0); |
| ( 269179.6, | 4048049.3, | 101.0, | 101.0, | 0.0); | ( 269131.9, | 4048175.6, | 101.0, | 101.0, | 0.0); |
| ( 269084.1, | 4048301.9, | 101.0, | 101.0, | 0.0); | ( 269036.3, | 4048428.1, | 101.0, | 101.0, | 0.0); |
| ( 268988.6, | 4048554.4, | 101.0, | 101.0, | 0.0); | ( 268940.8, | 4048680.7, | 101.0, | 101.0, | 0.0); |
| ( 269248.6, | 4047790.7, | 101.0, | 101.0, | 0.0); | ( 269727.3, | 4047903.1, | 101.0, | 101.0, | 0.0); |
| ( 269680.0, | 4048028.0, | 101.0, | 101.0, | 0.0); | ( 269632.8, | 4048152.9, | 101.0, | 101.0, | 0.0); |
| ( 269585.6, | 4048277.8, | 101.0, | 101.0, | 0.0); | ( 269538.3, | 4048402.7, | 101.0, | 101.0, | 0.0); |
| ( 269491.1, | 4048527.6, | 101.0, | 101.0, | 0.0); | ( 269443.9, | 4048652.5, | 101.0, | 101.0, | 0.0); |
| ( 269396.6, | 4048777.4, | 101.0, | 101.0, | 0.0); | ( 269349.4, | 4048902.3, | 101.0, | 101.0, | 0.0); |
| ( 269302.1, | 4049027.1, | 101.0, | 101.0, | 0.0); | ( 269748.2, | 4047771.5, | 101.0, | 101.0, | 0.0); |
| ( 267983.3, | 4047685.9, | 101.0, | 101.0, | 0.0); | ( 267877.6, | 4047669.8, | 101.0, | 101.0, | 0.0); |
| ( 267733.9, | 4047666.2, | 101.0, | 101.0, | 0.0); | ( 268005.1, | 4047493.2, | 101.0, | 101.0, | 0.0); |
| ( 268106.8, | 4047536.4, | 101.0, | 101.0, | 0.0); | ( 268179.9, | 4047608.5, | 101.0, | 101.0, | 0.0); |
| ( 268224.4, | 4047709.5, | 101.0, | 101.0, | 0.0); | ( 268146.8, | 4047300.8, | 101.0, | 101.0, | 0.0); |

( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);
( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);
( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267459.8, 4047820.1, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267084.9, 4047228.9, 101.0, 101.0, 0.0); ( 267116.2, 4046645.9, 101.0, 101.0, 0.0);
( 267278.0, 4046601.1, 101.0, 101.0, 0.0); ( 267439.9, 4046556.3, 101.0, 101.0, 0.0);
( 267601.7, 4046511.4, 101.0, 101.0, 0.0); ( 266962.6, 4046714.4, 101.0, 101.0, 0.0);
( 266817.1, 4046806.6, 101.0, 101.0, 0.0); ( 266845.1, 4046224.6, 101.0, 101.0, 0.0);
( 267000.2, 4046181.6, 101.0, 101.0, 0.0); ( 267155.4, 4046138.6, 101.0, 101.0, 0.0);
( 267310.5, 4046095.7, 101.0, 101.0, 0.0); ( 267465.6, 4046052.7, 101.0, 101.0, 0.0);
( 267620.8, 4046009.7, 101.0, 101.0, 0.0); ( 266694.8, 4046292.2, 101.0, 101.0, 0.0);
( 266549.4, 4046384.4, 101.0, 101.0, 0.0); ( 267349.5, 4047926.9, 101.0, 101.0, 0.0);
( 267031.3, 4047608.8, 101.0, 101.0, 0.0); ( 266993.4, 4047302.2, 101.0, 101.0, 0.0);
( 266901.0, 4047385.4, 101.0, 101.0, 0.0); ( 266638.6, 4046949.6, 101.0, 101.0, 0.0);
( 266727.9, 4046878.1, 101.0, 101.0, 0.0); ( 266547.5, 4047031.9, 101.0, 101.0, 0.0);
( 266284.6, 4046596.5, 101.0, 101.0, 0.0); ( 266372.9, 4046525.8, 101.0, 101.0, 0.0);
( 266461.1, 4046455.1, 101.0, 101.0, 0.0); ( 266193.9, 4046678.4, 101.0, 101.0, 0.0);
( 267123.7, 4048028.3, 101.0, 101.0, 0.0); ( 267096.0, 4048167.7, 101.0, 101.0, 0.0);
( 267149.7, 4047840.8, 101.0, 101.0, 0.0); ( 267022.1, 4047962.1, 101.0, 101.0, 0.0);
( 266894.4, 4048083.4, 101.0, 101.0, 0.0); ( 266913.7, 4047720.2, 101.0, 101.0, 0.0);
( 266786.0, 4047841.5, 101.0, 101.0, 0.0); ( 266805.4, 4047478.3, 101.0, 101.0, 0.0);
( 266677.7, 4047599.6, 101.0, 101.0, 0.0); ( 266550.0, 4047720.9, 101.0, 101.0, 0.0);
( 266461.0, 4047115.8, 101.0, 101.0, 0.0); ( 266333.3, 4047237.1, 101.0, 101.0, 0.0);
( 266205.6, 4047358.4, 101.0, 101.0, 0.0); ( 266116.6, 4046753.3, 101.0, 101.0, 0.0);
( 265989.0, 4046874.6, 101.0, 101.0, 0.0); ( 265861.3, 4046995.9, 101.0, 101.0, 0.0);
( 267016.6, 4048266.8, 101.0, 101.0, 0.0); ( 267004.6, 4048386.0, 101.0, 101.0, 0.0);
( 267011.7, 4048547.4, 101.0, 101.0, 0.0); ( 266824.5, 4048256.4, 101.0, 101.0, 0.0);
( 266804.8, 4048394.8, 101.0, 101.0, 0.0); ( 266811.9, 4048556.1, 101.0, 101.0, 0.0);
( 266580.0, 4048254.6, 101.0, 101.0, 0.0); ( 266636.8, 4048113.6, 101.0, 101.0, 0.0);

( 266693.7, 4047972.6, 101.0, 101.0, 0.0); ( 266555.1, 4048405.7, 101.0, 101.0, 0.0);
( 266562.2, 4048567.1, 101.0, 101.0, 0.0); ( 266329.3, 4048267.7, 101.0, 101.0, 0.0);
( 266345.9, 4048065.3, 101.0, 101.0, 0.0); ( 266323.9, 4047905.5, 101.0, 101.0, 0.0);
( 266494.8, 4047857.6, 101.0, 101.0, 0.0); ( 266305.3, 4048416.7, 101.0, 101.0, 0.0);
( 266312.4, 4048578.1, 101.0, 101.0, 0.0); ( 265831.1, 4048286.6, 101.0, 101.0, 0.0);
( 265888.7, 4048143.8, 101.0, 101.0, 0.0); ( 265946.3, 4048001.0, 101.0, 101.0, 0.0);
( 266003.9, 4047858.2, 101.0, 101.0, 0.0); ( 266061.6, 4047715.4, 101.0, 101.0, 0.0);
( 266119.2, 4047572.6, 101.0, 101.0, 0.0); ( 265805.8, 4048438.7, 101.0, 101.0, 0.0);
( 265812.9, 4048600.0, 101.0, 101.0, 0.0); ( 265332.1, 4048307.1, 101.0, 101.0, 0.0);
( 265390.9, 4048161.4, 101.0, 101.0, 0.0); ( 265449.7, 4048015.7, 101.0, 101.0, 0.0);
( 265508.5, 4047870.0, 101.0, 101.0, 0.0); ( 265567.3, 4047724.3, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 265626.1, 4047578.6, 101.0, 101.0, 0.0); ( 265684.9, 4047432.9, 101.0, 101.0, 0.0);
( 265743.7, 4047287.2, 101.0, 101.0, 0.0); ( 265802.5, 4047141.6, 101.0, 101.0, 0.0);
( 265306.3, 4048460.6, 101.0, 101.0, 0.0); ( 265313.4, 4048622.0, 101.0, 101.0, 0.0);
( 267112.7, 4048643.0, 101.0, 101.0, 0.0); ( 267272.3, 4048641.2, 101.0, 101.0, 0.0);
( 267045.1, 4048815.6, 101.0, 101.0, 0.0); ( 266874.2, 4048692.6, 101.0, 101.0, 0.0);
( 267194.8, 4048842.1, 101.0, 101.0, 0.0); ( 267354.4, 4048840.3, 101.0, 101.0, 0.0);
( 267053.7, 4049067.8, 101.0, 101.0, 0.0); ( 266925.6, 4049017.7, 101.0, 101.0, 0.0);
( 266797.6, 4048967.5, 101.0, 101.0, 0.0); ( 266705.0, 4048879.9, 101.0, 101.0, 0.0);
( 266647.9, 4048754.8, 101.0, 101.0, 0.0); ( 267197.5, 4049092.0, 101.0, 101.0, 0.0);
( 267357.2, 4049090.3, 101.0, 101.0, 0.0); ( 267050.7, 4049315.6, 101.0, 101.0, 0.0);
( 266911.0, 4049260.8, 101.0, 101.0, 0.0); ( 266771.3, 4049206.1, 101.0, 101.0, 0.0);
( 266631.6, 4049151.4, 101.0, 101.0, 0.0); ( 266530.6, 4049055.8, 101.0, 101.0, 0.0);
( 266468.2, 4048919.3, 101.0, 101.0, 0.0); ( 266405.9, 4048782.8, 101.0, 101.0, 0.0);
( 267200.3, 4049342.0, 101.0, 101.0, 0.0); ( 267359.9, 4049340.3, 101.0, 101.0, 0.0);
( 267056.2, 4049815.5, 101.0, 101.0, 0.0); ( 266916.5, 4049760.8, 101.0, 101.0, 0.0);
( 266776.8, 4049706.1, 101.0, 101.0, 0.0); ( 266637.1, 4049651.3, 101.0, 101.0, 0.0);
( 266497.4, 4049596.6, 101.0, 101.0, 0.0); ( 266357.7, 4049541.9, 101.0, 101.0, 0.0);
( 266186.9, 4049418.9, 101.0, 101.0, 0.0); ( 266124.5, 4049282.4, 101.0, 101.0, 0.0);
( 266062.2, 4049146.0, 101.0, 101.0, 0.0); ( 265999.9, 4049009.5, 101.0, 101.0, 0.0);
( 265937.5, 4048873.0, 101.0, 101.0, 0.0); ( 265875.2, 4048736.5, 101.0, 101.0, 0.0);
( 267205.9, 4049842.0, 101.0, 101.0, 0.0); ( 267365.5, 4049840.2, 101.0, 101.0, 0.0);
( 267057.7, 4050313.9, 101.0, 101.0, 0.0); ( 266909.8, 4050255.9, 101.0, 101.0, 0.0);
( 266761.8, 4050198.0, 101.0, 101.0, 0.0); ( 266613.9, 4050140.0, 101.0, 101.0, 0.0);
( 266466.0, 4050082.1, 101.0, 101.0, 0.0); ( 266318.1, 4050024.1, 101.0, 101.0, 0.0);
( 266170.2, 4049966.2, 101.0, 101.0, 0.0); ( 266022.2, 4049908.2, 101.0, 101.0, 0.0);
( 265841.3, 4049778.0, 101.0, 101.0, 0.0); ( 265775.3, 4049633.5, 101.0, 101.0, 0.0);
( 265709.3, 4049489.0, 101.0, 101.0, 0.0); ( 265643.3, 4049344.5, 101.0, 101.0, 0.0);
( 265577.3, 4049200.0, 101.0, 101.0, 0.0); ( 265511.4, 4049055.5, 101.0, 101.0, 0.0);
( 265445.4, 4048911.0, 101.0, 101.0, 0.0); ( 265379.4, 4048766.5, 101.0, 101.0, 0.0);
( 267211.4, 4050342.0, 101.0, 101.0, 0.0); ( 267371.0, 4050340.2, 101.0, 101.0, 0.0);
( 266227.0, 4047703.0, 101.0, 101.0, 0.0); ( 266336.0, 4047616.8, 101.0, 101.0, 0.0);
( 267475.9, 4046685.8, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

1 1 1 

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 267701.76 | 4048607.24 | 52.46652 | (06010720) | 267768.56 | 4048537.19 | 64.37806 | (08022022) |
| 267835.36 | 4048467.14 | 72.54299 | (06122418) | 267902.16 | 4048397.09 | 57.98415 | (07080405) |
| 267968.96 | 4048327.04 | 44.97803 | (06122418) | 268035.75 | 4048256.98 | 46.35481 | (08021422) |
| 268102.55 | 4048186.93 | 42.78389 | (07120905) | 268169.35 | 4048116.88 | 44.50004 | (08122620) |
| 267670.70 | 4048953.95 | 43.79694 | (07121624) | 267513.93 | 4049022.11 | 47.14510 | (05020119) |
| 267815.89 | 4048849.82 | 53.55243 | (06012506) | 267882.69 | 4048779.77 | 51.31024 | (05031420) |
| 267949.49 | 4048709.72 | 52.18809 | (05021605) | 268016.28 | 4048639.66 | 62.36498 | (06021205) |
| 268083.08 | 4048569.61 | 49.93310 | (08021422) | 268149.88 | 4048499.56 | 39.67090 | (08121119) |
| 268216.68 | 4048429.51 | 40.95001 | (08021422) | 268283.48 | 4048359.46 | 36.37086 | (07120905) |
| 268350.28 | 4048289.41 | 35.55144 | (08121119) | 267848.58 | 4049127.81 | 45.63939 | (06012506) |
| 267685.70 | 4049198.62 | 42.15999 | (07121624) | 267522.82 | 4049269.44 | 44.08895 | (08011718) |
| 267996.81 | 4049022.34 | 44.10223 | (07010205) | 268063.61 | 4048952.29 | 45.46582 | (07011222) |
| 268130.41 | 4048882.24 | 53.28399 | (06122418) | 268197.21 | 4048812.19 | 46.89722 | (05010405) |
| 268264.01 | 4048742.14 | 43.00217 | (08021422) | 268330.81 | 4048672.09 | 40.11546 | (07120905) |
| 268397.61 | 4048602.04 | 36.88182 | (08021422) | 268464.41 | 4048531.99 | 34.04719 | (07120905) |
| 268531.21 | 4048461.94 | 32.17752 | (07120905) | 268207.65 | 4049474.07 | 38.25409 | (07010205) |
| 268123.44 | 4049510.68 | 40.76126 | (05031420) | 268039.22 | 4049547.30 | 40.13587 | (05040123) |
| 267955.00 | 4049583.92 | 39.11317 | (06012506) | 267870.79 | 4049620.53 | 39.01861 | (08030506) |
| 267786.57 | 4049657.15 | 35.26107 | (06011204) | 267702.36 | 4049693.76 | 35.89210 | (07121624) |
| 267618.14 | 4049730.38 | 37.20602 | (07121417) | 267533.92 | 4049767.00 | 37.54209 | (08011718) |
| 267449.71 | 4049803.61 | 38.09478 | (05020119) | 268291.87 | 4049437.45 | 40.71937 | (07011222) |
| 268358.67 | 4049367.40 | 39.01839 | (05021605) | 268425.47 | 4049297.35 | 41.62133 | (06122418) |
| 268492.27 | 4049227.30 | 42.29053 | (06021205) | 268559.06 | 4049157.25 | 36.79925 | (08031302) |
| 268625.86 | 4049087.19 | 32.74005 | (05010407) | 268692.66 | 4049017.14 | 29.21343 | (06091124) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,
L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268759.46 | 4048947.09 | 31.71744 | (08021422) | 268826.26 | 4048877.04 | 29.86526 | (06040121) |
| 268893.06 | 4048806.99 | 29.69568 | (07120905) | 268568.21 | 4049819.68 | 32.08170 | (05011703) |
| 268482.70 | 4049856.86 | 35.83927 | (07011222) | 268397.19 | 4049894.04 | 32.43528 | (07010205) |
| 268311.68 | 4049931.22 | 34.29851 | (05031420) | 268226.16 | 4049968.40 | 35.89720 | (05040123) |
| 268140.65 | 4050005.58 | 36.35354 | (08022022) | 268055.14 | 4050042.76 | 33.98686 | (07021804) |
| 267969.63 | 4050079.94 | 34.75643 | (08030506) | 267884.12 | 4050117.12 | 32.15705 | (08120521) |
| 267798.61 | 4050154.30 | 32.07757 | (06011204) | 267713.09 | 4050191.48 | 32.17846 | (05021424) |
| 267627.58 | 4050228.66 | 32.65803 | (07121417) | 267542.07 | 4050265.84 | 32.72951 | (08011718) |
| 267456.56 | 4050303.02 | 32.98224 | (05020119) | 268653.72 | 4049782.50 | 32.68691 | (06010907) |
| 268720.52 | 4049712.45 | 33.42317 | (05031321) | 268787.32 | 4049642.40 | 31.88526 | (06122418) |
| 268854.12 | 4049572.35 | 31.91052 | (06021205) | 268920.92 | 4049502.30 | 29.62071 | (08031302) |
| 268987.72 | 4049432.25 | 27.56237 | (08031302) | 269054.52 | 4049362.20 | 27.01340 | (06010606) |
| 269121.31 | 4049292.15 | 29.05277 | (08021422) | 269188.11 | 4049222.09 | 25.43092 | (08021422) |
| 269254.91 | 4049152.04 | 27.27587 | (06040121) | 268049.51 | 4047836.85 | 57.79433 | (09100920) |
| 268231.35 | 4047952.96 | 45.86950 | (07121021) | 268249.36 | 4047829.16 | 48.71210 | (07013105) |
| 268480.18 | 4047945.95 | 40.01173 | (06121806) | 268436.88 | 4048060.44 | 40.17947 | (07121021) |
| 268393.58 | 4048174.92 | 38.38393 | (06011907) | 268499.17 | 4047819.55 | 39.67512 | (06120807) |
| 268729.60 | 4047937.39 | 33.85892 | (06121817) | 268685.52 | 4048053.95 | 34.91720 | (06122517) |
| 268641.43 | 4048170.52 | 35.06084 | (08021923) | 268597.34 | 4048287.09 | 34.11090 | (06011907) |
| 268748.99 | 4047809.94 | 33.64872 | (08010123) | 269227.40 | 4047923.03 | 26.60100 | (06020405) |
| 269179.64 | 4048049.31 | 27.39127 | (06121806) | 269131.87 | 4048175.59 | 27.34769 | (06122517) |
| 269084.11 | 4048301.87 | 29.39765 | (07121021) | 269036.35 | 4048428.15 | 28.25648 | (06121005) |
| 268988.58 | 4048554.43 | 27.83202 | (07010818) | 268940.82 | 4048680.71 | 26.73083 | (05123001) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 269248.62 | 4047790.73 | 26.23787 | (06021319) | 269727.29 | 4047903.12 | 20.95523 | (06022620) |
| 269680.05 | 4048028.01 | 23.22432 | (05021705) | 269632.82 | 4048152.90 | 23.26941 | (06121806) |
| 269585.58 | 4048277.79 | 23.50402 | (08013008) | 269538.34 | 4048402.69 | 25.12266 | (07121021) |
| 269491.10 | 4048527.58 | 24.58073 | (06011206) | 269443.86 | 4048652.47 | 24.45254 | (05012118) |
| 269396.63 | 4048777.37 | 25.18139 | (07010818) | 269349.39 | 4048902.26 | 24.66268 | (06040522) |
| 269302.15 | 4049027.15 | 24.80276 | (06033106) | 269748.25 | 4047771.51 | 21.69882 | (07010319) |
| 267983.27 | 4047685.95 | 62.70894 | (07012119) | 267877.56 | 4047669.79 | 50.07185 | (06012003) |
| 267733.92 | 4047666.24 | 60.68710 | (06020405) | 268005.14 | 4047493.20 | 47.58003 | (07010203) |
| 268106.77 | 4047536.36 | 57.75580 | (07012119) | 268179.87 | 4047608.46 | 57.00130 | (07012620) |
| 268224.42 | 4047709.49 | 49.90290 | (06072404) | 268146.82 | 4047300.83 | 46.84754 | (07010204) |
| 268271.04 | 4047353.58 | 43.44953 | (05040201) | 268360.37 | 4047441.69 | 47.18805 | (06022022) |
| 268414.83 | 4047565.17 | 41.97486 | (07121321) | 268469.29 | 4047688.65 | 43.78351 | (07013105) |
| 268026.89 | 4046997.35 | 42.64918 | (05122302) | 268147.34 | 4047048.50 | 42.40179 | (06021022) |
| 268267.80 | 4047099.66 | 41.39357 | (07010204) | 268388.25 | 4047150.81 | 40.60851 | (06021320) |
| 268535.10 | 4047261.84 | 39.93579 | (06022022) | 268587.91 | 4047381.57 | 36.97908 | (07121122) |
| 268640.72 | 4047501.31 | 42.18947 | (07012219) | 268693.52 | 4047621.05 | 37.32908 | (08122020) |
| 267894.84 | 4046970.00 | 44.41012 | (06022003) | 267751.20 | 4046966.45 | 46.09910 | (08121403) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,
L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268041.92 | 4046498.64 | 33.53082 | (07030822) | 268167.75 | 4046552.08 | 36.87082 | (08021619) |
| 268293.58 | 4046605.52 | 40.28142 | (06020922) | 268419.41 | 4046658.96 | 32.84106 | (07032221) |
| 268545.24 | 4046712.40 | 33.86448 | (06121102) | 268671.07 | 4046765.83 | 29.30268 | (05040201) |
| 268796.90 | 4046819.27 | 29.85967 | (05031121) | 268887.40 | 4046908.53 | 30.63148 | (06010918) |
| 268942.56 | 4047033.61 | 28.09437 | (07121122) | 268997.72 | 4047158.70 | 28.52656 | (08012821) |
| 269052.89 | 4047283.78 | 30.61297 | (07013105) | 269108.05 | 4047408.86 | 29.25270 | (06022219) |
| 269163.21 | 4047533.94 | 29.47107 | (06010918) | 269218.38 | 4047659.03 | 26.84141 | (08010123) |
| 267907.18 | 4046470.15 | 36.28082 | (08021903) | 267763.54 | 4046466.61 | 39.87125 | (06012418) |
| 268055.54 | 4045999.34 | 31.94364 | (06031520) | 268183.91 | 4046053.86 | 30.75268 | (07030822) |
| 268312.29 | 4046108.38 | 33.38066 | (08021619) | 268440.67 | 4046162.90 | 35.07097 | (07043003) |
| 268569.04 | 4046217.42 | 34.14139 | (07032221) | 268697.42 | 4046271.94 | 29.08089 | (06042903) |
| 268825.80 | 4046326.45 | 27.77079 | (06012019) | 268954.17 | 4046380.97 | 24.87218 | (05040201) |
| 269082.55 | 4046435.49 | 25.58308 | (05031121) | 269239.07 | 4046553.82 | 25.13019 | (06021119) |
| 269295.35 | 4046681.43 | 27.07823 | (06010919) | 269351.63 | 4046809.05 | 26.37932 | (07020123) |
| 269407.91 | 4046936.66 | 25.86243 | (07012219) | 269464.19 | 4047064.28 | 24.91846 | (08032323) |
| 269520.47 | 4047191.89 | 24.54254 | (06022219) | 269576.75 | 4047319.51 | 24.04050 | (06010918) |
| 269633.03 | 4047447.12 | 22.76090 | (07020123) | 269689.31 | 4047574.74 | 22.55130 | (07030823) |
| 267919.53 | 4045970.31 | 32.82289 | (07042501) | 267775.88 | 4045966.76 | 32.41108 | (05041521) |
| 267459.76 | 4047820.08 | 63.04805 | (07021619) | 267554.14 | 4046962.90 | 60.59874 | (05022202) |
| 267084.90 | 4047228.91 | 98.29745 | (08041724) | 267116.21 | 4046645.91 | 101.44680 | (08041724) |
| 267278.04 | 4046601.08 | 63.07864 | (08040401) | 267439.87 | 4046556.26 | 49.00162 | (05020919) |
| 267601.70 | 4046511.43 | 46.67719 | (07013024) | 266962.58 | 4046714.43 | 75.53814 | (08041724) |
| 266817.15 | 4046806.64 | 51.53485 | (06123022) | 266845.10 | 4046224.57 | 66.22174 | (08041724) |
| 267000.23 | 4046181.60 | 67.51806 | (08040401) | 267155.36 | 4046138.63 | 45.51946 | (08040401) |
| 267310.49 | 4046095.66 | 40.11533 | (06121421) | 267465.62 | 4046052.70 | 38.34103 | (07022523) |
| 267620.75 | 4046009.73 | 35.47012 | (07013024) | 266694.82 | 4046292.16 | 41.43036 | (06020606) |
| 266549.40 | 4046384.37 | 41.46695 | (06123022) | 267349.50 | 4047926.93 | 59.33501 | (06022104) |
| 267031.28 | 4047608.75 | 66.77277 | (06020907) | 266993.36 | 4047302.22 | 71.17913 | (07010120) |
| 266901.04 | 4047385.43 | 53.76172 | (07121121) | 266638.65 | 4046949.60 | 46.40463 | (06121103) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 266727.90 | 4046878.12 | 50.28410 | (05022620) | 266547.47 | 4047031.90 | 38.96425 | (08021022) |
| 266284.58 | 4046596.46 | 35.68735 | (05021703) | 266372.86 | 4046525.76 | 39.49563 | (08021223) |
| 266461.13 | 4046455.07 | 42.40895 | (05022620) | 266193.90 | 4046678.36 | 33.80372 | (05042123) |
| 267123.74 | 4048028.27 | 40.21036 | (08021524) | 267095.96 | 4048167.74 | 36.54200 | (05021701) |
| 267149.74 | 4047840.79 | 51.06423 | (08120421) | 267022.06 | 4047962.09 | 39.85499 | (08021623) |
| 266894.37 | 4048083.39 | 33.89855 | (06022403) | 266913.72 | 4047720.18 | 47.21217 | (06120802) |
| 266786.03 | 4047841.48 | 43.77274 | (07021522) | 266805.38 | 4047478.28 | 50.69799 | (08020504) |
| 266677.69 | 4047599.58 | 44.36040 | (08121723) | 266550.00 | 4047720.88 | 37.04532 | (08120923) |
| 266461.01 | 4047115.78 | 37.80668 | (07120520) | 266333.32 | 4047237.08 | 37.45256 | (07122324) |
| 266205.63 | 4047358.38 | 37.18413 | (06020907) | 266116.64 | 4046753.27 | 32.53296 | (05033120) |
| 265988.95 | 4046874.57 | 30.24361 | (07120520) | 265861.26 | 4046995.87 | 30.02564 | (07120224) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,
L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 267016.60 | 4048266.84 | 33.52037 | (05120522) | 267004.63 | 4048385.97 | 37.41704 | (06122601) |
| 267011.73 | 4048547.36 | 46.77605 | (05121004) | 266824.55 | 4048256.39 | 31.61296 | (08120923) |
| 266804.83 | 4048394.76 | 34.06907 | (05120602) | 266811.92 | 4048556.14 | 40.51141 | (05021218) |
| 266579.96 | 4048254.56 | 30.62132 | (07012504) | 266636.85 | 4048113.59 | 31.96891 | (07012122) |
| 266693.74 | 4047972.62 | 38.35074 | (05121004) | 266555.07 | 4048405.73 | 30.64187 | (05013023) |
| 266562.16 | 4048567.12 | 33.96850 | (06120802) | 266329.34 | 4048267.67 | 29.23423 | (08120923) |
| 266345.91 | 4048065.35 | 34.69613 | (05020121) | 266323.87 | 4047905.50 | 32.89675 | (06121921) |
| 266494.84 | 4047857.58 | 35.47326 | (06120802) | 266305.31 | 4048416.71 | 27.76863 | (06022206) |
| 266312.40 | 4048578.10 | 29.25600 | (06022422) | 265831.06 | 4048286.57 | 28.89426 | (07021522) |
| 265888.68 | 4048143.77 | 29.10849 | (05031006) | 265946.31 | 4048000.97 | 28.80730 | (05022301) |
| 266003.94 | 4047858.18 | 28.06650 | (05013023) | 266061.56 | 4047715.38 | 30.44920 | (07010821) |
| 266119.19 | 4047572.58 | 32.77991 | (08021601) | 265805.79 | 4048438.67 | 27.18477 | (06012721) |
| 265812.88 | 4048600.05 | 24.83522 | (07123122) | 265332.12 | 4048307.08 | 25.01679 | (07120402) |
| 265390.92 | 4048161.39 | 25.11337 | (05022301) | 265449.71 | 4048015.70 | 25.19369 | (05021619) |
| 265508.50 | 4047870.01 | 24.86096 | (07121003) | 265567.29 | 4047724.32 | 25.92306 | (07010821) |
| 265626.09 | 4047578.63 | 26.70079 | (06120421) | 265684.88 | 4047432.94 | 28.40311 | (06022403) |
| 265743.67 | 4047287.25 | 29.81656 | (08021706) | 265802.47 | 4047141.56 | 29.80761 | (07120119) |
| 265306.27 | 4048460.62 | 24.41751 | (05021218) | 265313.37 | 4048622.01 | 24.24731 | (07020604) |
| 267112.74 | 4048642.96 | 44.89243 | (06072205) | 267272.35 | 4048641.19 | 62.71881 | (08012104) |
| 267045.11 | 4048815.59 | 50.33555 | (05021701) | 266874.25 | 4048692.62 | 47.76574 | (07123122) |
| 267194.77 | 4048842.06 | 55.53730 | (05122919) | 267354.38 | 4048840.29 | 51.03580 | (09082203) |
| 267053.71 | 4049067.85 | 49.77309 | (08031803) | 266925.65 | 4049017.68 | 41.81664 | (05071305) |
| 266797.60 | 4048967.52 | 36.62622 | (07070504) | 266705.00 | 4048879.88 | 45.71568 | (07021607) |
| 266647.86 | 4048754.78 | 40.20189 | (07012604) | 267197.55 | 4049092.05 | 49.31277 | (07031023) |
| 267357.16 | 4049090.28 | 46.04215 | (06042201) | 267050.67 | 4049315.56 | 43.79299 | (06020204) |
| 266910.97 | 4049260.83 | 44.27795 | (05122919) | 266771.27 | 4049206.10 | 36.22380 | (05031201) |
| 266631.57 | 4049151.37 | 32.56295 | (09081105) | 266530.56 | 4049055.77 | 30.88895 | (07021422) |
| 266468.23 | 4048919.29 | 37.95438 | (05020123) | 266405.90 | 4048782.81 | 35.20359 | (05020121) |
| 267200.32 | 4049342.03 | 43.26330 | (06041524) | 267359.94 | 4049340.26 | 44.15662 | (07021619) |
| 267056.22 | 4049815.53 | 37.22845 | (06020320) | 266916.52 | 4049760.80 | 39.26423 | (07031023) |
| 266776.83 | 4049706.07 | 36.86876 | (08122102) | 266637.13 | 4049651.34 | 35.01313 | (08031803) |
| 266497.43 | 4049596.61 | 29.60903 | (05031106) | 266357.73 | 4049541.88 | 29.05321 | (07030621) |
| 266186.87 | 4049418.91 | 26.90168 | (05033119) | 266124.54 | 4049282.44 | 31.50603 | (07021607) |
| 266062.20 | 4049145.96 | 29.77624 | (06021003) | 265999.87 | 4049009.48 | 29.12333 | (05020121) |
| 265937.54 | 4048873.01 | 27.20075 | (05031006) | 265875.21 | 4048736.53 | 24.96001 | (07032403) |
| 267205.88 | 4049842.00 | 35.20703 | (06122417) | 267365.49 | 4049840.23 | 36.31884 | (07021619) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 267057.67 | 4050313.88 | 29.60040 | (06041524) | 266909.75 | 4050255.94 | 32.92777 | (06020320) |
| 266761.84 | 4050197.99 | 33.96998 | (07031023) | 266613.92 | 4050140.04 | 32.27993 | (07012503) |
| 266466.00 | 4050082.09 | 29.84684 | (06030421) | 266318.09 | 4050024.14 | 27.45747 | (08031803) |
| 266170.17 | 4049966.20 | 26.33682 | (05031106) | 266022.25 | 4049908.25 | 25.21817 | (07030621) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,
L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 265841.34 | 4049778.05 | 23.61852 | (05013017) | 265775.34 | 4049633.54 | 23.12519 | (05030519) |
| 265709.35 | 4049489.04 | 25.17459 | (06121124) | 265643.35 | 4049344.53 | 24.10673 | (06021003) |
| 265577.35 | 4049200.03 | 24.08414 | (05020121) | 265511.36 | 4049055.52 | 23.04357 | (05021218) |
| 265445.36 | 4048911.02 | 22.31572 | (06121124) | 265379.36 | 4048766.51 | 23.36257 | (06021003) |
| 267211.43 | 4050341.97 | 33.32972 | (06042201) | 267371.05 | 4050340.20 | 31.90791 | (05020119) |
| 266227.04 | 4047703.04 | 32.56957 | (07010821) | 266336.03 | 4047616.75 | 35.47914 | (06120421) |
| 267475.89 | 4046685.79 | 52.00594 | (06031521) | | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,
L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 30.77180c | (08010924) | 268200.25 | 4047792.81 | 27.12256c | (08010924) |
| 267927.26 | 4048332.91 | 22.44732c | (05010408) | 267886.01 | 4048503.77 | 14.71169c | (08052524) |
| 267941.00 | 4048515.56 | 17.73628c | (05010408) | 267937.08 | 4048570.55 | 13.12891c | (08052524) |
| 268149.19 | 4048568.58 | 14.04789c | (05010408) | 267721.04 | 4048574.48 | 15.09135c | (08052524) |
| 267281.11 | 4048576.44 | 22.37462c | (06012608) | 267157.38 | 4048570.55 | 24.34298c | (06032008) |
| 267074.89 | 4048517.52 | 21.97969c | (05102724) | 267228.08 | 4047810.49 | 34.02065c | (08120524) |
| 267222.19 | 4047875.30 | 23.41424c | (05122724) | 267147.56 | 4047788.88 | 35.11324c | (05102724) |
| 267118.10 | 4047847.80 | 32.83461c | (05122724) | 267063.10 | 4047802.63 | 30.15196c | (05122724) |
| 266966.87 | 4047818.34 | 22.81573c | (09021224) | 267037.57 | 4047547.31 | 40.58812c | (05120708) |
| 267082.14 | 4047366.70 | 30.30956c | (05030724) | 267129.88 | 4047042.57 | 27.10626c | (06120324) |
| 267423.42 | 4048609.32 | 24.07397c | (05011624) | 267490.22 | 4048539.27 | 24.58956c | (08120524) |
| 267557.02 | 4048469.22 | 23.02409c | (09010824) | 267623.82 | 4048399.17 | 22.76182c | (05011624) |
| 267690.62 | 4048329.12 | 25.52550c | (09012608) | 267757.42 | 4048259.07 | 33.94052c | (05010408) |
| 267824.21 | 4048189.01 | 29.11106c | (05022408) | 267891.01 | 4048118.96 | 33.76961c | (05010408) |
| 267957.81 | 4048048.91 | 33.23710c | (05010408) | 268024.61 | 4047978.86 | 26.59769c | (07121024) |
| 267496.90 | 4048778.33 | 15.57733c | (05011624) | 267634.96 | 4048677.29 | 14.53196c | (05011624) |
| 267701.76 | 4048607.24 | 14.22106c | (05021424) | 267768.56 | 4048537.19 | 16.15119c | (05012124) |
| 267835.36 | 4048467.14 | 15.05863c | (08052524) | 267902.16 | 4048397.09 | 20.83651c | (05010408) |
| 267968.96 | 4048327.04 | 18.23637c | (05010408) | 268035.75 | 4048256.98 | 19.20753c | (05010408) |
| 268102.55 | 4048186.93 | 23.65285c | (05010408) | 268169.35 | 4048116.88 | 21.56728c | (05010408) |
| 267670.70 | 4048953.95 | 12.38373c | (05021424) | 267513.93 | 4049022.11 | 13.37227c | (05011624) |
| 267815.89 | 4048849.82 | 13.80349c | (09012608) | 267882.69 | 4048779.77 | 10.84816c | (08052524) |
| 267949.49 | 4048709.72 | 12.16196c | (08052524) | 268016.28 | 4048639.66 | 12.89695c | (08052524) |
| 268083.08 | 4048569.61 | 14.08193c | (05010408) | 268149.88 | 4048499.56 | 19.32268c | (05010408) |
| 268216.68 | 4048429.51 | 15.49714c | (05010408) | 268283.48 | 4048359.46 | 17.63417c | (05010408) |
| 268350.28 | 4048289.41 | 16.45301c | (05010408) | 267848.58 | 4049127.81 | 12.43580c | (09012608) |

| | | | | | |
|---|---|---|---|---|---|
| 267685.70 | 4049198.62 | 10.80216c (05021424) | 267522.82 | 4049269.44 | 9.54670c (05011624) |
| 267996.81 | 4049022.34 | 9.30496c (08052524) | 268063.61 | 4048952.29 | 9.83577c (08052524) |
| 268130.41 | 4048882.24 | 8.79811c (05031324) | 268197.21 | 4048812.19 | 12.39149c (05010408) |
| 268264.01 | 4048742.14 | 13.53740c (05010408) | 268330.81 | 4048672.09 | 14.84179c (05010408) |
| 268397.61 | 4048602.04 | 14.94037c (05010408) | 268464.41 | 4048531.99 | 12.19223c (05010408) |
| 268531.21 | 4048461.94 | 12.75494c (05010408) | 268207.65 | 4049474.07 | 6.32094c (05022224) |
| 268123.44 | 4049510.68 | 6.97678c (05021424) | 268039.22 | 4049547.30 | 9.33507c (09012608) |
| 267955.00 | 4049583.92 | 10.80543c (09012608) | 267870.79 | 4049620.53 | 9.97728c (09012608) |
| 267786.57 | 4049657.15 | 9.05451c (08120524) | 267702.36 | 4049693.76 | 8.98592c (07122524) |
| 267618.14 | 4049730.38 | 8.47624c (07122524) | 267533.92 | 4049767.00 | 6.71062c (08120424) |
| 267449.71 | 4049803.61 | 6.95782c (05102724) | 268291.87 | 4049437.45 | 7.25634c (08052524) |
| 268358.67 | 4049367.40 | 7.00684c (08052524) | 268425.47 | 4049297.35 | 6.75567c (08052524) |
| 268492.27 | 4049227.30 | 7.15406c (05010408) | 268559.06 | 4049157.25 | 10.04417c (05010408) |
| 268625.86 | 4049087.19 | 11.60215c (05010408) | 268692.66 | 4049017.14 | 10.85739c (05010408) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,
L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 268759.46 | 4048947.09 | 12.40015c (05010408) | 268826.26 | 4048877.04 | 10.83389c (05010408) |
| 268893.06 | 4048806.99 | 9.09198c (05010408) | 268568.21 | 4049819.68 | 5.54771c (08052524) |
| 268482.70 | 4049856.86 | 5.72220c (05121124) | 268397.19 | 4049894.04 | 5.28793c (05022224) |
| 268311.68 | 4049931.22 | 5.71642c (05031424) | 268226.16 | 4049968.40 | 6.47037c (09012608) |
| 268140.65 | 4050005.58 | 8.35533c (09012608) | 268055.14 | 4050042.76 | 9.28865c (09012608) |
| 267969.63 | 4050079.94 | 8.87892c (09012608) | 267884.12 | 4050117.12 | 8.27478c (08120524) |
| 267798.61 | 4050154.30 | 7.30246c (07122524) | 267713.09 | 4050191.48 | 7.61696c (07122524) |
| 267627.58 | 4050228.66 | 6.61844c (07122524) | 267542.07 | 4050265.84 | 6.26827c (08120424) |
| 267456.56 | 4050303.02 | 6.15379c (08120424) | 268653.72 | 4049782.50 | 5.44782c (06010908) |
| 268720.52 | 4049712.45 | 5.57053c (05031324) | 268787.32 | 4049642.40 | 5.16886c (06021208) |
| 268854.12 | 4049572.35 | 6.48620c (05010408) | 268920.92 | 4049502.30 | 8.00106c (05010408) |
| 268987.72 | 4049432.25 | 9.43452c (05010408) | 269054.52 | 4049362.20 | 9.47387c (05010408) |
| 269121.31 | 4049292.15 | 9.61674c (05010408) | 269188.11 | 4049222.09 | 8.81115c (05010408) |
| 269254.91 | 4049152.04 | 8.33024c (05010408) | 268049.51 | 4047836.85 | 29.81689c (08010924) |
| 268231.35 | 4047952.96 | 22.15851c (07121024) | 268249.36 | 4047829.16 | 20.78527c (08010924) |
| 268480.18 | 4047945.95 | 15.86086c (05011524) | 268436.88 | 4048060.44 | 19.08798c (05022408) |
| 268393.58 | 4048174.92 | 14.55048c (05010408) | 268499.17 | 4047819.55 | 16.24565c (09113024) |
| 268729.60 | 4047937.39 | 14.61140c (05022408) | 268685.52 | 4048053.95 | 15.63634c (05022408) |
| 268641.43 | 4048170.52 | 10.97455c (05012124) | 268597.34 | 4048287.09 | 10.68364c (05010408) |
| 268748.99 | 4047809.94 | 11.12993c (07120808) | 269227.40 | 4047923.03 | 12.46436c (05022408) |
| 269179.64 | 4048049.31 | 11.05918c (05022408) | 269131.87 | 4048175.59 | 7.95305c (09082924) |
| 269084.11 | 4048301.87 | 8.81217c (09082924) | 269036.35 | 4048428.15 | 9.00161c (09082924) |
| 268988.58 | 4048554.43 | 10.19462c (09082924) | 268940.82 | 4048680.71 | 10.45440c (09082924) |
| 269248.62 | 4047790.73 | 11.39572c (05022408) | 269727.29 | 4047903.12 | 9.98599c (05022408) |
| 269680.05 | 4048028.01 | 7.61820c (05022408) | 269632.82 | 4048152.90 | 6.24799c (07122508) |
| 269585.58 | 4048277.79 | 6.46987c (09082924) | 269538.34 | 4048402.69 | 7.07268c (09082924) |
| 269491.10 | 4048527.58 | 7.99013c (09082924) | 269443.86 | 4048652.47 | 8.49330c (09082924) |
| 269396.63 | 4048777.37 | 8.68188c (09082924) | 269349.39 | 4048902.26 | 8.35369c (09082924) |
| 269302.15 | 4049027.15 | 7.83811c (05010408) | 269748.25 | 4047771.51 | 11.53704c (05022408) |
| 267983.27 | 4047685.95 | 25.64362c (06042908) | 267877.56 | 4047669.79 | 22.10800c (08020324) |
| 267733.92 | 4047666.24 | 22.95514c (09012624) | 268005.14 | 4047493.20 | 23.45651c (05022408) |
| 268106.77 | 4047536.36 | 22.23467c (07081508) | 268179.87 | 4047608.46 | 21.59034c (07040324) |

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|---|---|---|---|---|---|
| 268224.42 | 4047709.49 | 25.77826c (08010924) | 268146.82 | 4047300.83 | 19.79336c (06042908) |
| 268271.04 | 4047353.58 | 18.89596c (08011008) | 268360.37 | 4047441.69 | 18.35946c (05022408) |
| 268414.83 | 4047565.17 | 22.08538c (08010924) | 268469.29 | 4047688.65 | 16.63915c (07121024) |
| 268026.89 | 4046997.35 | 17.17016c (08011308) | 268147.34 | 4047048.50 | 18.65993c (06042908) |
| 268267.80 | 4047099.66 | 23.48224c (08010924) | 268388.25 | 4047150.81 | 15.64354c (05022524) |
| 268535.10 | 4047261.84 | 15.69297c (09100924) | 268587.91 | 4047381.57 | 18.44458c (08010924) |
| 268640.72 | 4047501.31 | 17.94255c (08010924) | 268693.52 | 4047621.05 | 17.18398c (07121024) |
| 267894.84 | 4046970.00 | 15.76038c (05082208) | 267751.20 | 4046966.45 | 15.27917c (09032108) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,
L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268041.92 | 4046498.64 | 11.44623 | (06050908) | 268167.75 | 4046552.08 | 14.26997c | (05082208) |
| 268293.58 | 4046605.52 | 16.53016c | (08020324) | 268419.41 | 4046658.96 | 14.71538c | (06042908) |
| 268545.24 | 4046712.40 | 14.80747c | (06042908) | 268671.07 | 4046765.83 | 17.01455c | (08010924) |
| 268796.90 | 4046819.27 | 13.69745c | (07121024) | 268887.40 | 4046908.53 | 13.66174c | (09113024) |
| 268942.56 | 4047033.61 | 15.43468c | (08010924) | 268997.72 | 4047158.70 | 16.34730c | (08010924) |
| 269052.89 | 4047283.78 | 13.21399c | (05022408) | 269108.05 | 4047408.86 | 12.61811c | (07121024) |
| 269163.21 | 4047533.94 | 9.76573c | (09113024) | 269218.38 | 4047659.03 | 8.91212c | (07120808) |
| 267907.18 | 4046470.15 | 11.60285c | (06040808) | 267763.54 | 4046466.61 | 11.40122c | (07120824) |
| 268055.54 | 4045999.34 | 10.31389c | (06040808) | 268183.91 | 4046053.86 | 9.35563c | (06082708) |
| 268312.29 | 4046108.38 | 11.16217c | (08021308) | 268440.67 | 4046162.90 | 12.70275c | (08021308) |
| 268569.04 | 4046217.42 | 12.31770c | (06042908) | 268697.42 | 4046271.94 | 13.28893c | (06042908) |
| 268825.80 | 4046326.45 | 12.08450c | (06011924) | 268954.17 | 4046380.97 | 11.81595c | (08010924) |
| 269082.55 | 4046435.49 | 14.58348c | (08010924) | 269239.07 | 4046553.82 | 12.09647c | (07121024) |
| 269295.35 | 4046681.43 | 12.60354c | (08010924) | 269351.63 | 4046809.05 | 16.33959c | (08010924) |
| 269407.91 | 4046936.66 | 14.13292c | (08010924) | 269464.19 | 4047064.28 | 10.00402c | (05022408) |
| 269520.47 | 4047191.89 | 11.74134c | (05022408) | 269576.75 | 4047319.51 | 9.82597c | (05022408) |
| 269633.03 | 4047447.12 | 8.62894c | (05022408) | 269689.31 | 4047574.74 | 7.87189c | (07120808) |
| 267919.53 | 4045970.31 | 9.42067c | (06040808) | 267775.88 | 4045966.76 | 9.21240c | (05020924) |
| 267459.76 | 4047820.08 | 29.59302c | (05012024) | 267554.14 | 4046962.90 | 22.53072c | (05020924) |
| 267084.90 | 4047228.91 | 23.02345c | (05030608) | 267116.21 | 4046645.91 | 16.90780c | (08041724) |
| 267278.04 | 4046601.08 | 14.01948c | (05020924) | 267439.87 | 4046556.26 | 20.33049c | (06031524) |
| 267601.70 | 4046511.43 | 13.98196c | (05020924) | 266962.58 | 4046714.43 | 15.46188c | (06030408) |
| 266817.15 | 4046806.64 | 13.70802c | (07012008) | 266845.10 | 4046224.57 | 11.03696c | (08041724) |
| 267000.23 | 4046181.60 | 11.29558c | (08040408) | 267155.36 | 4046138.63 | 10.20962c | (06031524) |
| 267310.49 | 4046095.66 | 12.37013c | (05020924) | 267465.62 | 4046052.70 | 14.26939c | (06031524) |
| 267620.75 | 4046009.73 | 11.02828c | (05020924) | 266694.82 | 4046292.16 | 11.09798c | (06030408) |
| 266549.40 | 4046384.37 | 11.20554c | (06120324) | 267349.50 | 4047926.93 | 26.32280c | (05030724) |
| 267031.28 | 4047608.75 | 50.37911c | (05120708) | 266993.36 | 4047302.22 | 25.26044c | (05033124) |
| 266901.04 | 4047385.43 | 24.46058c | (06121224) | 266638.65 | 4046949.60 | 16.48484c | (09040524) |
| 266727.90 | 4046878.12 | 15.20389c | (09040524) | 266547.47 | 4047031.90 | 18.20167c | (05030724) |
| 266284.58 | 4046596.46 | 12.28434c | (09040524) | 266372.86 | 4046525.76 | 12.32586c | (07012008) |
| 266461.13 | 4046455.07 | 13.29682c | (06120324) | 266193.90 | 4046678.36 | 14.83904c | (05030724) |
| 267123.74 | 4048028.27 | 20.54506c | (08042608) | 267095.96 | 4048167.74 | 26.15149c | (05120708) |
| 267149.74 | 4047840.79 | 29.83107c | (05122724) | 267022.06 | 4047962.09 | 22.97499c | (05122724) |
| 266894.37 | 4048083.39 | 18.59042c | (05122724) | 266913.72 | 4047720.18 | 31.94152c | (05120708) |
| 266786.03 | 4047841.48 | 19.90566c | (09121508) | 266805.38 | 4047478.28 | 27.94178c | (07022808) |
| 266677.69 | 4047599.58 | 29.86409c | (05120708) | 266550.00 | 4047720.88 | 24.46876c | (05120708) |
| 266461.01 | 4047115.78 | 14.84899c | (06121224) | 266333.32 | 4047237.08 | 15.41050c | (07022808) |
| 266205.63 | 4047358.38 | 14.54941c | (07022808) | 266116.64 | 4046753.27 | 13.81656c | (05030724) |

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| 265988.95 | 4046874.57 | 10.60966c (06032024) | 265861.26 | 4046995.87 | 11.83593c (07022808) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,
L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 267016.60 | 4048266.84 | 21.54857c (05120708) | 267004.63 | 4048385.97 | 20.72525c (05120708) |
| 267011.73 | 4048547.36 | 20.28288c (09021224) | 266824.55 | 4048256.39 | 18.69132c (05120708) |
| 266804.83 | 4048394.76 | 18.71315c (05120708) | 266811.92 | 4048556.14 | 17.03112c (08122708) |
| 266579.96 | 4048254.56 | 16.21123c (07011808) | 266636.85 | 4048113.59 | 18.93931c (05120708) |
| 266693.74 | 4047972.62 | 17.96325c (09021224) | 266555.07 | 4048405.73 | 15.54608c (05120708) |
| 266562.16 | 4048567.12 | 17.23814c (08122708) | 266329.34 | 4048267.67 | 15.04782c (05120708) |
| 266345.91 | 4048065.35 | 15.90573c (09021224) | 266323.87 | 4047905.50 | 15.98796c (09010724) |
| 266494.84 | 4047857.58 | 17.49960c (07120108) | 266305.31 | 4048416.71 | 13.07864c (08013108) |
| 266312.40 | 4048578.10 | 15.34524c (08122708) | 265831.06 | 4048286.57 | 13.04021c (05120708) |
| 265888.68 | 4048143.77 | 15.15549c (05120708) | 265946.31 | 4048000.97 | 13.39201c (05120708) |
| 266003.94 | 4047858.18 | 13.15607c (05010508) | 266061.56 | 4047715.38 | 19.24510c (05120708) |
| 266119.19 | 4047572.58 | 18.99640c (05120708) | 265805.79 | 4048438.67 | 10.32682c (06122224) |
| 265812.88 | 4048600.05 | 10.51148c (05040908) | 265332.12 | 4048307.08 | 12.20696c (05120708) |
| 265390.92 | 4048161.39 | 14.75269c (05120708) | 265449.71 | 4048015.70 | 12.66416c (05120708) |
| 265508.50 | 4047870.01 | 11.37420c (05120708) | 265567.29 | 4047724.32 | 16.42556c (05120708) |
| 265626.09 | 4047578.63 | 17.32856c (05120708) | 265684.88 | 4047432.94 | 11.88124c (07022808) |
| 265743.67 | 4047287.25 | 12.37935c (07022808) | 265802.47 | 4047141.56 | 11.06504c (09021808) |
| 265306.27 | 4048460.62 | 9.77822c (06040708) | 265313.37 | 4048622.01 | 9.44577c (06122224) |
| 267112.74 | 4048642.96 | 19.40995c (08013108) | 267272.35 | 4048641.19 | 24.23159c (05010108) |
| 267045.11 | 4048815.59 | 14.86523c (06012608) | 266874.25 | 4048692.62 | 19.95151c (06032008) |
| 267194.77 | 4048842.06 | 19.28575c (05010108) | 267354.38 | 4048840.29 | 18.74610c (09010824) |
| 267053.71 | 4049067.85 | 13.36505c (05010108) | 266925.65 | 4049017.68 | 16.13503c (05012024) |
| 266797.60 | 4048967.52 | 15.29648c (08013108) | 266705.00 | 4048879.88 | 15.26089c (06031908) |
| 266647.86 | 4048754.78 | 15.62134c (09021224) | 267197.55 | 4049092.05 | 16.63038c (09010824) |
| 267357.16 | 4049090.28 | 12.62524c (09010824) | 267050.67 | 4049315.56 | 14.73375c (09010824) |
| 266910.97 | 4049260.83 | 11.63909c (05010108) | 266771.27 | 4049206.10 | 12.15339c (05012024) |
| 266631.57 | 4049151.37 | 11.66162c (08013108) | 266530.56 | 4049055.77 | 12.27855c (06031908) |
| 266468.23 | 4048919.29 | 13.69762c (06032008) | 266405.90 | 4048782.81 | 15.20470c (09021224) |
| 267200.32 | 4049342.03 | 12.07151c (06010824) | 267359.94 | 4049340.26 | 10.09512c (05011624) |
| 267056.22 | 4049815.53 | 9.34794c (06010824) | 266916.52 | 4049760.80 | 12.11425c (09010824) |
| 266776.83 | 4049706.07 | 11.29581c (08122108) | 266637.13 | 4049651.34 | 8.58440c (05010108) |
| 266497.43 | 4049596.61 | 10.18835c (05010108) | 266357.73 | 4049541.88 | 8.37993c (06012608) |
| 266186.87 | 4049418.91 | 11.05333c (08013108) | 266124.54 | 4049282.44 | 11.04940c (06031908) |
| 266062.20 | 4049145.96 | 11.84155c (08012108) | 265999.87 | 4049009.48 | 12.46659c (09021224) |
| 265937.54 | 4048873.01 | 12.69864c (08122708) | 265875.21 | 4048736.53 | 14.08221c (08122708) |
| 267205.88 | 4049842.00 | 9.77807c (05012024) | 267365.49 | 4049840.23 | 7.40632c (05102724) |
| 267057.67 | 4050313.88 | 8.34336c (05012024) | 266909.75 | 4050255.94 | 7.69700c (06010824) |
| 266761.84 | 4050197.99 | 9.30517c (09010824) | 266613.92 | 4050140.04 | 8.65757c (09010824) |
| 266466.00 | 4050082.09 | 8.51396c (08122108) | 266318.09 | 4050024.14 | 8.65221c (05010108) |
| 266170.17 | 4049966.20 | 8.87677c (05010108) | 266022.25 | 4049908.25 | 7.37378c (08012108) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019726 , L0019727 , L0019728 , L0019729 , L0019730 ,
L0019731 , L0019732 , L0019733 , L0019734 , L0019735 , L0019736 , L0019737 , L0019738 ,
L0019739 , L0019740 , L0019741 , L0019742 , L0019743 , L0019744 , L0019745 , L0019746 ,

L0019747 , L0019748 , L0019749 , L0019750 , L0019751 , L0019752 , L0019753 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 265841.34 | 4049778.05 | 10.27848c | (08013108) | 265775.34 | 4049633.54 | 8.76756c | (08012108) |
| 265709.35 | 4049489.04 | 9.10603c | (08012108) | 265643.35 | 4049344.53 | 10.14197c | (08012108) |
| 265577.35 | 4049200.03 | 10.49081c | (09021224) | 265511.36 | 4049055.52 | 11.01043c | (08122708) |
| 265445.36 | 4048911.02 | 13.22724c | (08122708) | 265379.36 | 4048766.51 | 8.56593c | (05040908) |
| 267211.43 | 4050341.97 | 7.55183c | (05012024) | 267371.05 | 4050340.20 | 5.43184c | (05102724) |
| 266227.04 | 4047703.04 | 21.40612c | (05120708) | 266336.03 | 4047616.75 | 22.95252c | (05120708) |
| 267475.89 | 4046685.79 | 21.24839c | (06031524) | | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| NETWORK GROUP ID / GRID-ID | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE |
|---|---|---|---|---|
| ALL | HIGH 1ST HIGH VALUE IS | 114.70732 | ON 08041724: AT ( 267129.88, 4047042.57, 101.00, 101.00, 0.00) | DC |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| NETWORK GROUP ID / GRID-ID | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE |
|---|---|---|---|---|
| ALL | HIGH 1ST HIGH VALUE IS | 50.37911c | ON 05120708: AT ( 267031.28, 4047608.75, 101.00, 101.00, 0.00) | DC |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 43 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********

| | | | |
|---|---|---|---|
| SO W320 | 2492 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2493 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2494 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2495 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2496 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2497 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2498 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2499 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2500 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2501 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2502 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |

```
SO W320    2503  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2504  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2505  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3589  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3590  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3591  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3592  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3593  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3594  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3595  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3596  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3597  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3598  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3599  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3600  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3601  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3602  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3603  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3604  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3605  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3606  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3607  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3608  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3609  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3610  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3611  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3612  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3613  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3614  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3615  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3616  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
ME W396    5447 MEOPEN:Met data from outdated version of AERMET, version:        06341

   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
```

```
** Output created by Lakes Environmental AERMOD MPI
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 7.4.0
** Lakes Environmental Software Inc.
** Date: 3/7/2012
** File: C:\MBA\Selma\Revision 1\Phase 2\Phase 2_AERMOD\P2_NOx\P2_NOx.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE Selma Crossing - Phase 1 and Phase 2 (2020) - Rural
   TITLETWO NOx
   MODELOPT CONC FLAT  FASTALL OLM
   AVERTIME 1
   POLLUTID NO2
   RUNORNOT RUN
** NO2 Conversion Options
   NO2STACK 0.1
   NO2EQUIL 0.9
** Hourly Ozone Data File: C:\MBA\Selma\Revision 1\Phase 2\Phase 2_AERMOD\P2_NOx\Fresno-2005_2009 Parlier.ozn
   OZONEFIL "Fresno-2005_2009 Parlier.ozn" PPB
   ERRORFIL P2_NOx.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00253
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
** ----------------------------------------------------------------------
   LOCATION L0016632     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0016633     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0016634     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0016635     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0016636     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0016637     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0016638     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0016639     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0016640     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0016641     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0016642     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0016643     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0016644     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0016645     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0016646     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0016647     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0016648     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0016649     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0016650     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0016651     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0016652     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0016653     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0016654     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0016655     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0016656     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0016657     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0016658     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0016659     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0016660     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0016661     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0016662     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0016663     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0016664     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0016665     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0016666     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0016667     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0016668     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0016669     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0016670     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0016671     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0016672     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0016673     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0016674     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0016675     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0016676     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0016677     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0016678     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0016679     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0016680     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0016681     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0016682     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0016683     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0016684     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0016685     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0016686     VOLUME   267134.713 4048316.991 0.0
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   LOCATION L0016687     VOLUME   267129.894 4048322.458 0.0
   LOCATION L0016688     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0016689     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0016690     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0016691     VOLUME   267118.307 4048347.154 0.0
   LOCATION L0016692     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0016693     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0016694     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0016695     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0016696     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0016697     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0016698     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0016699     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0016700     VOLUME   267119.483 4048412.734 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEH
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00353
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.50, 4048475.14, 0.00, 1.83, 3.38
** 267187.76, 4048258.22, 0.00, 1.83, 3.38
** 267267.49, 4048181.36, 0.00, 1.83, 3.38
** ------------------------------------------------------------------------
   LOCATION L0016701     VOLUME   267413.177 4048473.875 0.0
   LOCATION L0016702     VOLUME   267407.934 4048468.859 0.0
   LOCATION L0016703     VOLUME   267402.690 4048463.843 0.0
   LOCATION L0016704     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0016705     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0016706     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0016707     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0016708     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0016709     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0016710     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0016711     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0016712     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0016713     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0016714     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0016715     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0016716     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0016717     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0016718     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0016719     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0016720     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0016721     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0016722     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0016723     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0016724     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0016725     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0016726     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0016727     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0016728     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0016729     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0016730     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0016731     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0016732     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0016733     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0016734     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0016735     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0016736     VOLUME   267229.661 4048298.300 0.0
   LOCATION L0016737     VOLUME   267224.418 4048293.283 0.0
   LOCATION L0016738     VOLUME   267219.174 4048288.267 0.0
   LOCATION L0016739     VOLUME   267213.931 4048283.251 0.0
   LOCATION L0016740     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0016741     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0016742     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0016743     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0016744     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0016745     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0016746     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0016747     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0016748     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0016749     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0016750     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0016751     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0016752     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0016753     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0016754     VOLUME   267240.056 4048207.806 0.0
   LOCATION L0016755     VOLUME   267245.281 4048202.770 0.0
   LOCATION L0016756     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0016757     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0016758     VOLUME   267260.954 4048187.661 0.0
   LOCATION L0016759     VOLUME   267266.178 4048182.625 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEK
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00148
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267691.04, 4048174.89, 0.00, 1.83, 3.35
** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
** ------------------------------------------------------------------------
   LOCATION L0016760     VOLUME   267689.606 4048173.761 0.0
   LOCATION L0016761     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0016762     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0016763     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0016764     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0016765     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0016766     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0016767     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0016768     VOLUME   267644.259 4048138.205 0.0
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   LOCATION L0016769     VOLUME   267638.591 4048133.761 0.0
   LOCATION L0016770     VOLUME   267632.922 4048129.316 0.0
   LOCATION L0016771     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0016772     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0016773     VOLUME   267615.917 4048115.983 0.0
   LOCATION L0016774     VOLUME   267610.249 4048111.538 0.0
   LOCATION L0016775     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0016776     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0016777     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0016778     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0016779     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0016780     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0016781     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0016782     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0016783     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0016784     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0016785     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0016786     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0016787     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0016788     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0016789     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0016790     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0016791     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0016792     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0016793     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0016794     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0016795     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0016796     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0016797     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0016798     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0016799     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0016800     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0016801     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0016802     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0016803     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0016804     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0016805     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0016806     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0016807     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0016808     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0016809     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0016810     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0016811     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0016812     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0016813     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0016814     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0016815     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0016816     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0016817     VOLUME   267378.555 4048079.064 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINEAABB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00192
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267870.14, 4047993.16, 0.00, 1.83, 3.37
** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
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   LOCATION L0016818     VOLUME   267871.267 4047991.718 0.0
   LOCATION L0016819     VOLUME   267875.726 4047986.011 0.0
   LOCATION L0016820     VOLUME   267880.184 4047980.305 0.0
   LOCATION L0016821     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0016822     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0016823     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0016824     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0016825     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0016826     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0016827     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0016828     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0016829     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0016830     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0016831     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0016832     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0016833     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0016834     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0016835     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0016836     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0016837     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0016838     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0016839     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0016840     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0016841     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0016842     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0016843     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0016844     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0016845     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0016846     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0016847     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0016848     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0016849     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0016850     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0016851     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0016852     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0016853     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0016854     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0016855     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0016856     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0016857     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0016858     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0016859     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0016860     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0016861     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0016862     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0016863     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0016864     VOLUME   267829.170 4047785.091 0.0
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   LOCATION L0016865     VOLUME   267821.928 4047785.091 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINEVWXY
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00544
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267862.24, 4047998.43, 0.00, 1.83, 3.37
** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
** 267662.07, 4047845.67, 0.00, 1.83, 3.37
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   LOCATION L0016866     VOLUME   267860.531 4047997.776 0.0
   LOCATION L0016867     VOLUME   267853.764 4047995.198 0.0
   LOCATION L0016868     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0016869     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0016870     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0016871     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0016872     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0016873     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0016874     VOLUME   267806.884 4047976.789 0.0
   LOCATION L0016875     VOLUME   267806.291 4047969.573 0.0
   LOCATION L0016876     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0016877     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0016878     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0016879     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0016880     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0016881     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0016882     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0016883     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0016884     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0016885     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0016886     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0016887     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0016888     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0016889     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0016890     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0016891     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0016892     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0016893     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0016894     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0016895     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0016896     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0016897     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0016898     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0016899     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0016900     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0016901     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0016902     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0016903     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0016904     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0016905     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0016906     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0016907     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0016908     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0016909     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0016910     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0016911     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0016912     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0016913     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0016914     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0016915     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0016916     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0016917     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0016918     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0016919     VOLUME   267670.283 4047841.814 0.0
   LOCATION L0016920     VOLUME   267663.729 4047844.891 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINET
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.003
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267683.14, 4048172.26, 0.00, 1.83, 3.36
** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0016921     VOLUME   267681.730 4048171.095 0.0
   LOCATION L0016922     VOLUME   267676.144 4048166.506 0.0
   LOCATION L0016923     VOLUME   267670.558 4048161.917 0.0
   LOCATION L0016924     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0016925     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0016926     VOLUME   267653.798 4048148.151 0.0
   LOCATION L0016927     VOLUME   267648.212 4048143.562 0.0
   LOCATION L0016928     VOLUME   267642.626 4048138.973 0.0
   LOCATION L0016929     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0016930     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0016931     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0016932     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0016933     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0016934     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0016935     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0016936     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0016937     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0016938     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0016939     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0016940     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0016941     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0016942     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0016943     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0016944     VOLUME   267553.244 4048065.553 0.0
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   LOCATION L0016945     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0016946     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0016947     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0016948     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0016949     VOLUME   267525.312 4048042.609 0.0
   LOCATION L0016950     VOLUME   267519.726 4048038.020 0.0
   LOCATION L0016951     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0016952     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0016953     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0016954     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0016955     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0016956     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0016957     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0016958     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0016959     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0016960     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0016961     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0016962     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0016963     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0016964     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0016965     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0016966     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0016967     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0016968     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0016969     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0016970     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0016971     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0016972     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0016973     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0016974     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0016975     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0016976     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0016977     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0016978     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0016979     VOLUME   267560.543 4047899.462 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEA
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000263
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.13, 4048476.07, 0.00, 1.83, 3.28
** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
** ------------------------------------------------------------------------
   LOCATION L0016980     VOLUME   267411.962 4048474.659 0.0
   LOCATION L0016981     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0016982     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0016983     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0016984     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0016985     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0016986     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0016987     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0016988     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0016989     VOLUME   267369.865 4048491.944 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINECDE
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000954
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.84, 4048476.07, 0.00, 1.83, 3.38
** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
** ------------------------------------------------------------------------
   LOCATION L0016990     VOLUME   267412.589 4048474.739 0.0
   LOCATION L0016991     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0016992     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0016993     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0016994     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0016995     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0016996     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0016997     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0016998     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0016999     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0017000     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0017001     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0017002     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0017003     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0017004     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0017005     VOLUME   267469.919 4048399.802 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINEFG
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00108
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0017006     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0017007     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0017008     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0017009     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0017010     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0017011     VOLUME   267416.989 4048450.427 0.0
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   LOCATION L0017012     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0017013     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0017014     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0017015     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0017016     VOLUME   267442.081 4048424.907 0.0
   LOCATION L0017017     VOLUME   267447.099 4048419.803 0.0
   LOCATION L0017018     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0017019     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0017020     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0017021     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0017022     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0017023     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0017024     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0017025     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0017026     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0017027     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0017028     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0017029     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0017030     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0017031     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0017032     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0017033     VOLUME   267527.393 4048338.140 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEIJ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000909
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0017034     VOLUME   267689.541 4048175.890 0.0
   LOCATION L0017035     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0017036     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0017037     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0017038     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0017039     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0017040     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0017041     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0017042     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0017043     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0017044     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0017045     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0017046     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0017047     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0017048     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0017049     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0017050     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0017051     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0017052     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0017053     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0017054     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0017055     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0017056     VOLUME   267574.505 4048283.911 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINENO
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00039
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.72, 4048177.51, 0.00, 1.83, 3.37
** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0017057     VOLUME   267687.416 4048178.790 0.0
   LOCATION L0017058     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0017059     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0017060     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0017061     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0017062     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0017063     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0017064     VOLUME   267651.271 4048214.265 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEQ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000187
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
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   LOCATION L0017065     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0017066     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0017067     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0017068     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0017069     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0017070     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0017071     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0017072     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0017073     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0017074     VOLUME   267735.150 4048128.078 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINERU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.0011
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** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.25, 4048180.33, 0.00, 1.83, 3.37
** 267814.74, 4048045.59, 0.00, 1.83, 3.37
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   LOCATION L0017075     VOLUME   267689.497 4048179.000 0.0
   LOCATION L0017076     VOLUME   267694.457 4048173.717 0.0
   LOCATION L0017077     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0017078     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0017079     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0017080     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0017081     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0017082     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0017083     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0017084     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0017085     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0017086     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0017087     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0017088     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0017089     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0017090     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0017091     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0017092     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0017093     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0017094     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0017095     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0017096     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0017097     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0017098     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0017099     VOLUME   267808.524 4048052.211 0.0
   LOCATION L0017100     VOLUME   267813.484 4048046.928 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINELMP
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000861
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048176.21, 0.00, 1.83, 3.39
** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0017101     VOLUME   267689.578 4048175.053 0.0
   LOCATION L0017102     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0017103     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0017104     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0017105     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0017106     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0017107     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0017108     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0017109     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0017110     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0017111     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0017112     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0017113     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0017114     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0017115     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0017116     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0017117     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0017118     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0017119     VOLUME   267587.921 4048092.122 0.0
** End of Line Source
   LOCATION STCKA        POINT      267365.870  4048495.170          0.0
   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLPPQQRRTTUU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00734
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 6
** 267631.00, 4047768.60, 0.00, 1.83, 3.38
** 267448.23, 4047765.44, 0.00, 1.83, 3.38
** 267492.36, 4047682.46, 0.00, 1.83, 3.38
** 267490.55, 4047635.37, 0.00, 1.83, 3.38
** 267572.04, 4047622.70, 0.00, 1.83, 3.38
** 267603.22, 4047596.26, 0.00, 1.83, 3.38
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   LOCATION L0017120     VOLUME   267629.172 4047768.571 0.0
   LOCATION L0017121     VOLUME   267621.901 4047768.445 0.0
   LOCATION L0017122     VOLUME   267614.630 4047768.320 0.0
   LOCATION L0017123     VOLUME   267607.359 4047768.194 0.0
   LOCATION L0017124     VOLUME   267600.088 4047768.068 0.0
   LOCATION L0017125     VOLUME   267592.817 4047767.942 0.0
   LOCATION L0017126     VOLUME   267585.546 4047767.816 0.0
   LOCATION L0017127     VOLUME   267578.275 4047767.690 0.0
   LOCATION L0017128     VOLUME   267571.004 4047767.564 0.0
   LOCATION L0017129     VOLUME   267563.733 4047767.438 0.0
   LOCATION L0017130     VOLUME   267556.462 4047767.312 0.0
   LOCATION L0017131     VOLUME   267549.191 4047767.186 0.0
   LOCATION L0017132     VOLUME   267541.920 4047767.061 0.0
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   LOCATION L0017133     VOLUME   267534.649 4047766.935 0.0
   LOCATION L0017134     VOLUME   267527.378 4047766.809 0.0
   LOCATION L0017135     VOLUME   267520.107 4047766.683 0.0
   LOCATION L0017136     VOLUME   267512.836 4047766.557 0.0
   LOCATION L0017137     VOLUME   267505.565 4047766.431 0.0
   LOCATION L0017138     VOLUME   267498.295 4047766.305 0.0
   LOCATION L0017139     VOLUME   267491.024 4047766.179 0.0
   LOCATION L0017140     VOLUME   267483.753 4047766.053 0.0
   LOCATION L0017141     VOLUME   267476.482 4047765.928 0.0
   LOCATION L0017142     VOLUME   267469.211 4047765.802 0.0
   LOCATION L0017143     VOLUME   267461.940 4047765.676 0.0
   LOCATION L0017144     VOLUME   267454.669 4047765.550 0.0
   LOCATION L0017145     VOLUME   267448.617 4047764.706 0.0
   LOCATION L0017146     VOLUME   267452.032 4047758.285 0.0
   LOCATION L0017147     VOLUME   267455.446 4047751.865 0.0
   LOCATION L0017148     VOLUME   267458.861 4047745.445 0.0
   LOCATION L0017149     VOLUME   267462.276 4047739.024 0.0
   LOCATION L0017150     VOLUME   267465.691 4047732.604 0.0
   LOCATION L0017151     VOLUME   267469.106 4047726.183 0.0
   LOCATION L0017152     VOLUME   267472.521 4047719.763 0.0
   LOCATION L0017153     VOLUME   267475.935 4047713.342 0.0
   LOCATION L0017154     VOLUME   267479.350 4047706.922 0.0
   LOCATION L0017155     VOLUME   267482.765 4047700.502 0.0
   LOCATION L0017156     VOLUME   267486.180 4047694.081 0.0
   LOCATION L0017157     VOLUME   267489.595 4047687.661 0.0
   LOCATION L0017158     VOLUME   267492.310 4047681.080 0.0
   LOCATION L0017159     VOLUME   267492.030 4047673.813 0.0
   LOCATION L0017160     VOLUME   267491.751 4047666.547 0.0
   LOCATION L0017161     VOLUME   267491.471 4047659.280 0.0
   LOCATION L0017162     VOLUME   267491.192 4047652.013 0.0
   LOCATION L0017163     VOLUME   267490.912 4047644.747 0.0
   LOCATION L0017164     VOLUME   267490.633 4047637.480 0.0
   LOCATION L0017165     VOLUME   267495.654 4047634.579 0.0
   LOCATION L0017166     VOLUME   267502.840 4047633.462 0.0
   LOCATION L0017167     VOLUME   267510.025 4047632.344 0.0
   LOCATION L0017168     VOLUME   267517.211 4047631.226 0.0
   LOCATION L0017169     VOLUME   267524.397 4047630.108 0.0
   LOCATION L0017170     VOLUME   267531.582 4047628.991 0.0
   LOCATION L0017171     VOLUME   267538.768 4047627.873 0.0
   LOCATION L0017172     VOLUME   267545.954 4047626.755 0.0
   LOCATION L0017173     VOLUME   267553.139 4047625.637 0.0
   LOCATION L0017174     VOLUME   267560.325 4047624.519 0.0
   LOCATION L0017175     VOLUME   267567.511 4047623.402 0.0
   LOCATION L0017176     VOLUME   267574.091 4047620.960 0.0
   LOCATION L0017177     VOLUME   267579.638 4047616.257 0.0
   LOCATION L0017178     VOLUME   267585.184 4047611.554 0.0
   LOCATION L0017179     VOLUME   267590.731 4047606.851 0.0
   LOCATION L0017180     VOLUME   267596.277 4047602.148 0.0
   LOCATION L0017181     VOLUME   267601.824 4047597.445 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEAUTO
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.0234
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 8
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** 267445.76, 4047768.52, 0.00, 1.83, 3.39
** 267488.74, 4047680.65, 0.00, 1.83, 3.39
** 267490.55, 4047637.18, 0.00, 1.83, 3.39
** 267568.42, 4047624.51, 0.00, 1.83, 3.39
** 267680.70, 4047539.39, 0.00, 1.83, 3.39
** 267789.35, 4047430.74, 0.00, 1.83, 3.39
** 267790.94, 4047218.20, 0.00, 1.83, 3.39
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   LOCATION L0017183     VOLUME   267630.588 4047769.048 0.0
   LOCATION L0017184     VOLUME   267623.305 4047769.027 0.0
   LOCATION L0017185     VOLUME   267616.023 4047769.006 0.0
   LOCATION L0017186     VOLUME   267608.740 4047768.986 0.0
   LOCATION L0017187     VOLUME   267601.458 4047768.965 0.0
   LOCATION L0017188     VOLUME   267594.175 4047768.945 0.0
   LOCATION L0017189     VOLUME   267586.892 4047768.924 0.0
   LOCATION L0017190     VOLUME   267579.610 4047768.903 0.0
   LOCATION L0017191     VOLUME   267572.327 4047768.883 0.0
   LOCATION L0017192     VOLUME   267565.045 4047768.862 0.0
   LOCATION L0017193     VOLUME   267557.762 4047768.841 0.0
   LOCATION L0017194     VOLUME   267550.480 4047768.821 0.0
   LOCATION L0017195     VOLUME   267543.197 4047768.800 0.0
   LOCATION L0017196     VOLUME   267535.915 4047768.779 0.0
   LOCATION L0017197     VOLUME   267528.632 4047768.759 0.0
   LOCATION L0017198     VOLUME   267521.350 4047768.738 0.0
   LOCATION L0017199     VOLUME   267514.067 4047768.717 0.0
   LOCATION L0017200     VOLUME   267506.785 4047768.697 0.0
   LOCATION L0017201     VOLUME   267499.502 4047768.676 0.0
   LOCATION L0017202     VOLUME   267492.220 4047768.655 0.0
   LOCATION L0017203     VOLUME   267484.937 4047768.635 0.0
   LOCATION L0017204     VOLUME   267477.655 4047768.614 0.0
   LOCATION L0017205     VOLUME   267470.372 4047768.594 0.0
   LOCATION L0017206     VOLUME   267463.090 4047768.573 0.0
   LOCATION L0017207     VOLUME   267455.807 4047768.552 0.0
   LOCATION L0017208     VOLUME   267448.525 4047768.532 0.0
   LOCATION L0017209     VOLUME   267447.740 4047764.468 0.0
   LOCATION L0017210     VOLUME   267450.940 4047757.926 0.0
   LOCATION L0017211     VOLUME   267454.140 4047751.385 0.0
   LOCATION L0017212     VOLUME   267457.340 4047744.843 0.0
   LOCATION L0017213     VOLUME   267460.540 4047738.301 0.0
   LOCATION L0017214     VOLUME   267463.740 4047731.759 0.0
   LOCATION L0017215     VOLUME   267466.940 4047725.217 0.0
   LOCATION L0017216     VOLUME   267470.139 4047718.675 0.0
   LOCATION L0017217     VOLUME   267473.339 4047712.133 0.0
   LOCATION L0017218     VOLUME   267476.539 4047705.591 0.0
   LOCATION L0017219     VOLUME   267479.739 4047699.050 0.0
   LOCATION L0017220     VOLUME   267482.939 4047692.508 0.0
   LOCATION L0017221     VOLUME   267486.139 4047685.966 0.0
   LOCATION L0017222     VOLUME   267488.797 4047679.287 0.0
   LOCATION L0017223     VOLUME   267489.101 4047672.010 0.0
   LOCATION L0017224     VOLUME   267489.404 4047664.734 0.0
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   LOCATION L0017227     VOLUME   267490.313 4047642.906 0.0
   LOCATION L0017228     VOLUME   267492.088 4047636.934 0.0
   LOCATION L0017229     VOLUME   267499.275 4047635.764 0.0
   LOCATION L0017230     VOLUME   267506.463 4047634.594 0.0
   LOCATION L0017231     VOLUME   267513.651 4047633.424 0.0
   LOCATION L0017232     VOLUME   267520.839 4047632.253 0.0
   LOCATION L0017233     VOLUME   267528.027 4047631.083 0.0
   LOCATION L0017234     VOLUME   267535.215 4047629.913 0.0
   LOCATION L0017235     VOLUME   267542.403 4047628.743 0.0
   LOCATION L0017236     VOLUME   267549.591 4047627.573 0.0
   LOCATION L0017237     VOLUME   267556.779 4047626.403 0.0
   LOCATION L0017238     VOLUME   267563.967 4047625.233 0.0
   LOCATION L0017239     VOLUME   267570.628 4047622.834 0.0
   LOCATION L0017240     VOLUME   267576.432 4047618.435 0.0
   LOCATION L0017241     VOLUME   267582.235 4047614.036 0.0
   LOCATION L0017242     VOLUME   267588.039 4047609.636 0.0
   LOCATION L0017243     VOLUME   267593.842 4047605.237 0.0
   LOCATION L0017244     VOLUME   267599.646 4047600.837 0.0
   LOCATION L0017245     VOLUME   267605.449 4047596.438 0.0
   LOCATION L0017246     VOLUME   267611.253 4047592.039 0.0
   LOCATION L0017247     VOLUME   267617.056 4047587.639 0.0
   LOCATION L0017248     VOLUME   267622.860 4047583.240 0.0
   LOCATION L0017249     VOLUME   267628.663 4047578.840 0.0
   LOCATION L0017250     VOLUME   267634.467 4047574.441 0.0
   LOCATION L0017251     VOLUME   267640.270 4047570.041 0.0
   LOCATION L0017252     VOLUME   267646.074 4047565.642 0.0
   LOCATION L0017253     VOLUME   267651.877 4047561.243 0.0
   LOCATION L0017254     VOLUME   267657.681 4047556.843 0.0
   LOCATION L0017255     VOLUME   267663.484 4047552.444 0.0
   LOCATION L0017256     VOLUME   267669.288 4047548.044 0.0
   LOCATION L0017257     VOLUME   267675.091 4047543.645 0.0
   LOCATION L0017258     VOLUME   267680.872 4047539.220 0.0
   LOCATION L0017259     VOLUME   267686.022 4047534.071 0.0
   LOCATION L0017260     VOLUME   267691.171 4047528.921 0.0
   LOCATION L0017261     VOLUME   267696.321 4047523.772 0.0
   LOCATION L0017262     VOLUME   267701.471 4047518.622 0.0
   LOCATION L0017263     VOLUME   267706.620 4047513.472 0.0
   LOCATION L0017264     VOLUME   267711.770 4047508.323 0.0
   LOCATION L0017265     VOLUME   267716.919 4047503.173 0.0
   LOCATION L0017266     VOLUME   267722.069 4047498.024 0.0
   LOCATION L0017267     VOLUME   267727.218 4047492.874 0.0
   LOCATION L0017268     VOLUME   267732.368 4047487.725 0.0
   LOCATION L0017269     VOLUME   267737.517 4047482.575 0.0
   LOCATION L0017270     VOLUME   267742.667 4047477.426 0.0
   LOCATION L0017271     VOLUME   267747.816 4047472.276 0.0
   LOCATION L0017272     VOLUME   267752.966 4047467.127 0.0
   LOCATION L0017273     VOLUME   267758.115 4047461.977 0.0
   LOCATION L0017274     VOLUME   267763.265 4047456.828 0.0
   LOCATION L0017275     VOLUME   267768.414 4047451.678 0.0
   LOCATION L0017276     VOLUME   267773.564 4047446.528 0.0
   LOCATION L0017277     VOLUME   267778.714 4047441.379 0.0
   LOCATION L0017278     VOLUME   267783.863 4047436.229 0.0
   LOCATION L0017279     VOLUME   267789.013 4047431.080 0.0
   LOCATION L0017280     VOLUME   267789.404 4047423.939 0.0
   LOCATION L0017281     VOLUME   267789.458 4047416.656 0.0
   LOCATION L0017282     VOLUME   267789.513 4047409.374 0.0
   LOCATION L0017283     VOLUME   267789.567 4047402.092 0.0
   LOCATION L0017284     VOLUME   267789.622 4047394.809 0.0
   LOCATION L0017285     VOLUME   267789.676 4047387.527 0.0
   LOCATION L0017286     VOLUME   267789.730 4047380.245 0.0
   LOCATION L0017287     VOLUME   267789.785 4047372.962 0.0
   LOCATION L0017288     VOLUME   267789.839 4047365.680 0.0
   LOCATION L0017289     VOLUME   267789.894 4047358.397 0.0
   LOCATION L0017290     VOLUME   267789.948 4047351.115 0.0
   LOCATION L0017291     VOLUME   267790.003 4047343.833 0.0
   LOCATION L0017292     VOLUME   267790.057 4047336.550 0.0
   LOCATION L0017293     VOLUME   267790.111 4047329.268 0.0
   LOCATION L0017294     VOLUME   267790.166 4047321.986 0.0
   LOCATION L0017295     VOLUME   267790.220 4047314.703 0.0
   LOCATION L0017296     VOLUME   267790.275 4047307.421 0.0
   LOCATION L0017297     VOLUME   267790.329 4047300.139 0.0
   LOCATION L0017298     VOLUME   267790.384 4047292.856 0.0
   LOCATION L0017299     VOLUME   267790.438 4047285.574 0.0
   LOCATION L0017300     VOLUME   267790.493 4047278.292 0.0
   LOCATION L0017301     VOLUME   267790.547 4047271.009 0.0
   LOCATION L0017302     VOLUME   267790.601 4047263.727 0.0
   LOCATION L0017303     VOLUME   267790.656 4047256.445 0.0
   LOCATION L0017304     VOLUME   267790.710 4047249.162 0.0
   LOCATION L0017305     VOLUME   267790.765 4047241.880 0.0
   LOCATION L0017306     VOLUME   267790.819 4047234.598 0.0
   LOCATION L0017307     VOLUME   267790.874 4047227.315 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINEHOTL
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00677
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 8
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** 267448.19, 4047763.27, 0.00, 1.83, 3.39
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** 267490.55, 4047638.99, 0.00, 1.83, 3.39
** 267579.29, 4047619.07, 0.00, 1.83, 3.39
** 267693.37, 4047526.72, 0.00, 1.83, 3.39
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   LOCATION L0017311     VOLUME   267619.657 4047768.494 0.0
   LOCATION L0017312     VOLUME   267612.362 4047768.271 0.0
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   LOCATION L0017315     VOLUME   267590.474 4047767.604 0.0
   LOCATION L0017316     VOLUME   267583.178 4047767.382 0.0
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LOCATION L0017321     VOLUME   267546.699 4047766.271 0.0
LOCATION L0017322     VOLUME   267539.403 4047766.048 0.0
LOCATION L0017323     VOLUME   267532.107 4047765.826 0.0
LOCATION L0017324     VOLUME   267524.811 4047765.604 0.0
LOCATION L0017325     VOLUME   267517.516 4047765.382 0.0
LOCATION L0017326     VOLUME   267510.220 4047765.159 0.0
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LOCATION L0017328     VOLUME   267495.628 4047764.715 0.0
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LOCATION L0017330     VOLUME   267481.036 4047764.270 0.0
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LOCATION L0017332     VOLUME   267466.445 4047763.826 0.0
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LOCATION L0017336     VOLUME   267453.005 4047753.452 0.0
LOCATION L0017337     VOLUME   267456.219 4047746.898 0.0
LOCATION L0017338     VOLUME   267459.432 4047740.344 0.0
LOCATION L0017339     VOLUME   267462.646 4047733.791 0.0
LOCATION L0017340     VOLUME   267465.860 4047727.237 0.0
LOCATION L0017341     VOLUME   267469.073 4047720.683 0.0
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LOCATION L0017343     VOLUME   267475.501 4047707.576 0.0
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LOCATION L0017346     VOLUME   267485.142 4047687.915 0.0
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LOCATION L0017348     VOLUME   267487.770 4047673.765 0.0
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LOCATION L0017352     VOLUME   267490.098 4047644.661 0.0
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LOCATION L0017356     VOLUME   267513.494 4047633.845 0.0
LOCATION L0017357     VOLUME   267520.616 4047632.246 0.0
LOCATION L0017358     VOLUME   267527.738 4047630.647 0.0
LOCATION L0017359     VOLUME   267534.860 4047629.048 0.0
LOCATION L0017360     VOLUME   267541.982 4047627.449 0.0
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LOCATION L0017363     VOLUME   267563.348 4047622.653 0.0
LOCATION L0017364     VOLUME   267570.470 4047621.054 0.0
LOCATION L0017365     VOLUME   267577.592 4047619.455 0.0
LOCATION L0017366     VOLUME   267583.610 4047615.575 0.0
LOCATION L0017367     VOLUME   267589.283 4047610.983 0.0
LOCATION L0017368     VOLUME   267594.956 4047606.390 0.0
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LOCATION L0017371     VOLUME   267611.976 4047592.612 0.0
LOCATION L0017372     VOLUME   267617.649 4047588.019 0.0
LOCATION L0017373     VOLUME   267623.323 4047583.427 0.0
LOCATION L0017374     VOLUME   267628.996 4047578.834 0.0
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LOCATION L0017379     VOLUME   267657.362 4047555.871 0.0
LOCATION L0017380     VOLUME   267663.036 4047551.278 0.0
LOCATION L0017381     VOLUME   267668.709 4047546.685 0.0
LOCATION L0017382     VOLUME   267674.382 4047542.093 0.0
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LOCATION L0017386     VOLUME   267696.831 4047523.443 0.0
LOCATION L0017387     VOLUME   267702.130 4047518.423 0.0
LOCATION L0017388     VOLUME   267707.429 4047513.403 0.0
LOCATION L0017389     VOLUME   267712.728 4047508.383 0.0
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LOCATION L0017397     VOLUME   267755.119 4047468.223 0.0
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LOCATION L0017401     VOLUME   267776.315 4047448.143 0.0
LOCATION L0017402     VOLUME   267781.613 4047443.123 0.0
LOCATION L0017403     VOLUME   267786.912 4047438.103 0.0
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LOCATION L0017405     VOLUME   267797.510 4047428.063 0.0
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LOCATION L0017407     VOLUME   267808.108 4047418.023 0.0
LOCATION L0017408     VOLUME   267813.407 4047413.003 0.0
LOCATION L0017409     VOLUME   267818.706 4047407.983 0.0
LOCATION L0017410     VOLUME   267824.005 4047402.963 0.0
LOCATION L0017411     VOLUME   267829.303 4047397.943 0.0
LOCATION L0017412     VOLUME   267834.602 4047392.923 0.0
LOCATION L0017413     VOLUME   267839.901 4047387.903 0.0
LOCATION L0017414     VOLUME   267845.200 4047382.883 0.0
LOCATION L0017415     VOLUME   267850.499 4047377.863 0.0
LOCATION L0017416     VOLUME   267855.798 4047372.843 0.0
LOCATION L0017417     VOLUME   267861.097 4047367.823 0.0
LOCATION L0017418     VOLUME   267866.396 4047362.803 0.0
LOCATION L0017419     VOLUME   267871.695 4047357.783 0.0
LOCATION L0017420     VOLUME   267876.994 4047352.763 0.0
LOCATION L0017421     VOLUME   267882.292 4047347.743 0.0
LOCATION L0017422     VOLUME   267887.591 4047342.723 0.0
LOCATION L0017423     VOLUME   267892.890 4047337.703 0.0
LOCATION L0017424     VOLUME   267898.189 4047332.683 0.0
LOCATION L0017425     VOLUME   267904.871 4047330.981 0.0
LOCATION L0017426     VOLUME   267912.166 4047330.753 0.0
LOCATION L0017427     VOLUME   267919.462 4047330.525 0.0
LOCATION L0017428     VOLUME   267926.758 4047330.297 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINEWP
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** Length of Side = 3.66
** Emission Rate = 0.0045
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
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   LOCATION L0017436     VOLUME   267460.852 4047739.910 0.0
   LOCATION L0017437     VOLUME   267464.528 4047733.630 0.0
   LOCATION L0017438     VOLUME   267468.203 4047727.351 0.0
   LOCATION L0017439     VOLUME   267471.879 4047721.072 0.0
   LOCATION L0017440     VOLUME   267475.555 4047714.792 0.0
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   LOCATION L0017442     VOLUME   267482.906 4047702.233 0.0
   LOCATION L0017443     VOLUME   267486.582 4047695.954 0.0
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   LOCATION L0017445     VOLUME   267491.890 4047683.005 0.0
   LOCATION L0017446     VOLUME   267490.783 4047675.814 0.0
   LOCATION L0017447     VOLUME   267489.677 4047668.622 0.0
   LOCATION L0017448     VOLUME   267488.571 4047661.431 0.0
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   LOCATION L0017455     VOLUME   267512.734 4047633.119 0.0
   LOCATION L0017456     VOLUME   267519.851 4047631.605 0.0
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   LOCATION L0017458     VOLUME   267534.085 4047628.577 0.0
   LOCATION L0017459     VOLUME   267541.202 4047627.062 0.0
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   LOCATION L0017462     VOLUME   267562.552 4047622.520 0.0
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   LOCATION L0017471     VOLUME   267613.840 4047583.203 0.0
   LOCATION L0017472     VOLUME   267619.345 4047578.446 0.0
   LOCATION L0017473     VOLUME   267624.851 4047573.688 0.0
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   LOCATION L0017476     VOLUME   267641.367 4047559.416 0.0
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   LOCATION L0017478     VOLUME   267652.378 4047549.901 0.0
   LOCATION L0017479     VOLUME   267657.883 4047545.144 0.0
   LOCATION L0017480     VOLUME   267663.388 4047540.387 0.0
   LOCATION L0017481     VOLUME   267668.894 4047535.629 0.0
   LOCATION L0017482     VOLUME   267674.399 4047530.872 0.0
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   LOCATION L0017484     VOLUME   267685.410 4047521.357 0.0
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   LOCATION L0017487     VOLUME   267701.926 4047507.085 0.0
   LOCATION L0017488     VOLUME   267707.432 4047502.327 0.0
   LOCATION L0017489     VOLUME   267712.937 4047497.570 0.0
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   LOCATION L0017532     VOLUME   267908.127 4047272.032 0.0
   LOCATION L0017533     VOLUME   267908.685 4047264.777 0.0
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   LOCATION L0017538     VOLUME   267920.990 4047238.521 0.0
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   LOCATION L0017542     VOLUME   267950.085 4047237.785 0.0
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   LOCATION L0017546     VOLUME   267979.180 4047237.048 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINEAAA
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** Emission Rate = 0.00223
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
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** 267492.36, 4047626.32, 0.00, 1.83, 3.37
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   LOCATION L0017561     VOLUME   267610.274 4047767.294 0.0
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   LOCATION L0017563     VOLUME   267595.770 4047767.372 0.0
   LOCATION L0017564     VOLUME   267588.518 4047767.410 0.0
   LOCATION L0017565     VOLUME   267581.266 4047767.449 0.0
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   LOCATION L0017568     VOLUME   267559.510 4047767.565 0.0
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   LOCATION L0017570     VOLUME   267545.006 4047767.642 0.0
   LOCATION L0017571     VOLUME   267537.754 4047767.680 0.0
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   LOCATION L0017573     VOLUME   267523.249 4047767.757 0.0
   LOCATION L0017574     VOLUME   267515.997 4047767.796 0.0
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   LOCATION L0017576     VOLUME   267501.493 4047767.873 0.0
   LOCATION L0017577     VOLUME   267494.241 4047767.912 0.0
   LOCATION L0017578     VOLUME   267486.989 4047767.950 0.0
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** Line Source represented by Separated Volume Sources
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** End of Line Source
** Line Source represened by Separated Volume Sources
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   LOCATION L0017877     VOLUME   267139.644 4047296.643 0.0
   LOCATION L0017878     VOLUME   267146.926 4047296.727 0.0
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   LOCATION L0017880     VOLUME   267161.491 4047296.897 0.0
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** Line Source represented by Separated Volume Sources
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** End of Line Source
** Line Source represented by Separated Volume Sources
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   LOCATION L0018166     VOLUME   267216.366 4047145.359 0.0
   LOCATION L0018167     VOLUME   267223.659 4047145.423 0.0
   LOCATION L0018168     VOLUME   267230.951 4047145.487 0.0
   LOCATION L0018169     VOLUME   267238.243 4047145.551 0.0
   LOCATION L0018170     VOLUME   267245.536 4047145.615 0.0
   LOCATION L0018171     VOLUME   267252.828 4047145.679 0.0
   LOCATION L0018172     VOLUME   267260.120 4047145.743 0.0
   LOCATION L0018173     VOLUME   267267.413 4047145.807 0.0
   LOCATION L0018174     VOLUME   267274.705 4047145.871 0.0
   LOCATION L0018175     VOLUME   267281.997 4047145.935 0.0
   LOCATION L0018176     VOLUME   267289.290 4047145.999 0.0
   LOCATION L0018177     VOLUME   267296.582 4047146.062 0.0
   LOCATION L0018178     VOLUME   267303.874 4047146.126 0.0
** End of Line Source
   LOCATION LOT2         AREAPOLY   267198.009  4047680.191          0.0
   LOCATION STCKCC1      POINT      267187.981  4047559.859          0.0
   LOCATION STCKCC2      POINT      267192.806  4047628.460          0.0
   LOCATION STCKCC3      POINT      267196.788  4047680.895          0.0
   LOCATION STCKCC4      POINT      267288.936  4047678.297          0.0
   LOCATION STCKCC5      POINT      267293.271  4047625.039          0.0
   LOCATION STCKPP1      POINT      267528.919  4047715.287          0.0
   LOCATION STCKPP2      POINT      267571.536  4047665.149          0.0
   LOCATION STCKPP3      POINT      267533.933  4047604.984          0.0
   LOCATION STCKPP4      POINT      267616.660  4047645.094          0.0
   LOCATION STCKAM1      POINT      267754.539  4047492.173          0.0
   LOCATION STCKAM2      POINT      267842.281  4047414.460          0.0
   LOCATION STCKAM3      POINT      267759.553  4047376.856          0.0
   LOCATION STCKAM4      POINT      267804.677  4047291.622          0.0
   LOCATION STCKAM5      POINT      267769.581  4047156.249          0.0
   LOCATION STCKAM6      POINT      267879.884  4047178.811          0.0
   LOCATION STCKAM7      POINT      267930.022  4047168.784          0.0
   LOCATION STCKQM8      POINT      267804.677  4047060.987          0.0
   LOCATION STCKAM9      POINT      267749.526  4047068.508          0.0
   LOCATION STCKAM10     POINT      267762.060  4047264.046          0.0
   LOCATION STCKHOT1     POINT      267937.543  4047356.801          0.0
   LOCATION STCKHOT2     POINT      267977.653  4047306.663          0.0
   LOCATION STCKWP1      POINT      268052.860  4047218.922          0.0
   LOCATION STCKAAA1     POINT      267575.115  4047380.545          0.0
   LOCATION STCKWW1      POINT      267445.931  4047368.647          0.0
   LOCATION BBBCCC1      POINT      267221.559  4047295.555          0.0
   LOCATION BBBCCC2      POINT      267315.047  4047280.257          0.0
   LOCATION DDDEEE1      POINT      267223.258  4047130.676          0.0
   LOCATION DDDEEE2      POINT      267352.442  4047103.479          0.0
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   SRCPARAM L0016638     0.0000366667      1.83      3.39      0.43
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AREAVERT LOT1         267120.418 4048530.358 267120.418 4048476.500
AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976
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| SRCPARAM | L0017977 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0017980 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0017982 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0017983 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0017984 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0017985 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0017987 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0017988 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0017989 | 0.0001752577 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0017995 | 0.0000698413 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018071 | 0.0000698413 | 1.83 | 3.39 | 0.43 |

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SRCPARAM LOT2          6.51E-07     0.914        28
AREAVERT LOT2         267198.009 4047680.191 267187.981 4047517.242
AREAVERT LOT2         267115.281 4047509.722 267115.281 4047432.008
AREAVERT LOT2         267333.381 4047426.994 267333.381 4047299.142
AREAVERT LOT2         267205.529 4047296.635 267208.036 4047196.360
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   AREAVERT LOT2         267112.774 4047201.373 267125.309 4047128.673
   AREAVERT LOT2         267275.722 4047131.180 267278.229 4047020.877
   AREAVERT LOT2         267381.012 4047023.384 267328.367 4047143.715
   AREAVERT LOT2         267318.340 4047218.922 267238.119 4047223.935
   AREAVERT LOT2         267235.612 4047281.594 267388.533 4047281.594
   AREAVERT LOT2         267396.053 4047366.828 267358.450 4047369.335
   AREAVERT LOT2         267358.450 4047527.270 267498.891 4047520.981
   AREAVERT LOT2         267504.640 4047452.832 267669.305 4047452.063
   AREAVERT LOT2         267637.423 4047538.123 267476.274 4047617.518
   AREAVERT LOT2         267293.271 4047564.873 267295.777 4047680.191
   SRCPARAM STCKCC1          0.021     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC2          0.021     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC3          0.021     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC4          0.021     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC5          0.021     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP1         0.0113     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP2         0.0113     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP3         0.0113     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP4         0.0113     3.658   366.483  51.70000     0.100
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   SRCPARAM STCKAM2        0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM3        0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM4        0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM5        0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM6        0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM7        0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKQM8        0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM9        0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM10       0.00315     3.658   366.483  51.70000     0.100
   SRCPARAM STCKHOT1        0.0147     3.658   366.483  51.70000     0.100
   SRCPARAM STCKHOT2        0.0147     3.658   366.483  51.70000     0.100
   SRCPARAM STCKWP1         0.0147     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAAA1       0.00738     3.658   366.483  51.70000     0.100
   SRCPARAM STCKWW1         0.0116     3.658   366.483  51.70000     0.100
   SRCPARAM BBBCCC1         0.0116     3.658   366.483  51.70000     0.100
   SRCPARAM BBBCCC2         0.0116     3.658   366.483  51.70000     0.100
   SRCPARAM DDDEEE1         0.0116     3.658   366.483  51.70000     0.100
   SRCPARAM DDDEEE2         0.0116     3.658   366.483  51.70000     0.100

** Building Downwash **
   BUILDHGT STCKA            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKA            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKA            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKA            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKA            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKA            9.14      9.14      9.14      9.14      9.14      9.14

   BUILDHGT STCKB            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKB            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKB            9.14      9.14      9.14      9.14      9.14      0.00
   BUILDHGT STCKB            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKB            9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKB            9.14      9.14      9.14      9.14      9.14      0.00

   BUILDHGT STCKCDE          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKCDE          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKCDE          0.00      0.00      9.14      9.14      9.14      9.14
   BUILDHGT STCKCDE          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKCDE          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKCDE          0.00      0.00      9.14      9.14      9.14      9.14

   BUILDHGT STCKFG           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKFG           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKFG           0.00      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKFG           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKFG           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKFG           0.00      9.14      9.14      9.14      9.14      9.14

   BUILDHGT STCKH           10.67     10.67     10.67      0.00      0.00     10.67
   BUILDHGT STCKH           10.67     10.67     10.67     10.67     10.67      0.00
   BUILDHGT STCKH            0.00      0.00      0.00     10.67     10.67     10.67
   BUILDHGT STCKH           10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKH           10.67     10.67     10.67     10.67     10.67      0.00
   BUILDHGT STCKH            0.00      0.00      0.00     10.67     10.67     10.67

   BUILDHGT STCKIJ           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKIJ           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKIJ           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKIJ           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKIJ           9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKIJ           9.14      9.14      9.14      9.14      9.14      9.14

   BUILDHGT STCKK           10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKK           10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKK            0.00      0.00      0.00      0.00     10.67     10.67
   BUILDHGT STCKK           10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKK           10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKK            0.00      0.00      0.00      0.00     10.67     10.67

   BUILDHGT STCKLMP          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKLMP          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKLMP          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKLMP          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKLMP          9.14      9.14      9.14      9.14      9.14      9.14
   BUILDHGT STCKLMP          9.14      9.14      9.14      9.14      9.14      9.14

   BUILDHGT STCKNO          10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKNO          10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKNO          10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKNO          10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKNO          10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKNO          10.67     10.67     10.67     10.67     10.67     10.67

   BUILDHGT STCKQ           10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKQ           10.67     10.67     10.67     10.67     10.67      0.00
   BUILDHGT STCKQ            0.00      0.00     10.67     10.67     10.67     10.67
   BUILDHGT STCKQ           10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKQ           10.67     10.67     10.67     10.67     10.67      0.00
   BUILDHGT STCKQ            0.00      0.00     10.67     10.67     10.67     10.67

   BUILDHGT STCKRU          10.67     10.67     10.67     10.67     10.67     10.67
   BUILDHGT STCKRU          10.67     10.67     10.67     10.67     10.67     10.67
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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 |
| BUILDHGT STCKPP3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDHGT | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC1 | 12.19 | 12.19 | 12.19 | 12.19 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |

| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |

| | | | | | P2_NOx | |
|---|---|---|---|---|---|---|
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 42.45 | 41.56 | 39.41 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 30.35 | 31.43 | 31.56 | 30.73 | 28.96 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.82 |
| BUILDWID STCKPP3 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 84.29 | 88.54 | 90.10 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 71.04 | 76.25 | 79.14 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 167.07 | 187.10 |
| BUILDWID BBBCCC1 | 201.45 | 209.68 | 211.53 | 206.96 | 196.10 | 179.28 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC1 | 116.32 | 128.10 | 135.98 | 139.73 | 196.10 | 179.28 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |

P2_NOx

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN | STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN | STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN | STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN | STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN | STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN | STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN | STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN | STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN | STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN | STCKPP2 | 27.36 | 32.58 | 36.82 | 39.94 | 41.84 | 0.00 |
| BUILDLEN | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN | STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN | STCKPP2 | 31.48 | 31.54 | 30.65 | 28.83 | 26.13 | 0.00 |
| BUILDLEN | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.41 |
| BUILDLEN | STCKPP3 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 0.00 |
| BUILDLEN | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN | STCKPP4 | 31.48 | 31.54 | 30.65 | 39.94 | 41.84 | 0.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN | STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN | STCKPP4 | 31.48 | 31.54 | 30.65 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 61.67 | 60.11 | 56.72 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.15 |
| BUILDLEN | STCKHOT2 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.14 |
| BUILDLEN | STCKHOT2 | 76.25 | 71.04 | 63.67 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 206.96 | 211.53 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | BBBCCC1 | 209.68 | 201.45 | 187.10 | 167.07 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC1 | 149.27 | 141.48 | 129.40 | 113.38 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKCC1 | -42.37 | -53.67 | -63.34 | -71.08 | -76.66 | -79.92 |
| XBADJ | STCKCC1 | -80.74 | -79.11 | -77.70 | -109.97 | -138.91 | -163.62 |
| XBADJ | STCKCC1 | -183.36 | -197.53 | -205.70 | -207.62 | -203.23 | -193.97 |
| XBADJ | STCKCC1 | -222.30 | -243.87 | -258.03 | -264.35 | -262.64 | -252.95 |
| XBADJ | STCKCC1 | -235.57 | -211.04 | -181.40 | -168.59 | -150.66 | -128.16 |
| XBADJ | STCKCC1 | -101.76 | -72.26 | -40.57 | -21.91 | -24.26 | -29.79 |
| XBADJ | STCKCC2 | -110.77 | -119.79 | -125.16 | -126.74 | -124.46 | -118.40 |
| XBADJ | STCKCC2 | -108.74 | -95.78 | -82.53 | -102.82 | -119.98 | -133.50 |
| XBADJ | STCKCC2 | -142.97 | -148.08 | -148.70 | -144.81 | -136.51 | -125.37 |
| XBADJ | STCKCC2 | -153.90 | -177.75 | -196.20 | -208.69 | -214.84 | -214.46 |
| XBADJ | STCKCC2 | -207.57 | -194.37 | -176.57 | -175.75 | -169.59 | -158.27 |
| XBADJ | STCKCC2 | -142.15 | -121.71 | -97.57 | -84.72 | -90.98 | -98.39 |
| XBADJ | STCKCC3 | -163.11 | -170.43 | -172.57 | -169.47 | -161.22 | -148.07 |
| XBADJ | STCKCC3 | -130.42 | -108.81 | -86.51 | -97.63 | -105.79 | -110.73 |
| XBADJ | STCKCC3 | -112.31 | -110.47 | -105.28 | -96.89 | -85.55 | -72.93 |
| XBADJ | STCKCC3 | -101.56 | -127.11 | -148.80 | -165.96 | -178.09 | -184.80 |
| XBADJ | STCKCC3 | -185.89 | -181.34 | -172.59 | -180.94 | -183.78 | -181.05 |
| XBADJ | STCKCC3 | -172.81 | -159.32 | -140.99 | -132.63 | -141.93 | -150.83 |
| XBADJ | STCKCC4 | -176.55 | -199.50 | -216.39 | -226.71 | -230.13 | -226.57 |
| XBADJ | STCKCC4 | -216.12 | -199.11 | -178.66 | -188.83 | -193.27 | -191.83 |
| XBADJ | STCKCC4 | -184.57 | -171.70 | -153.61 | -130.85 | -104.12 | -75.53 |
| XBADJ | STCKCC4 | -88.12 | -98.04 | -104.98 | -108.72 | -109.17 | -106.29 |
| XBADJ | STCKCC4 | -100.19 | -91.04 | -80.44 | -89.73 | -96.30 | -99.94 |
| XBADJ | STCKCC4 | -100.55 | -98.10 | -92.67 | -98.67 | -123.37 | -148.23 |
| XBADJ | STCKCC5 | -124.85 | -150.93 | -172.43 | -188.69 | -199.22 | -203.69 |
| XBADJ | STCKCC5 | -201.97 | -194.12 | -182.99 | -202.35 | -215.56 | -222.21 |
| XBADJ | STCKCC5 | -222.12 | -215.28 | -201.90 | -182.38 | -157.32 | -128.79 |
| XBADJ | STCKCC5 | -139.82 | -146.61 | -148.94 | -146.74 | -140.08 | -129.17 |
| XBADJ | STCKCC5 | -114.34 | -96.03 | -76.11 | -76.22 | -74.02 | -69.56 |
| XBADJ | STCKCC5 | -63.00 | -54.51 | -44.38 | -47.14 | -70.16 | -94.97 |
| XBADJ | STCKPP1 | -10.23 | -11.38 | -12.17 | -12.60 | -14.34 | -19.58 |
| XBADJ | STCKPP1 | -24.22 | -28.13 | -31.18 | -33.29 | -34.38 | -34.43 |
| XBADJ | STCKPP1 | -33.43 | -32.53 | -33.24 | -32.94 | -31.64 | -29.38 |
| XBADJ | STCKPP1 | -26.22 | -22.27 | -17.64 | -12.48 | -8.63 | -8.45 |
| XBADJ | STCKPP1 | -8.02 | -7.34 | -6.44 | -5.34 | -4.08 | -2.70 |
| XBADJ | STCKPP1 | -1.24 | -0.85 | -3.03 | -5.12 | -7.06 | -8.78 |
| XBADJ | STCKPP2 | -35.64 | -35.71 | -34.70 | -32.63 | -30.27 | -33.27 |
| XBADJ | STCKPP2 | -35.26 | -36.18 | -36.00 | -34.73 | -32.40 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -9.28 | -4.93 |
| XBADJ | STCKPP2 | -0.43 | 4.09 | 8.48 | 12.61 | 15.67 | 11.97 |
| XBADJ | STCKPP2 | -65.14 | -67.62 | -68.04 | -66.39 | -62.73 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -32.28 | -34.48 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -65.10 |
| XBADJ | STCKPP3 | -66.21 | -65.32 | -62.43 | -57.65 | -51.81 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 5.34 | 6.61 | 7.68 | 7.11 | 4.22 | 1.19 |
| XBADJ | STCKPP4 | -1.87 | -4.87 | -7.73 | -82.64 | -81.66 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -22.93 | -27.42 | -31.07 | -33.78 | -35.46 |
| XBADJ | STCKPP4 | -36.06 | -35.57 | -34.00 | -32.80 | -32.72 | -31.64 |
| XBADJ | STCKPP4 | -29.61 | -26.67 | -22.92 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -2.55 | -0.93 | 0.72 | 2.35 | 3.90 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKHOT1 | -5.99 | -8.86 | -11.46 | -16.53 | -23.71 | -30.17 |
| XBADJ | STCKHOT1 | -35.71 | -40.17 | -43.41 | -45.33 | -45.87 | -45.02 |
| XBADJ | STCKHOT1 | -42.80 | -39.28 | -42.69 | -47.88 | -51.62 | -53.78 |
| XBADJ | STCKHOT1 | -54.31 | -53.19 | -50.45 | -46.19 | -44.60 | -47.30 |
| XBADJ | STCKHOT1 | -48.57 | -48.37 | -46.69 | -43.59 | -39.17 | -33.56 |
| XBADJ | STCKHOT1 | -26.93 | -22.97 | -18.66 | -104.83 | -96.50 | -85.25 |
| XBADJ | STCKHOT2 | -41.74 | -47.10 | -51.03 | -53.41 | -54.17 | -53.28 |
| XBADJ | STCKHOT2 | -50.77 | -46.72 | -41.25 | -39.93 | -37.40 | -33.74 |
| XBADJ | STCKHOT2 | -105.75 | -103.47 | -106.17 | -10.38 | -3.25 | 3.97 |
| XBADJ | STCKHOT2 | -1.67 | -7.27 | -12.64 | -17.63 | -22.08 | -25.87 |
| XBADJ | STCKHOT2 | -28.86 | -30.98 | -32.16 | -37.77 | -42.23 | -45.41 |
| XBADJ | STCKHOT2 | -47.20 | -47.57 | -46.49 | -43.99 | -40.16 | -35.11 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAAA1 | 0.14 | -6.61 | -13.16 | -19.31 | -24.87 | -29.68 |
| XBADJ | STCKAAA1 | -33.58 | -36.46 | 0.00 | -48.62 | -57.53 | -64.69 |
| XBADJ | STCKAAA1 | -69.89 | -72.96 | -73.81 | -72.42 | -68.83 | -63.15 |
| XBADJ | STCKAAA1 | -72.14 | -78.93 | -83.33 | -85.19 | -84.47 | -81.18 |
| XBADJ | STCKAAA1 | -75.42 | -67.38 | 0.00 | -55.22 | -51.47 | -46.17 |
| XBADJ | STCKAAA1 | -39.46 | -31.55 | -22.68 | -13.13 | -3.17 | 6.88 |
| XBADJ | STCKWW1 | -3.59 | -16.69 | -29.29 | -40.99 | -51.45 | -60.35 |
| XBADJ | STCKWW1 | -67.41 | -72.43 | 0.00 | -96.90 | -115.62 | -130.82 |
| XBADJ | STCKWW1 | -142.05 | -148.96 | -151.35 | -149.13 | -142.39 | -131.32 |
| XBADJ | STCKWW1 | -134.21 | -133.02 | -127.80 | -118.69 | -105.97 | -90.03 |
| XBADJ | STCKWW1 | -71.36 | -50.52 | 0.00 | -26.04 | -23.15 | -19.56 |
| XBADJ | STCKWW1 | -15.37 | -10.72 | -5.74 | -0.58 | 4.59 | 9.62 |
| XBADJ | BBBCCC1 | -2.46 | -16.89 | -30.81 | -43.79 | -55.45 | -65.41 |
| XBADJ | BBBCCC1 | -73.39 | -79.14 | 0.00 | 22.10 | -120.13 | -133.73 |
| XBADJ | BBBCCC1 | -143.28 | -148.47 | -149.14 | -145.29 | -137.02 | -124.59 |
| XBADJ | BBBCCC1 | -139.50 | -150.18 | -156.29 | -157.66 | -154.23 | -146.12 |
| XBADJ | BBBCCC1 | -133.57 | -116.95 | 0.00 | -167.26 | -176.40 | -180.17 |
| XBADJ | BBBCCC1 | -178.47 | -171.34 | -159.01 | -141.85 | -4.94 | 12.05 |
| XBADJ | BBBCCC2 | -74.23 | -70.47 | -78.85 | -84.83 | -88.24 | -88.97 |
| XBADJ | BBBCCC2 | -86.99 | -82.37 | 0.00 | -72.63 | -67.83 | -60.97 |
| XBADJ | BBBCCC2 | -52.25 | -41.95 | -30.38 | -17.88 | -4.84 | 8.35 |
| XBADJ | BBBCCC2 | -1.80 | -12.17 | -22.16 | -31.49 | -39.85 | -47.01 |
| XBADJ | BBBCCC2 | -52.74 | -56.86 | 0.00 | -72.54 | -83.31 | -91.56 |
| XBADJ | BBBCCC2 | -97.02 | -99.53 | -99.02 | -95.50 | -89.08 | -79.95 |
| XBADJ | DDDEEE1 | -109.27 | -106.88 | -101.24 | -105.60 | -110.36 | -111.78 |
| XBADJ | DDDEEE1 | -109.80 | -104.48 | 0.00 | -93.19 | -87.58 | -79.31 |
| XBADJ | DDDEEE1 | -68.64 | -55.88 | -41.42 | -25.70 | -9.20 | 6.94 |
| XBADJ | DDDEEE1 | -0.08 | -7.10 | -13.90 | -20.28 | -26.04 | -31.02 |
| XBADJ | DDDEEE1 | -35.04 | -38.01 | 0.00 | -59.85 | -76.44 | -90.71 |
| XBADJ | DDDEEE1 | -102.23 | -110.63 | -115.68 | -117.21 | -115.18 | -109.65 |
| XBADJ | DDDEEE2 | -61.10 | -51.44 | -40.22 | -27.78 | -14.49 | -0.76 |
| XBADJ | DDDEEE2 | 8.43 | -0.83 | -10.07 | -19.00 | -27.35 | -34.88 |
| XBADJ | DDDEEE2 | -41.34 | -46.54 | -50.34 | 0.00 | -63.42 | -70.61 |
| XBADJ | DDDEEE2 | -75.65 | -78.40 | -78.77 | -76.74 | -72.37 | -65.82 |
| XBADJ | DDDEEE2 | -61.82 | -74.13 | -84.20 | -91.71 | -96.43 | -98.22 |
| XBADJ | DDDEEE2 | -97.03 | -92.88 | -85.92 | 0.00 | -74.61 | -68.90 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |

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|---|---|---|---|---|---|---|---|
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |
| YBADJ | STCKFG | 0.00 | 30.79 | 29.46 | 27.23 | 24.17 | 20.38 |
| YBADJ | STCKH | -41.77 | -28.96 | -15.26 | 0.00 | 0.00 | 26.89 |
| YBADJ | STCKH | 39.86 | 51.63 | 61.83 | 70.15 | 76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | 71.25 | 63.25 | 53.32 |
| YBADJ | STCKH | 41.77 | 28.96 | 15.26 | 1.10 | -13.09 | -26.89 |
| YBADJ | STCKH | -39.86 | -51.63 | -61.83 | -70.15 | -76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | -71.25 | -63.25 | -53.32 |
| YBADJ | STCKIJ | -4.39 | -9.42 | -14.18 | -18.50 | -22.25 | -25.33 |
| YBADJ | STCKIJ | -27.65 | -29.12 | -29.71 | -29.39 | -28.18 | -26.12 |
| YBADJ | STCKIJ | -23.26 | -19.70 | -15.53 | -10.90 | -5.93 | -0.78 |
| YBADJ | STCKIJ | 4.39 | 9.42 | 14.18 | 18.50 | 22.25 | 25.33 |
| YBADJ | STCKIJ | 27.65 | 29.12 | 29.71 | 29.39 | 28.18 | 26.12 |
| YBADJ | STCKIJ | 23.26 | 19.70 | 15.53 | 10.90 | 5.93 | 0.78 |
| YBADJ | STCKK | -58.88 | -52.84 | -45.19 | -36.16 | -26.05 | -15.13 |
| YBADJ | STCKK | -3.76 | 7.72 | 18.98 | 29.65 | 39.42 | 48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 65.47 | 63.13 |
| YBADJ | STCKK | 58.88 | 52.84 | 45.19 | 36.16 | 26.05 | 15.13 |
| YBADJ | STCKK | 3.76 | -7.72 | -18.98 | -29.65 | -39.42 | -48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -65.47 | -63.13 |
| YBADJ | STCKLMP | -0.83 | 0.08 | 0.99 | 1.87 | 3.52 | 6.41 |
| YBADJ | STCKLMP | 9.09 | 11.50 | 13.57 | 15.03 | 12.81 | 10.20 |
| YBADJ | STCKLMP | 7.28 | 4.50 | 3.96 | 3.31 | 2.55 | 1.72 |
| YBADJ | STCKLMP | 0.83 | -0.08 | -0.99 | -1.87 | -3.52 | -6.41 |
| YBADJ | STCKLMP | -9.09 | -11.50 | -13.57 | -15.03 | -12.81 | -10.20 |
| YBADJ | STCKLMP | -7.28 | -4.50 | -3.96 | -3.31 | -2.55 | -1.71 |
| YBADJ | STCKNO | 11.13 | 6.84 | 2.35 | -2.22 | -6.72 | -11.01 |
| YBADJ | STCKNO | -14.97 | -18.48 | -21.42 | -23.71 | -25.29 | -26.09 |
| YBADJ | STCKNO | -26.10 | -25.32 | -23.77 | -21.50 | -18.57 | -15.08 |
| YBADJ | STCKNO | -11.13 | -6.84 | -2.35 | 2.22 | 6.72 | 11.01 |
| YBADJ | STCKNO | 14.97 | 18.48 | 21.42 | 23.71 | 25.29 | 26.09 |
| YBADJ | STCKNO | 26.10 | 25.32 | 23.77 | 21.50 | 18.57 | 15.08 |
| YBADJ | STCKQ | 11.99 | 8.13 | 4.02 | -0.22 | -4.44 | -8.53 |
| YBADJ | STCKQ | -12.36 | -15.82 | -18.79 | -21.20 | -22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | -22.81 | -20.98 | -18.52 | -15.49 |
| YBADJ | STCKQ | -11.99 | -8.13 | -4.02 | 0.22 | 4.44 | 8.53 |
| YBADJ | STCKQ | 12.36 | 15.82 | 18.79 | 21.20 | 22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | 22.81 | 20.98 | 18.52 | 15.49 |
| YBADJ | STCKRU | 10.35 | 8.73 | 6.84 | 4.75 | 2.52 | 0.21 |
| YBADJ | STCKRU | -2.12 | -4.37 | -6.50 | -8.42 | -10.09 | -11.45 |
| YBADJ | STCKRU | -12.47 | -13.11 | -13.34 | -13.18 | -12.61 | -11.65 |
| YBADJ | STCKRU | -10.35 | -8.73 | -6.84 | -4.75 | -2.52 | -0.21 |
| YBADJ | STCKRU | 2.12 | 4.37 | 6.50 | 8.42 | 10.09 | 11.45 |
| YBADJ | STCKRU | 12.47 | 13.11 | 13.34 | 13.18 | 12.61 | 11.65 |
| YBADJ | STCKT | 4.47 | 17.01 | 29.02 | 40.16 | 50.08 | 58.47 |
| YBADJ | STCKT | 65.09 | 69.73 | 72.25 | 72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | 52.72 | 43.23 | 32.42 | 20.62 | 8.20 |
| YBADJ | STCKT | -4.47 | -17.01 | -29.02 | -40.16 | -50.08 | -58.47 |
| YBADJ | STCKT | -65.09 | -69.73 | -72.25 | -72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | -52.72 | -43.23 | -32.42 | -20.62 | -8.20 |
| YBADJ | STCKVWXY | -42.06 | -32.05 | 0.00 | 0.00 | 2.49 | 14.33 |
| YBADJ | STCKVWXY | 25.73 | 36.35 | 45.87 | 53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | 66.93 | 63.43 | 57.99 | 50.80 |
| YBADJ | STCKVWXY | 42.06 | 32.05 | 21.06 | 9.43 | -2.49 | -14.33 |
| YBADJ | STCKVWXY | -25.73 | -36.35 | -45.87 | -53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | -66.93 | -63.43 | -57.99 | -50.80 |
| YBADJ | STCKAABB | -51.30 | -42.02 | -31.46 | -19.94 | -7.82 | 4.54 |
| YBADJ | STCKAABB | 16.76 | 28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 51.30 | 42.02 | 31.46 | 19.94 | 7.82 | -4.54 |
| YBADJ | STCKAABB | -16.76 | -28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKCC1 | -29.31 | -5.88 | 17.73 | 40.80 | 62.63 | 82.56 |
| YBADJ | STCKCC1 | 92.86 | 89.48 | 82.09 | 89.96 | 95.10 | 97.34 |
| YBADJ | STCKCC1 | 96.63 | 92.99 | 86.52 | 77.41 | 65.96 | 51.85 |
| YBADJ | STCKCC1 | 29.31 | 5.88 | -17.73 | -40.80 | -62.63 | -82.56 |
| YBADJ | STCKCC1 | -92.86 | -89.48 | -82.09 | -89.96 | -95.10 | -97.34 |
| YBADJ | STCKCC1 | -96.63 | -92.99 | -86.52 | -77.41 | -65.96 | -51.85 |
| YBADJ | STCKCC2 | -36.47 | -24.80 | -12.39 | 0.41 | 13.19 | 25.57 |
| YBADJ | STCKCC2 | 30.04 | 22.77 | 13.49 | 21.56 | 28.98 | 35.52 |
| YBADJ | STCKCC2 | 40.98 | 45.19 | 48.03 | 49.41 | 49.29 | 47.02 |
| YBADJ | STCKCC2 | 36.47 | 24.80 | 12.39 | -0.41 | -13.19 | -25.57 |
| YBADJ | STCKCC2 | -30.04 | -22.77 | -13.49 | -21.56 | -28.98 | -35.52 |
| YBADJ | STCKCC2 | -40.98 | -45.19 | -48.03 | -49.41 | -49.29 | -47.02 |
| YBADJ | STCKCC3 | -41.65 | -39.00 | -35.16 | -30.25 | -24.43 | -17.86 |
| YBADJ | STCKCC3 | -17.87 | -28.19 | -38.95 | -30.77 | -21.66 | -11.88 |
| YBADJ | STCKCC3 | -1.75 | 8.44 | 18.37 | 27.74 | 36.27 | 43.04 |
| YBADJ | STCKCC3 | 41.65 | 39.00 | 35.16 | 30.25 | 24.43 | 17.86 |
| YBADJ | STCKCC3 | 17.87 | 28.19 | 38.95 | 30.77 | 21.66 | 11.88 |
| YBADJ | STCKCC3 | 1.75 | -8.44 | -18.37 | -27.74 | -36.27 | -43.04 |
| YBADJ | STCKCC4 | 49.55 | 48.48 | 45.95 | 42.01 | 36.80 | 30.47 |
| YBADJ | STCKCC4 | 16.09 | -9.62 | -36.35 | -44.21 | -50.73 | -55.71 |
| YBADJ | STCKCC4 | -58.99 | -60.48 | -60.14 | -57.97 | -54.03 | -49.11 |
| YBADJ | STCKCC4 | -49.55 | -48.48 | -45.95 | -42.01 | -36.80 | -30.47 |
| YBADJ | STCKCC4 | -16.09 | 9.62 | 36.35 | 44.21 | 50.73 | 55.71 |
| YBADJ | STCKCC4 | 58.99 | 60.48 | 60.14 | 57.97 | 54.03 | 49.11 |
| YBADJ | STCKCC5 | 63.06 | 70.77 | 76.33 | 79.56 | 80.38 | 78.76 |
| YBADJ | STCKCC5 | 67.62 | 43.58 | 16.91 | 7.49 | -2.16 | -11.75 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKCC5 | -20.98 | -29.57 | -37.26 | -43.82 | -49.05 | -53.44 |
| YBADJ | STCKCC5 | -63.06 | -70.77 | -76.33 | -79.56 | -80.38 | -78.76 |
| YBADJ | STCKCC5 | -67.62 | -43.58 | -16.91 | -7.49 | 2.16 | 11.75 |
| YBADJ | STCKCC5 | 20.98 | 29.57 | 37.26 | 43.82 | 49.05 | 53.44 |
| YBADJ | STCKPP1 | 13.97 | 15.15 | 15.86 | 16.10 | 15.84 | 15.11 |
| YBADJ | STCKPP1 | 13.91 | 12.29 | 10.30 | 8.00 | 5.45 | 2.74 |
| YBADJ | STCKPP1 | -0.06 | -2.86 | -5.56 | -8.10 | -10.39 | -12.37 |
| YBADJ | STCKPP1 | -13.97 | -15.15 | -15.86 | -16.10 | -15.84 | -15.11 |
| YBADJ | STCKPP1 | -13.91 | -12.29 | -10.30 | -8.00 | -5.45 | -2.74 |
| YBADJ | STCKPP1 | 0.06 | 2.86 | 5.56 | 8.10 | 10.39 | 12.37 |
| YBADJ | STCKPP2 | 14.76 | 11.48 | 7.85 | 3.98 | -0.01 | -4.00 |
| YBADJ | STCKPP2 | -7.87 | -11.50 | -14.78 | -17.60 | -19.90 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -19.89 | -17.59 |
| YBADJ | STCKPP2 | -14.76 | -11.48 | -7.85 | -3.98 | 0.01 | 4.00 |
| YBADJ | STCKPP2 | 18.39 | 9.53 | 0.38 | -8.78 | -17.67 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 19.89 | 17.59 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.02 |
| YBADJ | STCKPP3 | 11.83 | 3.29 | -5.36 | -13.84 | -21.90 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | -4.06 | -0.41 | 3.26 | 6.83 | 10.19 | 13.25 |
| YBADJ | STCKPP4 | 15.90 | 18.06 | 19.68 | -5.68 | -16.48 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | 18.47 | 16.42 | 13.87 | 10.90 | 7.59 |
| YBADJ | STCKPP4 | 4.06 | 0.41 | -3.26 | -6.83 | -10.19 | -13.25 |
| YBADJ | STCKPP4 | -15.90 | -18.06 | -19.68 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | -18.47 | -16.42 | -13.87 | -10.90 | -7.59 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKHOT1 | 0.87 | 3.35 | 5.73 | 7.93 | 8.16 | 12.02 |
| YBADJ | STCKHOT1 | 17.05 | 21.56 | 25.42 | 24.16 | 22.16 | 19.50 |
| YBADJ | STCKHOT1 | 14.83 | 10.44 | 8.57 | 6.43 | 4.10 | 1.64 |
| YBADJ | STCKHOT1 | -0.87 | -3.35 | -5.73 | -7.93 | -8.15 | -12.02 |
| YBADJ | STCKHOT1 | -17.05 | -21.56 | -25.42 | -24.16 | -22.16 | -19.50 |
| YBADJ | STCKHOT1 | -14.83 | -10.44 | -8.57 | -9.59 | -22.92 | -35.57 |
| YBADJ | STCKHOT2 | 1.08 | -2.41 | -5.83 | -9.08 | -12.05 | -14.65 |
| YBADJ | STCKHOT2 | -16.81 | -18.45 | -19.54 | -20.03 | -19.92 | -19.19 |

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                                                                  P2_NOx
   YBADJ    STCKHOT2        27.46    11.95    -1.10   -10.95    -7.87    -4.54
   YBADJ    STCKHOT2        -1.08     2.41     5.83     9.08    12.05    14.65
   YBADJ    STCKHOT2        16.81    18.45    19.54    20.03    19.92    19.19
   YBADJ    STCKHOT2        17.89    16.04    13.71    10.95     7.87     4.54

   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAAA1        -3.30     3.03     9.26    15.21    20.70    25.56
   YBADJ    STCKAAA1        29.65    32.83     0.00    36.14    36.16    35.08
   YBADJ    STCKAAA1        32.94    29.80    25.75    20.92    15.46     9.52
   YBADJ    STCKAAA1         3.30    -3.03    -9.26   -15.21   -20.70   -25.56
   YBADJ    STCKAAA1       -29.65   -32.83     0.00   -36.14   -36.16   -35.08
   YBADJ    STCKAAA1       -32.94   -29.80   -25.75   -20.92   -15.46    -9.52

   YBADJ    STCKWW1         35.43    46.23    55.63    63.34    69.12    72.80
   YBADJ    STCKWW1         74.27    73.49     0.00    65.31    58.17    49.25
   YBADJ    STCKWW1         38.85    27.26    14.84     1.97   -10.96   -23.55
   YBADJ    STCKWW1        -35.43   -46.23   -55.63   -63.34   -69.12   -72.80
   YBADJ    STCKWW1        -74.27   -73.49     0.00   -65.31   -58.17   -49.25
   YBADJ    STCKWW1        -38.85   -27.26   -14.84    -1.97    10.96    23.55

   YBADJ    BBBCCC1          4.82    16.65    27.97    38.44    47.74    55.59
   YBADJ    BBBCCC1         61.75    66.04     0.00   -35.05    66.65    62.74
   YBADJ    BBBCCC1         56.93    49.39    40.35    30.09    18.90     7.15
   YBADJ    BBBCCC1         -4.82   -16.65   -27.97   -38.44   -47.74   -55.59
   YBADJ    BBBCCC1        -61.75   -66.04     0.00    35.05    11.55    -5.15
   YBADJ    BBBCCC1        -21.70   -37.59   -52.34   -65.49   -18.90    -7.15

   YBADJ    BBBCCC2          0.04    -7.74   -15.29   -22.38   -28.79   -34.32
   YBADJ    BBBCCC2        -38.81   -42.12     0.00   -36.21   -29.15   -28.34
   YBADJ    BBBCCC2        -26.67   -24.19   -20.98   -17.13   -12.75    -7.84
   YBADJ    BBBCCC2         -0.04     7.74    15.29    22.38    28.79    34.32
   YBADJ    BBBCCC2         38.81    42.12     0.00    36.21    29.15    28.34
   YBADJ    BBBCCC2         26.67    24.19    20.98    17.13    12.75     7.84

   YBADJ    DDDEEE1         16.67     5.57    -5.70   -16.79   -27.38   -37.13
   YBADJ    DDDEEE1        -45.76   -52.99     0.00   -54.59   -49.89   -43.67
   YBADJ    DDDEEE1        -42.66   -42.16   -40.38   -37.38   -33.24   -27.27
   YBADJ    DDDEEE1        -16.67    -5.57     5.70    16.79    27.38    37.13
   YBADJ    DDDEEE1         45.76    52.99     0.00    54.59    49.89    43.67
   YBADJ    DDDEEE1         42.66    42.16    40.38    37.38    33.24    27.27

   YBADJ    DDDEEE2        -36.35   -34.54   -31.67   -27.84   -23.17   -17.79
   YBADJ    DDDEEE2        -11.87    -5.59     0.85     7.28    13.48    19.27
   YBADJ    DDDEEE2         24.48    28.94    32.53     0.00    36.65    37.06
   YBADJ    DDDEEE2         36.35    34.54    31.67    27.84    23.17    17.79
   YBADJ    DDDEEE2         11.87     5.59    -0.85    -7.28   -13.48   -19.27
   YBADJ    DDDEEE2        -24.48   -28.94   -32.53     0.00   -36.65   -37.06

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
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**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267063.10   4047802.63
   DISCCART    266966.87   4047818.34
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
** DESCRREC "FENCEGRD" "Receptors generated from Fenceline Grid"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
   DISCCART    267634.96   4048677.29
   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
   DISCCART    268102.55   4048186.93
   DISCCART    268169.35   4048116.88
   DISCCART    267670.70   4048953.95
   DISCCART    267513.93   4049022.11
   DISCCART    267815.89   4048849.82
   DISCCART    267882.69   4048779.77
   DISCCART    267949.49   4048709.72
   DISCCART    268016.28   4048639.66
   DISCCART    268083.08   4048569.61
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| | | |
|---|---|---|
| DISCCART | 268149.88 | 4048499.56 |
| DISCCART | 268216.68 | 4048429.51 |
| DISCCART | 268283.48 | 4048359.46 |
| DISCCART | 268350.28 | 4048289.41 |
| DISCCART | 267848.58 | 4049127.81 |
| DISCCART | 267685.70 | 4049198.62 |
| DISCCART | 267522.82 | 4049269.44 |
| DISCCART | 267996.81 | 4049022.34 |
| DISCCART | 268063.61 | 4048952.29 |
| DISCCART | 268130.41 | 4048882.24 |
| DISCCART | 268197.21 | 4048812.19 |
| DISCCART | 268264.01 | 4048742.14 |
| DISCCART | 268330.81 | 4048672.09 |
| DISCCART | 268397.61 | 4048602.04 |
| DISCCART | 268464.41 | 4048531.99 |
| DISCCART | 268531.21 | 4048461.94 |
| DISCCART | 268207.65 | 4049474.07 |
| DISCCART | 268123.44 | 4049510.68 |
| DISCCART | 268039.22 | 4049547.30 |
| DISCCART | 267955.00 | 4049583.92 |
| DISCCART | 267870.79 | 4049620.53 |
| DISCCART | 267786.57 | 4049657.15 |
| DISCCART | 267702.36 | 4049693.76 |
| DISCCART | 267618.14 | 4049730.38 |
| DISCCART | 267533.92 | 4049767.00 |
| DISCCART | 267449.71 | 4049803.61 |
| DISCCART | 268291.87 | 4049437.45 |
| DISCCART | 268358.67 | 4049367.40 |
| DISCCART | 268425.47 | 4049297.35 |
| DISCCART | 268492.27 | 4049227.30 |
| DISCCART | 268559.06 | 4049157.25 |
| DISCCART | 268625.86 | 4049087.19 |
| DISCCART | 268692.66 | 4049017.14 |
| DISCCART | 268759.46 | 4048947.09 |
| DISCCART | 268826.26 | 4048877.04 |
| DISCCART | 268893.06 | 4048806.99 |
| DISCCART | 268568.21 | 4049819.68 |
| DISCCART | 268482.70 | 4049856.86 |
| DISCCART | 268397.19 | 4049894.04 |
| DISCCART | 268311.68 | 4049931.22 |
| DISCCART | 268226.16 | 4049968.40 |
| DISCCART | 268140.65 | 4050005.58 |
| DISCCART | 268055.14 | 4050042.76 |
| DISCCART | 267969.63 | 4050079.94 |
| DISCCART | 267884.12 | 4050117.12 |
| DISCCART | 267798.61 | 4050154.30 |
| DISCCART | 267713.09 | 4050191.48 |
| DISCCART | 267627.58 | 4050228.66 |
| DISCCART | 267542.07 | 4050265.84 |
| DISCCART | 267456.56 | 4050303.02 |
| DISCCART | 268653.72 | 4049782.50 |
| DISCCART | 268720.52 | 4049712.45 |
| DISCCART | 268787.32 | 4049642.40 |
| DISCCART | 268854.12 | 4049572.35 |
| DISCCART | 268920.92 | 4049502.30 |
| DISCCART | 268987.72 | 4049432.25 |
| DISCCART | 269054.52 | 4049362.20 |
| DISCCART | 269121.31 | 4049292.15 |
| DISCCART | 269188.11 | 4049222.09 |
| DISCCART | 269254.91 | 4049152.04 |
| DISCCART | 268049.51 | 4047836.85 |
| DISCCART | 268231.35 | 4047952.96 |
| DISCCART | 268249.36 | 4047829.16 |
| DISCCART | 268480.18 | 4047945.95 |
| DISCCART | 268436.88 | 4048060.44 |
| DISCCART | 268393.58 | 4048174.92 |
| DISCCART | 268499.17 | 4047819.55 |
| DISCCART | 268729.60 | 4047937.39 |
| DISCCART | 268685.52 | 4048053.95 |
| DISCCART | 268641.43 | 4048170.52 |
| DISCCART | 268597.34 | 4048287.09 |
| DISCCART | 268748.99 | 4047809.94 |
| DISCCART | 269227.40 | 4047923.03 |
| DISCCART | 269179.64 | 4048049.31 |
| DISCCART | 269131.87 | 4048175.59 |
| DISCCART | 269084.11 | 4048301.87 |
| DISCCART | 269036.35 | 4048428.15 |
| DISCCART | 268988.58 | 4048554.43 |
| DISCCART | 268940.82 | 4048680.71 |
| DISCCART | 269248.62 | 4047790.73 |
| DISCCART | 269727.29 | 4047903.12 |
| DISCCART | 269680.05 | 4048028.01 |
| DISCCART | 269632.82 | 4048152.90 |
| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
| DISCCART | 269491.10 | 4048527.58 |
| DISCCART | 269443.86 | 4048652.47 |
| DISCCART | 269396.63 | 4048777.37 |
| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
| DISCCART | 269748.25 | 4047771.51 |
| DISCCART | 267983.27 | 4047685.95 |
| DISCCART | 267877.56 | 4047669.79 |
| DISCCART | 267733.92 | 4047666.24 |
| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 268146.82 | 4047300.83 |
| DISCCART | 268271.04 | 4047353.58 |
| DISCCART | 268360.37 | 4047441.69 |
| DISCCART | 268414.83 | 4047565.17 |
| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
| DISCCART | 268388.25 | 4047150.81 |
| DISCCART | 268535.10 | 4047261.84 |
| DISCCART | 268587.91 | 4047381.57 |
| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |

| | | |
|---|---|---|
| DISCCART | 267751.20 | 4046966.45 |
| DISCCART | 268041.92 | 4046498.64 |
| DISCCART | 268167.75 | 4046552.08 |
| DISCCART | 268293.58 | 4046605.52 |
| DISCCART | 268419.41 | 4046658.96 |
| DISCCART | 268545.24 | 4046712.40 |
| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
| DISCCART | 268887.40 | 4046908.53 |
| DISCCART | 268942.56 | 4047033.61 |
| DISCCART | 268997.72 | 4047158.70 |
| DISCCART | 269052.89 | 4047283.78 |
| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
| DISCCART | 269218.38 | 4047659.03 |
| DISCCART | 267907.18 | 4046470.15 |
| DISCCART | 267763.54 | 4046466.61 |
| DISCCART | 268055.54 | 4045999.34 |
| DISCCART | 268183.91 | 4046053.86 |
| DISCCART | 268312.29 | 4046108.38 |
| DISCCART | 268440.67 | 4046162.90 |
| DISCCART | 268569.04 | 4046217.42 |
| DISCCART | 268697.42 | 4046271.94 |
| DISCCART | 268825.80 | 4046326.45 |
| DISCCART | 268954.17 | 4046380.97 |
| DISCCART | 269082.55 | 4046435.49 |
| DISCCART | 269239.07 | 4046553.82 |
| DISCCART | 269295.35 | 4046681.43 |
| DISCCART | 269351.63 | 4046809.05 |
| DISCCART | 269407.91 | 4046936.66 |
| DISCCART | 269464.19 | 4047064.28 |
| DISCCART | 269520.47 | 4047191.89 |
| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
| DISCCART | 267919.53 | 4045970.31 |
| DISCCART | 267775.88 | 4045966.76 |
| DISCCART | 267459.76 | 4047820.08 |
| DISCCART | 267554.14 | 4046962.90 |
| DISCCART | 267084.90 | 4047228.91 |
| DISCCART | 267116.21 | 4046645.91 |
| DISCCART | 267278.04 | 4046601.08 |
| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
| DISCCART | 266962.58 | 4046714.43 |
| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |
| DISCCART | 267095.96 | 4048167.74 |
| DISCCART | 267149.74 | 4047840.79 |
| DISCCART | 267022.06 | 4047962.09 |
| DISCCART | 266894.37 | 4048083.39 |
| DISCCART | 266913.72 | 4047720.18 |
| DISCCART | 266786.03 | 4047841.48 |
| DISCCART | 266805.38 | 4047478.28 |
| DISCCART | 266677.69 | 4047599.58 |
| DISCCART | 266550.00 | 4047720.88 |
| DISCCART | 266461.01 | 4047115.78 |
| DISCCART | 266333.32 | 4047237.08 |
| DISCCART | 266205.63 | 4047358.38 |
| DISCCART | 266116.64 | 4046753.27 |
| DISCCART | 265988.95 | 4046874.57 |
| DISCCART | 265861.26 | 4046995.87 |
| DISCCART | 267016.60 | 4048266.84 |
| DISCCART | 267004.63 | 4048385.97 |
| DISCCART | 267011.73 | 4048547.36 |
| DISCCART | 266824.55 | 4048256.39 |
| DISCCART | 266804.83 | 4048394.76 |
| DISCCART | 266811.92 | 4048556.14 |
| DISCCART | 266579.96 | 4048254.56 |
| DISCCART | 266636.85 | 4048113.59 |
| DISCCART | 266693.74 | 4047972.62 |
| DISCCART | 266555.07 | 4048405.73 |
| DISCCART | 266562.16 | 4048567.12 |
| DISCCART | 266329.34 | 4048267.67 |
| DISCCART | 266345.91 | 4048065.35 |
| DISCCART | 266323.87 | 4047905.50 |
| DISCCART | 266494.84 | 4047857.58 |
| DISCCART | 266305.31 | 4048416.71 |
| DISCCART | 266312.40 | 4048578.10 |
| DISCCART | 265831.06 | 4048286.57 |
| DISCCART | 265888.68 | 4048143.77 |
| DISCCART | 265946.31 | 4048000.97 |
| DISCCART | 266003.94 | 4047858.18 |
| DISCCART | 266061.56 | 4047715.38 |
| DISCCART | 266119.19 | 4047572.58 |
| DISCCART | 265805.79 | 4048438.67 |
| DISCCART | 265812.88 | 4048600.05 |
| DISCCART | 265332.12 | 4048307.08 |
| DISCCART | 265390.92 | 4048161.39 |
| DISCCART | 265449.71 | 4048015.70 |
| DISCCART | 265508.50 | 4047870.01 |
| DISCCART | 265567.29 | 4047724.32 |
| DISCCART | 265626.09 | 4047578.63 |

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   DISCCART    265684.88   4047432.94
   DISCCART    265743.67   4047287.25
   DISCCART    265802.47   4047141.56
   DISCCART    265306.27   4048460.62
   DISCCART    265313.37   4048622.01
   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
RE FINISHED
**
**********************************
** AERMOD Meteorology Pathway
**********************************
**
**
ME STARTING
   SURFFILE "..\93193 05-09.SFC"
   PROFFILE "..\93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**********************************
** AERMOD Output Pathway
**********************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST 8TH
   RECTABLE 1 1ST 8TH
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST P2_NOX.AD\01H1GALL.PLT
   PLOTFILE 1 ALL 8TH P2_NOX.AD\01H8GALL.PLT
   MXDYBYYR ALL P2_NOX.AD\MXDYBYYR_ALL_NO2.DAT
   SUMMFILE P2_NOx.sum
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           43 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    2497  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2498  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2499  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2500  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
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SO W320    2501  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2502  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2503  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2504  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2505  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2506  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2507  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2508  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2509  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    2510  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3594  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3595  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3596  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3597  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3598  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3599  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3600  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3601  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3602  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3603  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3604  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3605  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3606  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3607  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3608  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3609  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3610  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3611  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3612  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3613  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3614  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3615  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3616  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3617  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3618  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3619  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3620  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3621  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
ME W396    5452 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ************************************
 *** SETUP Finishes Successfully ***
 ************************************

 *** AERMOD - VERSION  11353 ***   *** Selma Crossing - Phase 1 and Phase 2 (2020) - Rural                 ***        03/07/12
                                  *** NOx                                                                 ***        14:47:10
                                                                                                                     PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                      FLAT
                         FASTALL                                                 OLM

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses RURAL Dispersion Only.

 **Model Allows User-Specified Options:
         1. Stack-tip Downwash.
         2. Model Assumes Receptors on FLAT Terrain.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Ozone Limiting Method (OLM) Used for NO2 Conversion
            with an Equilibrium NO2/NOx Ratio of  0.900

 **Other Options Specified:
         FASTALL  - Use effective sigma-y to optimize meander for
                    POINT and VOLUME sources, and hybrid approach
                    to optimize AREA sources (formerly TOXICS option)

 **Model Assumes No FLAGPOLE Receptor Heights.

 **Model Calculates  1 Short Term Average(s) of:   1-HR

 **This Run Includes:   1591 Source(s);       1 Source Group(s); and     333 Receptor(s)

 **The Model Assumes A Pollutant Type of:  NO2

 **Note that special processing requirements apply for the 1-hour NO2 NAAQS - check available guidance.
   Model will process user-specified ranks of daily maximum 1-hour values averaged across the number of years modeled.
   For annual NO2 NAAQS modeling, the multi-year maximum of PERIOD values can be simulated using the MULTYEAR keyword.
   Multi-year PERIOD and 1-hour values should only be done in a single model run using the MULTYEAR option with a
   single multi-year meteorological data file using STARTEND keyword.

 **Model Set To Continue RUNning After the Setup Testing.

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
          Model Outputs External File(s) of Maximum Daily 1-hr Values by Year (MXDYBYYR Keyword)
          Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                             ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =     11.4 MB of RAM.

 **Detailed Error/Message File:   P2_NOx.err
 **File for Summary of Results:   P2_NOx.sum
 *** AERMOD - VERSION  11353 ***   *** Selma Crossing - Phase 1 and Phase 2 (2020) - Rural                 ***        03/07/12
                                                      Page 50
```

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.73800E-02 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.11600E-01 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.31400E-01 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.21000E-01 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.19000E-01 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.21000E-01 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.73800E-02 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.34700E-01 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.23200E-01 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.10500E-01 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.21000E-01 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.14800E-01 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.29500E-01 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.21000E-01 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC1 | 0 | 0.21000E-01 | 267188.0 | 4047559.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC2 | 0 | 0.21000E-01 | 267192.8 | 4047628.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC3 | 0 | 0.21000E-01 | 267196.8 | 4047680.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC4 | 0 | 0.21000E-01 | 267288.9 | 4047678.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC5 | 0 | 0.21000E-01 | 267293.3 | 4047625.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP1 | 0 | 0.11300E-01 | 267528.9 | 4047715.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP2 | 0 | 0.11300E-01 | 267571.5 | 4047665.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP3 | 0 | 0.11300E-01 | 267533.9 | 4047605.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP4 | 0 | 0.11300E-01 | 267616.7 | 4047645.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAM1 | 0 | 0.31500E-02 | 267754.5 | 4047492.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM2 | 0 | 0.31500E-02 | 267842.3 | 4047414.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM3 | 0 | 0.31500E-02 | 267759.6 | 4047376.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM4 | 0 | 0.31500E-02 | 267804.7 | 4047291.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM5 | 0 | 0.31500E-02 | 267769.6 | 4047156.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM6 | 0 | 0.31500E-02 | 267879.9 | 4047178.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM7 | 0 | 0.31500E-02 | 267930.0 | 4047168.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKQM8 | 0 | 0.31500E-02 | 267804.7 | 4047061.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM9 | 0 | 0.31500E-02 | 267749.5 | 4047068.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM10 | 0 | 0.31500E-02 | 267762.1 | 4047264.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKHOT1 | 0 | 0.14700E-01 | 267937.5 | 4047356.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKHOT2 | 0 | 0.14700E-01 | 267977.7 | 4047306.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWP1 | 0 | 0.14700E-01 | 268052.9 | 4047218.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAAA1 | 0 | 0.73800E-02 | 267575.1 | 4047380.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWW1 | 0 | 0.11600E-01 | 267445.9 | 4047368.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC1 | 0 | 0.11600E-01 | 267221.6 | 4047295.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC2 | 0 | 0.11600E-01 | 267315.0 | 4047280.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DDDEEE1 | 0 | 0.11600E-01 | 267223.3 | 4047130.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| DDDEEE2 | 0 | 0.11600E-01 | 267352.4 | 4047103.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016632 | 0 | 0.36667E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016633 | 0 | 0.36667E-04 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016634 | 0 | 0.36667E-04 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016635 | 0 | 0.36667E-04 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016636 | 0 | 0.36667E-04 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016637 | 0 | 0.36667E-04 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016638 | 0 | 0.36667E-04 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016639 | 0 | 0.36667E-04 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016640 | 0 | 0.36667E-04 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016641 | 0 | 0.36667E-04 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016642 | 0 | 0.36667E-04 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016643 | 0 | 0.36667E-04 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016644 | 0 | 0.36667E-04 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016645 | 0 | 0.36667E-04 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016646 | 0 | 0.36667E-04 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016647 | 0 | 0.36667E-04 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016648 | 0 | 0.36667E-04 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016649 | 0 | 0.36667E-04 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016650 | 0 | 0.36667E-04 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016651 | 0 | 0.36667E-04 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016652 | 0 | 0.36667E-04 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016653 | 0 | 0.36667E-04 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016654 | 0 | 0.36667E-04 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016655 | 0 | 0.36667E-04 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016656 | 0 | 0.36667E-04 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016657 | 0 | 0.36667E-04 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016658 | 0 | 0.36667E-04 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016659 | 0 | 0.36667E-04 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016660 | 0 | 0.36667E-04 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016661 | 0 | 0.36667E-04 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016662 | 0 | 0.36667E-04 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016663 | 0 | 0.36667E-04 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016664 | 0 | 0.36667E-04 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016665 | 0 | 0.36667E-04 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016666 | 0 | 0.36667E-04 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016667 | 0 | 0.36667E-04 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016668 | 0 | 0.36667E-04 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016669 | 0 | 0.36667E-04 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016670 | 0 | 0.36667E-04 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016671 | 0 | 0.36667E-04 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016672 | 0 | 0.36667E-04 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016673 | 0 | 0.36667E-04 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016674 | 0 | 0.36667E-04 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016675 | 0 | 0.36667E-04 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016676 | 0 | 0.36667E-04 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016677 | 0 | 0.36667E-04 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016678 | 0 | 0.36667E-04 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016679 | 0 | 0.36667E-04 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016680 | 0 | 0.36667E-04 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016681 | 0 | 0.36667E-04 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016682 | 0 | 0.36667E-04 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016683 | 0 | 0.36667E-04 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016684 | 0 | 0.36667E-04 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016685 | 0 | 0.36667E-04 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016686 | 0 | 0.36667E-04 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016687 | 0 | 0.36667E-04 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016688 | 0 | 0.36667E-04 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016689 | 0 | 0.36667E-04 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016690 | 0 | 0.36667E-04 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016691 | 0 | 0.36667E-04 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016692 | 0 | 0.36667E-04 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016693 | 0 | 0.36667E-04 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016694 | 0 | 0.36667E-04 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016695 | 0 | 0.36667E-04 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016696 | 0 | 0.36667E-04 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016697 | 0 | 0.36667E-04 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016698 | 0 | 0.36667E-04 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016699 | 0 | 0.36667E-04 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016700 | 0 | 0.36667E-04 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016701 | 0 | 0.59831E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016702 | 0 | 0.59831E-04 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016703 | 0 | 0.59831E-04 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016704 | 0 | 0.59831E-04 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016705 | 0 | 0.59831E-04 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016706 | 0 | 0.59831E-04 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016707 | 0 | 0.59831E-04 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016708 | 0 | 0.59831E-04 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016709 | 0 | 0.59831E-04 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016710 | 0 | 0.59831E-04 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016711 | 0 | 0.59831E-04 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016712 | 0 | 0.59831E-04 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016713 | 0 | 0.59831E-04 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016714 | 0 | 0.59831E-04 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016715 | 0 | 0.59831E-04 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016716 | 0 | 0.59831E-04 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016717 | 0 | 0.59831E-04 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016718 | 0 | 0.59831E-04 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016719 | 0 | 0.59831E-04 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016720 | 0 | 0.59831E-04 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016721 | 0 | 0.59831E-04 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016722 | 0 | 0.59831E-04 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016723 | 0 | 0.59831E-04 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016724 | 0 | 0.59831E-04 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016725 | 0 | 0.59831E-04 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016726 | 0 | 0.59831E-04 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016727 | 0 | 0.59831E-04 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016728 | 0 | 0.59831E-04 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016729 | 0 | 0.59831E-04 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016730 | 0 | 0.59831E-04 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016731 | 0 | 0.59831E-04 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016732 | 0 | 0.59831E-04 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016733 | 0 | 0.59831E-04 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016734 | 0 | 0.59831E-04 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016735 | 0 | 0.59831E-04 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016736 | 0 | 0.59831E-04 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016737 | 0 | 0.59831E-04 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016738 | 0 | 0.59831E-04 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016739 | 0 | 0.59831E-04 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016740 | 0 | 0.59831E-04 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016741 | 0 | 0.59831E-04 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016742 | 0 | 0.59831E-04 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016743 | 0 | 0.59831E-04 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016744 | 0 | 0.59831E-04 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016745 | 0 | 0.59831E-04 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016746 | 0 | 0.59831E-04 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016747 | 0 | 0.59831E-04 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016748 | 0 | 0.59831E-04 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016749 | 0 | 0.59831E-04 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016750 | 0 | 0.59831E-04 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016751 | 0 | 0.59831E-04 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016752 | 0 | 0.59831E-04 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016753 | 0 | 0.59831E-04 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016754 | 0 | 0.59831E-04 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016755 | 0 | 0.59831E-04 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016756 | 0 | 0.59831E-04 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016757 | 0 | 0.59831E-04 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016758 | 0 | 0.59831E-04 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016759 | 0 | 0.59831E-04 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016760 | 0 | 0.25517E-04 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016761 | 0 | 0.25517E-04 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016762 | 0 | 0.25517E-04 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016763 | 0 | 0.25517E-04 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016764 | 0 | 0.25517E-04 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016765 | 0 | 0.25517E-04 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016766 | 0 | 0.25517E-04 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016767 | 0 | 0.25517E-04 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016768 | 0 | 0.25517E-04 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016769 | 0 | 0.25517E-04 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016770 | 0 | 0.25517E-04 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016771 | 0 | 0.25517E-04 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016772 | 0 | 0.25517E-04 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016773 | 0 | 0.25517E-04 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016774 | 0 | 0.25517E-04 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016775 | 0 | 0.25517E-04 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016776 | 0 | 0.25517E-04 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016777 | 0 | 0.25517E-04 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016778 | 0 | 0.25517E-04 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016779 | 0 | 0.25517E-04 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016780 | 0 | 0.25517E-04 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016781 | 0 | 0.25517E-04 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016782 | 0 | 0.25517E-04 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016783 | 0 | 0.25517E-04 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016784 | 0 | 0.25517E-04 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016785 | 0 | 0.25517E-04 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016786 | 0 | 0.25517E-04 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016787 | 0 | 0.25517E-04 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016788 | 0 | 0.25517E-04 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016789 | 0 | 0.25517E-04 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016790 | 0 | 0.25517E-04 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016791 | 0 | 0.25517E-04 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016792 | 0 | 0.25517E-04 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016793 | 0 | 0.25517E-04 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016794 | 0 | 0.25517E-04 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016795 | 0 | 0.25517E-04 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016796 | 0 | 0.25517E-04 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016797 | 0 | 0.25517E-04 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016798 | 0 | 0.25517E-04 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016799 | 0 | 0.25517E-04 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016800 | 0 | 0.25517E-04 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016801 | 0 | 0.25517E-04 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016802 | 0 | 0.25517E-04 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016803 | 0 | 0.25517E-04 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016804 | 0 | 0.25517E-04 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016805 | 0 | 0.25517E-04 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016806 | 0 | 0.25517E-04 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016807 | 0 | 0.25517E-04 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016808 | 0 | 0.25517E-04 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016809 | 0 | 0.25517E-04 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016810 | 0 | 0.25517E-04 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016811 | 0 | 0.25517E-04 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016812 | 0 | 0.25517E-04 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016813 | 0 | 0.25517E-04 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016814 | 0 | 0.25517E-04 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016815 | 0 | 0.25517E-04 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016816 | 0 | 0.25517E-04 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016817 | 0 | 0.25517E-04 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0016818 | 0 | 0.40000E-04 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016819 | 0 | 0.40000E-04 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016820 | 0 | 0.40000E-04 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016821 | 0 | 0.40000E-04 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016822 | 0 | 0.40000E-04 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016823 | 0 | 0.40000E-04 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016824 | 0 | 0.40000E-04 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016825 | 0 | 0.40000E-04 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016826 | 0 | 0.40000E-04 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016827 | 0 | 0.40000E-04 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016828 | 0 | 0.40000E-04 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016829 | 0 | 0.40000E-04 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016830 | 0 | 0.40000E-04 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016831 | 0 | 0.40000E-04 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016832 | 0 | 0.40000E-04 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016833 | 0 | 0.40000E-04 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016834 | 0 | 0.40000E-04 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016835 | 0 | 0.40000E-04 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016836 | 0 | 0.40000E-04 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016837 | 0 | 0.40000E-04 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016838 | 0 | 0.40000E-04 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016839 | 0 | 0.40000E-04 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016840 | 0 | 0.40000E-04 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016841 | 0 | 0.40000E-04 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016842 | 0 | 0.40000E-04 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016843 | 0 | 0.40000E-04 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016844 | 0 | 0.40000E-04 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016845 | 0 | 0.40000E-04 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016846 | 0 | 0.40000E-04 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016847 | 0 | 0.40000E-04 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016848 | 0 | 0.40000E-04 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016849 | 0 | 0.40000E-04 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016850 | 0 | 0.40000E-04 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016851 | 0 | 0.40000E-04 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016852 | 0 | 0.40000E-04 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016853 | 0 | 0.40000E-04 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016854 | 0 | 0.40000E-04 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016855 | 0 | 0.40000E-04 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016856 | 0 | 0.40000E-04 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016857 | 0 | 0.40000E-04 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016858 | 0 | 0.40000E-04 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016859 | 0 | 0.40000E-04 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016860 | 0 | 0.40000E-04 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016861 | 0 | 0.40000E-04 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016862 | 0 | 0.40000E-04 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016863 | 0 | 0.40000E-04 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016864 | 0 | 0.40000E-04 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016865 | 0 | 0.40000E-04 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016866 | 0 | 0.98909E-04 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016867 | 0 | 0.98909E-04 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016868 | 0 | 0.98909E-04 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016869 | 0 | 0.98909E-04 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016870 | 0 | 0.98909E-04 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016871 | 0 | 0.98909E-04 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0016872 | 0 | 0.98909E-04 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016873 | 0 | 0.98909E-04 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016874 | 0 | 0.98909E-04 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016875 | 0 | 0.98909E-04 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016876 | 0 | 0.98909E-04 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016877 | 0 | 0.98909E-04 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016878 | 0 | 0.98909E-04 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016879 | 0 | 0.98909E-04 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016880 | 0 | 0.98909E-04 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016881 | 0 | 0.98909E-04 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016882 | 0 | 0.98909E-04 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016883 | 0 | 0.98909E-04 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016884 | 0 | 0.98909E-04 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016885 | 0 | 0.98909E-04 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016886 | 0 | 0.98909E-04 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016887 | 0 | 0.98909E-04 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016888 | 0 | 0.98909E-04 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016889 | 0 | 0.98909E-04 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016890 | 0 | 0.98909E-04 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016891 | 0 | 0.98909E-04 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016892 | 0 | 0.98909E-04 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016893 | 0 | 0.98909E-04 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016894 | 0 | 0.98909E-04 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016895 | 0 | 0.98909E-04 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016896 | 0 | 0.98909E-04 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016897 | 0 | 0.98909E-04 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016898 | 0 | 0.98909E-04 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016899 | 0 | 0.98909E-04 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016900 | 0 | 0.98909E-04 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016901 | 0 | 0.98909E-04 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016902 | 0 | 0.98909E-04 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016903 | 0 | 0.98909E-04 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016904 | 0 | 0.98909E-04 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016905 | 0 | 0.98909E-04 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016906 | 0 | 0.98909E-04 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016907 | 0 | 0.98909E-04 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016908 | 0 | 0.98909E-04 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016909 | 0 | 0.98909E-04 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016910 | 0 | 0.98909E-04 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016911 | 0 | 0.98909E-04 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016912 | 0 | 0.98909E-04 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016913 | 0 | 0.98909E-04 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016914 | 0 | 0.98909E-04 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016915 | 0 | 0.98909E-04 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016916 | 0 | 0.98909E-04 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016917 | 0 | 0.98909E-04 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016918 | 0 | 0.98909E-04 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016919 | 0 | 0.98909E-04 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016920 | 0 | 0.98909E-04 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016921 | 0 | 0.50848E-04 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016922 | 0 | 0.50848E-04 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016923 | 0 | 0.50848E-04 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016924 | 0 | 0.50848E-04 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016925 | 0 | 0.50848E-04 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016926 | 0 | 0.50848E-04 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016927 | 0 | 0.50848E-04 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016928 | 0 | 0.50848E-04 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016929 | 0 | 0.50848E-04 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016930 | 0 | 0.50848E-04 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016931 | 0 | 0.50848E-04 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016932 | 0 | 0.50848E-04 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016933 | 0 | 0.50848E-04 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016934 | 0 | 0.50848E-04 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016935 | 0 | 0.50848E-04 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016936 | 0 | 0.50848E-04 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016937 | 0 | 0.50848E-04 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016938 | 0 | 0.50848E-04 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016939 | 0 | 0.50848E-04 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016940 | 0 | 0.50848E-04 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016941 | 0 | 0.50848E-04 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016942 | 0 | 0.50848E-04 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016943 | 0 | 0.50848E-04 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016944 | 0 | 0.50848E-04 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016945 | 0 | 0.50848E-04 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016946 | 0 | 0.50848E-04 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016947 | 0 | 0.50848E-04 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016948 | 0 | 0.50848E-04 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016949 | 0 | 0.50848E-04 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016950 | 0 | 0.50848E-04 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016951 | 0 | 0.50848E-04 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016952 | 0 | 0.50848E-04 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016953 | 0 | 0.50848E-04 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016954 | 0 | 0.50848E-04 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016955 | 0 | 0.50848E-04 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016956 | 0 | 0.50848E-04 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016957 | 0 | 0.50848E-04 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016958 | 0 | 0.50848E-04 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016959 | 0 | 0.50848E-04 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016960 | 0 | 0.50848E-04 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016961 | 0 | 0.50848E-04 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016962 | 0 | 0.50848E-04 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016963 | 0 | 0.50848E-04 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016964 | 0 | 0.50848E-04 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016965 | 0 | 0.50848E-04 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016966 | 0 | 0.50848E-04 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016967 | 0 | 0.50848E-04 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016968 | 0 | 0.50848E-04 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016969 | 0 | 0.50848E-04 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016970 | 0 | 0.50848E-04 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016971 | 0 | 0.50848E-04 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016972 | 0 | 0.50848E-04 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016973 | 0 | 0.50848E-04 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016974 | 0 | 0.50848E-04 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016975 | 0 | 0.50848E-04 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016976 | 0 | 0.50848E-04 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016977 | 0 | 0.50848E-04 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016978 | 0 | 0.50848E-04 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016979 | 0 | 0.50848E-04 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0016980 | 0 | 0.26300E-04 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016981 | 0 | 0.26300E-04 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016982 | 0 | 0.26300E-04 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016983 | 0 | 0.26300E-04 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016984 | 0 | 0.26300E-04 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016985 | 0 | 0.26300E-04 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016986 | 0 | 0.26300E-04 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016987 | 0 | 0.26300E-04 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016988 | 0 | 0.26300E-04 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016989 | 0 | 0.26300E-04 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0016990 | 0 | 0.59625E-04 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016991 | 0 | 0.59625E-04 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0016992 | 0 | 0.59625E-04 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016993 | 0 | 0.59625E-04 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016994 | 0 | 0.59625E-04 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016995 | 0 | 0.59625E-04 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016996 | 0 | 0.59625E-04 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016997 | 0 | 0.59625E-04 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016998 | 0 | 0.59625E-04 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016999 | 0 | 0.59625E-04 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017000 | 0 | 0.59625E-04 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017001 | 0 | 0.59625E-04 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017002 | 0 | 0.59625E-04 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017003 | 0 | 0.59625E-04 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017004 | 0 | 0.59625E-04 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017005 | 0 | 0.59625E-04 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017006 | 0 | 0.38571E-04 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017007 | 0 | 0.38571E-04 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017008 | 0 | 0.38571E-04 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017009 | 0 | 0.38571E-04 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017010 | 0 | 0.38571E-04 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017011 | 0 | 0.38571E-04 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017012 | 0 | 0.38571E-04 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017013 | 0 | 0.38571E-04 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017014 | 0 | 0.38571E-04 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017015 | 0 | 0.38571E-04 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017016 | 0 | 0.38571E-04 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017017 | 0 | 0.38571E-04 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017018 | 0 | 0.38571E-04 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017019 | 0 | 0.38571E-04 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017020 | 0 | 0.38571E-04 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017021 | 0 | 0.38571E-04 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017022 | 0 | 0.38571E-04 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017023 | 0 | 0.38571E-04 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017024 | 0 | 0.38571E-04 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017025 | 0 | 0.38571E-04 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017026 | 0 | 0.38571E-04 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017027 | 0 | 0.38571E-04 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017028 | 0 | 0.38571E-04 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017029 | 0 | 0.38571E-04 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017030 | 0 | 0.38571E-04 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017031 | 0 | 0.38571E-04 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017032 | 0 | 0.38571E-04 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017033 | 0 | 0.38571E-04 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017034 | 0 | 0.39522E-04 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017035 | 0 | 0.39522E-04 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017036 | 0 | 0.39522E-04 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017037 | 0 | 0.39522E-04 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017038 | 0 | 0.39522E-04 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017039 | 0 | 0.39522E-04 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017040 | 0 | 0.39522E-04 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017041 | 0 | 0.39522E-04 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017042 | 0 | 0.39522E-04 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017043 | 0 | 0.39522E-04 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017044 | 0 | 0.39522E-04 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017045 | 0 | 0.39522E-04 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017046 | 0 | 0.39522E-04 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017047 | 0 | 0.39522E-04 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017048 | 0 | 0.39522E-04 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017049 | 0 | 0.39522E-04 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017050 | 0 | 0.39522E-04 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017051 | 0 | 0.39522E-04 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017052 | 0 | 0.39522E-04 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017053 | 0 | 0.39522E-04 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017054 | 0 | 0.39522E-04 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017055 | 0 | 0.39522E-04 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017056 | 0 | 0.39522E-04 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0017057 | 0 | 0.48750E-04 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017058 | 0 | 0.48750E-04 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017059 | 0 | 0.48750E-04 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017060 | 0 | 0.48750E-04 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017061 | 0 | 0.48750E-04 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017062 | 0 | 0.48750E-04 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017063 | 0 | 0.48750E-04 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017064 | 0 | 0.48750E-04 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017065 | 0 | 0.18700E-04 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017066 | 0 | 0.18700E-04 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017067 | 0 | 0.18700E-04 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017068 | 0 | 0.18700E-04 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017069 | 0 | 0.18700E-04 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017070 | 0 | 0.18700E-04 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017071 | 0 | 0.18700E-04 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017072 | 0 | 0.18700E-04 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017073 | 0 | 0.18700E-04 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017074 | 0 | 0.18700E-04 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0017075 | 0 | 0.42308E-04 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017076 | 0 | 0.42308E-04 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017077 | 0 | 0.42308E-04 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017078 | 0 | 0.42308E-04 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017079 | 0 | 0.42308E-04 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017080 | 0 | 0.42308E-04 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017081 | 0 | 0.42308E-04 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017082 | 0 | 0.42308E-04 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017083 | 0 | 0.42308E-04 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017084 | 0 | 0.42308E-04 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017085 | 0 | 0.42308E-04 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017086 | 0 | 0.42308E-04 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017087 | 0 | 0.42308E-04 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017088 | 0 | 0.42308E-04 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017089 | 0 | 0.42308E-04 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017090 | 0 | 0.42308E-04 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017091 | 0 | 0.42308E-04 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017092 | 0 | 0.42308E-04 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017093 | 0 | 0.42308E-04 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017094 | 0 | 0.42308E-04 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017095 | 0 | 0.42308E-04 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017096 | 0 | 0.42308E-04 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017097 | 0 | 0.42308E-04 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017098 | 0 | 0.42308E-04 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017099 | 0 | 0.42308E-04 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017100 | 0 | 0.42308E-04 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017101 | 0 | 0.45316E-04 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017102 | 0 | 0.45316E-04 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017103 | 0 | 0.45316E-04 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017104 | 0 | 0.45316E-04 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017105 | 0 | 0.45316E-04 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017106 | 0 | 0.45316E-04 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017107 | 0 | 0.45316E-04 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017108 | 0 | 0.45316E-04 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017109 | 0 | 0.45316E-04 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017110 | 0 | 0.45316E-04 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017111 | 0 | 0.45316E-04 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017112 | 0 | 0.45316E-04 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017113 | 0 | 0.45316E-04 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017114 | 0 | 0.45316E-04 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017115 | 0 | 0.45316E-04 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017116 | 0 | 0.45316E-04 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017117 | 0 | 0.45316E-04 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017118 | 0 | 0.45316E-04 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017119 | 0 | 0.45316E-04 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017120 | 0 | 0.11839E-03 | 267629.2 | 4047768.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017121 | 0 | 0.11839E-03 | 267621.9 | 4047768.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017122 | 0 | 0.11839E-03 | 267614.6 | 4047768.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017123 | 0 | 0.11839E-03 | 267607.4 | 4047768.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017124 | 0 | 0.11839E-03 | 267600.1 | 4047768.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017125 | 0 | 0.11839E-03 | 267592.8 | 4047767.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017126 | 0 | 0.11839E-03 | 267585.5 | 4047767.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017127 | 0 | 0.11839E-03 | 267578.3 | 4047767.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017128 | 0 | 0.11839E-03 | 267571.0 | 4047767.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017129 | 0 | 0.11839E-03 | 267563.7 | 4047767.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017130 | 0 | 0.11839E-03 | 267556.5 | 4047767.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017131 | 0 | 0.11839E-03 | 267549.2 | 4047767.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017132 | 0 | 0.11839E-03 | 267541.9 | 4047767.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017133 | 0 | 0.11839E-03 | 267534.6 | 4047766.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017134 | 0 | 0.11839E-03 | 267527.4 | 4047766.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017135 | 0 | 0.11839E-03 | 267520.1 | 4047766.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017136 | 0 | 0.11839E-03 | 267512.8 | 4047766.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017137 | 0 | 0.11839E-03 | 267505.6 | 4047766.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017138 | 0 | 0.11839E-03 | 267498.3 | 4047766.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017139 | 0 | 0.11839E-03 | 267491.0 | 4047766.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017140 | 0 | 0.11839E-03 | 267483.8 | 4047766.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017141 | 0 | 0.11839E-03 | 267476.5 | 4047765.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017142 | 0 | 0.11839E-03 | 267469.2 | 4047765.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017143 | 0 | 0.11839E-03 | 267461.9 | 4047765.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017144 | 0 | 0.11839E-03 | 267454.7 | 4047765.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017145 | 0 | 0.11839E-03 | 267448.6 | 4047764.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017146 | 0 | 0.11839E-03 | 267452.0 | 4047758.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017147 | 0 | 0.11839E-03 | 267455.4 | 4047751.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017148 | 0 | 0.11839E-03 | 267458.9 | 4047745.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017149 | 0 | 0.11839E-03 | 267462.3 | 4047739.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017150 | 0 | 0.11839E-03 | 267465.7 | 4047732.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017151 | 0 | 0.11839E-03 | 267469.1 | 4047726.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0017152 | 0 | 0.11839E-03 | 267472.5 | 4047719.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017153 | 0 | 0.11839E-03 | 267475.9 | 4047713.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017154 | 0 | 0.11839E-03 | 267479.3 | 4047706.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017155 | 0 | 0.11839E-03 | 267482.8 | 4047700.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017156 | 0 | 0.11839E-03 | 267486.2 | 4047694.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017157 | 0 | 0.11839E-03 | 267489.6 | 4047687.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017158 | 0 | 0.11839E-03 | 267492.3 | 4047681.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017159 | 0 | 0.11839E-03 | 267492.0 | 4047673.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017160 | 0 | 0.11839E-03 | 267491.8 | 4047666.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017161 | 0 | 0.11839E-03 | 267491.5 | 4047659.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017162 | 0 | 0.11839E-03 | 267491.2 | 4047652.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017163 | 0 | 0.11839E-03 | 267490.9 | 4047644.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017164 | 0 | 0.11839E-03 | 267490.6 | 4047637.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017165 | 0 | 0.11839E-03 | 267495.7 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017166 | 0 | 0.11839E-03 | 267502.8 | 4047633.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017167 | 0 | 0.11839E-03 | 267510.0 | 4047632.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017168 | 0 | 0.11839E-03 | 267517.2 | 4047631.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017169 | 0 | 0.11839E-03 | 267524.4 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017170 | 0 | 0.11839E-03 | 267531.6 | 4047629.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017171 | 0 | 0.11839E-03 | 267538.8 | 4047627.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017172 | 0 | 0.11839E-03 | 267546.0 | 4047626.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017173 | 0 | 0.11839E-03 | 267553.1 | 4047625.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017174 | 0 | 0.11839E-03 | 267560.3 | 4047624.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017175 | 0 | 0.11839E-03 | 267567.5 | 4047623.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017176 | 0 | 0.11839E-03 | 267574.1 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017177 | 0 | 0.11839E-03 | 267579.6 | 4047616.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017178 | 0 | 0.11839E-03 | 267585.2 | 4047611.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017179 | 0 | 0.11839E-03 | 267590.7 | 4047606.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017180 | 0 | 0.11839E-03 | 267596.3 | 4047602.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017181 | 0 | 0.11839E-03 | 267601.8 | 4047597.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0017182 | 0 | 0.18425E-03 | 267637.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017183 | 0 | 0.18425E-03 | 267630.6 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017184 | 0 | 0.18425E-03 | 267623.3 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017185 | 0 | 0.18425E-03 | 267616.0 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017186 | 0 | 0.18425E-03 | 267608.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017187 | 0 | 0.18425E-03 | 267601.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017188 | 0 | 0.18425E-03 | 267594.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017189 | 0 | 0.18425E-03 | 267586.9 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017190 | 0 | 0.18425E-03 | 267579.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017191 | 0 | 0.18425E-03 | 267572.3 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0017192 | 0 | 0.18425E-03 | 267565.0 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017193 | 0 | 0.18425E-03 | 267557.8 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017194 | 0 | 0.18425E-03 | 267550.5 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017195 | 0 | 0.18425E-03 | 267543.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017196 | 0 | 0.18425E-03 | 267535.9 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017197 | 0 | 0.18425E-03 | 267528.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017198 | 0 | 0.18425E-03 | 267521.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017199 | 0 | 0.18425E-03 | 267514.1 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017200 | 0 | 0.18425E-03 | 267506.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017201 | 0 | 0.18425E-03 | 267499.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017202 | 0 | 0.18425E-03 | 267492.2 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017203 | 0 | 0.18425E-03 | 267484.9 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017204 | 0 | 0.18425E-03 | 267477.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017205 | 0 | 0.18425E-03 | 267470.4 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017206 | 0 | 0.18425E-03 | 267463.1 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017207 | 0 | 0.18425E-03 | 267455.8 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017208 | 0 | 0.18425E-03 | 267448.5 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017209 | 0 | 0.18425E-03 | 267447.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017210 | 0 | 0.18425E-03 | 267450.9 | 4047757.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017211 | 0 | 0.18425E-03 | 267454.1 | 4047751.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017212 | 0 | 0.18425E-03 | 267457.3 | 4047744.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017213 | 0 | 0.18425E-03 | 267460.5 | 4047738.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017214 | 0 | 0.18425E-03 | 267463.7 | 4047731.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017215 | 0 | 0.18425E-03 | 267466.9 | 4047725.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017216 | 0 | 0.18425E-03 | 267470.1 | 4047718.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017217 | 0 | 0.18425E-03 | 267473.3 | 4047712.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017218 | 0 | 0.18425E-03 | 267476.5 | 4047705.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017219 | 0 | 0.18425E-03 | 267479.7 | 4047699.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017220 | 0 | 0.18425E-03 | 267482.9 | 4047692.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017221 | 0 | 0.18425E-03 | 267486.1 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017222 | 0 | 0.18425E-03 | 267488.8 | 4047679.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017223 | 0 | 0.18425E-03 | 267489.1 | 4047672.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017224 | 0 | 0.18425E-03 | 267489.4 | 4047664.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017225 | 0 | 0.18425E-03 | 267489.7 | 4047657.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017226 | 0 | 0.18425E-03 | 267490.0 | 4047650.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017227 | 0 | 0.18425E-03 | 267490.3 | 4047642.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017228 | 0 | 0.18425E-03 | 267492.1 | 4047636.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017229 | 0 | 0.18425E-03 | 267499.3 | 4047635.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017230 | 0 | 0.18425E-03 | 267506.5 | 4047634.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017231 | 0 | 0.18425E-03 | 267513.7 | 4047633.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017232 | 0 | 0.18425E-03 | 267520.8 | 4047632.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017233 | 0 | 0.18425E-03 | 267528.0 | 4047631.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017234 | 0 | 0.18425E-03 | 267535.2 | 4047629.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017235 | 0 | 0.18425E-03 | 267542.4 | 4047628.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017236 | 0 | 0.18425E-03 | 267549.6 | 4047627.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017237 | 0 | 0.18425E-03 | 267556.8 | 4047626.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017238 | 0 | 0.18425E-03 | 267564.0 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017239 | 0 | 0.18425E-03 | 267570.6 | 4047622.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017240 | 0 | 0.18425E-03 | 267576.4 | 4047618.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017241 | 0 | 0.18425E-03 | 267582.2 | 4047614.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017242 | 0 | 0.18425E-03 | 267588.0 | 4047609.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017243 | 0 | 0.18425E-03 | 267593.8 | 4047605.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017244 | 0 | 0.18425E-03 | 267599.6 | 4047600.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017245 | 0 | 0.18425E-03 | 267605.4 | 4047596.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017246 | 0 | 0.18425E-03 | 267611.3 | 4047592.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017247 | 0 | 0.18425E-03 | 267617.1 | 4047587.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017248 | 0 | 0.18425E-03 | 267622.9 | 4047583.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017249 | 0 | 0.18425E-03 | 267628.7 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017250 | 0 | 0.18425E-03 | 267634.5 | 4047574.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017251 | 0 | 0.18425E-03 | 267640.3 | 4047570.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017252 | 0 | 0.18425E-03 | 267646.1 | 4047565.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017253 | 0 | 0.18425E-03 | 267651.9 | 4047561.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017254 | 0 | 0.18425E-03 | 267657.7 | 4047556.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017255 | 0 | 0.18425E-03 | 267663.5 | 4047552.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017256 | 0 | 0.18425E-03 | 267669.3 | 4047548.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017257 | 0 | 0.18425E-03 | 267675.1 | 4047543.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017258 | 0 | 0.18425E-03 | 267680.9 | 4047539.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017259 | 0 | 0.18425E-03 | 267686.0 | 4047534.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017260 | 0 | 0.18425E-03 | 267691.2 | 4047528.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017261 | 0 | 0.18425E-03 | 267696.3 | 4047523.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017262 | 0 | 0.18425E-03 | 267701.5 | 4047518.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017263 | 0 | 0.18425E-03 | 267706.6 | 4047513.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017264 | 0 | 0.18425E-03 | 267711.8 | 4047508.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017265 | 0 | 0.18425E-03 | 267716.9 | 4047503.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017266 | 0 | 0.18425E-03 | 267722.1 | 4047498.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017267 | 0 | 0.18425E-03 | 267727.2 | 4047492.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017268 | 0 | 0.18425E-03 | 267732.4 | 4047487.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017269 | 0 | 0.18425E-03 | 267737.5 | 4047482.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017270 | 0 | 0.18425E-03 | 267742.7 | 4047477.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017271 | 0 | 0.18425E-03 | 267747.8 | 4047472.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017272 | 0 | 0.18425E-03 | 267753.0 | 4047467.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017273 | 0 | 0.18425E-03 | 267758.1 | 4047462.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017274 | 0 | 0.18425E-03 | 267763.3 | 4047456.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017275 | 0 | 0.18425E-03 | 267768.4 | 4047451.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017276 | 0 | 0.18425E-03 | 267773.6 | 4047446.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017277 | 0 | 0.18425E-03 | 267778.7 | 4047441.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017278 | 0 | 0.18425E-03 | 267783.9 | 4047436.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017279 | 0 | 0.18425E-03 | 267789.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017280 | 0 | 0.18425E-03 | 267789.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017281 | 0 | 0.18425E-03 | 267789.5 | 4047416.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017282 | 0 | 0.18425E-03 | 267789.5 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017283 | 0 | 0.18425E-03 | 267789.6 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017284 | 0 | 0.18425E-03 | 267789.6 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017285 | 0 | 0.18425E-03 | 267789.7 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017286 | 0 | 0.18425E-03 | 267789.7 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017287 | 0 | 0.18425E-03 | 267789.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017288 | 0 | 0.18425E-03 | 267789.8 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017289 | 0 | 0.18425E-03 | 267789.9 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017290 | 0 | 0.18425E-03 | 267789.9 | 4047351.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017291 | 0 | 0.18425E-03 | 267790.0 | 4047343.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017292 | 0 | 0.18425E-03 | 267790.1 | 4047336.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017293 | 0 | 0.18425E-03 | 267790.1 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017294 | 0 | 0.18425E-03 | 267790.2 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017295 | 0 | 0.18425E-03 | 267790.2 | 4047314.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017296 | 0 | 0.18425E-03 | 267790.3 | 4047307.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017297 | 0 | 0.18425E-03 | 267790.3 | 4047300.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017298 | 0 | 0.18425E-03 | 267790.4 | 4047292.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017299 | 0 | 0.18425E-03 | 267790.4 | 4047285.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017300 | 0 | 0.18425E-03 | 267790.5 | 4047278.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017301 | 0 | 0.18425E-03 | 267790.5 | 4047271.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017302 | 0 | 0.18425E-03 | 267790.6 | 4047263.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017303 | 0 | 0.18425E-03 | 267790.7 | 4047256.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017304 | 0 | 0.18425E-03 | 267790.7 | 4047249.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017305 | 0 | 0.18425E-03 | 267790.8 | 4047241.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017306 | 0 | 0.18425E-03 | 267790.8 | 4047234.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017307 | 0 | 0.18425E-03 | 267790.9 | 4047227.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017308 | 0 | 0.18425E-03 | 267790.9 | 4047220.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017309 | 0 | 0.54597E-04 | 267634.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017310 | 0 | 0.54597E-04 | 267627.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017311 | 0 | 0.54597E-04 | 267619.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017312 | 0 | 0.54597E-04 | 267612.4 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017313 | 0 | 0.54597E-04 | 267605.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017314 | 0 | 0.54597E-04 | 267597.8 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017315 | 0 | 0.54597E-04 | 267590.5 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017316 | 0 | 0.54597E-04 | 267583.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017317 | 0 | 0.54597E-04 | 267575.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017318 | 0 | 0.54597E-04 | 267568.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017319 | 0 | 0.54597E-04 | 267561.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017320 | 0 | 0.54597E-04 | 267554.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017321 | 0 | 0.54597E-04 | 267546.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017322 | 0 | 0.54597E-04 | 267539.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017323 | 0 | 0.54597E-04 | 267532.1 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017324 | 0 | 0.54597E-04 | 267524.8 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017325 | 0 | 0.54597E-04 | 267517.5 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017326 | 0 | 0.54597E-04 | 267510.2 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017327 | 0 | 0.54597E-04 | 267502.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017328 | 0 | 0.54597E-04 | 267495.6 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017329 | 0 | 0.54597E-04 | 267488.3 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017330 | 0 | 0.54597E-04 | 267481.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017331 | 0 | 0.54597E-04 | 267473.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017332 | 0 | 0.54597E-04 | 267466.4 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017333 | 0 | 0.54597E-04 | 267459.1 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017334 | 0 | 0.54597E-04 | 267451.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017335 | 0 | 0.54597E-04 | 267449.8 | 4047760.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017336 | 0 | 0.54597E-04 | 267453.0 | 4047753.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017337 | 0 | 0.54597E-04 | 267456.2 | 4047746.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017338 | 0 | 0.54597E-04 | 267459.4 | 4047740.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017339 | 0 | 0.54597E-04 | 267462.6 | 4047733.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017340 | 0 | 0.54597E-04 | 267465.9 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017341 | 0 | 0.54597E-04 | 267469.1 | 4047720.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017342 | 0 | 0.54597E-04 | 267472.3 | 4047714.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017343 | 0 | 0.54597E-04 | 267475.5 | 4047707.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017344 | 0 | 0.54597E-04 | 267478.7 | 4047701.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017345 | 0 | 0.54597E-04 | 267481.9 | 4047694.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017346 | 0 | 0.54597E-04 | 267485.1 | 4047687.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017347 | 0 | 0.54597E-04 | 267487.2 | 4047681.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017348 | 0 | 0.54597E-04 | 267487.8 | 4047673.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017349 | 0 | 0.54597E-04 | 267488.4 | 4047666.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017350 | 0 | 0.54597E-04 | 267488.9 | 4047659.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017351 | 0 | 0.54597E-04 | 267489.5 | 4047651.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017352 | 0 | 0.54597E-04 | 267490.1 | 4047644.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017353 | 0 | 0.54597E-04 | 267492.1 | 4047638.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017354 | 0 | 0.54597E-04 | 267499.2 | 4047637.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017355 | 0 | 0.54597E-04 | 267506.4 | 4047635.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017356 | 0 | 0.54597E-04 | 267513.5 | 4047633.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017357 | 0 | 0.54597E-04 | 267520.6 | 4047632.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017358 | 0 | 0.54597E-04 | 267527.7 | 4047630.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017359 | 0 | 0.54597E-04 | 267534.9 | 4047629.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017360 | 0 | 0.54597E-04 | 267542.0 | 4047627.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017361 | 0 | 0.54597E-04 | 267549.1 | 4047625.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017362 | 0 | 0.54597E-04 | 267556.2 | 4047624.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017363 | 0 | 0.54597E-04 | 267563.3 | 4047622.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017364 | 0 | 0.54597E-04 | 267570.5 | 4047621.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017365 | 0 | 0.54597E-04 | 267577.6 | 4047619.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017366 | 0 | 0.54597E-04 | 267583.6 | 4047615.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017367 | 0 | 0.54597E-04 | 267589.3 | 4047611.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017368 | 0 | 0.54597E-04 | 267595.0 | 4047606.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017369 | 0 | 0.54597E-04 | 267600.6 | 4047601.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017370 | 0 | 0.54597E-04 | 267606.3 | 4047597.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017371 | 0 | 0.54597E-04 | 267612.0 | 4047592.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017372 | 0 | 0.54597E-04 | 267617.6 | 4047588.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017373 | 0 | 0.54597E-04 | 267623.3 | 4047583.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017374 | 0 | 0.54597E-04 | 267629.0 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017375 | 0 | 0.54597E-04 | 267634.7 | 4047574.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017376 | 0 | 0.54597E-04 | 267640.3 | 4047569.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017377 | 0 | 0.54597E-04 | 267646.0 | 4047565.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017378 | 0 | 0.54597E-04 | 267651.7 | 4047560.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017379 | 0 | 0.54597E-04 | 267657.4 | 4047555.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017380 | 0 | 0.54597E-04 | 267663.0 | 4047551.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017381 | 0 | 0.54597E-04 | 267668.7 | 4047546.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017382 | 0 | 0.54597E-04 | 267674.4 | 4047542.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017383 | 0 | 0.54597E-04 | 267680.1 | 4047537.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017384 | 0 | 0.54597E-04 | 267685.7 | 4047532.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017385 | 0 | 0.54597E-04 | 267691.4 | 4047528.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017386 | 0 | 0.54597E-04 | 267696.8 | 4047523.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017387 | 0 | 0.54597E-04 | 267702.1 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017388 | 0 | 0.54597E-04 | 267707.4 | 4047513.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017389 | 0 | 0.54597E-04 | 267712.7 | 4047508.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017390 | 0 | 0.54597E-04 | 267718.0 | 4047503.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017391 | 0 | 0.54597E-04 | 267723.3 | 4047498.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017392 | 0 | 0.54597E-04 | 267728.6 | 4047493.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017393 | 0 | 0.54597E-04 | 267733.9 | 4047488.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017394 | 0 | 0.54597E-04 | 267739.2 | 4047483.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017395 | 0 | 0.54597E-04 | 267744.5 | 4047478.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017396 | 0 | 0.54597E-04 | 267749.8 | 4047473.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017397 | 0 | 0.54597E-04 | 267755.1 | 4047468.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017398 | 0 | 0.54597E-04 | 267760.4 | 4047463.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017399 | 0 | 0.54597E-04 | 267765.7 | 4047458.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017400 | 0 | 0.54597E-04 | 267771.0 | 4047453.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017401 | 0 | 0.54597E-04 | 267776.3 | 4047448.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017402 | 0 | 0.54597E-04 | 267781.6 | 4047443.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017403 | 0 | 0.54597E-04 | 267786.9 | 4047438.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017404 | 0 | 0.54597E-04 | 267792.2 | 4047433.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017405 | 0 | 0.54597E-04 | 267797.5 | 4047428.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017406 | 0 | 0.54597E-04 | 267802.8 | 4047423.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017407 | 0 | 0.54597E-04 | 267808.1 | 4047418.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017408 | 0 | 0.54597E-04 | 267813.4 | 4047413.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017409 | 0 | 0.54597E-04 | 267818.7 | 4047408.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017410 | 0 | 0.54597E-04 | 267824.0 | 4047403.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017411 | 0 | 0.54597E-04 | 267829.3 | 4047397.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017412 | 0 | 0.54597E-04 | 267834.6 | 4047392.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017413 | 0 | 0.54597E-04 | 267839.9 | 4047387.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017414 | 0 | 0.54597E-04 | 267845.2 | 4047382.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017415 | 0 | 0.54597E-04 | 267850.5 | 4047377.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017416 | 0 | 0.54597E-04 | 267855.8 | 4047372.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017417 | 0 | 0.54597E-04 | 267861.1 | 4047367.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017418 | 0 | 0.54597E-04 | 267866.4 | 4047362.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017419 | 0 | 0.54597E-04 | 267871.7 | 4047357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017420 | 0 | 0.54597E-04 | 267877.0 | 4047352.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017421 | 0 | 0.54597E-04 | 267882.3 | 4047347.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017422 | 0 | 0.54597E-04 | 267887.6 | 4047342.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017423 | 0 | 0.54597E-04 | 267892.9 | 4047337.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017424 | 0 | 0.54597E-04 | 267898.2 | 4047332.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017425 | 0 | 0.54597E-04 | 267904.9 | 4047331.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017426 | 0 | 0.54597E-04 | 267912.2 | 4047330.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017427 | 0 | 0.54597E-04 | 267919.5 | 4047330.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017428 | 0 | 0.54597E-04 | 267926.8 | 4047330.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017429 | 0 | 0.54597E-04 | 267934.1 | 4047330.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017430 | 0 | 0.54597E-04 | 267941.3 | 4047329.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017431 | 0 | 0.54597E-04 | 267948.6 | 4047329.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017432 | 0 | 0.54597E-04 | 267955.9 | 4047329.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017433 | 0 | 0.36290E-04 | 267449.8 | 4047758.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017434 | 0 | 0.36290E-04 | 267453.5 | 4047752.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017435 | 0 | 0.36290E-04 | 267457.2 | 4047746.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017436 | 0 | 0.36290E-04 | 267460.9 | 4047739.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017437 | 0 | 0.36290E-04 | 267464.5 | 4047733.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017438 | 0 | 0.36290E-04 | 267468.2 | 4047727.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017439 | 0 | 0.36290E-04 | 267471.9 | 4047721.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017440 | 0 | 0.36290E-04 | 267475.6 | 4047714.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017441 | 0 | 0.36290E-04 | 267479.2 | 4047708.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017442 | 0 | 0.36290E-04 | 267482.9 | 4047702.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017443 | 0 | 0.36290E-04 | 267486.6 | 4047696.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017444 | 0 | 0.36290E-04 | 267490.3 | 4047689.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017445 | 0 | 0.36290E-04 | 267491.9 | 4047683.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017446 | 0 | 0.36290E-04 | 267490.8 | 4047675.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017447 | 0 | 0.36290E-04 | 267489.7 | 4047668.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017448 | 0 | 0.36290E-04 | 267488.6 | 4047661.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017449 | 0 | 0.36290E-04 | 267487.5 | 4047654.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017450 | 0 | 0.36290E-04 | 267486.4 | 4047647.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017451 | 0 | 0.36290E-04 | 267485.3 | 4047639.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017452 | 0 | 0.36290E-04 | 267491.4 | 4047637.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017453 | 0 | 0.36290E-04 | 267498.5 | 4047636.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017454 | 0 | 0.36290E-04 | 267505.6 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017455 | 0 | 0.36290E-04 | 267512.7 | 4047633.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017456 | 0 | 0.36290E-04 | 267519.9 | 4047631.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017457 | 0 | 0.36290E-04 | 267527.0 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017458 | 0 | 0.36290E-04 | 267534.1 | 4047628.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017459 | 0 | 0.36290E-04 | 267541.2 | 4047627.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017460 | 0 | 0.36290E-04 | 267548.3 | 4047625.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017461 | 0 | 0.36290E-04 | 267555.4 | 4047624.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017462 | 0 | 0.36290E-04 | 267562.6 | 4047622.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017463 | 0 | 0.36290E-04 | 267569.7 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017464 | 0 | 0.36290E-04 | 267575.3 | 4047616.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017465 | 0 | 0.36290E-04 | 267580.8 | 4047611.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017466 | 0 | 0.36290E-04 | 267586.3 | 4047607.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017467 | 0 | 0.36290E-04 | 267591.8 | 4047602.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017468 | 0 | 0.36290E-04 | 267597.3 | 4047597.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017469 | 0 | 0.36290E-04 | 267602.8 | 4047592.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017470 | 0 | 0.36290E-04 | 267608.3 | 4047588.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017471 | 0 | 0.36290E-04 | 267613.8 | 4047583.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0017472 | 0 | 0.36290E-04 | 267619.3 | 4047578.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017473 | 0 | 0.36290E-04 | 267624.9 | 4047573.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017474 | 0 | 0.36290E-04 | 267630.4 | 4047568.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017475 | 0 | 0.36290E-04 | 267635.9 | 4047564.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017476 | 0 | 0.36290E-04 | 267641.4 | 4047559.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017477 | 0 | 0.36290E-04 | 267646.9 | 4047554.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017478 | 0 | 0.36290E-04 | 267652.4 | 4047549.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017479 | 0 | 0.36290E-04 | 267657.9 | 4047545.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017480 | 0 | 0.36290E-04 | 267663.4 | 4047540.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017481 | 0 | 0.36290E-04 | 267668.9 | 4047535.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017482 | 0 | 0.36290E-04 | 267674.4 | 4047530.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017483 | 0 | 0.36290E-04 | 267679.9 | 4047526.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017484 | 0 | 0.36290E-04 | 267685.4 | 4047521.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017485 | 0 | 0.36290E-04 | 267690.9 | 4047516.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017486 | 0 | 0.36290E-04 | 267696.4 | 4047511.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017487 | 0 | 0.36290E-04 | 267701.9 | 4047507.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017488 | 0 | 0.36290E-04 | 267707.4 | 4047502.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017489 | 0 | 0.36290E-04 | 267712.9 | 4047497.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017490 | 0 | 0.36290E-04 | 267718.4 | 4047492.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017491 | 0 | 0.36290E-04 | 267723.9 | 4047488.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017492 | 0 | 0.36290E-04 | 267729.5 | 4047483.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017493 | 0 | 0.36290E-04 | 267735.0 | 4047478.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017494 | 0 | 0.36290E-04 | 267740.5 | 4047473.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017495 | 0 | 0.36290E-04 | 267746.0 | 4047469.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017496 | 0 | 0.36290E-04 | 267751.5 | 4047464.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017497 | 0 | 0.36290E-04 | 267757.0 | 4047459.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017498 | 0 | 0.36290E-04 | 267762.5 | 4047454.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017499 | 0 | 0.36290E-04 | 267768.0 | 4047450.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017500 | 0 | 0.36290E-04 | 267773.5 | 4047445.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017501 | 0 | 0.36290E-04 | 267779.0 | 4047440.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017502 | 0 | 0.36290E-04 | 267784.5 | 4047435.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017503 | 0 | 0.36290E-04 | 267790.0 | 4047431.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017504 | 0 | 0.36290E-04 | 267795.5 | 4047426.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017505 | 0 | 0.36290E-04 | 267801.0 | 4047421.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017506 | 0 | 0.36290E-04 | 267806.5 | 4047416.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017507 | 0 | 0.36290E-04 | 267812.0 | 4047411.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017508 | 0 | 0.36290E-04 | 267817.5 | 4047407.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017509 | 0 | 0.36290E-04 | 267823.0 | 4047402.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017510 | 0 | 0.36290E-04 | 267828.6 | 4047397.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017511 | 0 | 0.36290E-04 | 267834.1 | 4047392.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0017512 | 0 | 0.36290E-04 | 267839.6 | 4047388.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017513 | 0 | 0.36290E-04 | 267845.1 | 4047383.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017514 | 0 | 0.36290E-04 | 267850.6 | 4047378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017515 | 0 | 0.36290E-04 | 267856.1 | 4047373.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017516 | 0 | 0.36290E-04 | 267861.6 | 4047369.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017517 | 0 | 0.36290E-04 | 267867.1 | 4047364.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017518 | 0 | 0.36290E-04 | 267872.6 | 4047359.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017519 | 0 | 0.36290E-04 | 267878.1 | 4047354.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017520 | 0 | 0.36290E-04 | 267883.6 | 4047350.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017521 | 0 | 0.36290E-04 | 267889.1 | 4047345.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017522 | 0 | 0.36290E-04 | 267894.6 | 4047340.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017523 | 0 | 0.36290E-04 | 267900.1 | 4047335.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017524 | 0 | 0.36290E-04 | 267903.7 | 4047330.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017525 | 0 | 0.36290E-04 | 267904.2 | 4047322.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017526 | 0 | 0.36290E-04 | 267904.8 | 4047315.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017527 | 0 | 0.36290E-04 | 267905.3 | 4047308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017528 | 0 | 0.36290E-04 | 267905.9 | 4047301.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017529 | 0 | 0.36290E-04 | 267906.5 | 4047293.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017530 | 0 | 0.36290E-04 | 267907.0 | 4047286.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017531 | 0 | 0.36290E-04 | 267907.6 | 4047279.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017532 | 0 | 0.36290E-04 | 267908.1 | 4047272.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017533 | 0 | 0.36290E-04 | 267908.7 | 4047264.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017534 | 0 | 0.36290E-04 | 267909.2 | 4047257.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017535 | 0 | 0.36290E-04 | 267909.8 | 4047250.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017536 | 0 | 0.36290E-04 | 267910.4 | 4047243.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017537 | 0 | 0.36290E-04 | 267913.7 | 4047238.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017538 | 0 | 0.36290E-04 | 267921.0 | 4047238.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017539 | 0 | 0.36290E-04 | 267928.3 | 4047238.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017540 | 0 | 0.36290E-04 | 267935.5 | 4047238.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017541 | 0 | 0.36290E-04 | 267942.8 | 4047238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017542 | 0 | 0.36290E-04 | 267950.1 | 4047237.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017543 | 0 | 0.36290E-04 | 267957.4 | 4047237.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017544 | 0 | 0.36290E-04 | 267964.6 | 4047237.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017545 | 0 | 0.36290E-04 | 267971.9 | 4047237.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017546 | 0 | 0.36290E-04 | 267979.2 | 4047237.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017547 | 0 | 0.36290E-04 | 267986.5 | 4047236.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017548 | 0 | 0.36290E-04 | 267993.7 | 4047236.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017549 | 0 | 0.36290E-04 | 268001.0 | 4047236.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017550 | 0 | 0.36290E-04 | 268008.3 | 4047236.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017551 | 0 | 0.36290E-04 | 268015.5 | 4047236.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017552 | 0 | 0.36290E-04 | 268022.8 | 4047235.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017553 | 0 | 0.36290E-04 | 268030.1 | 4047235.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017554 | 0 | 0.36290E-04 | 268037.4 | 4047235.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017555 | 0 | 0.36290E-04 | 268044.6 | 4047235.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017556 | 0 | 0.36290E-04 | 268051.9 | 4047235.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0017557 | 0 | 0.25056E-04 | 267639.3 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017558 | 0 | 0.25056E-04 | 267632.0 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017559 | 0 | 0.25056E-04 | 267624.8 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017560 | 0 | 0.25056E-04 | 267617.5 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017561 | 0 | 0.25056E-04 | 267610.3 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017562 | 0 | 0.25056E-04 | 267603.0 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017563 | 0 | 0.25056E-04 | 267595.8 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017564 | 0 | 0.25056E-04 | 267588.5 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017565 | 0 | 0.25056E-04 | 267581.3 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017566 | 0 | 0.25056E-04 | 267574.0 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017567 | 0 | 0.25056E-04 | 267566.8 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017568 | 0 | 0.25056E-04 | 267559.5 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017569 | 0 | 0.25056E-04 | 267552.3 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017570 | 0 | 0.25056E-04 | 267545.0 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0017571 | 0 | 0.25056E-04 | 267537.8 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017572 | 0 | 0.25056E-04 | 267530.5 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017573 | 0 | 0.25056E-04 | 267523.2 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017574 | 0 | 0.25056E-04 | 267516.0 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017575 | 0 | 0.25056E-04 | 267508.7 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017576 | 0 | 0.25056E-04 | 267501.5 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017577 | 0 | 0.25056E-04 | 267494.2 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017578 | 0 | 0.25056E-04 | 267487.0 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017579 | 0 | 0.25056E-04 | 267479.7 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017580 | 0 | 0.25056E-04 | 267472.5 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017581 | 0 | 0.25056E-04 | 267465.2 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017582 | 0 | 0.25056E-04 | 267458.0 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017583 | 0 | 0.25056E-04 | 267450.7 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017584 | 0 | 0.25056E-04 | 267447.5 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017585 | 0 | 0.25056E-04 | 267450.7 | 4047759.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017586 | 0 | 0.25056E-04 | 267453.9 | 4047752.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017587 | 0 | 0.25056E-04 | 267457.1 | 4047746.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017588 | 0 | 0.25056E-04 | 267460.3 | 4047739.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017589 | 0 | 0.25056E-04 | 267463.6 | 4047733.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017590 | 0 | 0.25056E-04 | 267466.8 | 4047726.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017591 | 0 | 0.25056E-04 | 267470.0 | 4047720.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0017592 | 0 | 0.25056E-04 | 267473.2 | 4047713.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017593 | 0 | 0.25056E-04 | 267476.4 | 4047707.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017594 | 0 | 0.25056E-04 | 267479.7 | 4047700.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017595 | 0 | 0.25056E-04 | 267482.9 | 4047694.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017596 | 0 | 0.25056E-04 | 267485.4 | 4047687.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017597 | 0 | 0.25056E-04 | 267486.2 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017598 | 0 | 0.25056E-04 | 267487.0 | 4047673.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017599 | 0 | 0.25056E-04 | 267487.8 | 4047665.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017600 | 0 | 0.25056E-04 | 267488.7 | 4047658.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017601 | 0 | 0.25056E-04 | 267489.5 | 4047651.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017602 | 0 | 0.25056E-04 | 267490.3 | 4047644.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017603 | 0 | 0.25056E-04 | 267491.1 | 4047637.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017604 | 0 | 0.25056E-04 | 267492.0 | 4047629.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017605 | 0 | 0.25056E-04 | 267492.6 | 4047622.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017606 | 0 | 0.25056E-04 | 267493.0 | 4047615.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017607 | 0 | 0.25056E-04 | 267493.4 | 4047608.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017608 | 0 | 0.25056E-04 | 267493.8 | 4047600.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017609 | 0 | 0.25056E-04 | 267494.3 | 4047593.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017610 | 0 | 0.25056E-04 | 267494.7 | 4047586.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017611 | 0 | 0.25056E-04 | 267495.1 | 4047579.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017612 | 0 | 0.25056E-04 | 267495.5 | 4047572.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017613 | 0 | 0.25056E-04 | 267496.0 | 4047564.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017614 | 0 | 0.25056E-04 | 267496.4 | 4047557.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017615 | 0 | 0.25056E-04 | 267496.8 | 4047550.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017616 | 0 | 0.25056E-04 | 267497.2 | 4047543.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017617 | 0 | 0.25056E-04 | 267497.7 | 4047535.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017618 | 0 | 0.25056E-04 | 267498.1 | 4047528.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017619 | 0 | 0.25056E-04 | 267498.5 | 4047521.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017620 | 0 | 0.25056E-04 | 267498.9 | 4047514.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017621 | 0 | 0.25056E-04 | 267499.3 | 4047506.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017622 | 0 | 0.25056E-04 | 267499.8 | 4047499.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017623 | 0 | 0.25056E-04 | 267500.2 | 4047492.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017624 | 0 | 0.25056E-04 | 267500.6 | 4047485.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017625 | 0 | 0.25056E-04 | 267501.0 | 4047477.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017626 | 0 | 0.25056E-04 | 267501.5 | 4047470.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017627 | 0 | 0.25056E-04 | 267501.9 | 4047463.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017628 | 0 | 0.25056E-04 | 267502.3 | 4047456.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017629 | 0 | 0.25056E-04 | 267502.7 | 4047448.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017630 | 0 | 0.25056E-04 | 267503.1 | 4047441.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017631 | 0 | 0.25056E-04 | 267503.6 | 4047434.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017632 | 0 | 0.25056E-04 | 267504.0 | 4047427.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017633 | 0 | 0.25056E-04 | 267504.4 | 4047419.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017634 | 0 | 0.25056E-04 | 267504.8 | 4047412.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017635 | 0 | 0.25056E-04 | 267505.3 | 4047405.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017636 | 0 | 0.25056E-04 | 267505.7 | 4047398.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017637 | 0 | 0.25056E-04 | 267506.1 | 4047391.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017638 | 0 | 0.25056E-04 | 267506.5 | 4047383.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017639 | 0 | 0.25056E-04 | 267508.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017640 | 0 | 0.25056E-04 | 267515.8 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017641 | 0 | 0.25056E-04 | 267523.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017642 | 0 | 0.25056E-04 | 267530.3 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017643 | 0 | 0.25056E-04 | 267537.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017644 | 0 | 0.25056E-04 | 267544.9 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017645 | 0 | 0.25056E-04 | 267552.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017646 | 0 | 0.35568E-04 | 267637.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017647 | 0 | 0.35568E-04 | 267629.9 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017648 | 0 | 0.35568E-04 | 267622.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017649 | 0 | 0.35568E-04 | 267615.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017650 | 0 | 0.35568E-04 | 267608.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017651 | 0 | 0.35568E-04 | 267600.8 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017652 | 0 | 0.35568E-04 | 267593.5 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017653 | 0 | 0.35568E-04 | 267586.2 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017654 | 0 | 0.35568E-04 | 267578.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0017655 | 0 | 0.35568E-04 | 267571.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017656 | 0 | 0.35568E-04 | 267564.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017657 | 0 | 0.35568E-04 | 267557.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017658 | 0 | 0.35568E-04 | 267549.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017659 | 0 | 0.35568E-04 | 267542.5 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017660 | 0 | 0.35568E-04 | 267535.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017661 | 0 | 0.35568E-04 | 267528.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017662 | 0 | 0.35568E-04 | 267520.7 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017663 | 0 | 0.35568E-04 | 267513.4 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017664 | 0 | 0.35568E-04 | 267506.1 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017665 | 0 | 0.35568E-04 | 267498.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017666 | 0 | 0.35568E-04 | 267491.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017667 | 0 | 0.35568E-04 | 267484.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017668 | 0 | 0.35568E-04 | 267477.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017669 | 0 | 0.35568E-04 | 267469.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017670 | 0 | 0.35568E-04 | 267462.5 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017671 | 0 | 0.35568E-04 | 267455.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017672 | 0 | 0.35568E-04 | 267447.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017673 | 0 | 0.35568E-04 | 267450.7 | 4047756.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017674 | 0 | 0.35568E-04 | 267454.1 | 4047750.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017675 | 0 | 0.35568E-04 | 267457.5 | 4047744.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017676 | 0 | 0.35568E-04 | 267460.8 | 4047737.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017677 | 0 | 0.35568E-04 | 267464.2 | 4047731.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017678 | 0 | 0.35568E-04 | 267467.6 | 4047724.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017679 | 0 | 0.35568E-04 | 267471.0 | 4047718.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017680 | 0 | 0.35568E-04 | 267474.4 | 4047711.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017681 | 0 | 0.35568E-04 | 267477.8 | 4047705.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017682 | 0 | 0.35568E-04 | 267481.2 | 4047698.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017683 | 0 | 0.35568E-04 | 267484.6 | 4047692.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017684 | 0 | 0.35568E-04 | 267487.0 | 4047685.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017685 | 0 | 0.35568E-04 | 267487.4 | 4047678.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017686 | 0 | 0.35568E-04 | 267487.8 | 4047671.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017687 | 0 | 0.35568E-04 | 267488.2 | 4047663.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017688 | 0 | 0.35568E-04 | 267488.5 | 4047656.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017689 | 0 | 0.35568E-04 | 267488.9 | 4047649.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017690 | 0 | 0.35568E-04 | 267489.3 | 4047642.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017691 | 0 | 0.35568E-04 | 267489.6 | 4047634.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017692 | 0 | 0.35568E-04 | 267490.0 | 4047627.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017693 | 0 | 0.35568E-04 | 267490.4 | 4047620.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017694 | 0 | 0.35568E-04 | 267490.7 | 4047613.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017695 | 0 | 0.35568E-04 | 267491.1 | 4047605.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017696 | 0 | 0.35568E-04 | 267491.5 | 4047598.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017697 | 0 | 0.35568E-04 | 267491.8 | 4047591.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017698 | 0 | 0.35568E-04 | 267492.2 | 4047583.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017699 | 0 | 0.35568E-04 | 267492.6 | 4047576.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017700 | 0 | 0.35568E-04 | 267493.0 | 4047569.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017701 | 0 | 0.35568E-04 | 267493.3 | 4047562.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017702 | 0 | 0.35568E-04 | 267493.7 | 4047554.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017703 | 0 | 0.35568E-04 | 267494.1 | 4047547.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017704 | 0 | 0.35568E-04 | 267494.4 | 4047540.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017705 | 0 | 0.35568E-04 | 267494.8 | 4047533.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017706 | 0 | 0.35568E-04 | 267495.2 | 4047525.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017707 | 0 | 0.35568E-04 | 267495.5 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017708 | 0 | 0.35568E-04 | 267495.9 | 4047511.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017709 | 0 | 0.35568E-04 | 267496.3 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017710 | 0 | 0.35568E-04 | 267496.7 | 4047496.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017711 | 0 | 0.35568E-04 | 267497.0 | 4047489.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017712 | 0 | 0.35568E-04 | 267497.4 | 4047482.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017713 | 0 | 0.35568E-04 | 267497.8 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017714 | 0 | 0.35568E-04 | 267498.1 | 4047467.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017715 | 0 | 0.35568E-04 | 267498.5 | 4047460.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017716 | 0 | 0.35568E-04 | 267498.9 | 4047452.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017717 | 0 | 0.35568E-04 | 267499.2 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017718 | 0 | 0.35568E-04 | 267499.6 | 4047438.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017719 | 0 | 0.35568E-04 | 267500.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017720 | 0 | 0.35568E-04 | 267500.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017721 | 0 | 0.35568E-04 | 267500.7 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017722 | 0 | 0.35568E-04 | 267501.1 | 4047409.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017723 | 0 | 0.35568E-04 | 267501.5 | 4047402.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017724 | 0 | 0.35568E-04 | 267501.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017725 | 0 | 0.35568E-04 | 267502.2 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017726 | 0 | 0.35568E-04 | 267502.6 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017727 | 0 | 0.35568E-04 | 267502.9 | 4047372.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017728 | 0 | 0.35568E-04 | 267501.5 | 4047367.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017729 | 0 | 0.35568E-04 | 267494.3 | 4047368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017730 | 0 | 0.35568E-04 | 267487.0 | 4047368.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017731 | 0 | 0.35568E-04 | 267479.7 | 4047369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017732 | 0 | 0.35568E-04 | 267472.5 | 4047369.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017733 | 0 | 0.35568E-04 | 267465.2 | 4047370.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017734 | 0 | 0.71069E-04 | 267637.2 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017735 | 0 | 0.71069E-04 | 267630.0 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017736 | 0 | 0.71069E-04 | 267622.7 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017737 | 0 | 0.71069E-04 | 267615.4 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017738 | 0 | 0.71069E-04 | 267608.1 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017739 | 0 | 0.71069E-04 | 267600.8 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017740 | 0 | 0.71069E-04 | 267593.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017741 | 0 | 0.71069E-04 | 267586.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017742 | 0 | 0.71069E-04 | 267579.0 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017743 | 0 | 0.71069E-04 | 267571.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017744 | 0 | 0.71069E-04 | 267564.4 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017745 | 0 | 0.71069E-04 | 267557.1 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017746 | 0 | 0.71069E-04 | 267549.9 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017747 | 0 | 0.71069E-04 | 267542.6 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017748 | 0 | 0.71069E-04 | 267535.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017749 | 0 | 0.71069E-04 | 267528.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017750 | 0 | 0.71069E-04 | 267520.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017751 | 0 | 0.71069E-04 | 267513.5 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017752 | 0 | 0.71069E-04 | 267506.2 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017753 | 0 | 0.71069E-04 | 267498.9 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017754 | 0 | 0.71069E-04 | 267491.6 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017755 | 0 | 0.71069E-04 | 267484.3 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017756 | 0 | 0.71069E-04 | 267477.0 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017757 | 0 | 0.71069E-04 | 267469.8 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017758 | 0 | 0.71069E-04 | 267462.5 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017759 | 0 | 0.71069E-04 | 267455.2 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017760 | 0 | 0.71069E-04 | 267447.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017761 | 0 | 0.71069E-04 | 267440.6 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017762 | 0 | 0.71069E-04 | 267433.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017763 | 0 | 0.71069E-04 | 267426.1 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017764 | 0 | 0.71069E-04 | 267418.8 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017765 | 0 | 0.71069E-04 | 267411.5 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017766 | 0 | 0.71069E-04 | 267404.2 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017767 | 0 | 0.71069E-04 | 267396.9 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017768 | 0 | 0.71069E-04 | 267389.7 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017769 | 0 | 0.71069E-04 | 267382.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017770 | 0 | 0.71069E-04 | 267375.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017771 | 0 | 0.71069E-04 | 267367.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017772 | 0 | 0.71069E-04 | 267360.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017773 | 0 | 0.71069E-04 | 267353.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017774 | 0 | 0.71069E-04 | 267346.0 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017775 | 0 | 0.71069E-04 | 267338.7 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017776 | 0 | 0.71069E-04 | 267331.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017777 | 0 | 0.71069E-04 | 267324.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017778 | 0 | 0.71069E-04 | 267316.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017779 | 0 | 0.71069E-04 | 267309.6 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017780 | 0 | 0.71069E-04 | 267302.3 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017781 | 0 | 0.71069E-04 | 267295.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017782 | 0 | 0.71069E-04 | 267287.7 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017783 | 0 | 0.71069E-04 | 267280.4 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017784 | 0 | 0.71069E-04 | 267273.1 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017785 | 0 | 0.71069E-04 | 267265.9 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017786 | 0 | 0.71069E-04 | 267258.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017787 | 0 | 0.71069E-04 | 267251.3 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017788 | 0 | 0.71069E-04 | 267244.0 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017789 | 0 | 0.71069E-04 | 267236.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017790 | 0 | 0.71069E-04 | 267229.5 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017791 | 0 | 0.71069E-04 | 267222.2 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017792 | 0 | 0.71069E-04 | 267214.9 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017793 | 0 | 0.71069E-04 | 267207.6 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017794 | 0 | 0.71069E-04 | 267200.3 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017795 | 0 | 0.71069E-04 | 267193.0 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017796 | 0 | 0.71069E-04 | 267185.8 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017797 | 0 | 0.71069E-04 | 267178.5 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017798 | 0 | 0.71069E-04 | 267171.2 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017799 | 0 | 0.71069E-04 | 267163.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017800 | 0 | 0.71069E-04 | 267156.6 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017801 | 0 | 0.71069E-04 | 267149.4 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017802 | 0 | 0.71069E-04 | 267142.1 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017803 | 0 | 0.71069E-04 | 267134.8 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017804 | 0 | 0.71069E-04 | 267127.5 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017805 | 0 | 0.71069E-04 | 267120.2 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017806 | 0 | 0.71069E-04 | 267112.9 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017807 | 0 | 0.71069E-04 | 267105.7 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017808 | 0 | 0.71069E-04 | 267098.4 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017809 | 0 | 0.71069E-04 | 267094.4 | 4047758.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017810 | 0 | 0.71069E-04 | 267094.5 | 4047751.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017811 | 0 | 0.71069E-04 | 267094.6 | 4047744.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017812 | 0 | 0.71069E-04 | 267094.7 | 4047736.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017813 | 0 | 0.71069E-04 | 267094.8 | 4047729.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017814 | 0 | 0.71069E-04 | 267094.9 | 4047722.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017815 | 0 | 0.71069E-04 | 267094.9 | 4047715.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017816 | 0 | 0.71069E-04 | 267095.0 | 4047707.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017817 | 0 | 0.71069E-04 | 267095.1 | 4047700.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017818 | 0 | 0.71069E-04 | 267095.2 | 4047693.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017819 | 0 | 0.71069E-04 | 267095.3 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017820 | 0 | 0.71069E-04 | 267095.4 | 4047678.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017821 | 0 | 0.71069E-04 | 267095.5 | 4047671.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017822 | 0 | 0.71069E-04 | 267095.6 | 4047664.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0017823 | 0 | 0.71069E-04 | 267095.7 | 4047656.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017824 | 0 | 0.71069E-04 | 267095.8 | 4047649.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017825 | 0 | 0.71069E-04 | 267095.8 | 4047642.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017826 | 0 | 0.71069E-04 | 267095.9 | 4047635.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017827 | 0 | 0.71069E-04 | 267096.0 | 4047627.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017828 | 0 | 0.71069E-04 | 267096.1 | 4047620.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017829 | 0 | 0.71069E-04 | 267096.2 | 4047613.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017830 | 0 | 0.71069E-04 | 267096.3 | 4047605.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017831 | 0 | 0.71069E-04 | 267096.4 | 4047598.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017832 | 0 | 0.71069E-04 | 267096.5 | 4047591.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017833 | 0 | 0.71069E-04 | 267096.6 | 4047584.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017834 | 0 | 0.71069E-04 | 267096.7 | 4047576.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017835 | 0 | 0.71069E-04 | 267096.7 | 4047569.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017836 | 0 | 0.71069E-04 | 267096.8 | 4047562.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017837 | 0 | 0.71069E-04 | 267096.9 | 4047554.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017838 | 0 | 0.71069E-04 | 267097.0 | 4047547.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017839 | 0 | 0.71069E-04 | 267097.1 | 4047540.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017840 | 0 | 0.71069E-04 | 267097.2 | 4047533.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017841 | 0 | 0.71069E-04 | 267097.3 | 4047525.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017842 | 0 | 0.71069E-04 | 267097.4 | 4047518.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017843 | 0 | 0.71069E-04 | 267097.6 | 4047511.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017844 | 0 | 0.71069E-04 | 267097.9 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017845 | 0 | 0.71069E-04 | 267098.2 | 4047496.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017846 | 0 | 0.71069E-04 | 267098.5 | 4047489.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017847 | 0 | 0.71069E-04 | 267098.9 | 4047482.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017848 | 0 | 0.71069E-04 | 267099.2 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017849 | 0 | 0.71069E-04 | 267099.5 | 4047467.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017850 | 0 | 0.71069E-04 | 267099.8 | 4047460.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017851 | 0 | 0.71069E-04 | 267100.2 | 4047453.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017852 | 0 | 0.71069E-04 | 267100.5 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017853 | 0 | 0.71069E-04 | 267100.8 | 4047438.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017854 | 0 | 0.71069E-04 | 267101.2 | 4047431.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017855 | 0 | 0.71069E-04 | 267101.5 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017856 | 0 | 0.71069E-04 | 267101.8 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017857 | 0 | 0.71069E-04 | 267102.1 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017858 | 0 | 0.71069E-04 | 267102.5 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017859 | 0 | 0.71069E-04 | 267102.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017860 | 0 | 0.71069E-04 | 267103.1 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017861 | 0 | 0.71069E-04 | 267103.4 | 4047380.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017862 | 0 | 0.71069E-04 | 267103.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017863 | 0 | 0.71069E-04 | 267104.1 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017864 | 0 | 0.71069E-04 | 267104.4 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017865 | 0 | 0.71069E-04 | 267104.7 | 4047351.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017866 | 0 | 0.71069E-04 | 267105.1 | 4047343.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017867 | 0 | 0.71069E-04 | 267105.4 | 4047336.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017868 | 0 | 0.71069E-04 | 267105.7 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017869 | 0 | 0.71069E-04 | 267106.0 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017870 | 0 | 0.71069E-04 | 267106.4 | 4047314.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017871 | 0 | 0.71069E-04 | 267106.7 | 4047307.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017872 | 0 | 0.71069E-04 | 267107.0 | 4047300.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017873 | 0 | 0.71069E-04 | 267110.5 | 4047296.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017874 | 0 | 0.71069E-04 | 267117.8 | 4047296.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017875 | 0 | 0.71069E-04 | 267125.1 | 4047296.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017876 | 0 | 0.71069E-04 | 267132.4 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017877 | 0 | 0.71069E-04 | 267139.6 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017878 | 0 | 0.71069E-04 | 267146.9 | 4047296.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017879 | 0 | 0.71069E-04 | 267154.2 | 4047296.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017880 | 0 | 0.71069E-04 | 267161.5 | 4047296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017881 | 0 | 0.71069E-04 | 267168.8 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017882 | 0 | 0.71069E-04 | 267176.1 | 4047297.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017883 | 0 | 0.71069E-04 | 267183.3 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017884 | 0 | 0.71069E-04 | 267190.6 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017885 | 0 | 0.71069E-04 | 267197.9 | 4047297.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017886 | 0 | 0.71069E-04 | 267205.2 | 4047297.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017887 | 0 | 0.71069E-04 | 267212.5 | 4047297.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017888 | 0 | 0.71069E-04 | 267219.7 | 4047297.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017889 | 0 | 0.71069E-04 | 267227.0 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017890 | 0 | 0.71069E-04 | 267234.3 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017891 | 0 | 0.71069E-04 | 267241.6 | 4047297.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017892 | 0 | 0.71069E-04 | 267248.9 | 4047297.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017893 | 0 | 0.17526E-03 | 267635.6 | 4047768.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017894 | 0 | 0.17526E-03 | 267628.3 | 4047768.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017895 | 0 | 0.17526E-03 | 267621.1 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017896 | 0 | 0.17526E-03 | 267613.9 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017897 | 0 | 0.17526E-03 | 267606.6 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017898 | 0 | 0.17526E-03 | 267599.4 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017899 | 0 | 0.17526E-03 | 267592.1 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017900 | 0 | 0.17526E-03 | 267584.9 | 4047766.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017901 | 0 | 0.17526E-03 | 267577.6 | 4047766.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017902 | 0 | 0.17526E-03 | 267570.4 | 4047766.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017903 | 0 | 0.17526E-03 | 267563.2 | 4047766.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017904 | 0 | 0.17526E-03 | 267555.9 | 4047765.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017905 | 0 | 0.17526E-03 | 267548.7 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017906 | 0 | 0.17526E-03 | 267541.4 | 4047765.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0017907 | 0 | 0.17526E-03 | 267534.2 | 4047765.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017908 | 0 | 0.17526E-03 | 267526.9 | 4047764.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017909 | 0 | 0.17526E-03 | 267519.7 | 4047764.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017910 | 0 | 0.17526E-03 | 267512.5 | 4047764.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0017911 | 0 | 0.17526E-03 | 267505.2 | 4047764.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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|---|---|---|---|---|---|---|---|---|---|---|
| L0017912 | 0 | 0.17526E-03 | 267498.0 | 4047764.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017913 | 0 | 0.17526E-03 | 267490.7 | 4047763.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017914 | 0 | 0.17526E-03 | 267483.5 | 4047763.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017915 | 0 | 0.17526E-03 | 267476.2 | 4047763.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017916 | 0 | 0.17526E-03 | 267469.0 | 4047763.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017917 | 0 | 0.17526E-03 | 267461.8 | 4047762.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017918 | 0 | 0.17526E-03 | 267454.5 | 4047762.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017919 | 0 | 0.17526E-03 | 267447.3 | 4047762.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017920 | 0 | 0.17526E-03 | 267450.7 | 4047756.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017921 | 0 | 0.17526E-03 | 267454.3 | 4047749.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017922 | 0 | 0.17526E-03 | 267457.9 | 4047743.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017923 | 0 | 0.17526E-03 | 267461.5 | 4047737.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017924 | 0 | 0.17526E-03 | 267465.1 | 4047731.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017925 | 0 | 0.17526E-03 | 267468.7 | 4047724.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017926 | 0 | 0.17526E-03 | 267472.4 | 4047718.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017927 | 0 | 0.17526E-03 | 267476.0 | 4047712.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017928 | 0 | 0.17526E-03 | 267479.6 | 4047705.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017929 | 0 | 0.17526E-03 | 267483.2 | 4047699.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017930 | 0 | 0.17526E-03 | 267486.8 | 4047693.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017931 | 0 | 0.17526E-03 | 267488.1 | 4047686.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017932 | 0 | 0.17526E-03 | 267489.0 | 4047679.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017933 | 0 | 0.17526E-03 | 267489.9 | 4047671.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017934 | 0 | 0.17526E-03 | 267490.8 | 4047664.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017935 | 0 | 0.17526E-03 | 267491.6 | 4047657.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017936 | 0 | 0.17526E-03 | 267492.5 | 4047650.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017937 | 0 | 0.17526E-03 | 267493.4 | 4047643.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017938 | 0 | 0.17526E-03 | 267494.3 | 4047635.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017939 | 0 | 0.17526E-03 | 267493.2 | 4047630.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017940 | 0 | 0.17526E-03 | 267486.0 | 4047629.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017941 | 0 | 0.17526E-03 | 267478.7 | 4047629.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017942 | 0 | 0.17526E-03 | 267471.5 | 4047628.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017943 | 0 | 0.17526E-03 | 267464.3 | 4047628.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017944 | 0 | 0.17526E-03 | 267457.0 | 4047627.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017945 | 0 | 0.17526E-03 | 267449.8 | 4047627.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017946 | 0 | 0.17526E-03 | 267442.6 | 4047627.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017947 | 0 | 0.17526E-03 | 267435.4 | 4047626.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017948 | 0 | 0.17526E-03 | 267428.1 | 4047626.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017949 | 0 | 0.17526E-03 | 267421.2 | 4047624.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017950 | 0 | 0.17526E-03 | 267414.5 | 4047621.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017951 | 0 | 0.17526E-03 | 267407.8 | 4047618.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017952 | 0 | 0.17526E-03 | 267401.1 | 4047615.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017953 | 0 | 0.17526E-03 | 267394.3 | 4047613.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017954 | 0 | 0.17526E-03 | 267387.6 | 4047610.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017955 | 0 | 0.17526E-03 | 267380.9 | 4047607.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017956 | 0 | 0.17526E-03 | 267374.2 | 4047605.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017957 | 0 | 0.17526E-03 | 267367.5 | 4047602.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017958 | 0 | 0.17526E-03 | 267360.8 | 4047599.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017959 | 0 | 0.17526E-03 | 267354.0 | 4047596.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017960 | 0 | 0.17526E-03 | 267347.3 | 4047594.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017961 | 0 | 0.17526E-03 | 267340.6 | 4047591.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017962 | 0 | 0.17526E-03 | 267333.9 | 4047588.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017963 | 0 | 0.17526E-03 | 267327.2 | 4047586.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017964 | 0 | 0.17526E-03 | 267320.4 | 4047583.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017965 | 0 | 0.17526E-03 | 267314.1 | 4047581.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017966 | 0 | 0.17526E-03 | 267314.1 | 4047588.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017967 | 0 | 0.17526E-03 | 267314.2 | 4047595.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017968 | 0 | 0.17526E-03 | 267314.2 | 4047602.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017969 | 0 | 0.17526E-03 | 267314.2 | 4047610.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017970 | 0 | 0.17526E-03 | 267314.3 | 4047617.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017971 | 0 | 0.17526E-03 | 267314.3 | 4047624.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017972 | 0 | 0.17526E-03 | 267314.4 | 4047631.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017973 | 0 | 0.17526E-03 | 267314.4 | 4047639.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017974 | 0 | 0.17526E-03 | 267314.5 | 4047646.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017975 | 0 | 0.17526E-03 | 267314.5 | 4047653.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017976 | 0 | 0.17526E-03 | 267314.5 | 4047660.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017977 | 0 | 0.17526E-03 | 267314.6 | 4047668.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017978 | 0 | 0.17526E-03 | 267314.6 | 4047675.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017979 | 0 | 0.17526E-03 | 267312.8 | 4047680.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017980 | 0 | 0.17526E-03 | 267305.5 | 4047680.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017981 | 0 | 0.17526E-03 | 267298.3 | 4047680.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017982 | 0 | 0.17526E-03 | 267291.0 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017983 | 0 | 0.17526E-03 | 267283.8 | 4047680.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017984 | 0 | 0.17526E-03 | 267276.5 | 4047680.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017985 | 0 | 0.17526E-03 | 267269.3 | 4047679.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017986 | 0 | 0.17526E-03 | 267262.0 | 4047679.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017987 | 0 | 0.17526E-03 | 267254.8 | 4047679.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017988 | 0 | 0.17526E-03 | 267247.5 | 4047679.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017989 | 0 | 0.17526E-03 | 267240.3 | 4047679.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0017990 | 0 | 0.69841E-04 | 267635.3 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017991 | 0 | 0.69841E-04 | 267628.0 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017992 | 0 | 0.69841E-04 | 267620.7 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017993 | 0 | 0.69841E-04 | 267613.4 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017994 | 0 | 0.69841E-04 | 267606.1 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017995 | 0 | 0.69841E-04 | 267598.8 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017996 | 0 | 0.69841E-04 | 267591.5 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017997 | 0 | 0.69841E-04 | 267584.2 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017998 | 0 | 0.69841E-04 | 267577.0 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017999 | 0 | 0.69841E-04 | 267569.7 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018000 | 0 | 0.69841E-04 | 267562.4 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018001 | 0 | 0.69841E-04 | 267555.1 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018002 | 0 | 0.69841E-04 | 267547.8 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018003 | 0 | 0.69841E-04 | 267540.5 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018004 | 0 | 0.69841E-04 | 267533.2 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018005 | 0 | 0.69841E-04 | 267525.9 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018006 | 0 | 0.69841E-04 | 267518.6 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018007 | 0 | 0.69841E-04 | 267511.3 | 4047771.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018008 | 0 | 0.69841E-04 | 267504.0 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018009 | 0 | 0.69841E-04 | 267496.7 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018010 | 0 | 0.69841E-04 | 267489.4 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018011 | 0 | 0.69841E-04 | 267482.2 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018012 | 0 | 0.69841E-04 | 267474.9 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018013 | 0 | 0.69841E-04 | 267467.6 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018014 | 0 | 0.69841E-04 | 267460.3 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018015 | 0 | 0.69841E-04 | 267453.0 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018016 | 0 | 0.69841E-04 | 267445.7 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018017 | 0 | 0.69841E-04 | 267438.4 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018018 | 0 | 0.69841E-04 | 267431.1 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018019 | 0 | 0.69841E-04 | 267423.8 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018020 | 0 | 0.69841E-04 | 267416.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018021 | 0 | 0.69841E-04 | 267409.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018022 | 0 | 0.69841E-04 | 267401.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018023 | 0 | 0.69841E-04 | 267394.7 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018024 | 0 | 0.69841E-04 | 267387.4 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018025 | 0 | 0.69841E-04 | 267380.1 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018026 | 0 | 0.69841E-04 | 267372.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018027 | 0 | 0.69841E-04 | 267365.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018028 | 0 | 0.69841E-04 | 267358.2 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018029 | 0 | 0.69841E-04 | 267350.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018030 | 0 | 0.69841E-04 | 267343.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018031 | 0 | 0.69841E-04 | 267336.3 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018032 | 0 | 0.69841E-04 | 267329.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018033 | 0 | 0.69841E-04 | 267321.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018034 | 0 | 0.69841E-04 | 267314.4 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018035 | 0 | 0.69841E-04 | 267307.1 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018036 | 0 | 0.69841E-04 | 267299.9 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018037 | 0 | 0.69841E-04 | 267292.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018038 | 0 | 0.69841E-04 | 267285.3 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018039 | 0 | 0.69841E-04 | 267278.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018040 | 0 | 0.69841E-04 | 267270.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018041 | 0 | 0.69841E-04 | 267263.4 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018042 | 0 | 0.69841E-04 | 267256.1 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018043 | 0 | 0.69841E-04 | 267248.8 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018044 | 0 | 0.69841E-04 | 267241.5 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018045 | 0 | 0.69841E-04 | 267234.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018046 | 0 | 0.69841E-04 | 267226.9 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018047 | 0 | 0.69841E-04 | 267219.6 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018048 | 0 | 0.69841E-04 | 267212.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018049 | 0 | 0.69841E-04 | 267205.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018050 | 0 | 0.69841E-04 | 267197.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018051 | 0 | 0.69841E-04 | 267190.5 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018052 | 0 | 0.69841E-04 | 267183.2 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018053 | 0 | 0.69841E-04 | 267175.9 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018054 | 0 | 0.69841E-04 | 267168.6 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018055 | 0 | 0.69841E-04 | 267161.3 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018056 | 0 | 0.69841E-04 | 267154.0 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018057 | 0 | 0.69841E-04 | 267146.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018058 | 0 | 0.69841E-04 | 267139.4 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018059 | 0 | 0.69841E-04 | 267132.1 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018060 | 0 | 0.69841E-04 | 267124.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018061 | 0 | 0.69841E-04 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018062 | 0 | 0.69841E-04 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018063 | 0 | 0.69841E-04 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018064 | 0 | 0.69841E-04 | 267095.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018065 | 0 | 0.69841E-04 | 267090.2 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018066 | 0 | 0.69841E-04 | 267090.3 | 4047756.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018067 | 0 | 0.69841E-04 | 267090.4 | 4047749.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018068 | 0 | 0.69841E-04 | 267090.5 | 4047741.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018069 | 0 | 0.69841E-04 | 267090.6 | 4047734.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018070 | 0 | 0.69841E-04 | 267090.8 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018071 | 0 | 0.69841E-04 | 267090.9 | 4047719.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018072 | 0 | 0.69841E-04 | 267091.0 | 4047712.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018073 | 0 | 0.69841E-04 | 267091.1 | 4047705.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018074 | 0 | 0.69841E-04 | 267091.2 | 4047698.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018075 | 0 | 0.69841E-04 | 267091.3 | 4047690.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018076 | 0 | 0.69841E-04 | 267091.4 | 4047683.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018077 | 0 | 0.69841E-04 | 267091.5 | 4047676.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018078 | 0 | 0.69841E-04 | 267091.6 | 4047668.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018079 | 0 | 0.69841E-04 | 267091.7 | 4047661.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018080 | 0 | 0.69841E-04 | 267091.8 | 4047654.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018081 | 0 | 0.69841E-04 | 267091.9 | 4047647.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018082 | 0 | 0.69841E-04 | 267092.0 | 4047639.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018083 | 0 | 0.69841E-04 | 267092.1 | 4047632.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018084 | 0 | 0.69841E-04 | 267092.2 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018085 | 0 | 0.69841E-04 | 267092.3 | 4047617.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018086 | 0 | 0.69841E-04 | 267092.5 | 4047610.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018087 | 0 | 0.69841E-04 | 267092.6 | 4047603.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018088 | 0 | 0.69841E-04 | 267092.7 | 4047596.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018089 | 0 | 0.69841E-04 | 267092.8 | 4047588.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018090 | 0 | 0.69841E-04 | 267092.9 | 4047581.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018091 | 0 | 0.69841E-04 | 267093.0 | 4047574.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018092 | 0 | 0.69841E-04 | 267093.1 | 4047566.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018093 | 0 | 0.69841E-04 | 267093.2 | 4047559.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018094 | 0 | 0.69841E-04 | 267093.3 | 4047552.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018095 | 0 | 0.69841E-04 | 267093.4 | 4047544.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018096 | 0 | 0.69841E-04 | 267093.5 | 4047537.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018097 | 0 | 0.69841E-04 | 267093.6 | 4047530.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018098 | 0 | 0.69841E-04 | 267093.7 | 4047523.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018099 | 0 | 0.69841E-04 | 267093.8 | 4047515.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018100 | 0 | 0.69841E-04 | 267093.9 | 4047508.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018101 | 0 | 0.69841E-04 | 267094.0 | 4047501.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018102 | 0 | 0.69841E-04 | 267094.2 | 4047493.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018103 | 0 | 0.69841E-04 | 267094.3 | 4047486.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018104 | 0 | 0.69841E-04 | 267094.4 | 4047479.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018105 | 0 | 0.69841E-04 | 267094.5 | 4047472.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018106 | 0 | 0.69841E-04 | 267094.6 | 4047464.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018107 | 0 | 0.69841E-04 | 267094.7 | 4047457.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018108 | 0 | 0.69841E-04 | 267094.8 | 4047450.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018109 | 0 | 0.69841E-04 | 267094.9 | 4047442.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018110 | 0 | 0.69841E-04 | 267095.0 | 4047435.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018111 | 0 | 0.69841E-04 | 267095.1 | 4047428.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018112 | 0 | 0.69841E-04 | 267095.2 | 4047421.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018113 | 0 | 0.69841E-04 | 267095.3 | 4047413.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018114 | 0 | 0.69841E-04 | 267095.4 | 4047406.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018115 | 0 | 0.69841E-04 | 267095.5 | 4047399.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018116 | 0 | 0.69841E-04 | 267095.6 | 4047391.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018117 | 0 | 0.69841E-04 | 267095.7 | 4047384.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018118 | 0 | 0.69841E-04 | 267095.9 | 4047377.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018119 | 0 | 0.69841E-04 | 267096.0 | 4047369.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018120 | 0 | 0.69841E-04 | 267096.1 | 4047362.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018121 | 0 | 0.69841E-04 | 267096.2 | 4047355.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018122 | 0 | 0.69841E-04 | 267096.3 | 4047348.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018123 | 0 | 0.69841E-04 | 267096.4 | 4047340.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018124 | 0 | 0.69841E-04 | 267096.5 | 4047333.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018125 | 0 | 0.69841E-04 | 267096.6 | 4047326.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018126 | 0 | 0.69841E-04 | 267096.7 | 4047318.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018127 | 0 | 0.69841E-04 | 267096.8 | 4047311.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018128 | 0 | 0.69841E-04 | 267096.9 | 4047304.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018129 | 0 | 0.69841E-04 | 267097.0 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018130 | 0 | 0.69841E-04 | 267097.1 | 4047289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018131 | 0 | 0.69841E-04 | 267097.2 | 4047282.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018132 | 0 | 0.69841E-04 | 267097.3 | 4047275.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018133 | 0 | 0.69841E-04 | 267097.4 | 4047267.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018134 | 0 | 0.69841E-04 | 267097.6 | 4047260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018135 | 0 | 0.69841E-04 | 267097.7 | 4047253.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018136 | 0 | 0.69841E-04 | 267097.8 | 4047246.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018137 | 0 | 0.69841E-04 | 267097.9 | 4047238.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018138 | 0 | 0.69841E-04 | 267098.0 | 4047231.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018139 | 0 | 0.69841E-04 | 267098.1 | 4047224.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018140 | 0 | 0.69841E-04 | 267098.2 | 4047216.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018141 | 0 | 0.69841E-04 | 267098.3 | 4047209.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018142 | 0 | 0.69841E-04 | 267098.4 | 4047202.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018143 | 0 | 0.69841E-04 | 267098.5 | 4047194.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018144 | 0 | 0.69841E-04 | 267098.6 | 4047187.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018145 | 0 | 0.69841E-04 | 267098.7 | 4047180.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018146 | 0 | 0.69841E-04 | 267098.8 | 4047173.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018147 | 0 | 0.69841E-04 | 267098.9 | 4047165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018148 | 0 | 0.69841E-04 | 267099.0 | 4047158.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018149 | 0 | 0.69841E-04 | 267099.1 | 4047151.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018150 | 0 | 0.69841E-04 | 267099.7 | 4047144.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018151 | 0 | 0.69841E-04 | 267107.0 | 4047144.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018152 | 0 | 0.69841E-04 | 267114.3 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018153 | 0 | 0.69841E-04 | 267121.6 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018154 | 0 | 0.69841E-04 | 267128.9 | 4047144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018155 | 0 | 0.69841E-04 | 267136.2 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018156 | 0 | 0.69841E-04 | 267143.4 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018157 | 0 | 0.69841E-04 | 267150.7 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018158 | 0 | 0.69841E-04 | 267158.0 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018159 | 0 | 0.69841E-04 | 267165.3 | 4047144.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018160 | 0 | 0.69841E-04 | 267172.6 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018161 | 0 | 0.69841E-04 | 267179.9 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018162 | 0 | 0.69841E-04 | 267187.2 | 4047145.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018163 | 0 | 0.69841E-04 | 267194.5 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018164 | 0 | 0.69841E-04 | 267201.8 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018165 | 0 | 0.69841E-04 | 267209.1 | 4047145.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018166 | 0 | 0.69841E-04 | 267216.4 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018167 | 0 | 0.69841E-04 | 267223.7 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018168 | 0 | 0.69841E-04 | 267231.0 | 4047145.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018169 | 0 | 0.69841E-04 | 267238.2 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018170 | 0 | 0.69841E-04 | 267245.5 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018171 | 0 | 0.69841E-04 | 267252.8 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018172 | 0 | 0.69841E-04 | 267260.1 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018173 | 0 | 0.69841E-04 | 267267.4 | 4047145.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018174 | 0 | 0.69841E-04 | 267274.7 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018175 | 0 | 0.69841E-04 | 267282.0 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018176 | 0 | 0.69841E-04 | 267289.3 | 4047146.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018177 | 0 | 0.69841E-04 | 267296.6 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018178 | 0 | 0.69841E-04 | 267303.9 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.24000E-06 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |
| LOT2 | 0 | 0.65100E-06 | 267198.0 | 4047680.2 | 101.0 | 0.91 | 28 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
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| | L0016640 , L0016641 , L0016642 , L0016643 , L0016644 , L0016645 , L0016646 , L0016647 , |
| | L0016648 , L0016649 , L0016650 , L0016651 , L0016652 , L0016653 , L0016654 , L0016655 , |
| | L0016656 , L0016657 , L0016658 , L0016659 , L0016660 , L0016661 , L0016662 , L0016663 , |
| | L0016664 , L0016665 , L0016666 , L0016667 , L0016668 , L0016669 , L0016670 , L0016671 , |
| | L0016672 , L0016673 , L0016674 , L0016675 , L0016676 , L0016677 , L0016678 , L0016679 , |
| | L0016680 , L0016681 , L0016682 , L0016683 , L0016684 , L0016685 , L0016686 , L0016687 , |
| | L0016688 , L0016689 , L0016690 , L0016691 , L0016692 , L0016693 , L0016694 , L0016695 , |
| | L0016696 , L0016697 , L0016698 , L0016699 , L0016700 , L0016701 , L0016702 , L0016703 , |
| | L0016704 , L0016705 , L0016706 , L0016707 , L0016708 , L0016709 , L0016710 , L0016711 , |
| | L0016712 , L0016713 , L0016714 , L0016715 , L0016716 , L0016717 , L0016718 , L0016719 , |
| | L0016720 , L0016721 , L0016722 , L0016723 , L0016724 , L0016725 , L0016726 , L0016727 , |
| | L0016728 , L0016729 , L0016730 , L0016731 , L0016732 , L0016733 , L0016734 , L0016735 , |
| | L0016736 , L0016737 , L0016738 , L0016739 , L0016740 , L0016741 , L0016742 , L0016743 , |
| | L0016744 , L0016745 , L0016746 , L0016747 , L0016748 , L0016749 , L0016750 , L0016751 , |
| | L0016752 , L0016753 , L0016754 , L0016755 , L0016756 , L0016757 , L0016758 , L0016759 , |
| | L0016760 , L0016761 , L0016762 , L0016763 , L0016764 , L0016765 , L0016766 , L0016767 , |
| | L0016768 , L0016769 , L0016770 , L0016771 , L0016772 , L0016773 , L0016774 , L0016775 , |
| | L0016776 , L0016777 , L0016778 , L0016779 , L0016780 , L0016781 , L0016782 , L0016783 , |
| | L0016784 , L0016785 , L0016786 , L0016787 , L0016788 , L0016789 , L0016790 , L0016791 , |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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L0016984 , L0016985 , L0016986 , L0016987 , L0016988 , L0016989 , L0016990 , L0016991 ,
L0016992 , L0016993 , L0016994 , L0016995 , L0016996 , L0016997 , L0016998 , L0016999 ,
L0017000 , L0017001 , L0017002 , L0017003 , L0017004 , L0017005 , L0017006 , L0017007 ,
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L0017096 , L0017097 , L0017098 , L0017099 , L0017100 , L0017101 , L0017102 , L0017103 ,
L0017104 , L0017105 , L0017106 , L0017107 , L0017108 , L0017109 , L0017110 , L0017111 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 , L0017120 ,
L0017121 , L0017122 , L0017123 , L0017124 , L0017125 , L0017126 , L0017127 , L0017128 ,

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0018057 , L0018058 , L0018059 , L0018060 , L0018061 , L0018062 , L0018063 , L0018064 ,
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L0018081 , L0018082 , L0018083 , L0018084 , L0018085 , L0018086 , L0018087 , L0018088 ,
L0018089 , L0018090 , L0018091 , L0018092 , L0018093 , L0018094 , L0018095 , L0018096 ,
L0018097 , L0018098 , L0018099 , L0018100 , L0018101 , L0018102 , L0018103 , L0018104 ,
L0018105 , L0018106 , L0018107 , L0018108 , L0018109 , L0018110 , L0018111 , L0018112 ,
L0018113 , L0018114 , L0018115 , L0018116 , L0018117 , L0018118 , L0018119 , L0018120 ,
L0018121 , L0018122 , L0018123 , L0018124 , L0018125 , L0018126 , L0018127 , L0018128 ,
L0018129 , L0018130 , L0018131 , L0018132 , L0018133 , L0018134 , L0018135 , L0018136 ,
L0018137 , L0018138 , L0018139 , L0018140 , L0018141 , L0018142 , L0018143 , L0018144 ,
L0018145 , L0018146 , L0018147 , L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , L0018176 ,
L0018177 , L0018178 , LOT2 , STCKCC1 , STCKCC2 , STCKCC3 , STCKCC4 , STCKCC5 ,
STCKPP1 , STCKPP2 , STCKPP3 , STCKPP4 , STCKAM1 , STCKAM2 , STCKAM3 , STCKAM4 ,
STCKAM5 , STCKAM6 , STCKAM7 , STCKQM8 , STCKAM9 , STCKAM10 , STCKHOT1 , STCKHOT2 ,
STCKWP1 , STCKAAA1 , STCKWW1 , BBBCCC1 , BBBCCC2 , DDDEEE1 , DDDEEE2 ,

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0016632 | 0.100 | L0016633 | 0.100 | L0016634 | 0.100 | L0016635 | 0.100 |
| L0016636 | 0.100 | L0016637 | 0.100 | L0016638 | 0.100 | L0016639 | 0.100 |
| L0016640 | 0.100 | L0016641 | 0.100 | L0016642 | 0.100 | L0016643 | 0.100 |
| L0016644 | 0.100 | L0016645 | 0.100 | L0016646 | 0.100 | L0016647 | 0.100 |
| L0016648 | 0.100 | L0016649 | 0.100 | L0016650 | 0.100 | L0016651 | 0.100 |
| L0016652 | 0.100 | L0016653 | 0.100 | L0016654 | 0.100 | L0016655 | 0.100 |
| L0016656 | 0.100 | L0016657 | 0.100 | L0016658 | 0.100 | L0016659 | 0.100 |
| L0016660 | 0.100 | L0016661 | 0.100 | L0016662 | 0.100 | L0016663 | 0.100 |
| L0016664 | 0.100 | L0016665 | 0.100 | L0016666 | 0.100 | L0016667 | 0.100 |
| L0016668 | 0.100 | L0016669 | 0.100 | L0016670 | 0.100 | L0016671 | 0.100 |
| L0016672 | 0.100 | L0016673 | 0.100 | L0016674 | 0.100 | L0016675 | 0.100 |
| L0016676 | 0.100 | L0016677 | 0.100 | L0016678 | 0.100 | L0016679 | 0.100 |
| L0016680 | 0.100 | L0016681 | 0.100 | L0016682 | 0.100 | L0016683 | 0.100 |
| L0016684 | 0.100 | L0016685 | 0.100 | L0016686 | 0.100 | L0016687 | 0.100 |
| L0016688 | 0.100 | L0016689 | 0.100 | L0016690 | 0.100 | L0016691 | 0.100 |
| L0016692 | 0.100 | L0016693 | 0.100 | L0016694 | 0.100 | L0016695 | 0.100 |
| L0016696 | 0.100 | L0016697 | 0.100 | L0016698 | 0.100 | L0016699 | 0.100 |
| L0016700 | 0.100 | L0016701 | 0.100 | L0016702 | 0.100 | L0016703 | 0.100 |
| L0016704 | 0.100 | L0016705 | 0.100 | L0016706 | 0.100 | L0016707 | 0.100 |
| L0016708 | 0.100 | L0016709 | 0.100 | L0016710 | 0.100 | L0016711 | 0.100 |
| L0016712 | 0.100 | L0016713 | 0.100 | L0016714 | 0.100 | L0016715 | 0.100 |
| L0016716 | 0.100 | L0016717 | 0.100 | L0016718 | 0.100 | L0016719 | 0.100 |
| L0016720 | 0.100 | L0016721 | 0.100 | L0016722 | 0.100 | L0016723 | 0.100 |
| L0016724 | 0.100 | L0016725 | 0.100 | L0016726 | 0.100 | L0016727 | 0.100 |
| L0016728 | 0.100 | L0016729 | 0.100 | L0016730 | 0.100 | L0016731 | 0.100 |
| L0016732 | 0.100 | L0016733 | 0.100 | L0016734 | 0.100 | L0016735 | 0.100 |
| L0016736 | 0.100 | L0016737 | 0.100 | L0016738 | 0.100 | L0016739 | 0.100 |
| L0016740 | 0.100 | L0016741 | 0.100 | L0016742 | 0.100 | L0016743 | 0.100 |
| L0016744 | 0.100 | L0016745 | 0.100 | L0016746 | 0.100 | L0016747 | 0.100 |
| L0016748 | 0.100 | L0016749 | 0.100 | L0016750 | 0.100 | L0016751 | 0.100 |
| L0016752 | 0.100 | L0016753 | 0.100 | L0016754 | 0.100 | L0016755 | 0.100 |
| L0016756 | 0.100 | L0016757 | 0.100 | L0016758 | 0.100 | L0016759 | 0.100 |
| L0016760 | 0.100 | L0016761 | 0.100 | L0016762 | 0.100 | L0016763 | 0.100 |
| L0016764 | 0.100 | L0016765 | 0.100 | L0016766 | 0.100 | L0016767 | 0.100 |
| L0016768 | 0.100 | L0016769 | 0.100 | L0016770 | 0.100 | L0016771 | 0.100 |
| L0016772 | 0.100 | L0016773 | 0.100 | L0016774 | 0.100 | L0016775 | 0.100 |
| L0016776 | 0.100 | L0016777 | 0.100 | L0016778 | 0.100 | L0016779 | 0.100 |
| L0016780 | 0.100 | L0016781 | 0.100 | L0016782 | 0.100 | L0016783 | 0.100 |
| L0016784 | 0.100 | L0016785 | 0.100 | L0016786 | 0.100 | L0016787 | 0.100 |
| L0016788 | 0.100 | L0016789 | 0.100 | L0016790 | 0.100 | L0016791 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0016792 | 0.100 | L0016793 | 0.100 | L0016794 | 0.100 | L0016795 | 0.100 |
| L0016796 | 0.100 | L0016797 | 0.100 | L0016798 | 0.100 | L0016799 | 0.100 |
| L0016800 | 0.100 | L0016801 | 0.100 | L0016802 | 0.100 | L0016803 | 0.100 |
| L0016804 | 0.100 | L0016805 | 0.100 | L0016806 | 0.100 | L0016807 | 0.100 |
| L0016808 | 0.100 | L0016809 | 0.100 | L0016810 | 0.100 | L0016811 | 0.100 |
| L0016812 | 0.100 | L0016813 | 0.100 | L0016814 | 0.100 | L0016815 | 0.100 |
| L0016816 | 0.100 | L0016817 | 0.100 | L0016818 | 0.100 | L0016819 | 0.100 |
| L0016820 | 0.100 | L0016821 | 0.100 | L0016822 | 0.100 | L0016823 | 0.100 |
| L0016824 | 0.100 | L0016825 | 0.100 | L0016826 | 0.100 | L0016827 | 0.100 |
| L0016828 | 0.100 | L0016829 | 0.100 | L0016830 | 0.100 | L0016831 | 0.100 |
| L0016832 | 0.100 | L0016833 | 0.100 | L0016834 | 0.100 | L0016835 | 0.100 |
| L0016836 | 0.100 | L0016837 | 0.100 | L0016838 | 0.100 | L0016839 | 0.100 |
| L0016840 | 0.100 | L0016841 | 0.100 | L0016842 | 0.100 | L0016843 | 0.100 |
| L0016844 | 0.100 | L0016845 | 0.100 | L0016846 | 0.100 | L0016847 | 0.100 |
| L0016848 | 0.100 | L0016849 | 0.100 | L0016850 | 0.100 | L0016851 | 0.100 |
| L0016852 | 0.100 | L0016853 | 0.100 | L0016854 | 0.100 | L0016855 | 0.100 |
| L0016856 | 0.100 | L0016857 | 0.100 | L0016858 | 0.100 | L0016859 | 0.100 |
| L0016860 | 0.100 | L0016861 | 0.100 | L0016862 | 0.100 | L0016863 | 0.100 |
| L0016864 | 0.100 | L0016865 | 0.100 | L0016866 | 0.100 | L0016867 | 0.100 |
| L0016868 | 0.100 | L0016869 | 0.100 | L0016870 | 0.100 | L0016871 | 0.100 |
| L0016872 | 0.100 | L0016873 | 0.100 | L0016874 | 0.100 | L0016875 | 0.100 |
| L0016876 | 0.100 | L0016877 | 0.100 | L0016878 | 0.100 | L0016879 | 0.100 |
| L0016880 | 0.100 | L0016881 | 0.100 | L0016882 | 0.100 | L0016883 | 0.100 |
| L0016884 | 0.100 | L0016885 | 0.100 | L0016886 | 0.100 | L0016887 | 0.100 |
| L0016888 | 0.100 | L0016889 | 0.100 | L0016890 | 0.100 | L0016891 | 0.100 |
| L0016892 | 0.100 | L0016893 | 0.100 | L0016894 | 0.100 | L0016895 | 0.100 |
| L0016896 | 0.100 | L0016897 | 0.100 | L0016898 | 0.100 | L0016899 | 0.100 |
| L0016900 | 0.100 | L0016901 | 0.100 | L0016902 | 0.100 | L0016903 | 0.100 |
| L0016904 | 0.100 | L0016905 | 0.100 | L0016906 | 0.100 | L0016907 | 0.100 |
| L0016908 | 0.100 | L0016909 | 0.100 | L0016910 | 0.100 | L0016911 | 0.100 |
| L0016912 | 0.100 | L0016913 | 0.100 | L0016914 | 0.100 | L0016915 | 0.100 |
| L0016916 | 0.100 | L0016917 | 0.100 | L0016918 | 0.100 | L0016919 | 0.100 |
| L0016920 | 0.100 | L0016921 | 0.100 | L0016922 | 0.100 | L0016923 | 0.100 |
| L0016924 | 0.100 | L0016925 | 0.100 | L0016926 | 0.100 | L0016927 | 0.100 |
| L0016928 | 0.100 | L0016929 | 0.100 | L0016930 | 0.100 | L0016931 | 0.100 |
| L0016932 | 0.100 | L0016933 | 0.100 | L0016934 | 0.100 | L0016935 | 0.100 |
| L0016936 | 0.100 | L0016937 | 0.100 | L0016938 | 0.100 | L0016939 | 0.100 |
| L0016940 | 0.100 | L0016941 | 0.100 | L0016942 | 0.100 | L0016943 | 0.100 |
| L0016944 | 0.100 | L0016945 | 0.100 | L0016946 | 0.100 | L0016947 | 0.100 |
| L0016948 | 0.100 | L0016949 | 0.100 | L0016950 | 0.100 | L0016951 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0016952 | 0.100 | L0016953 | 0.100 | L0016954 | 0.100 | L0016955 | 0.100 |
| L0016956 | 0.100 | L0016957 | 0.100 | L0016958 | 0.100 | L0016959 | 0.100 |
| L0016960 | 0.100 | L0016961 | 0.100 | L0016962 | 0.100 | L0016963 | 0.100 |
| L0016964 | 0.100 | L0016965 | 0.100 | L0016966 | 0.100 | L0016967 | 0.100 |
| L0016968 | 0.100 | L0016969 | 0.100 | L0016970 | 0.100 | L0016971 | 0.100 |
| L0016972 | 0.100 | L0016973 | 0.100 | L0016974 | 0.100 | L0016975 | 0.100 |
| L0016976 | 0.100 | L0016977 | 0.100 | L0016978 | 0.100 | L0016979 | 0.100 |
| L0016980 | 0.100 | L0016981 | 0.100 | L0016982 | 0.100 | L0016983 | 0.100 |
| L0016984 | 0.100 | L0016985 | 0.100 | L0016986 | 0.100 | L0016987 | 0.100 |
| L0016988 | 0.100 | L0016989 | 0.100 | L0016990 | 0.100 | L0016991 | 0.100 |
| L0016992 | 0.100 | L0016993 | 0.100 | L0016994 | 0.100 | L0016995 | 0.100 |
| L0016996 | 0.100 | L0016997 | 0.100 | L0016998 | 0.100 | L0016999 | 0.100 |
| L0017000 | 0.100 | L0017001 | 0.100 | L0017002 | 0.100 | L0017003 | 0.100 |
| L0017004 | 0.100 | L0017005 | 0.100 | L0017006 | 0.100 | L0017007 | 0.100 |
| L0017008 | 0.100 | L0017009 | 0.100 | L0017010 | 0.100 | L0017011 | 0.100 |
| L0017012 | 0.100 | L0017013 | 0.100 | L0017014 | 0.100 | L0017015 | 0.100 |
| L0017016 | 0.100 | L0017017 | 0.100 | L0017018 | 0.100 | L0017019 | 0.100 |
| L0017020 | 0.100 | L0017021 | 0.100 | L0017022 | 0.100 | L0017023 | 0.100 |
| L0017024 | 0.100 | L0017025 | 0.100 | L0017026 | 0.100 | L0017027 | 0.100 |
| L0017028 | 0.100 | L0017029 | 0.100 | L0017030 | 0.100 | L0017031 | 0.100 |
| L0017032 | 0.100 | L0017033 | 0.100 | L0017034 | 0.100 | L0017035 | 0.100 |
| L0017036 | 0.100 | L0017037 | 0.100 | L0017038 | 0.100 | L0017039 | 0.100 |
| L0017040 | 0.100 | L0017041 | 0.100 | L0017042 | 0.100 | L0017043 | 0.100 |
| L0017044 | 0.100 | L0017045 | 0.100 | L0017046 | 0.100 | L0017047 | 0.100 |
| L0017048 | 0.100 | L0017049 | 0.100 | L0017050 | 0.100 | L0017051 | 0.100 |
| L0017052 | 0.100 | L0017053 | 0.100 | L0017054 | 0.100 | L0017055 | 0.100 |
| L0017056 | 0.100 | L0017057 | 0.100 | L0017058 | 0.100 | L0017059 | 0.100 |
| L0017060 | 0.100 | L0017061 | 0.100 | L0017062 | 0.100 | L0017063 | 0.100 |
| L0017064 | 0.100 | L0017065 | 0.100 | L0017066 | 0.100 | L0017067 | 0.100 |
| L0017068 | 0.100 | L0017069 | 0.100 | L0017070 | 0.100 | L0017071 | 0.100 |
| L0017072 | 0.100 | L0017073 | 0.100 | L0017074 | 0.100 | L0017075 | 0.100 |
| L0017076 | 0.100 | L0017077 | 0.100 | L0017078 | 0.100 | L0017079 | 0.100 |
| L0017080 | 0.100 | L0017081 | 0.100 | L0017082 | 0.100 | L0017083 | 0.100 |
| L0017084 | 0.100 | L0017085 | 0.100 | L0017086 | 0.100 | L0017087 | 0.100 |
| L0017088 | 0.100 | L0017089 | 0.100 | L0017090 | 0.100 | L0017091 | 0.100 |
| L0017092 | 0.100 | L0017093 | 0.100 | L0017094 | 0.100 | L0017095 | 0.100 |
| L0017096 | 0.100 | L0017097 | 0.100 | L0017098 | 0.100 | L0017099 | 0.100 |
| L0017100 | 0.100 | L0017101 | 0.100 | L0017102 | 0.100 | L0017103 | 0.100 |
| L0017104 | 0.100 | L0017105 | 0.100 | L0017106 | 0.100 | L0017107 | 0.100 |
| L0017108 | 0.100 | L0017109 | 0.100 | L0017110 | 0.100 | L0017111 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0017112 | 0.100 | L0017113 | 0.100 | L0017114 | 0.100 | L0017115 | 0.100 |
| L0017116 | 0.100 | L0017117 | 0.100 | L0017118 | 0.100 | L0017119 | 0.100 |
| STCKA | 0.100 | STCKB | 0.100 | STCKCDE | 0.100 | STCKFG | 0.100 |
| STCKH | 0.100 | STCKIJ | 0.100 | STCKK | 0.100 | STCKLMP | 0.100 |
| STCKNO | 0.100 | STCKQ | 0.100 | STCKRU | 0.100 | STCKT | 0.100 |
| STCKVWXY | 0.100 | STCKAABB | 0.100 | LOT1 | 0.100 | L0017120 | 0.100 |
| L0017121 | 0.100 | L0017122 | 0.100 | L0017123 | 0.100 | L0017124 | 0.100 |
| L0017125 | 0.100 | L0017126 | 0.100 | L0017127 | 0.100 | L0017128 | 0.100 |
| L0017129 | 0.100 | L0017130 | 0.100 | L0017131 | 0.100 | L0017132 | 0.100 |
| L0017133 | 0.100 | L0017134 | 0.100 | L0017135 | 0.100 | L0017136 | 0.100 |
| L0017137 | 0.100 | L0017138 | 0.100 | L0017139 | 0.100 | L0017140 | 0.100 |
| L0017141 | 0.100 | L0017142 | 0.100 | L0017143 | 0.100 | L0017144 | 0.100 |
| L0017145 | 0.100 | L0017146 | 0.100 | L0017147 | 0.100 | L0017148 | 0.100 |
| L0017149 | 0.100 | L0017150 | 0.100 | L0017151 | 0.100 | L0017152 | 0.100 |
| L0017153 | 0.100 | L0017154 | 0.100 | L0017155 | 0.100 | L0017156 | 0.100 |
| L0017157 | 0.100 | L0017158 | 0.100 | L0017159 | 0.100 | L0017160 | 0.100 |
| L0017161 | 0.100 | L0017162 | 0.100 | L0017163 | 0.100 | L0017164 | 0.100 |
| L0017165 | 0.100 | L0017166 | 0.100 | L0017167 | 0.100 | L0017168 | 0.100 |
| L0017169 | 0.100 | L0017170 | 0.100 | L0017171 | 0.100 | L0017172 | 0.100 |
| L0017173 | 0.100 | L0017174 | 0.100 | L0017175 | 0.100 | L0017176 | 0.100 |
| L0017177 | 0.100 | L0017178 | 0.100 | L0017179 | 0.100 | L0017180 | 0.100 |
| L0017181 | 0.100 | L0017182 | 0.100 | L0017183 | 0.100 | L0017184 | 0.100 |
| L0017185 | 0.100 | L0017186 | 0.100 | L0017187 | 0.100 | L0017188 | 0.100 |
| L0017189 | 0.100 | L0017190 | 0.100 | L0017191 | 0.100 | L0017192 | 0.100 |
| L0017193 | 0.100 | L0017194 | 0.100 | L0017195 | 0.100 | L0017196 | 0.100 |
| L0017197 | 0.100 | L0017198 | 0.100 | L0017199 | 0.100 | L0017200 | 0.100 |
| L0017201 | 0.100 | L0017202 | 0.100 | L0017203 | 0.100 | L0017204 | 0.100 |
| L0017205 | 0.100 | L0017206 | 0.100 | L0017207 | 0.100 | L0017208 | 0.100 |
| L0017209 | 0.100 | L0017210 | 0.100 | L0017211 | 0.100 | L0017212 | 0.100 |
| L0017213 | 0.100 | L0017214 | 0.100 | L0017215 | 0.100 | L0017216 | 0.100 |
| L0017217 | 0.100 | L0017218 | 0.100 | L0017219 | 0.100 | L0017220 | 0.100 |
| L0017221 | 0.100 | L0017222 | 0.100 | L0017223 | 0.100 | L0017224 | 0.100 |
| L0017225 | 0.100 | L0017226 | 0.100 | L0017227 | 0.100 | L0017228 | 0.100 |
| L0017229 | 0.100 | L0017230 | 0.100 | L0017231 | 0.100 | L0017232 | 0.100 |
| L0017233 | 0.100 | L0017234 | 0.100 | L0017235 | 0.100 | L0017236 | 0.100 |
| L0017237 | 0.100 | L0017238 | 0.100 | L0017239 | 0.100 | L0017240 | 0.100 |
| L0017241 | 0.100 | L0017242 | 0.100 | L0017243 | 0.100 | L0017244 | 0.100 |
| L0017245 | 0.100 | L0017246 | 0.100 | L0017247 | 0.100 | L0017248 | 0.100 |
| L0017249 | 0.100 | L0017250 | 0.100 | L0017251 | 0.100 | L0017252 | 0.100 |
| L0017253 | 0.100 | L0017254 | 0.100 | L0017255 | 0.100 | L0017256 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0017257 | 0.100 | L0017258 | 0.100 | L0017259 | 0.100 | L0017260 | 0.100 |
| L0017261 | 0.100 | L0017262 | 0.100 | L0017263 | 0.100 | L0017264 | 0.100 |
| L0017265 | 0.100 | L0017266 | 0.100 | L0017267 | 0.100 | L0017268 | 0.100 |
| L0017269 | 0.100 | L0017270 | 0.100 | L0017271 | 0.100 | L0017272 | 0.100 |
| L0017273 | 0.100 | L0017274 | 0.100 | L0017275 | 0.100 | L0017276 | 0.100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0017277 | 0.100 | L0017278 | 0.100 | L0017279 | 0.100 | L0017280 | 0.100 |
| L0017281 | 0.100 | L0017282 | 0.100 | L0017283 | 0.100 | L0017284 | 0.100 |
| L0017285 | 0.100 | L0017286 | 0.100 | L0017287 | 0.100 | L0017288 | 0.100 |
| L0017289 | 0.100 | L0017290 | 0.100 | L0017291 | 0.100 | L0017292 | 0.100 |
| L0017293 | 0.100 | L0017294 | 0.100 | L0017295 | 0.100 | L0017296 | 0.100 |
| L0017297 | 0.100 | L0017298 | 0.100 | L0017299 | 0.100 | L0017300 | 0.100 |
| L0017301 | 0.100 | L0017302 | 0.100 | L0017303 | 0.100 | L0017304 | 0.100 |
| L0017305 | 0.100 | L0017306 | 0.100 | L0017307 | 0.100 | L0017308 | 0.100 |
| L0017309 | 0.100 | L0017310 | 0.100 | L0017311 | 0.100 | L0017312 | 0.100 |
| L0017313 | 0.100 | L0017314 | 0.100 | L0017315 | 0.100 | L0017316 | 0.100 |
| L0017317 | 0.100 | L0017318 | 0.100 | L0017319 | 0.100 | L0017320 | 0.100 |
| L0017321 | 0.100 | L0017322 | 0.100 | L0017323 | 0.100 | L0017324 | 0.100 |
| L0017325 | 0.100 | L0017326 | 0.100 | L0017327 | 0.100 | L0017328 | 0.100 |
| L0017329 | 0.100 | L0017330 | 0.100 | L0017331 | 0.100 | L0017332 | 0.100 |
| L0017333 | 0.100 | L0017334 | 0.100 | L0017335 | 0.100 | L0017336 | 0.100 |
| L0017337 | 0.100 | L0017338 | 0.100 | L0017339 | 0.100 | L0017340 | 0.100 |
| L0017341 | 0.100 | L0017342 | 0.100 | L0017343 | 0.100 | L0017344 | 0.100 |
| L0017345 | 0.100 | L0017346 | 0.100 | L0017347 | 0.100 | L0017348 | 0.100 |
| L0017349 | 0.100 | L0017350 | 0.100 | L0017351 | 0.100 | L0017352 | 0.100 |
| L0017353 | 0.100 | L0017354 | 0.100 | L0017355 | 0.100 | L0017356 | 0.100 |
| L0017357 | 0.100 | L0017358 | 0.100 | L0017359 | 0.100 | L0017360 | 0.100 |
| L0017361 | 0.100 | L0017362 | 0.100 | L0017363 | 0.100 | L0017364 | 0.100 |
| L0017365 | 0.100 | L0017366 | 0.100 | L0017367 | 0.100 | L0017368 | 0.100 |
| L0017369 | 0.100 | L0017370 | 0.100 | L0017371 | 0.100 | L0017372 | 0.100 |
| L0017373 | 0.100 | L0017374 | 0.100 | L0017375 | 0.100 | L0017376 | 0.100 |
| L0017377 | 0.100 | L0017378 | 0.100 | L0017379 | 0.100 | L0017380 | 0.100 |
| L0017381 | 0.100 | L0017382 | 0.100 | L0017383 | 0.100 | L0017384 | 0.100 |
| L0017385 | 0.100 | L0017386 | 0.100 | L0017387 | 0.100 | L0017388 | 0.100 |
| L0017389 | 0.100 | L0017390 | 0.100 | L0017391 | 0.100 | L0017392 | 0.100 |
| L0017393 | 0.100 | L0017394 | 0.100 | L0017395 | 0.100 | L0017396 | 0.100 |
| L0017397 | 0.100 | L0017398 | 0.100 | L0017399 | 0.100 | L0017400 | 0.100 |
| L0017401 | 0.100 | L0017402 | 0.100 | L0017403 | 0.100 | L0017404 | 0.100 |
| L0017405 | 0.100 | L0017406 | 0.100 | L0017407 | 0.100 | L0017408 | 0.100 |
| L0017409 | 0.100 | L0017410 | 0.100 | L0017411 | 0.100 | L0017412 | 0.100 |
| L0017413 | 0.100 | L0017414 | 0.100 | L0017415 | 0.100 | L0017416 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0017417 | 0.100 | L0017418 | 0.100 | L0017419 | 0.100 | L0017420 | 0.100 |
| L0017421 | 0.100 | L0017422 | 0.100 | L0017423 | 0.100 | L0017424 | 0.100 |
| L0017425 | 0.100 | L0017426 | 0.100 | L0017427 | 0.100 | L0017428 | 0.100 |
| L0017429 | 0.100 | L0017430 | 0.100 | L0017431 | 0.100 | L0017432 | 0.100 |
| L0017433 | 0.100 | L0017434 | 0.100 | L0017435 | 0.100 | L0017436 | 0.100 |
| L0017437 | 0.100 | L0017438 | 0.100 | L0017439 | 0.100 | L0017440 | 0.100 |
| L0017441 | 0.100 | L0017442 | 0.100 | L0017443 | 0.100 | L0017444 | 0.100 |
| L0017445 | 0.100 | L0017446 | 0.100 | L0017447 | 0.100 | L0017448 | 0.100 |
| L0017449 | 0.100 | L0017450 | 0.100 | L0017451 | 0.100 | L0017452 | 0.100 |
| L0017453 | 0.100 | L0017454 | 0.100 | L0017455 | 0.100 | L0017456 | 0.100 |
| L0017457 | 0.100 | L0017458 | 0.100 | L0017459 | 0.100 | L0017460 | 0.100 |
| L0017461 | 0.100 | L0017462 | 0.100 | L0017463 | 0.100 | L0017464 | 0.100 |
| L0017465 | 0.100 | L0017466 | 0.100 | L0017467 | 0.100 | L0017468 | 0.100 |
| L0017469 | 0.100 | L0017470 | 0.100 | L0017471 | 0.100 | L0017472 | 0.100 |
| L0017473 | 0.100 | L0017474 | 0.100 | L0017475 | 0.100 | L0017476 | 0.100 |
| L0017477 | 0.100 | L0017478 | 0.100 | L0017479 | 0.100 | L0017480 | 0.100 |
| L0017481 | 0.100 | L0017482 | 0.100 | L0017483 | 0.100 | L0017484 | 0.100 |
| L0017485 | 0.100 | L0017486 | 0.100 | L0017487 | 0.100 | L0017488 | 0.100 |
| L0017489 | 0.100 | L0017490 | 0.100 | L0017491 | 0.100 | L0017492 | 0.100 |
| L0017493 | 0.100 | L0017494 | 0.100 | L0017495 | 0.100 | L0017496 | 0.100 |
| L0017497 | 0.100 | L0017498 | 0.100 | L0017499 | 0.100 | L0017500 | 0.100 |
| L0017501 | 0.100 | L0017502 | 0.100 | L0017503 | 0.100 | L0017504 | 0.100 |
| L0017505 | 0.100 | L0017506 | 0.100 | L0017507 | 0.100 | L0017508 | 0.100 |
| L0017509 | 0.100 | L0017510 | 0.100 | L0017511 | 0.100 | L0017512 | 0.100 |
| L0017513 | 0.100 | L0017514 | 0.100 | L0017515 | 0.100 | L0017516 | 0.100 |
| L0017517 | 0.100 | L0017518 | 0.100 | L0017519 | 0.100 | L0017520 | 0.100 |
| L0017521 | 0.100 | L0017522 | 0.100 | L0017523 | 0.100 | L0017524 | 0.100 |
| L0017525 | 0.100 | L0017526 | 0.100 | L0017527 | 0.100 | L0017528 | 0.100 |
| L0017529 | 0.100 | L0017530 | 0.100 | L0017531 | 0.100 | L0017532 | 0.100 |
| L0017533 | 0.100 | L0017534 | 0.100 | L0017535 | 0.100 | L0017536 | 0.100 |
| L0017537 | 0.100 | L0017538 | 0.100 | L0017539 | 0.100 | L0017540 | 0.100 |
| L0017541 | 0.100 | L0017542 | 0.100 | L0017543 | 0.100 | L0017544 | 0.100 |
| L0017545 | 0.100 | L0017546 | 0.100 | L0017547 | 0.100 | L0017548 | 0.100 |
| L0017549 | 0.100 | L0017550 | 0.100 | L0017551 | 0.100 | L0017552 | 0.100 |
| L0017553 | 0.100 | L0017554 | 0.100 | L0017555 | 0.100 | L0017556 | 0.100 |
| L0017557 | 0.100 | L0017558 | 0.100 | L0017559 | 0.100 | L0017560 | 0.100 |
| L0017561 | 0.100 | L0017562 | 0.100 | L0017563 | 0.100 | L0017564 | 0.100 |
| L0017565 | 0.100 | L0017566 | 0.100 | L0017567 | 0.100 | L0017568 | 0.100 |
| L0017569 | 0.100 | L0017570 | 0.100 | L0017571 | 0.100 | L0017572 | 0.100 |
| L0017573 | 0.100 | L0017574 | 0.100 | L0017575 | 0.100 | L0017576 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0017577 | 0.100 | L0017578 | 0.100 | L0017579 | 0.100 | L0017580 | 0.100 |
| L0017581 | 0.100 | L0017582 | 0.100 | L0017583 | 0.100 | L0017584 | 0.100 |
| L0017585 | 0.100 | L0017586 | 0.100 | L0017587 | 0.100 | L0017588 | 0.100 |
| L0017589 | 0.100 | L0017590 | 0.100 | L0017591 | 0.100 | L0017592 | 0.100 |
| L0017593 | 0.100 | L0017594 | 0.100 | L0017595 | 0.100 | L0017596 | 0.100 |
| L0017597 | 0.100 | L0017598 | 0.100 | L0017599 | 0.100 | L0017600 | 0.100 |
| L0017601 | 0.100 | L0017602 | 0.100 | L0017603 | 0.100 | L0017604 | 0.100 |
| L0017605 | 0.100 | L0017606 | 0.100 | L0017607 | 0.100 | L0017608 | 0.100 |
| L0017609 | 0.100 | L0017610 | 0.100 | L0017611 | 0.100 | L0017612 | 0.100 |
| L0017613 | 0.100 | L0017614 | 0.100 | L0017615 | 0.100 | L0017616 | 0.100 |
| L0017617 | 0.100 | L0017618 | 0.100 | L0017619 | 0.100 | L0017620 | 0.100 |
| L0017621 | 0.100 | L0017622 | 0.100 | L0017623 | 0.100 | L0017624 | 0.100 |
| L0017625 | 0.100 | L0017626 | 0.100 | L0017627 | 0.100 | L0017628 | 0.100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0017629 | 0.100 | L0017630 | 0.100 | L0017631 | 0.100 | L0017632 | 0.100 |
| L0017633 | 0.100 | L0017634 | 0.100 | L0017635 | 0.100 | L0017636 | 0.100 |
| L0017637 | 0.100 | L0017638 | 0.100 | L0017639 | 0.100 | L0017640 | 0.100 |
| L0017641 | 0.100 | L0017642 | 0.100 | L0017643 | 0.100 | L0017644 | 0.100 |
| L0017645 | 0.100 | L0017646 | 0.100 | L0017647 | 0.100 | L0017648 | 0.100 |
| L0017649 | 0.100 | L0017650 | 0.100 | L0017651 | 0.100 | L0017652 | 0.100 |
| L0017653 | 0.100 | L0017654 | 0.100 | L0017655 | 0.100 | L0017656 | 0.100 |
| L0017657 | 0.100 | L0017658 | 0.100 | L0017659 | 0.100 | L0017660 | 0.100 |
| L0017661 | 0.100 | L0017662 | 0.100 | L0017663 | 0.100 | L0017664 | 0.100 |
| L0017665 | 0.100 | L0017666 | 0.100 | L0017667 | 0.100 | L0017668 | 0.100 |
| L0017669 | 0.100 | L0017670 | 0.100 | L0017671 | 0.100 | L0017672 | 0.100 |
| L0017673 | 0.100 | L0017674 | 0.100 | L0017675 | 0.100 | L0017676 | 0.100 |
| L0017677 | 0.100 | L0017678 | 0.100 | L0017679 | 0.100 | L0017680 | 0.100 |
| L0017681 | 0.100 | L0017682 | 0.100 | L0017683 | 0.100 | L0017684 | 0.100 |
| L0017685 | 0.100 | L0017686 | 0.100 | L0017687 | 0.100 | L0017688 | 0.100 |
| L0017689 | 0.100 | L0017690 | 0.100 | L0017691 | 0.100 | L0017692 | 0.100 |
| L0017693 | 0.100 | L0017694 | 0.100 | L0017695 | 0.100 | L0017696 | 0.100 |
| L0017697 | 0.100 | L0017698 | 0.100 | L0017699 | 0.100 | L0017700 | 0.100 |
| L0017701 | 0.100 | L0017702 | 0.100 | L0017703 | 0.100 | L0017704 | 0.100 |
| L0017705 | 0.100 | L0017706 | 0.100 | L0017707 | 0.100 | L0017708 | 0.100 |
| L0017709 | 0.100 | L0017710 | 0.100 | L0017711 | 0.100 | L0017712 | 0.100 |
| L0017713 | 0.100 | L0017714 | 0.100 | L0017715 | 0.100 | L0017716 | 0.100 |
| L0017717 | 0.100 | L0017718 | 0.100 | L0017719 | 0.100 | L0017720 | 0.100 |
| L0017721 | 0.100 | L0017722 | 0.100 | L0017723 | 0.100 | L0017724 | 0.100 |
| L0017725 | 0.100 | L0017726 | 0.100 | L0017727 | 0.100 | L0017728 | 0.100 |
| L0017729 | 0.100 | L0017730 | 0.100 | L0017731 | 0.100 | L0017732 | 0.100 |
| L0017733 | 0.100 | L0017734 | 0.100 | L0017735 | 0.100 | L0017736 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0017737 | 0.100 | L0017738 | 0.100 | L0017739 | 0.100 | L0017740 | 0.100 |
| L0017741 | 0.100 | L0017742 | 0.100 | L0017743 | 0.100 | L0017744 | 0.100 |
| L0017745 | 0.100 | L0017746 | 0.100 | L0017747 | 0.100 | L0017748 | 0.100 |
| L0017749 | 0.100 | L0017750 | 0.100 | L0017751 | 0.100 | L0017752 | 0.100 |
| L0017753 | 0.100 | L0017754 | 0.100 | L0017755 | 0.100 | L0017756 | 0.100 |
| L0017757 | 0.100 | L0017758 | 0.100 | L0017759 | 0.100 | L0017760 | 0.100 |
| L0017761 | 0.100 | L0017762 | 0.100 | L0017763 | 0.100 | L0017764 | 0.100 |
| L0017765 | 0.100 | L0017766 | 0.100 | L0017767 | 0.100 | L0017768 | 0.100 |
| L0017769 | 0.100 | L0017770 | 0.100 | L0017771 | 0.100 | L0017772 | 0.100 |
| L0017773 | 0.100 | L0017774 | 0.100 | L0017775 | 0.100 | L0017776 | 0.100 |
| L0017777 | 0.100 | L0017778 | 0.100 | L0017779 | 0.100 | L0017780 | 0.100 |
| L0017781 | 0.100 | L0017782 | 0.100 | L0017783 | 0.100 | L0017784 | 0.100 |
| L0017785 | 0.100 | L0017786 | 0.100 | L0017787 | 0.100 | L0017788 | 0.100 |
| L0017789 | 0.100 | L0017790 | 0.100 | L0017791 | 0.100 | L0017792 | 0.100 |
| L0017793 | 0.100 | L0017794 | 0.100 | L0017795 | 0.100 | L0017796 | 0.100 |
| L0017797 | 0.100 | L0017798 | 0.100 | L0017799 | 0.100 | L0017800 | 0.100 |
| L0017801 | 0.100 | L0017802 | 0.100 | L0017803 | 0.100 | L0017804 | 0.100 |
| L0017805 | 0.100 | L0017806 | 0.100 | L0017807 | 0.100 | L0017808 | 0.100 |
| L0017809 | 0.100 | L0017810 | 0.100 | L0017811 | 0.100 | L0017812 | 0.100 |
| L0017813 | 0.100 | L0017814 | 0.100 | L0017815 | 0.100 | L0017816 | 0.100 |
| L0017817 | 0.100 | L0017818 | 0.100 | L0017819 | 0.100 | L0017820 | 0.100 |
| L0017821 | 0.100 | L0017822 | 0.100 | L0017823 | 0.100 | L0017824 | 0.100 |
| L0017825 | 0.100 | L0017826 | 0.100 | L0017827 | 0.100 | L0017828 | 0.100 |
| L0017829 | 0.100 | L0017830 | 0.100 | L0017831 | 0.100 | L0017832 | 0.100 |
| L0017833 | 0.100 | L0017834 | 0.100 | L0017835 | 0.100 | L0017836 | 0.100 |
| L0017837 | 0.100 | L0017838 | 0.100 | L0017839 | 0.100 | L0017840 | 0.100 |
| L0017841 | 0.100 | L0017842 | 0.100 | L0017843 | 0.100 | L0017844 | 0.100 |
| L0017845 | 0.100 | L0017846 | 0.100 | L0017847 | 0.100 | L0017848 | 0.100 |
| L0017849 | 0.100 | L0017850 | 0.100 | L0017851 | 0.100 | L0017852 | 0.100 |
| L0017853 | 0.100 | L0017854 | 0.100 | L0017855 | 0.100 | L0017856 | 0.100 |
| L0017857 | 0.100 | L0017858 | 0.100 | L0017859 | 0.100 | L0017860 | 0.100 |
| L0017861 | 0.100 | L0017862 | 0.100 | L0017863 | 0.100 | L0017864 | 0.100 |
| L0017865 | 0.100 | L0017866 | 0.100 | L0017867 | 0.100 | L0017868 | 0.100 |
| L0017869 | 0.100 | L0017870 | 0.100 | L0017871 | 0.100 | L0017872 | 0.100 |
| L0017873 | 0.100 | L0017874 | 0.100 | L0017875 | 0.100 | L0017876 | 0.100 |
| L0017877 | 0.100 | L0017878 | 0.100 | L0017879 | 0.100 | L0017880 | 0.100 |
| L0017881 | 0.100 | L0017882 | 0.100 | L0017883 | 0.100 | L0017884 | 0.100 |
| L0017885 | 0.100 | L0017886 | 0.100 | L0017887 | 0.100 | L0017888 | 0.100 |
| L0017889 | 0.100 | L0017890 | 0.100 | L0017891 | 0.100 | L0017892 | 0.100 |
| L0017893 | 0.100 | L0017894 | 0.100 | L0017895 | 0.100 | L0017896 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0017897 | 0.100 | L0017898 | 0.100 | L0017899 | 0.100 | L0017900 | 0.100 |
| L0017901 | 0.100 | L0017902 | 0.100 | L0017903 | 0.100 | L0017904 | 0.100 |
| L0017905 | 0.100 | L0017906 | 0.100 | L0017907 | 0.100 | L0017908 | 0.100 |
| L0017909 | 0.100 | L0017910 | 0.100 | L0017911 | 0.100 | L0017912 | 0.100 |
| L0017913 | 0.100 | L0017914 | 0.100 | L0017915 | 0.100 | L0017916 | 0.100 |
| L0017917 | 0.100 | L0017918 | 0.100 | L0017919 | 0.100 | L0017920 | 0.100 |
| L0017921 | 0.100 | L0017922 | 0.100 | L0017923 | 0.100 | L0017924 | 0.100 |
| L0017925 | 0.100 | L0017926 | 0.100 | L0017927 | 0.100 | L0017928 | 0.100 |
| L0017929 | 0.100 | L0017930 | 0.100 | L0017931 | 0.100 | L0017932 | 0.100 |
| L0017933 | 0.100 | L0017934 | 0.100 | L0017935 | 0.100 | L0017936 | 0.100 |
| L0017937 | 0.100 | L0017938 | 0.100 | L0017939 | 0.100 | L0017940 | 0.100 |
| L0017941 | 0.100 | L0017942 | 0.100 | L0017943 | 0.100 | L0017944 | 0.100 |
| L0017945 | 0.100 | L0017946 | 0.100 | L0017947 | 0.100 | L0017948 | 0.100 |
| L0017949 | 0.100 | L0017950 | 0.100 | L0017951 | 0.100 | L0017952 | 0.100 |
| L0017953 | 0.100 | L0017954 | 0.100 | L0017955 | 0.100 | L0017956 | 0.100 |
| L0017957 | 0.100 | L0017958 | 0.100 | L0017959 | 0.100 | L0017960 | 0.100 |
| L0017961 | 0.100 | L0017962 | 0.100 | L0017963 | 0.100 | L0017964 | 0.100 |
| L0017965 | 0.100 | L0017966 | 0.100 | L0017967 | 0.100 | L0017968 | 0.100 |
| L0017969 | 0.100 | L0017970 | 0.100 | L0017971 | 0.100 | L0017972 | 0.100 |
| L0017973 | 0.100 | L0017974 | 0.100 | L0017975 | 0.100 | L0017976 | 0.100 |
| L0017977 | 0.100 | L0017978 | 0.100 | L0017979 | 0.100 | L0017980 | 0.100 |

P2_NOx

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0017981 | 0.100 | L0017982 | 0.100 | L0017983 | 0.100 | L0017984 | 0.100 |
| L0017985 | 0.100 | L0017986 | 0.100 | L0017987 | 0.100 | L0017988 | 0.100 |
| L0017989 | 0.100 | L0017990 | 0.100 | L0017991 | 0.100 | L0017992 | 0.100 |
| L0017993 | 0.100 | L0017994 | 0.100 | L0017995 | 0.100 | L0017996 | 0.100 |
| L0017997 | 0.100 | L0017998 | 0.100 | L0017999 | 0.100 | L0018000 | 0.100 |
| L0018001 | 0.100 | L0018002 | 0.100 | L0018003 | 0.100 | L0018004 | 0.100 |
| L0018005 | 0.100 | L0018006 | 0.100 | L0018007 | 0.100 | L0018008 | 0.100 |
| L0018009 | 0.100 | L0018010 | 0.100 | L0018011 | 0.100 | L0018012 | 0.100 |
| L0018013 | 0.100 | L0018014 | 0.100 | L0018015 | 0.100 | L0018016 | 0.100 |
| L0018017 | 0.100 | L0018018 | 0.100 | L0018019 | 0.100 | L0018020 | 0.100 |
| L0018021 | 0.100 | L0018022 | 0.100 | L0018023 | 0.100 | L0018024 | 0.100 |
| L0018025 | 0.100 | L0018026 | 0.100 | L0018027 | 0.100 | L0018028 | 0.100 |
| L0018029 | 0.100 | L0018030 | 0.100 | L0018031 | 0.100 | L0018032 | 0.100 |
| L0018033 | 0.100 | L0018034 | 0.100 | L0018035 | 0.100 | L0018036 | 0.100 |
| L0018037 | 0.100 | L0018038 | 0.100 | L0018039 | 0.100 | L0018040 | 0.100 |
| L0018041 | 0.100 | L0018042 | 0.100 | L0018043 | 0.100 | L0018044 | 0.100 |
| L0018045 | 0.100 | L0018046 | 0.100 | L0018047 | 0.100 | L0018048 | 0.100 |
| L0018049 | 0.100 | L0018050 | 0.100 | L0018051 | 0.100 | L0018052 | 0.100 |
| L0018053 | 0.100 | L0018054 | 0.100 | L0018055 | 0.100 | L0018056 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0018057 | 0.100 | L0018058 | 0.100 | L0018059 | 0.100 | L0018060 | 0.100 |
| L0018061 | 0.100 | L0018062 | 0.100 | L0018063 | 0.100 | L0018064 | 0.100 |
| L0018065 | 0.100 | L0018066 | 0.100 | L0018067 | 0.100 | L0018068 | 0.100 |
| L0018069 | 0.100 | L0018070 | 0.100 | L0018071 | 0.100 | L0018072 | 0.100 |
| L0018073 | 0.100 | L0018074 | 0.100 | L0018075 | 0.100 | L0018076 | 0.100 |
| L0018077 | 0.100 | L0018078 | 0.100 | L0018079 | 0.100 | L0018080 | 0.100 |
| L0018081 | 0.100 | L0018082 | 0.100 | L0018083 | 0.100 | L0018084 | 0.100 |
| L0018085 | 0.100 | L0018086 | 0.100 | L0018087 | 0.100 | L0018088 | 0.100 |
| L0018089 | 0.100 | L0018090 | 0.100 | L0018091 | 0.100 | L0018092 | 0.100 |
| L0018093 | 0.100 | L0018094 | 0.100 | L0018095 | 0.100 | L0018096 | 0.100 |
| L0018097 | 0.100 | L0018098 | 0.100 | L0018099 | 0.100 | L0018100 | 0.100 |
| L0018101 | 0.100 | L0018102 | 0.100 | L0018103 | 0.100 | L0018104 | 0.100 |
| L0018105 | 0.100 | L0018106 | 0.100 | L0018107 | 0.100 | L0018108 | 0.100 |
| L0018109 | 0.100 | L0018110 | 0.100 | L0018111 | 0.100 | L0018112 | 0.100 |
| L0018113 | 0.100 | L0018114 | 0.100 | L0018115 | 0.100 | L0018116 | 0.100 |
| L0018117 | 0.100 | L0018118 | 0.100 | L0018119 | 0.100 | L0018120 | 0.100 |
| L0018121 | 0.100 | L0018122 | 0.100 | L0018123 | 0.100 | L0018124 | 0.100 |
| L0018125 | 0.100 | L0018126 | 0.100 | L0018127 | 0.100 | L0018128 | 0.100 |
| L0018129 | 0.100 | L0018130 | 0.100 | L0018131 | 0.100 | L0018132 | 0.100 |
| L0018133 | 0.100 | L0018134 | 0.100 | L0018135 | 0.100 | L0018136 | 0.100 |
| L0018137 | 0.100 | L0018138 | 0.100 | L0018139 | 0.100 | L0018140 | 0.100 |
| L0018141 | 0.100 | L0018142 | 0.100 | L0018143 | 0.100 | L0018144 | 0.100 |
| L0018145 | 0.100 | L0018146 | 0.100 | L0018147 | 0.100 | L0018148 | 0.100 |
| L0018149 | 0.100 | L0018150 | 0.100 | L0018151 | 0.100 | L0018152 | 0.100 |
| L0018153 | 0.100 | L0018154 | 0.100 | L0018155 | 0.100 | L0018156 | 0.100 |
| L0018157 | 0.100 | L0018158 | 0.100 | L0018159 | 0.100 | L0018160 | 0.100 |
| L0018161 | 0.100 | L0018162 | 0.100 | L0018163 | 0.100 | L0018164 | 0.100 |
| L0018165 | 0.100 | L0018166 | 0.100 | L0018167 | 0.100 | L0018168 | 0.100 |
| L0018169 | 0.100 | L0018170 | 0.100 | L0018171 | 0.100 | L0018172 | 0.100 |
| L0018173 | 0.100 | L0018174 | 0.100 | L0018175 | 0.100 | L0018176 | 0.100 |
| L0018177 | 0.100 | L0018178 | 0.100 | LOT2 | 0.100 | STCKCC1 | 0.100 |
| STCKCC2 | 0.100 | STCKCC3 | 0.100 | STCKCC4 | 0.100 | STCKCC5 | 0.100 |
| STCKPP1 | 0.100 | STCKPP2 | 0.100 | STCKPP3 | 0.100 | STCKPP4 | 0.100 |
| STCKAM1 | 0.100 | STCKAM2 | 0.100 | STCKAM3 | 0.100 | STCKAM4 | 0.100 |
| STCKAM5 | 0.100 | STCKAM6 | 0.100 | STCKAM7 | 0.100 | STCKQM8 | 0.100 |
| STCKAM9 | 0.100 | STCKAM10 | 0.100 | STCKHOT1 | 0.100 | STCKHOT2 | 0.100 |
| STCKWP1 | 0.100 | STCKAAA1 | 0.100 | STCKWW1 | 0.100 | BBBCCC1 | 0.100 |
| BBBCCC2 | 0.100 | DDDEEE1 | 0.100 | DDDEEE2 | 0.100 | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -42.4, | -29.3, | 2 | 9.1, | 289.6, | 297.5, | -53.7, | -5.9, |
| 3 | 9.1, | 291.8, | 321.4, | -63.3, | 17.7, | 4 | 9.1, | 285.1, | 335.4, | -71.1, | 40.8, |
| 5 | 9.1, | 269.8, | 339.3, | -76.7, | 62.6, | 6 | 9.1, | 246.3, | 332.9, | -79.9, | 82.6, |
| 7 | 9.1, | 229.5, | 316.3, | -80.7, | 92.9, | 8 | 9.1, | 227.5, | 290.2, | -79.1, | 89.5, |
| 9 | 9.1, | 223.8, | 259.1, | -77.7, | 82.1, | 10 | 9.1, | 264.7, | 278.6, | -110.0, | 90.0, |
| 11 | 9.1, | 297.5, | 289.6, | -138.9, | 95.1, | 12 | 9.1, | 321.4, | 291.8, | -163.6, | 97.3, |
| 13 | 9.1, | 335.4, | 285.1, | -183.4, | 96.6, | 14 | 9.1, | 339.3, | 269.8, | -197.5, | 93.0, |
| 15 | 9.1, | 332.9, | 246.3, | -205.7, | 86.5, | 16 | 9.1, | 316.3, | 229.5, | -207.6, | 77.4, |
| 17 | 9.1, | 290.2, | 227.5, | -203.2, | 66.0, | 18 | 9.1, | 259.1, | 223.8, | -194.0, | 51.8, |
| 19 | 9.1, | 278.6, | 264.7, | -222.3, | 29.3, | 20 | 9.1, | 289.6, | 297.5, | -243.9, | 5.9, |
| 21 | 9.1, | 291.8, | 321.4, | -258.0, | -17.7, | 22 | 9.1, | 285.1, | 335.4, | -264.4, | -40.8, |
| 23 | 9.1, | 269.8, | 339.3, | -262.6, | -62.6, | 24 | 9.1, | 246.3, | 332.9, | -253.0, | -82.6, |
| 25 | 9.1, | 229.5, | 316.3, | -235.6, | -92.9, | 26 | 9.1, | 227.5, | 290.2, | -211.0, | -89.5, |
| 27 | 9.1, | 223.8, | 259.1, | -181.4, | -82.1, | 28 | 9.1, | 264.7, | 278.6, | -168.6, | -90.0, |
| 29 | 9.1, | 297.5, | 289.6, | -150.7, | -95.1, | 30 | 9.1, | 321.4, | 291.8, | -128.2, | -97.3, |
| 31 | 9.1, | 335.4, | 285.1, | -101.8, | -96.6, | 32 | 9.1, | 339.3, | 269.8, | -72.3, | -93.0, |
| 33 | 9.1, | 332.9, | 246.3, | -40.6, | -86.5, | 34 | 9.1, | 316.3, | 229.5, | -21.9, | -77.4, |
| 35 | 9.1, | 290.2, | 227.5, | -24.3, | -66.0, | 36 | 9.1, | 259.1, | 223.8, | -29.8, | -51.8, |

SOURCE ID: STCKCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -110.8, | -36.5, | 2 | 9.1, | 289.6, | 297.5, | -119.8, | -24.8, |
| 3 | 9.1, | 291.8, | 321.4, | -125.2, | -12.4, | 4 | 9.1, | 285.1, | 335.4, | -126.7, | 0.4, |
| 5 | 9.1, | 269.8, | 339.3, | -124.5, | 13.2, | 6 | 9.1, | 246.3, | 332.9, | -118.4, | 25.6, |
| 7 | 9.1, | 229.5, | 316.3, | -108.7, | 30.0, | 8 | 9.1, | 227.5, | 290.2, | -95.8, | 22.8, |
| 9 | 9.1, | 223.8, | 259.1, | -82.5, | 13.5, | 10 | 9.1, | 264.7, | 278.6, | -102.8, | 21.6, |
| 11 | 9.1, | 297.5, | 289.6, | -120.0, | 29.0, | 12 | 9.1, | 321.4, | 291.8, | -133.5, | 35.5, |
| 13 | 9.1, | 335.4, | 285.1, | -143.0, | 41.0, | 14 | 9.1, | 339.3, | 269.8, | -148.1, | 45.2, |
| 15 | 9.1, | 332.9, | 246.3, | -148.7, | 48.0, | 16 | 9.1, | 316.3, | 229.5, | -144.8, | 49.4, |
| 17 | 9.1, | 290.2, | 227.5, | -136.5, | 49.3, | 18 | 9.1, | 259.1, | 223.8, | -125.4, | 47.0, |
| 19 | 9.1, | 278.6, | 264.7, | -153.9, | 36.5, | 20 | 9.1, | 289.6, | 297.5, | -177.8, | 24.8, |
| 21 | 9.1, | 291.8, | 321.4, | -196.2, | 12.4, | 22 | 9.1, | 285.1, | 335.4, | -208.7, | -0.4, |
| 23 | 9.1, | 269.8, | 339.3, | -214.8, | -13.2, | 24 | 9.1, | 246.3, | 332.9, | -214.5, | -25.6, |
| 25 | 9.1, | 229.5, | 316.3, | -207.6, | -30.0, | 26 | 9.1, | 227.5, | 290.2, | -194.4, | -22.8, |
| 27 | 9.1, | 223.8, | 259.1, | -176.6, | -13.5, | 28 | 9.1, | 264.7, | 278.6, | -175.8, | -21.6, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | 9.1, | 297.5, | 289.6, | -169.6, | -29.0, | 30 | 9.1, | 321.4, | 291.8, | -158.3, | -35.5, |
| 31 | 9.1, | 335.4, | 285.1, | -142.2, | -41.0, | 32 | 9.1, | 339.3, | 269.8, | -121.7, | -45.2, |
| 33 | 9.1, | 332.9, | 246.3, | -97.6, | -48.0, | 34 | 9.1, | 316.3, | 229.5, | -84.7, | -49.4, |
| 35 | 9.1, | 290.2, | 227.5, | -91.0, | -49.3, | 36 | 9.1, | 259.1, | 223.8, | -98.4, | -47.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKCC3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -163.1, | -41.6, | 2 | 9.1, | 289.6, | 297.5, | -170.4, | -39.0, |
| 3 | 9.1, | 291.8, | 321.4, | -172.6, | -35.2, | 4 | 9.1, | 285.1, | 335.4, | -169.5, | -30.2, |
| 5 | 9.1, | 269.8, | 339.3, | -161.2, | -24.4, | 6 | 9.1, | 246.3, | 332.9, | -148.1, | -17.9, |
| 7 | 9.1, | 229.5, | 316.3, | -130.4, | -17.9, | 8 | 9.1, | 227.5, | 290.2, | -108.8, | -28.2, |
| 9 | 9.1, | 223.8, | 259.1, | -86.5, | -38.9, | 10 | 9.1, | 264.7, | 278.6, | -97.6, | -30.8, |
| 11 | 9.1, | 297.5, | 289.6, | -105.8, | -21.7, | 12 | 9.1, | 321.4, | 291.8, | -110.7, | -11.9, |
| 13 | 9.1, | 335.4, | 285.1, | -112.3, | -1.8, | 14 | 9.1, | 339.3, | 269.8, | -110.5, | 8.4, |
| 15 | 9.1, | 332.9, | 246.3, | -105.3, | 18.4, | 16 | 9.1, | 316.3, | 229.5, | -96.9, | 27.7, |
| 17 | 9.1, | 290.2, | 227.5, | -85.5, | 36.3, | 18 | 9.1, | 259.1, | 223.8, | -72.9, | 43.0, |
| 19 | 9.1, | 278.6, | 264.7, | -101.6, | 41.6, | 20 | 9.1, | 289.6, | 297.5, | -127.1, | 39.0, |
| 21 | 9.1, | 291.8, | 321.4, | -148.8, | 35.2, | 22 | 9.1, | 285.1, | 335.4, | -166.0, | 30.2, |
| 23 | 9.1, | 269.8, | 339.3, | -178.1, | 24.4, | 24 | 9.1, | 246.3, | 332.9, | -184.8, | 17.9, |
| 25 | 9.1, | 229.5, | 316.3, | -185.9, | 17.9, | 26 | 9.1, | 227.5, | 290.2, | -181.3, | 28.2, |
| 27 | 9.1, | 223.8, | 259.1, | -172.6, | 38.9, | 28 | 9.1, | 264.7, | 278.6, | -180.9, | 30.8, |
| 29 | 9.1, | 297.5, | 289.6, | -183.8, | 21.7, | 30 | 9.1, | 321.4, | 291.8, | -181.1, | 11.9, |
| 31 | 9.1, | 335.4, | 285.1, | -172.8, | 1.8, | 32 | 9.1, | 339.3, | 269.8, | -159.3, | -8.4, |
| 33 | 9.1, | 332.9, | 246.3, | -141.0, | -18.4, | 34 | 9.1, | 316.3, | 229.5, | -132.6, | -27.7, |
| 35 | 9.1, | 290.2, | 227.5, | -141.9, | -36.3, | 36 | 9.1, | 259.1, | 223.8, | -150.8, | -43.0, |

SOURCE ID: STCKCC4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -176.6, | 49.5, | 2 | 9.1, | 289.6, | 297.5, | -199.5, | 48.5, |
| 3 | 9.1, | 291.8, | 321.4, | -216.4, | 45.9, | 4 | 9.1, | 285.1, | 335.4, | -226.7, | 42.0, |
| 5 | 9.1, | 269.8, | 339.3, | -230.1, | 36.8, | 6 | 9.1, | 246.3, | 332.9, | -226.6, | 30.5, |
| 7 | 9.1, | 229.5, | 316.3, | -216.1, | 16.1, | 8 | 9.1, | 227.5, | 290.2, | -199.1, | -9.6, |
| 9 | 9.1, | 223.8, | 259.1, | -178.7, | -36.3, | 10 | 9.1, | 264.7, | 278.6, | -188.8, | -44.2, |
| 11 | 9.1, | 297.5, | 289.6, | -193.3, | -50.7, | 12 | 9.1, | 321.4, | 291.8, | -191.8, | -55.7, |
| 13 | 9.1, | 335.4, | 285.1, | -184.6, | -59.0, | 14 | 9.1, | 339.3, | 269.8, | -171.7, | -60.5, |
| 15 | 9.1, | 332.9, | 246.3, | -153.6, | -60.1, | 16 | 9.1, | 316.3, | 229.5, | -130.9, | -58.0, |
| 17 | 9.1, | 290.2, | 227.5, | -104.1, | -54.0, | 18 | 9.1, | 259.1, | 223.8, | -75.5, | -49.1, |
| 19 | 9.1, | 278.6, | 264.7, | -88.1, | -49.5, | 20 | 9.1, | 289.6, | 297.5, | -98.0, | -48.5, |
| 21 | 9.1, | 291.8, | 321.4, | -105.0, | -45.9, | 22 | 9.1, | 285.1, | 335.4, | -108.7, | -42.0, |
| 23 | 9.1, | 269.8, | 339.3, | -109.2, | -36.8, | 24 | 9.1, | 246.3, | 332.9, | -106.3, | -30.5, |
| 25 | 9.1, | 229.5, | 316.3, | -100.2, | -16.1, | 26 | 9.1, | 227.5, | 290.2, | -91.0, | 9.6, |
| 27 | 9.1, | 223.8, | 259.1, | -80.4, | 36.3, | 28 | 9.1, | 264.7, | 278.6, | -89.7, | 44.2, |
| 29 | 9.1, | 297.5, | 289.6, | -96.3, | 50.7, | 30 | 9.1, | 321.4, | 291.8, | -99.9, | 55.7, |
| 31 | 9.1, | 335.4, | 285.1, | -100.5, | 59.0, | 32 | 9.1, | 339.3, | 269.8, | -98.1, | 60.5, |
| 33 | 9.1, | 332.9, | 246.3, | -92.7, | 60.1, | 34 | 9.1, | 316.3, | 229.5, | -98.7, | 58.0, |
| 35 | 9.1, | 290.2, | 227.5, | -123.4, | 54.0, | 36 | 9.1, | 259.1, | 223.8, | -148.2, | 49.1, |

SOURCE ID: STCKCC5

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -124.8, | 63.1, | 2 | 9.1, | 289.6, | 297.5, | -150.9, | 70.8, |
| 3 | 9.1, | 291.8, | 321.4, | -172.4, | 76.3, | 4 | 9.1, | 285.1, | 335.4, | -188.7, | 79.6, |
| 5 | 9.1, | 269.8, | 339.3, | -199.2, | 80.4, | 6 | 9.1, | 246.3, | 332.9, | -203.7, | 78.8, |
| 7 | 9.1, | 229.5, | 316.3, | -202.0, | 67.6, | 8 | 9.1, | 227.5, | 290.2, | -194.1, | 43.6, |
| 9 | 9.1, | 223.8, | 259.1, | -183.0, | 16.9, | 10 | 9.1, | 264.7, | 278.6, | -202.4, | 7.5, |
| 11 | 9.1, | 297.5, | 289.6, | -215.6, | -2.2, | 12 | 9.1, | 321.4, | 291.8, | -222.2, | -11.8, |
| 13 | 9.1, | 335.4, | 285.1, | -222.1, | -21.0, | 14 | 9.1, | 339.3, | 269.8, | -215.3, | -29.6, |
| 15 | 9.1, | 332.9, | 246.3, | -201.9, | -37.3, | 16 | 9.1, | 316.3, | 229.5, | -182.4, | -43.8, |
| 17 | 9.1, | 290.2, | 227.5, | -157.3, | -49.0, | 18 | 9.1, | 259.1, | 223.8, | -128.8, | -53.4, |
| 19 | 9.1, | 278.6, | 264.7, | -139.8, | -63.1, | 20 | 9.1, | 289.6, | 297.5, | -146.6, | -70.8, |
| 21 | 9.1, | 291.8, | 321.4, | -148.9, | -76.3, | 22 | 9.1, | 285.1, | 335.4, | -146.7, | -79.6, |
| 23 | 9.1, | 269.8, | 339.3, | -140.1, | -80.4, | 24 | 9.1, | 246.3, | 332.9, | -129.2, | -78.8, |
| 25 | 9.1, | 229.5, | 316.3, | -114.3, | -67.6, | 26 | 9.1, | 227.5, | 290.2, | -96.0, | -43.6, |
| 27 | 9.1, | 223.8, | 259.1, | -76.1, | -16.9, | 28 | 9.1, | 264.7, | 278.6, | -76.2, | -7.5, |
| 29 | 9.1, | 297.5, | 289.6, | -74.0, | 2.2, | 30 | 9.1, | 321.4, | 291.8, | -69.6, | 11.8, |
| 31 | 9.1, | 335.4, | 285.1, | -63.0, | 21.0, | 32 | 9.1, | 339.3, | 269.8, | -54.5, | 29.6, |
| 33 | 9.1, | 332.9, | 246.3, | -44.4, | 37.3, | 34 | 9.1, | 316.3, | 229.5, | -47.1, | 43.8, |
| 35 | 9.1, | 290.2, | 227.5, | -70.2, | 49.0, | 36 | 9.1, | 259.1, | 223.8, | -95.0, | 53.4, |

SOURCE ID: STCKPP1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 38.6, | 36.5, | -10.2, | 14.0, | 2 | 9.1, | 38.5, | 33.6, | -11.4, | 15.2, |
| 3 | 9.1, | 37.1, | 29.8, | -12.2, | 15.9, | 4 | 9.1, | 34.7, | 25.1, | -12.6, | 16.1, |
| 5 | 9.1, | 33.4, | 23.0, | -14.3, | 15.8, | 6 | 9.1, | 36.3, | 28.0, | -19.6, | 15.1, |
| 7 | 9.1, | 38.1, | 32.2, | -24.2, | 13.9, | 8 | 9.1, | 38.7, | 35.5, | -28.1, | 12.3, |
| 9 | 9.1, | 38.2, | 37.6, | -31.2, | 10.3, | 10 | 9.1, | 36.5, | 38.6, | -33.3, | 8.0, |
| 11 | 9.1, | 33.6, | 38.5, | -34.4, | 5.5, | 12 | 9.1, | 29.8, | 37.1, | -34.4, | 2.7, |
| 13 | 9.1, | 25.1, | 34.7, | -33.4, | -0.1, | 14 | 9.1, | 23.0, | 33.4, | -32.5, | -2.9, |
| 15 | 9.1, | 28.0, | 36.3, | -33.2, | -5.6, | 16 | 9.1, | 32.2, | 38.1, | -32.9, | -8.1, |
| 17 | 9.1, | 35.5, | 38.7, | -31.6, | -10.4, | 18 | 9.1, | 37.6, | 38.2, | -29.4, | -12.4, |
| 19 | 9.1, | 38.6, | 36.5, | -26.2, | -14.0, | 20 | 9.1, | 38.5, | 33.6, | -22.3, | -15.2, |
| 21 | 9.1, | 37.1, | 29.8, | -17.6, | -15.9, | 22 | 9.1, | 34.7, | 25.1, | -12.5, | -16.1, |
| 23 | 9.1, | 33.4, | 23.0, | -8.6, | -15.8, | 24 | 9.1, | 36.3, | 28.0, | -8.5, | -15.1, |
| 25 | 9.1, | 38.1, | 32.2, | -8.0, | -13.9, | 26 | 9.1, | 38.7, | 35.5, | -7.3, | -12.3, |
| 27 | 9.1, | 38.2, | 37.6, | -6.4, | -10.3, | 28 | 9.1, | 36.5, | 38.6, | -5.3, | -8.0, |
| 29 | 9.1, | 33.6, | 38.5, | -4.1, | -5.5, | 30 | 9.1, | 29.8, | 37.1, | -2.7, | -2.7, |
| 31 | 9.1, | 25.1, | 34.7, | -1.2, | 0.1, | 32 | 9.1, | 23.0, | 33.4, | -0.9, | 2.9, |
| 33 | 9.1, | 28.0, | 36.3, | -3.0, | 5.6, | 34 | 9.1, | 32.2, | 38.1, | -5.1, | 8.1, |
| 35 | 9.1, | 35.5, | 38.7, | -7.1, | 10.4, | 36 | 9.1, | 37.6, | 38.2, | -8.8, | 12.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKPP2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|

P2_NOx

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 39.9, | 36.1, | -35.6, | 14.8, | 2 | 9.1, | 41.8, | 31.6, | -35.7, | 11.5, |
| 3 | 9.1, | 42.5, | 26.2, | -34.7, | 7.8, | 4 | 9.1, | 41.8, | 20.0, | -32.6, | 4.0, |
| 5 | 9.1, | 40.4, | 14.6, | -30.3, | 0.0, | 6 | 9.1, | 42.0, | 21.3, | -33.3, | -4.0, |
| 7 | 9.1, | 42.4, | 27.4, | -35.3, | -7.9, | 8 | 9.1, | 41.6, | 32.6, | -36.2, | -11.5, |
| 9 | 9.1, | 39.4, | 36.8, | -36.0, | -14.8, | 10 | 9.1, | 36.1, | 39.9, | -34.7, | -17.6, |
| 11 | 9.1, | 31.6, | 41.8, | -32.4, | -19.9, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 9.1, | 32.6, | 41.6, | -9.3, | -19.9, | 18 | 9.1, | 36.8, | 39.4, | -4.9, | -17.6, |
| 19 | 9.1, | 39.9, | 36.1, | -0.4, | -14.8, | 20 | 9.1, | 41.8, | 31.6, | 4.1, | -11.5, |
| 21 | 9.1, | 42.5, | 26.2, | 8.5, | -7.8, | 22 | 9.1, | 41.8, | 20.0, | 12.6, | -4.0, |
| 23 | 9.1, | 40.4, | 14.6, | 15.7, | 0.0, | 24 | 9.1, | 42.0, | 21.3, | 12.0, | 4.0, |
| 25 | 10.7, | 30.4, | 31.5, | -65.1, | 18.4, | 26 | 10.7, | 31.4, | 31.5, | -67.6, | 9.5, |
| 27 | 10.7, | 31.6, | 30.7, | -68.0, | 0.4, | 28 | 10.7, | 30.7, | 28.8, | -66.4, | -8.8, |
| 29 | 10.7, | 29.0, | 26.1, | -62.7, | -17.7, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 9.1, | 32.6, | 41.6, | -32.3, | 19.9, | 36 | 9.1, | 36.8, | 39.4, | -34.5, | 17.6, |

SOURCE ID: STCKPP3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 7 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 9.1, | 36.8, | 39.4, | -65.1, | 20.0, |
| 19 | 9.1, | 39.9, | 36.1, | -66.2, | 11.8, | 20 | 9.1, | 41.8, | 31.6, | -65.3, | 3.3, |
| 21 | 9.1, | 42.5, | 26.2, | -62.4, | -5.4, | 22 | 9.1, | 41.8, | 20.0, | -57.6, | -13.8, |
| 23 | 9.1, | 40.4, | 14.6, | -51.8, | -21.9, | 24 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 25 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 26 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKPP4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 28.8, | 30.7, | 5.3, | -4.1, | 2 | 10.7, | 26.1, | 29.0, | 6.6, | -0.4, |
| 3 | 10.7, | 22.6, | 26.3, | 7.7, | 3.3, | 4 | 10.7, | 21.8, | 25.7, | 7.1, | 6.8, |
| 5 | 10.7, | 25.5, | 28.5, | 4.2, | 10.2, | 6 | 10.7, | 28.4, | 30.4, | 1.2, | 13.2, |
| 7 | 10.7, | 30.4, | 31.5, | -1.9, | 15.9, | 8 | 10.7, | 31.4, | 31.5, | -4.9, | 18.1, |
| 9 | 10.7, | 31.6, | 30.7, | -7.7, | 19.7, | 10 | 9.1, | 36.1, | 39.9, | -82.6, | -5.7, |
| 11 | 9.1, | 31.6, | 41.8, | -81.7, | -16.5, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 28.5, | 25.5, | -22.9, | 18.5, |
| 15 | 10.7, | 30.4, | 28.4, | -27.4, | 16.4, | 16 | 10.7, | 31.5, | 30.4, | -31.1, | 13.9, |
| 17 | 10.7, | 31.5, | 31.4, | -33.8, | 10.9, | 18 | 10.7, | 30.7, | 31.6, | -35.5, | 7.6, |
| 19 | 10.7, | 28.8, | 30.7, | -36.1, | 4.1, | 20 | 10.7, | 26.1, | 29.0, | -35.6, | 0.4, |
| 21 | 10.7, | 22.6, | 26.3, | -34.0, | -3.3, | 22 | 10.7, | 21.8, | 25.7, | -32.8, | -6.8, |
| 23 | 10.7, | 25.5, | 28.5, | -32.7, | -10.2, | 24 | 10.7, | 28.4, | 30.4, | -31.6, | -13.2, |
| 25 | 10.7, | 30.4, | 31.5, | -29.6, | -15.9, | 26 | 10.7, | 31.4, | 31.5, | -26.7, | -18.1, |
| 27 | 10.7, | 31.6, | 30.7, | -22.9, | -19.7, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 28.5, | 25.5, | -2.5, | -18.5, |
| 33 | 10.7, | 30.4, | 28.4, | -0.9, | -16.4, | 34 | 10.7, | 31.5, | 30.4, | 0.7, | -13.9, |
| 35 | 10.7, | 31.5, | 31.4, | 2.3, | -10.9, | 36 | 10.7, | 30.7, | 31.6, | 3.9, | -7.6, |

SOURCE ID: STCKHOT1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 88.9, | 60.3, | -6.0, | 0.9, | 2 | 12.2, | 85.0, | 62.0, | -8.9, | 3.3, |
| 3 | 12.2, | 78.6, | 61.9, | -11.5, | 5.7, | 4 | 12.2, | 69.7, | 62.7, | -16.5, | 7.9, |
| 5 | 12.2, | 62.2, | 68.3, | -23.7, | 8.2, | 6 | 12.2, | 61.4, | 77.5, | -30.2, | 12.0, |
| 7 | 12.2, | 61.7, | 84.3, | -35.7, | 17.1, | 8 | 12.2, | 60.1, | 88.5, | -40.2, | 21.6, |
| 9 | 12.2, | 56.7, | 90.1, | -43.4, | 25.4, | 10 | 12.2, | 60.3, | 88.9, | -45.3, | 24.2, |
| 11 | 12.2, | 62.0, | 85.0, | -45.9, | 22.2, | 12 | 12.2, | 61.9, | 78.6, | -45.0, | 19.5, |
| 13 | 12.2, | 62.7, | 69.7, | -42.8, | 14.8, | 14 | 12.2, | 68.3, | 62.2, | -39.3, | 10.4, |
| 15 | 12.2, | 77.5, | 61.4, | -42.7, | 8.6, | 16 | 12.2, | 84.3, | 61.7, | -47.9, | 6.4, |
| 17 | 12.2, | 88.5, | 60.1, | -51.6, | 4.1, | 18 | 12.2, | 90.1, | 56.7, | -53.8, | 1.6, |
| 19 | 12.2, | 88.9, | 60.3, | -54.3, | -0.9, | 20 | 12.2, | 85.0, | 62.0, | -53.2, | -3.3, |
| 21 | 12.2, | 78.6, | 61.9, | -50.4, | -5.7, | 22 | 12.2, | 69.7, | 62.7, | -46.2, | -7.9, |
| 23 | 12.2, | 62.2, | 68.3, | -44.6, | -8.2, | 24 | 12.2, | 61.4, | 77.5, | -47.3, | -12.0, |
| 25 | 12.2, | 61.7, | 84.3, | -48.6, | -17.1, | 26 | 12.2, | 60.1, | 88.5, | -48.4, | -21.6, |
| 27 | 12.2, | 56.7, | 90.1, | -46.7, | -25.4, | 28 | 12.2, | 60.3, | 88.9, | -43.6, | -24.2, |
| 29 | 12.2, | 62.0, | 85.0, | -39.2, | -22.2, | 30 | 12.2, | 61.9, | 78.6, | -33.6, | -19.5, |
| 31 | 12.2, | 62.7, | 69.7, | -26.9, | -14.8, | 32 | 12.2, | 68.3, | 62.2, | -23.0, | -10.4, |
| 33 | 12.2, | 77.5, | 61.4, | -18.7, | -8.6, | 34 | 12.2, | 79.6, | 54.4, | -104.8, | -9.6, |
| 35 | 12.2, | 77.7, | 43.4, | -96.5, | -22.9, | 36 | 12.2, | 73.4, | 31.1, | -85.2, | -35.6, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKHOT2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 77.7, | 43.4, | -41.7, | 1.1, | 2 | 12.2, | 79.6, | 54.4, | -47.1, | -2.4, |
| 3 | 12.2, | 79.1, | 63.7, | -51.0, | -5.8, | 4 | 12.2, | 76.2, | 71.0, | -53.4, | -9.1, |
| 5 | 12.2, | 71.0, | 76.2, | -54.2, | -12.1, | 6 | 12.2, | 63.7, | 79.1, | -53.3, | -14.7, |
| 7 | 12.2, | 54.4, | 79.6, | -50.8, | -16.8, | 8 | 12.2, | 43.4, | 77.7, | -46.7, | -18.4, |
| 9 | 12.2, | 31.1, | 73.4, | -41.2, | -19.5, | 10 | 12.2, | 43.4, | 77.7, | -39.9, | -20.0, |
| 11 | 12.2, | 54.4, | 79.6, | -37.4, | -19.9, | 12 | 12.2, | 63.7, | 79.1, | -33.7, | -19.2, |
| 13 | 12.2, | 62.7, | 69.7, | -105.8, | 27.5, | 14 | 12.2, | 68.3, | 62.2, | -103.5, | 12.0, |
| 15 | 12.2, | 77.5, | 61.4, | -106.2, | -1.1, | 16 | 12.2, | 79.6, | 54.4, | -10.4, | -11.0, |
| 17 | 12.2, | 77.7, | 43.4, | -3.2, | -7.9, | 18 | 12.2, | 73.4, | 31.1, | 4.0, | -4.5, |
| 19 | 12.2, | 77.7, | 43.4, | -1.7, | -1.1, | 20 | 12.2, | 79.6, | 54.4, | -7.3, | 2.4, |
| 21 | 12.2, | 79.1, | 63.7, | -12.6, | 5.8, | 22 | 12.2, | 76.2, | 71.0, | -17.6, | 9.1, |
| 23 | 12.2, | 71.0, | 76.2, | -22.1, | 12.1, | 24 | 12.2, | 63.7, | 79.1, | -25.9, | 14.7, |
| 25 | 12.2, | 54.4, | 79.6, | -28.9, | 16.8, | 26 | 12.2, | 43.4, | 77.7, | -31.0, | 18.4, |
| 27 | 12.2, | 31.1, | 73.4, | -32.2, | 19.5, | 28 | 12.2, | 43.4, | 77.7, | -37.8, | 20.0, |
| 29 | 12.2, | 54.4, | 79.6, | -42.2, | 19.9, | 30 | 12.2, | 63.7, | 79.1, | -45.4, | 19.2, |
| 31 | 12.2, | 71.0, | 76.2, | -47.2, | 17.9, | 32 | 12.2, | 76.2, | 71.0, | -47.6, | 16.0, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 12.2, | 79.1, | 63.7, | -46.5, | 13.7, | 34 | 12.2, | 79.6, | 54.4, | -44.0, | 11.0, |
| 35 | 12.2, | 77.7, | 43.4, | -40.2, | 7.9, | 36 | 12.2, | 73.4, | 31.1, | -35.1, | 4.5, |

SOURCE ID: STCKAAA1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 103.8, | 72.0, | 0.1, | -3.3, | 2 | 10.7, | 109.0, | 85.5, | -6.6, | 3.0, |
| 3 | 10.7, | 110.9, | 96.5, | -13.2, | 9.3, | 4 | 10.7, | 109.3, | 104.5, | -19.3, | 15.2, |
| 5 | 10.7, | 104.5, | 109.3, | -24.9, | 20.7, | 6 | 10.7, | 96.5, | 110.9, | -29.7, | 25.6, |
| 7 | 10.7, | 85.5, | 109.0, | -33.6, | 29.7, | 8 | 10.7, | 72.0, | 103.8, | -36.5, | 32.8, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 72.0, | 103.8, | -48.6, | 36.1, |
| 11 | 10.7, | 85.5, | 109.0, | -57.5, | 36.2, | 12 | 10.7, | 96.5, | 110.9, | -64.7, | 35.1, |
| 13 | 10.7, | 104.5, | 109.3, | -69.9, | 32.9, | 14 | 10.7, | 109.3, | 104.5, | -73.0, | 29.8, |
| 15 | 10.7, | 110.9, | 96.5, | -73.8, | 25.8, | 16 | 10.7, | 109.0, | 85.5, | -72.4, | 20.9, |
| 17 | 10.7, | 103.8, | 72.0, | -68.8, | 15.5, | 18 | 10.7, | 95.5, | 56.3, | -63.1, | 9.5, |
| 19 | 10.7, | 103.8, | 72.0, | -72.1, | 3.3, | 20 | 10.7, | 109.0, | 85.5, | -78.9, | -3.0, |
| 21 | 10.7, | 110.9, | 96.5, | -83.3, | -9.3, | 22 | 10.7, | 109.3, | 104.5, | -85.2, | -15.2, |
| 23 | 10.7, | 104.5, | 109.3, | -84.5, | -20.7, | 24 | 10.7, | 96.5, | 110.9, | -81.2, | -25.6, |
| 25 | 10.7, | 85.5, | 109.0, | -75.4, | -29.7, | 26 | 10.7, | 72.0, | 103.8, | -67.4, | -32.8, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 72.0, | 103.8, | -55.2, | -36.1, |
| 29 | 10.7, | 85.5, | 109.0, | -51.5, | -36.2, | 30 | 10.7, | 96.5, | 110.9, | -46.2, | -35.1, |
| 31 | 10.7, | 104.5, | 109.3, | -39.5, | -32.9, | 32 | 10.7, | 109.3, | 104.5, | -31.6, | -29.8, |
| 33 | 10.7, | 110.9, | 96.5, | -22.7, | -25.8, | 34 | 10.7, | 109.0, | 85.5, | -13.1, | -20.9, |
| 35 | 10.7, | 103.8, | 72.0, | -3.2, | -15.5, | 36 | 10.7, | 95.5, | 56.3, | 6.9, | -9.5, |

SOURCE ID: STCKWW1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 122.9, | 137.8, | -3.6, | 35.4, | 2 | 10.7, | 138.8, | 149.7, | -16.7, | 46.2, |
| 3 | 10.7, | 150.4, | 157.1, | -29.3, | 55.6, | 4 | 10.7, | 157.4, | 159.7, | -41.0, | 63.3, |
| 5 | 10.7, | 159.7, | 157.4, | -51.4, | 69.1, | 6 | 10.7, | 157.1, | 150.4, | -60.3, | 72.8, |
| 7 | 10.7, | 149.7, | 138.8, | -67.4, | 74.3, | 8 | 10.7, | 137.8, | 122.9, | -72.4, | 73.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 137.8, | 122.9, | -96.9, | 65.3, |
| 11 | 10.7, | 149.7, | 138.8, | -115.6, | 58.2, | 12 | 10.7, | 157.1, | 150.4, | -130.8, | 49.2, |
| 13 | 10.7, | 159.7, | 157.4, | -142.1, | 38.8, | 14 | 10.7, | 157.4, | 159.7, | -149.0, | 27.3, |
| 15 | 10.7, | 150.4, | 157.1, | -151.4, | 14.8, | 16 | 10.7, | 138.8, | 149.7, | -149.1, | 2.0, |
| 17 | 10.7, | 122.9, | 137.8, | -142.4, | -11.0, | 18 | 10.7, | 103.4, | 121.7, | -131.3, | -23.6, |
| 19 | 10.7, | 122.9, | 137.8, | -134.2, | -35.4, | 20 | 10.7, | 138.8, | 149.7, | -133.0, | -46.2, |
| 21 | 10.7, | 150.4, | 157.1, | -127.8, | -55.6, | 22 | 10.7, | 157.4, | 159.7, | -118.7, | -63.3, |
| 23 | 10.7, | 159.7, | 157.4, | -106.0, | -69.1, | 24 | 10.7, | 157.1, | 150.4, | -90.0, | -72.8, |
| 25 | 10.7, | 149.7, | 138.8, | -71.4, | -74.3, | 26 | 10.7, | 137.8, | 122.9, | -50.5, | -73.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 137.8, | 122.9, | -26.0, | -65.3, |
| 29 | 10.7, | 149.7, | 138.8, | -23.2, | -58.2, | 30 | 10.7, | 157.1, | 150.4, | -19.6, | -49.2, |
| 31 | 10.7, | 159.7, | 157.4, | -15.4, | -38.8, | 32 | 10.7, | 157.4, | 159.7, | -10.7, | -27.3, |
| 33 | 10.7, | 150.4, | 157.1, | -5.7, | -14.8, | 34 | 10.7, | 138.8, | 149.7, | -0.6, | -2.0, |
| 35 | 10.7, | 122.9, | 137.8, | 4.6, | 11.0, | 36 | 10.7, | 103.4, | 121.7, | 9.6, | 23.6, |

SOURCE ID: BBBCCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 196.1, | 142.0, | -2.5, | 4.8, | 2 | 10.7, | 207.0, | 167.1, | -16.9, | 16.7, |
| 3 | 10.7, | 211.5, | 187.1, | -30.8, | 28.0, | 4 | 10.7, | 209.7, | 201.5, | -43.8, | 38.4, |
| 5 | 10.7, | 201.5, | 209.7, | -55.4, | 47.7, | 6 | 10.7, | 187.1, | 211.5, | -65.4, | 55.6, |
| 7 | 10.7, | 167.1, | 207.0, | -73.4, | 61.8, | 8 | 10.7, | 142.0, | 196.1, | -79.1, | 66.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | 22.1, | -35.0, |
| 11 | 10.7, | 167.1, | 207.0, | -120.1, | 66.6, | 12 | 10.7, | 187.1, | 211.5, | -133.7, | 62.7, |
| 13 | 10.7, | 201.5, | 209.7, | -143.3, | 56.9, | 14 | 10.7, | 209.7, | 201.5, | -148.5, | 49.4, |
| 15 | 10.7, | 211.5, | 187.1, | -149.1, | 40.3, | 16 | 10.7, | 207.0, | 167.1, | -145.3, | 30.1, |
| 17 | 10.7, | 196.1, | 142.0, | -137.0, | 18.9, | 18 | 10.7, | 179.3, | 112.5, | -124.6, | 7.1, |
| 19 | 10.7, | 196.1, | 142.0, | -139.5, | -4.8, | 20 | 10.7, | 207.0, | 167.1, | -150.2, | -16.7, |
| 21 | 10.7, | 211.5, | 187.1, | -156.3, | -28.0, | 22 | 10.7, | 209.7, | 201.5, | -157.7, | -38.4, |
| 23 | 10.7, | 201.5, | 209.7, | -154.2, | -47.7, | 24 | 10.7, | 187.1, | 211.5, | -146.1, | -55.6, |
| 25 | 10.7, | 167.1, | 207.0, | -133.6, | -61.8, | 26 | 10.7, | 142.0, | 196.1, | -117.0, | -66.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -167.3, | 35.0, |
| 29 | 12.2, | 82.6, | 151.1, | -176.4, | 11.6, | 30 | 12.2, | 101.0, | 152.5, | -180.2, | -5.1, |
| 31 | 12.2, | 116.3, | 149.3, | -178.5, | -21.7, | 32 | 12.2, | 128.1, | 141.5, | -171.3, | -37.6, |
| 33 | 12.2, | 136.0, | 129.4, | -159.0, | -52.3, | 34 | 12.2, | 139.7, | 113.4, | -141.9, | -65.5, |
| 35 | 10.7, | 196.1, | 142.0, | -4.9, | -18.9, | 36 | 10.7, | 179.3, | 112.5, | 12.1, | -7.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: BBBCCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 145.2, | 76.0, | -74.2, | 0.0, | 2 | 12.2, | 151.1, | 82.6, | -70.5, | -7.7, |
| 3 | 12.2, | 152.5, | 101.0, | -78.8, | -15.3, | 4 | 12.2, | 149.3, | 116.3, | -84.8, | -22.4, |
| 5 | 12.2, | 141.5, | 128.1, | -88.2, | -28.8, | 6 | 12.2, | 129.4, | 136.0, | -89.0, | -34.3, |
| 7 | 12.2, | 113.4, | 139.7, | -87.0, | -38.8, | 8 | 12.2, | 93.9, | 139.2, | -82.4, | -42.1, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | -72.6, | -36.2, |
| 11 | 12.2, | 82.6, | 151.1, | -67.8, | -29.2, | 12 | 12.2, | 101.0, | 152.5, | -61.0, | -28.3, |
| 13 | 12.2, | 116.3, | 149.3, | -52.2, | -26.7, | 14 | 12.2, | 128.1, | 141.5, | -41.9, | -24.2, |
| 15 | 12.2, | 136.0, | 129.4, | -30.4, | -21.0, | 16 | 12.2, | 139.7, | 113.4, | -17.9, | -17.1, |
| 17 | 12.2, | 139.2, | 93.9, | -4.8, | -12.8, | 18 | 12.2, | 134.8, | 71.6, | 8.4, | -7.8, |
| 19 | 12.2, | 145.2, | 76.0, | -1.8, | 0.0, | 20 | 12.2, | 151.1, | 82.6, | -12.2, | 7.7, |
| 21 | 12.2, | 152.5, | 101.0, | -22.2, | 15.3, | 22 | 12.2, | 149.3, | 116.3, | -31.5, | 22.4, |
| 23 | 12.2, | 141.5, | 128.1, | -39.8, | 28.8, | 24 | 12.2, | 129.4, | 136.0, | -47.0, | 34.3, |
| 25 | 12.2, | 113.4, | 139.7, | -52.7, | 38.8, | 26 | 12.2, | 93.9, | 139.2, | -56.9, | 42.1, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -72.5, | 36.2, |
| 29 | 12.2, | 82.6, | 151.1, | -83.3, | 29.2, | 30 | 12.2, | 101.0, | 152.5, | -91.6, | 28.3, |
| 31 | 12.2, | 116.3, | 149.3, | -97.0, | 26.7, | 32 | 12.2, | 128.1, | 141.5, | -99.5, | 24.2, |
| 33 | 12.2, | 136.0, | 129.4, | -99.0, | 21.0, | 34 | 12.2, | 139.7, | 113.4, | -95.5, | 17.1, |
| 35 | 12.2, | 139.2, | 93.9, | -89.1, | 12.8, | 36 | 12.2, | 134.8, | 71.6, | -80.0, | 7.8, |

SOURCE ID: DDDEEE1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 153.0, | 109.3, | -109.3, | 16.7, | 2 | 12.2, | 164.0, | 114.0, | -106.9, | 5.6, |
| 3 | 12.2, | 170.0, | 115.1, | -101.2, | -5.7, | 4 | 12.2, | 170.9, | 125.9, | -105.6, | -16.8, |
| 5 | 12.2, | 166.5, | 136.4, | -110.4, | -27.4, | 6 | 12.2, | 157.1, | 142.8, | -111.8, | -37.1, |
| 7 | 12.2, | 142.9, | 144.8, | -109.8, | -45.8, | 8 | 12.2, | 124.4, | 142.5, | -104.5, | -53.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 109.3, | 153.0, | -93.2, | -54.6, |
| 11 | 12.2, | 114.0, | 164.0, | -87.6, | -49.9, | 12 | 12.2, | 115.1, | 170.0, | -79.3, | -43.7, |
| 13 | 12.2, | 125.9, | 170.9, | -68.6, | -42.7, | 14 | 12.2, | 136.4, | 166.5, | -55.9, | -42.2, |
| 15 | 12.2, | 142.8, | 157.1, | -41.4, | -40.4, | 16 | 12.2, | 144.8, | 142.9, | -25.7, | -37.4, |
| 17 | 12.2, | 142.5, | 124.4, | -9.2, | -33.2, | 18 | 12.2, | 137.4, | 102.7, | 6.9, | -27.3, |
| 19 | 12.2, | 153.0, | 109.3, | -0.1, | -16.7, | 20 | 12.2, | 164.0, | 114.0, | -7.1, | -5.6, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | 12.2, | 170.0, | 115.1, | -13.9, | 5.7, | 22 | 12.2, | 170.9, | 125.9, | -20.3, | 16.8, |
| 23 | 12.2, | 166.5, | 136.4, | -26.0, | 27.4, | 24 | 12.2, | 157.1, | 142.8, | -31.0, | 37.1, |
| 25 | 12.2, | 142.9, | 144.8, | -35.0, | 45.8, | 26 | 12.2, | 124.4, | 142.5, | -38.0, | 53.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 109.3, | 153.0, | -59.8, | 54.6, |
| 29 | 12.2, | 114.0, | 164.0, | -76.4, | 49.9, | 30 | 12.2, | 115.1, | 170.0, | -90.7, | 43.7, |
| 31 | 12.2, | 125.9, | 170.9, | -102.2, | 42.7, | 32 | 12.2, | 136.4, | 166.5, | -110.6, | 42.2, |
| 33 | 12.2, | 142.8, | 157.1, | -115.7, | 40.4, | 34 | 12.2, | 144.8, | 142.9, | -117.2, | 37.4, |
| 35 | 12.2, | 142.5, | 124.4, | -115.2, | 33.2, | 36 | 12.2, | 137.4, | 102.7, | -109.6, | 27.3, |

SOURCE ID: DDDEEE2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 110.7, | 136.8, | -61.1, | -36.3, | 2 | 12.2, | 123.8, | 129.8, | -51.4, | -34.5, |
| 3 | 12.2, | 133.1, | 119.0, | -40.2, | -31.7, | 4 | 12.2, | 138.4, | 104.5, | -27.8, | -27.8, |
| 5 | 12.2, | 139.4, | 86.9, | -14.5, | -23.2, | 6 | 12.2, | 136.3, | 66.6, | -0.8, | -17.8, |
| 7 | 12.2, | 132.4, | 53.4, | 8.4, | -11.9, | 8 | 12.2, | 138.0, | 75.0, | -0.8, | -5.6, |
| 9 | 12.2, | 139.5, | 94.3, | -10.1, | 0.9, | 10 | 12.2, | 136.8, | 110.7, | -19.0, | 7.3, |
| 11 | 12.2, | 129.8, | 123.8, | -27.4, | 13.5, | 12 | 12.2, | 119.0, | 133.1, | -34.9, | 19.3, |
| 13 | 12.2, | 104.5, | 138.4, | -41.3, | 24.5, | 14 | 12.2, | 86.9, | 139.4, | -46.5, | 28.9, |
| 15 | 12.2, | 66.6, | 136.3, | -50.3, | 32.5, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 12.2, | 75.0, | 138.0, | -63.4, | 36.6, | 18 | 12.2, | 94.3, | 139.5, | -70.6, | 37.1, |
| 19 | 12.2, | 110.7, | 136.8, | -75.6, | 36.3, | 20 | 12.2, | 123.8, | 129.8, | -78.4, | 34.5, |
| 21 | 12.2, | 133.1, | 119.0, | -78.8, | 31.7, | 22 | 12.2, | 138.4, | 104.5, | -76.7, | 27.8, |
| 23 | 12.2, | 139.4, | 86.9, | -72.4, | 23.2, | 24 | 12.2, | 136.3, | 66.6, | -65.8, | 17.8, |
| 25 | 12.2, | 132.4, | 53.4, | -61.8, | 11.9, | 26 | 12.2, | 138.0, | 75.0, | -74.1, | 5.6, |
| 27 | 12.2, | 139.5, | 94.3, | -84.2, | -0.9, | 28 | 12.2, | 136.8, | 110.7, | -91.7, | -7.3, |
| 29 | 12.2, | 129.8, | 123.8, | -96.4, | -13.5, | 30 | 12.2, | 119.0, | 133.1, | -98.2, | -19.3, |
| 31 | 12.2, | 104.5, | 138.4, | -97.0, | -24.5, | 32 | 12.2, | 86.9, | 139.4, | -92.9, | -28.9, |
| 33 | 12.2, | 66.6, | 136.3, | -85.9, | -32.5, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 12.2, | 75.0, | 138.0, | -74.6, | -36.6, | 36 | 12.2, | 94.3, | 139.5, | -68.9, | -37.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( 267063.1, | 4047802.6, | 101.0, | 101.0, | 0.0); |
| ( 266966.9, | 4047818.3, | 101.0, | 101.0, | 0.0); | ( 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |
| ( 267082.1, | 4047366.7, | 101.0, | 101.0, | 0.0); | ( 267129.9, | 4047042.6, | 101.0, | 101.0, | 0.0); |
| ( 267423.4, | 4048609.3, | 101.0, | 101.0, | 0.0); | ( 267490.2, | 4048539.3, | 101.0, | 101.0, | 0.0); |
| ( 267557.0, | 4048469.2, | 101.0, | 101.0, | 0.0); | ( 267623.8, | 4048399.2, | 101.0, | 101.0, | 0.0); |
| ( 267690.6, | 4048329.1, | 101.0, | 101.0, | 0.0); | ( 267757.4, | 4048259.1, | 101.0, | 101.0, | 0.0); |
| ( 267824.2, | 4048189.0, | 101.0, | 101.0, | 0.0); | ( 267891.0, | 4048119.0, | 101.0, | 101.0, | 0.0); |
| ( 267957.8, | 4048048.9, | 101.0, | 101.0, | 0.0); | ( 268024.6, | 4047978.9, | 101.0, | 101.0, | 0.0); |
| ( 267496.9, | 4048778.3, | 101.0, | 101.0, | 0.0); | ( 267635.0, | 4048677.3, | 101.0, | 101.0, | 0.0); |
| ( 267701.8, | 4048607.2, | 101.0, | 101.0, | 0.0); | ( 267768.6, | 4048537.2, | 101.0, | 101.0, | 0.0); |
| ( 267835.4, | 4048467.1, | 101.0, | 101.0, | 0.0); | ( 267902.2, | 4048397.1, | 101.0, | 101.0, | 0.0); |
| ( 267969.0, | 4048327.0, | 101.0, | 101.0, | 0.0); | ( 268035.8, | 4048257.0, | 101.0, | 101.0, | 0.0); |
| ( 268102.5, | 4048186.9, | 101.0, | 101.0, | 0.0); | ( 268169.3, | 4048116.9, | 101.0, | 101.0, | 0.0); |
| ( 267670.7, | 4048953.9, | 101.0, | 101.0, | 0.0); | ( 267513.9, | 4049022.1, | 101.0, | 101.0, | 0.0); |
| ( 267815.9, | 4048849.8, | 101.0, | 101.0, | 0.0); | ( 267882.7, | 4048779.8, | 101.0, | 101.0, | 0.0); |
| ( 267949.5, | 4048709.7, | 101.0, | 101.0, | 0.0); | ( 268016.3, | 4048639.7, | 101.0, | 101.0, | 0.0); |
| ( 268083.1, | 4048569.6, | 101.0, | 101.0, | 0.0); | ( 268149.9, | 4048499.6, | 101.0, | 101.0, | 0.0); |
| ( 268216.7, | 4048429.5, | 101.0, | 101.0, | 0.0); | ( 268283.5, | 4048359.5, | 101.0, | 101.0, | 0.0); |
| ( 268350.3, | 4048289.4, | 101.0, | 101.0, | 0.0); | ( 267848.6, | 4049127.8, | 101.0, | 101.0, | 0.0); |
| ( 267685.7, | 4049198.6, | 101.0, | 101.0, | 0.0); | ( 267522.8, | 4049269.4, | 101.0, | 101.0, | 0.0); |
| ( 267996.8, | 4049022.3, | 101.0, | 101.0, | 0.0); | ( 268063.6, | 4048952.3, | 101.0, | 101.0, | 0.0); |
| ( 268130.4, | 4048882.2, | 101.0, | 101.0, | 0.0); | ( 268197.2, | 4048812.2, | 101.0, | 101.0, | 0.0); |
| ( 268264.0, | 4048742.1, | 101.0, | 101.0, | 0.0); | ( 268330.8, | 4048672.1, | 101.0, | 101.0, | 0.0); |
| ( 268397.6, | 4048602.0, | 101.0, | 101.0, | 0.0); | ( 268464.4, | 4048532.0, | 101.0, | 101.0, | 0.0); |
| ( 268531.2, | 4048461.9, | 101.0, | 101.0, | 0.0); | ( 268207.6, | 4049474.1, | 101.0, | 101.0, | 0.0); |
| ( 268123.4, | 4049510.7, | 101.0, | 101.0, | 0.0); | ( 268039.2, | 4049547.3, | 101.0, | 101.0, | 0.0); |
| ( 267955.0, | 4049583.9, | 101.0, | 101.0, | 0.0); | ( 267870.8, | 4049620.5, | 101.0, | 101.0, | 0.0); |
| ( 267786.6, | 4049657.1, | 101.0, | 101.0, | 0.0); | ( 267702.4, | 4049693.8, | 101.0, | 101.0, | 0.0); |
| ( 267618.1, | 4049730.4, | 101.0, | 101.0, | 0.0); | ( 267533.9, | 4049767.0, | 101.0, | 101.0, | 0.0); |

( 267449.7, 4049803.6, 101.0, 101.0, 0.0); ( 268291.9, 4049437.4, 101.0, 101.0, 0.0);
( 268358.7, 4049367.4, 101.0, 101.0, 0.0); ( 268425.5, 4049297.3, 101.0, 101.0, 0.0);
( 268492.3, 4049227.3, 101.0, 101.0, 0.0); ( 268559.1, 4049157.2, 101.0, 101.0, 0.0);
( 268625.9, 4049087.2, 101.0, 101.0, 0.0); ( 268692.7, 4049017.1, 101.0, 101.0, 0.0);
( 268759.5, 4048947.1, 101.0, 101.0, 0.0); ( 268826.3, 4048877.0, 101.0, 101.0, 0.0);
( 268893.1, 4048807.0, 101.0, 101.0, 0.0); ( 268568.2, 4049819.7, 101.0, 101.0, 0.0);
( 268482.7, 4049856.9, 101.0, 101.0, 0.0); ( 268397.2, 4049894.0, 101.0, 101.0, 0.0);
( 268311.7, 4049931.2, 101.0, 101.0, 0.0); ( 268226.2, 4049968.4, 101.0, 101.0, 0.0);
( 268140.6, 4050005.6, 101.0, 101.0, 0.0); ( 268055.1, 4050042.8, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267969.6, 4050079.9, 101.0, 101.0, 0.0); ( 267884.1, 4050117.1, 101.0, 101.0, 0.0);
( 267798.6, 4050154.3, 101.0, 101.0, 0.0); ( 267713.1, 4050191.5, 101.0, 101.0, 0.0);
( 267627.6, 4050228.7, 101.0, 101.0, 0.0); ( 267542.1, 4050265.8, 101.0, 101.0, 0.0);
( 267456.6, 4050303.0, 101.0, 101.0, 0.0); ( 268653.7, 4049782.5, 101.0, 101.0, 0.0);
( 268720.5, 4049712.4, 101.0, 101.0, 0.0); ( 268787.3, 4049642.4, 101.0, 101.0, 0.0);
( 268854.1, 4049572.3, 101.0, 101.0, 0.0); ( 268920.9, 4049502.3, 101.0, 101.0, 0.0);
( 268987.7, 4049432.2, 101.0, 101.0, 0.0); ( 269054.5, 4049362.2, 101.0, 101.0, 0.0);
( 269121.3, 4049292.1, 101.0, 101.0, 0.0); ( 269188.1, 4049222.1, 101.0, 101.0, 0.0);
( 269254.9, 4049152.0, 101.0, 101.0, 0.0); ( 268049.5, 4047836.8, 101.0, 101.0, 0.0);
( 268231.3, 4047953.0, 101.0, 101.0, 0.0); ( 268249.4, 4047829.2, 101.0, 101.0, 0.0);
( 268480.2, 4047945.9, 101.0, 101.0, 0.0); ( 268436.9, 4048060.4, 101.0, 101.0, 0.0);
( 268393.6, 4048174.9, 101.0, 101.0, 0.0); ( 268499.2, 4047819.5, 101.0, 101.0, 0.0);
( 268729.6, 4047937.4, 101.0, 101.0, 0.0); ( 268685.5, 4048053.9, 101.0, 101.0, 0.0);
( 268641.4, 4048170.5, 101.0, 101.0, 0.0); ( 268597.3, 4048287.1, 101.0, 101.0, 0.0);
( 268749.0, 4047809.9, 101.0, 101.0, 0.0); ( 269227.4, 4047923.0, 101.0, 101.0, 0.0);
( 269179.6, 4048049.3, 101.0, 101.0, 0.0); ( 269131.9, 4048175.6, 101.0, 101.0, 0.0);
( 269084.1, 4048301.9, 101.0, 101.0, 0.0); ( 269036.3, 4048428.1, 101.0, 101.0, 0.0);
( 268988.6, 4048554.4, 101.0, 101.0, 0.0); ( 268940.8, 4048680.7, 101.0, 101.0, 0.0);
( 269248.6, 4047790.7, 101.0, 101.0, 0.0); ( 269727.3, 4047903.1, 101.0, 101.0, 0.0);
( 269680.0, 4048028.0, 101.0, 101.0, 0.0); ( 269632.8, 4048152.9, 101.0, 101.0, 0.0);
( 269585.6, 4048277.8, 101.0, 101.0, 0.0); ( 269538.3, 4048402.7, 101.0, 101.0, 0.0);
( 269491.1, 4048527.6, 101.0, 101.0, 0.0); ( 269443.9, 4048652.5, 101.0, 101.0, 0.0);
( 269396.6, 4048777.4, 101.0, 101.0, 0.0); ( 269349.4, 4048902.3, 101.0, 101.0, 0.0);
( 269302.1, 4049027.1, 101.0, 101.0, 0.0); ( 269748.2, 4047771.5, 101.0, 101.0, 0.0);
( 267983.3, 4047685.9, 101.0, 101.0, 0.0); ( 267877.6, 4047669.8, 101.0, 101.0, 0.0);
( 267733.9, 4047666.2, 101.0, 101.0, 0.0); ( 268005.1, 4047493.2, 101.0, 101.0, 0.0);
( 268106.8, 4047536.4, 101.0, 101.0, 0.0); ( 268179.9, 4047608.5, 101.0, 101.0, 0.0);
( 268224.4, 4047709.5, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);
( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);

( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);



*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);
( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267459.8, 4047820.1, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267084.9, 4047228.9, 101.0, 101.0, 0.0); ( 267116.2, 4046645.9, 101.0, 101.0, 0.0);
( 267278.0, 4046601.1, 101.0, 101.0, 0.0); ( 267439.9, 4046556.3, 101.0, 101.0, 0.0);
( 267601.7, 4046511.4, 101.0, 101.0, 0.0); ( 266962.6, 4046714.4, 101.0, 101.0, 0.0);
( 266817.1, 4046806.6, 101.0, 101.0, 0.0); ( 266845.1, 4046224.6, 101.0, 101.0, 0.0);
( 267000.2, 4046181.6, 101.0, 101.0, 0.0); ( 267155.4, 4046138.6, 101.0, 101.0, 0.0);
( 267310.5, 4046095.7, 101.0, 101.0, 0.0); ( 267465.6, 4046052.7, 101.0, 101.0, 0.0);
( 267620.8, 4046009.7, 101.0, 101.0, 0.0); ( 266694.8, 4046292.2, 101.0, 101.0, 0.0);
( 266549.4, 4046384.4, 101.0, 101.0, 0.0); ( 267349.5, 4047926.9, 101.0, 101.0, 0.0);
( 267031.3, 4047608.8, 101.0, 101.0, 0.0); ( 266993.4, 4047302.2, 101.0, 101.0, 0.0);
( 266901.0, 4047385.4, 101.0, 101.0, 0.0); ( 266638.6, 4046949.6, 101.0, 101.0, 0.0);
( 266727.9, 4046878.1, 101.0, 101.0, 0.0); ( 266547.5, 4047031.9, 101.0, 101.0, 0.0);
( 266284.6, 4046596.5, 101.0, 101.0, 0.0); ( 266372.9, 4046525.8, 101.0, 101.0, 0.0);
( 266461.1, 4046455.1, 101.0, 101.0, 0.0); ( 266193.9, 4046678.4, 101.0, 101.0, 0.0);
( 267123.7, 4048028.3, 101.0, 101.0, 0.0); ( 267096.0, 4048167.7, 101.0, 101.0, 0.0);
( 267149.7, 4047840.8, 101.0, 101.0, 0.0); ( 267022.1, 4047962.1, 101.0, 101.0, 0.0);
( 266894.4, 4048083.4, 101.0, 101.0, 0.0); ( 266913.7, 4047720.2, 101.0, 101.0, 0.0);
( 266786.0, 4047841.5, 101.0, 101.0, 0.0); ( 266805.4, 4047478.3, 101.0, 101.0, 0.0);
( 266677.7, 4047599.6, 101.0, 101.0, 0.0); ( 266550.0, 4047720.9, 101.0, 101.0, 0.0);
( 266461.0, 4047115.8, 101.0, 101.0, 0.0); ( 266333.3, 4047237.1, 101.0, 101.0, 0.0);
( 266205.6, 4047358.4, 101.0, 101.0, 0.0); ( 266116.6, 4046753.3, 101.0, 101.0, 0.0);
( 265989.0, 4046874.6, 101.0, 101.0, 0.0); ( 265861.3, 4046995.9, 101.0, 101.0, 0.0);
( 267016.6, 4048266.8, 101.0, 101.0, 0.0); ( 267004.6, 4048386.0, 101.0, 101.0, 0.0);
( 267011.7, 4048547.4, 101.0, 101.0, 0.0); ( 266824.5, 4048256.4, 101.0, 101.0, 0.0);
( 266804.8, 4048394.8, 101.0, 101.0, 0.0); ( 266811.9, 4048556.1, 101.0, 101.0, 0.0);
( 266580.0, 4048254.6, 101.0, 101.0, 0.0); ( 266636.8, 4048113.6, 101.0, 101.0, 0.0);
( 266693.7, 4047972.6, 101.0, 101.0, 0.0); ( 266555.1, 4048405.7, 101.0, 101.0, 0.0);
( 266562.2, 4048567.1, 101.0, 101.0, 0.0); ( 266329.3, 4048267.7, 101.0, 101.0, 0.0);
( 266345.9, 4048065.3, 101.0, 101.0, 0.0); ( 266323.9, 4047905.5, 101.0, 101.0, 0.0);
( 266494.8, 4047857.6, 101.0, 101.0, 0.0); ( 266305.3, 4048416.7, 101.0, 101.0, 0.0);
( 266312.4, 4048578.1, 101.0, 101.0, 0.0); ( 265831.1, 4048286.6, 101.0, 101.0, 0.0);
( 265888.7, 4048143.8, 101.0, 101.0, 0.0); ( 265946.3, 4048001.0, 101.0, 101.0, 0.0);
( 266003.9, 4047858.2, 101.0, 101.0, 0.0); ( 266061.6, 4047715.4, 101.0, 101.0, 0.0);
( 266119.2, 4047572.6, 101.0, 101.0, 0.0); ( 265805.8, 4048438.7, 101.0, 101.0, 0.0);
( 265812.9, 4048600.0, 101.0, 101.0, 0.0); ( 265332.1, 4048307.1, 101.0, 101.0, 0.0);
( 265390.9, 4048161.4, 101.0, 101.0, 0.0); ( 265449.7, 4048015.7, 101.0, 101.0, 0.0);
( 265508.5, 4047870.0, 101.0, 101.0, 0.0); ( 265567.3, 4047724.3, 101.0, 101.0, 0.0);

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ( 265626.1, | 4047578.6, | 101.0, | 101.0, | 0.0); | ( 265684.9, | 4047432.9, | 101.0, | 101.0, | 0.0); |
| ( 265743.7, | 4047287.2, | 101.0, | 101.0, | 0.0); | ( 265802.5, | 4047141.6, | 101.0, | 101.0, | 0.0); |
| ( 265306.3, | 4048460.6, | 101.0, | 101.0, | 0.0); | ( 265313.4, | 4048622.0, | 101.0, | 101.0, | 0.0); |
| ( 267112.7, | 4048643.0, | 101.0, | 101.0, | 0.0); | ( 267272.3, | 4048641.2, | 101.0, | 101.0, | 0.0); |
| ( 267045.1, | 4048815.6, | 101.0, | 101.0, | 0.0); | ( 266874.2, | 4048692.6, | 101.0, | 101.0, | 0.0); |
| ( 267194.8, | 4048842.1, | 101.0, | 101.0, | 0.0); | ( 267354.4, | 4048840.3, | 101.0, | 101.0, | 0.0); |
| ( 267053.7, | 4049067.8, | 101.0, | 101.0, | 0.0); | ( 266925.6, | 4049017.7, | 101.0, | 101.0, | 0.0); |
| ( 266797.6, | 4048967.5, | 101.0, | 101.0, | 0.0); | ( 266705.0, | 4048879.9, | 101.0, | 101.0, | 0.0); |
| ( 266647.9, | 4048754.8, | 101.0, | 101.0, | 0.0); | ( 267197.5, | 4049092.0, | 101.0, | 101.0, | 0.0); |
| ( 267357.2, | 4049090.3, | 101.0, | 101.0, | 0.0); | ( 267050.7, | 4049315.6, | 101.0, | 101.0, | 0.0); |
| ( 266911.0, | 4049260.8, | 101.0, | 101.0, | 0.0); | ( 266771.3, | 4049206.1, | 101.0, | 101.0, | 0.0); |
| ( 266631.6, | 4049151.4, | 101.0, | 101.0, | 0.0); | ( 266530.6, | 4049055.8, | 101.0, | 101.0, | 0.0); |
| ( 266468.2, | 4048919.3, | 101.0, | 101.0, | 0.0); | ( 266405.9, | 4048782.8, | 101.0, | 101.0, | 0.0); |
| ( 267200.3, | 4049342.0, | 101.0, | 101.0, | 0.0); | ( 267359.9, | 4049340.3, | 101.0, | 101.0, | 0.0); |
| ( 267056.2, | 4049815.5, | 101.0, | 101.0, | 0.0); | ( 266916.5, | 4049760.8, | 101.0, | 101.0, | 0.0); |
| ( 266776.8, | 4049706.1, | 101.0, | 101.0, | 0.0); | ( 266637.1, | 4049651.3, | 101.0, | 101.0, | 0.0); |
| ( 266497.4, | 4049596.6, | 101.0, | 101.0, | 0.0); | ( 266357.7, | 4049541.9, | 101.0, | 101.0, | 0.0); |
| ( 266186.9, | 4049418.9, | 101.0, | 101.0, | 0.0); | ( 266124.5, | 4049282.4, | 101.0, | 101.0, | 0.0); |
| ( 266062.2, | 4049146.0, | 101.0, | 101.0, | 0.0); | ( 265999.9, | 4049009.5, | 101.0, | 101.0, | 0.0); |
| ( 265937.5, | 4048873.0, | 101.0, | 101.0, | 0.0); | ( 265875.2, | 4048736.5, | 101.0, | 101.0, | 0.0); |
| ( 267205.9, | 4049842.0, | 101.0, | 101.0, | 0.0); | ( 267365.5, | 4049840.2, | 101.0, | 101.0, | 0.0); |
| ( 267057.7, | 4050313.9, | 101.0, | 101.0, | 0.0); | ( 266909.8, | 4050255.9, | 101.0, | 101.0, | 0.0); |
| ( 266761.8, | 4050198.0, | 101.0, | 101.0, | 0.0); | ( 266613.9, | 4050140.0, | 101.0, | 101.0, | 0.0); |
| ( 266466.0, | 4050082.1, | 101.0, | 101.0, | 0.0); | ( 266318.1, | 4050024.1, | 101.0, | 101.0, | 0.0); |
| ( 266170.2, | 4049966.2, | 101.0, | 101.0, | 0.0); | ( 266022.2, | 4049908.2, | 101.0, | 101.0, | 0.0); |
| ( 265841.3, | 4049778.0, | 101.0, | 101.0, | 0.0); | ( 265775.3, | 4049633.5, | 101.0, | 101.0, | 0.0); |
| ( 265709.3, | 4049489.0, | 101.0, | 101.0, | 0.0); | ( 265643.3, | 4049344.5, | 101.0, | 101.0, | 0.0); |
| ( 265577.3, | 4049200.0, | 101.0, | 101.0, | 0.0); | ( 265511.4, | 4049055.5, | 101.0, | 101.0, | 0.0); |
| ( 265445.4, | 4048911.0, | 101.0, | 101.0, | 0.0); | ( 265379.4, | 4048766.5, | 101.0, | 101.0, | 0.0); |
| ( 267211.4, | 4050342.0, | 101.0, | 101.0, | 0.0); | ( 267371.0, | 4050340.2, | 101.0, | 101.0, | 0.0); |
| ( 266227.0, | 4047703.0, | 101.0, | 101.0, | 0.0); | ( 266336.0, | 4047616.8, | 101.0, | 101.0, | 0.0); |
| ( 267475.9, | 4046685.8, | 101.0, | 101.0, | 0.0); | | | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

```
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
```

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: ..\93193 05-09.SFC Met Version: 06341
Profile file: ..\93193 05-09.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 93193 Upper air station no.: 23230
Name: FRESNO/AIR_TERMINAL Name: OAKLAND/WSO_AP
Year: 2005 Year: 2005

First 24 hours of scalar data

| YR | MO | DY | JDY | HR | H0 | U* | W* | DT/DZ | ZICNV | ZIMCH | M-O LEN | Z0 | BOWEN | ALBEDO | REF WS | WD | HT | REF TA | HT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 1 | 01 | -19.8 | 0.231 | -9.000 | -9.000 | -999. | 255. | 56.2 | 0.02 | 2.06 | 1.00 | 4.10 | 141. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 02 | -15.8 | 0.278 | -9.000 | -9.000 | -999. | 337. | 122.9 | 0.02 | 2.06 | 1.00 | 4.60 | 138. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 03 | -26.0 | 0.303 | -9.000 | -9.000 | -999. | 384. | 96.8 | 0.02 | 2.06 | 1.00 | 5.10 | 144. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 04 | -17.8 | 0.312 | -9.000 | -9.000 | -999. | 401. | 154.6 | 0.02 | 2.06 | 1.00 | 5.10 | 143. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 05 | -999.0 | -9.000 | -9.000 | -9.000 | -999. | -999. | -99999.0 | 0.02 | 2.06 | 1.00 | 0.00 | 0. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 06 | -999.0 | -9.000 | -9.000 | -9.000 | -999. | -999. | -99999.0 | 0.02 | 2.06 | 1.00 | 0.00 | 0. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 07 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.4 | 0.02 | 2.06 | 1.00 | 1.50 | 145. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 08 | -1.8 | 0.048 | -9.000 | -9.000 | -999. | 24. | 5.6 | 0.02 | 2.06 | 0.63 | 1.50 | 143. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 09 | 23.6 | 0.158 | 0.417 | 0.005 | 111. | 145. | -15.2 | 0.02 | 2.06 | 0.35 | 2.10 | 157. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 10 | 74.6 | 0.263 | 0.945 | 0.005 | 409. | 311. | -22.1 | 0.02 | 2.06 | 0.25 | 3.60 | 111. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 11 | 111.3 | 0.240 | 1.319 | 0.005 | 746. | 271. | -11.2 | 0.02 | 2.06 | 0.22 | 3.10 | 114. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 12 | 130.5 | 0.333 | 1.569 | 0.005 | 1071. | 442. | -25.6 | 0.02 | 2.06 | 0.21 | 4.60 | 116. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 13 | 131.7 | 0.333 | 1.666 | 0.005 | 1270. | 442. | -25.4 | 0.02 | 2.06 | 0.21 | 4.60 | 113. | 10.0 | 287.0 | 2.0 |
| 05 | 01 | 01 | 1 | 14 | 114.1 | 0.397 | 1.628 | 0.005 | 1370. | 574. | -49.4 | 0.02 | 2.06 | 0.22 | 5.70 | 119. | 10.0 | 287.0 | 2.0 |
| 05 | 01 | 01 | 1 | 15 | 78.6 | 0.390 | 1.462 | 0.005 | 1441. | 561. | -68.4 | 0.02 | 2.06 | 0.25 | 5.70 | 132. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 16 | 29.2 | 0.311 | 1.069 | 0.009 | 1513. | 402. | -93.2 | 0.02 | 2.06 | 0.34 | 4.60 | 154. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 17 | -11.1 | 0.162 | -9.000 | -9.000 | -999. | 164. | 34.5 | 0.02 | 2.06 | 0.59 | 3.10 | 141. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 18 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 41. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 117. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 19 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 114. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 20 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 157. | 10.0 | 283.1 | 2.0 |
| 05 | 01 | 01 | 1 | 21 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 140. | 10.0 | 282.5 | 2.0 |
| 05 | 01 | 01 | 1 | 22 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.3 | 0.02 | 2.06 | 1.00 | 3.10 | 92. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 23 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 24 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |

First hour of profile data

| YR | MO | DY | HR | HEIGHT | F | WDIR | WSPD | AMB_TMP | sigmaA | sigmaW | sigmaV |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 01 | 10.0 | 1 | 141. | 4.10 | 281.0 | 99.0 | -99.00 | -99.00 |

F indicates top of profile (=1) or below (=0)



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 78.14900 | 268200.25 | 4047792.81 | 57.28146 |
| 267927.26 | 4048332.91 | 66.06771 | 267886.01 | 4048503.77 | 67.33633 |
| 267941.00 | 4048515.56 | 62.80760 | 267937.08 | 4048570.55 | 63.52239 |
| 268149.19 | 4048568.58 | 53.84483 | 267721.04 | 4048574.48 | 75.53934 |
| 267281.11 | 4048576.44 | 74.22275 | 267157.38 | 4048570.55 | 66.74802 |
| 267074.89 | 4048517.52 | 57.02788 | 267228.08 | 4047810.49 | 89.07083 |
| 267222.19 | 4047875.30 | 82.47949 | 267147.56 | 4047788.88 | 90.52197 |
| 267118.10 | 4047847.80 | 74.21797 | 267063.10 | 4047802.63 | 96.09469 |
| 266966.87 | 4047818.34 | 91.08864 | 267037.57 | 4047547.31 | 116.36103 |
| 267082.14 | 4047366.70 | 122.25912 | 267129.88 | 4047042.57 | 132.61962 |
| 267423.42 | 4048609.32 | 75.34099 | 267490.22 | 4048539.27 | 78.24621 |
| 267557.02 | 4048469.22 | 82.27028 | 267623.82 | 4048399.17 | 84.52559 |
| 267690.62 | 4048329.12 | 95.39948 | 267757.42 | 4048259.07 | 79.92681 |
| 267824.21 | 4048189.01 | 76.48525 | 267891.01 | 4048118.96 | 88.52592 |
| 267957.81 | 4048048.91 | 98.66082 | 268024.61 | 4047978.86 | 89.53122 |
| 267496.90 | 4048778.33 | 66.43943 | 267634.96 | 4048677.29 | 69.39801 |
| 267701.76 | 4048607.24 | 73.22286 | 267768.56 | 4048537.19 | 75.68552 |
| 267835.36 | 4048467.14 | 69.01264 | 267902.16 | 4048397.09 | 64.11802 |
| 267968.96 | 4048327.04 | 66.02082 | 268035.75 | 4048256.98 | 74.03346 |
| 268102.55 | 4048186.93 | 73.38983 | 268169.35 | 4048116.88 | 78.23966 |
| 267670.70 | 4048953.95 | 58.67736 | 267513.93 | 4049022.11 | 57.05362 |
| 267815.89 | 4048849.82 | 64.80583 | 267882.69 | 4048779.77 | 60.97463 |
| 267949.49 | 4048709.72 | 56.69030 | 268016.28 | 4048639.66 | 57.72985 |
| 268083.08 | 4048569.61 | 54.66256 | 268149.88 | 4048499.56 | 57.34635 |
| 268216.68 | 4048429.51 | 63.36684 | 268283.48 | 4048359.46 | 59.03754 |
| 268350.28 | 4048289.41 | 62.28868 | 267848.58 | 4049127.81 | 58.73629 |
| 267685.70 | 4049198.62 | 53.71635 | 267522.82 | 4049269.44 | 50.11408 |
| 267996.81 | 4049022.34 | 52.20797 | 268063.61 | 4048952.29 | 49.43267 |
| 268130.41 | 4048882.24 | 50.25561 | 268197.21 | 4048812.19 | 48.87325 |
| 268264.01 | 4048742.14 | 48.53792 | 268330.81 | 4048672.09 | 51.11960 |
| 268397.61 | 4048602.04 | 55.89685 | 268464.41 | 4048531.99 | 50.96030 |

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|---|---|---|---|---|---|
| 268531.21 | 4048461.94 | 53.44648 | 268207.65 | 4049474.07 | 41.69074 |
| 268123.44 | 4049510.68 | 43.55577 | 268039.22 | 4049547.30 | 47.87411 |
| 267955.00 | 4049583.92 | 49.71992 | 267870.79 | 4049620.53 | 46.05619 |
| 267786.57 | 4049657.15 | 43.30500 | 267702.36 | 4049693.76 | 45.30245 |
| 267618.14 | 4049730.38 | 43.55782 | 267533.92 | 4049767.00 | 42.58101 |
| 267449.71 | 4049803.61 | 41.59892 | 268291.87 | 4049437.45 | 42.34066 |
| 268358.67 | 4049367.40 | 42.16743 | 268425.47 | 4049297.35 | 40.94992 |
| 268492.27 | 4049227.30 | 40.02552 | 268559.06 | 4049157.25 | 40.34971 |
| 268625.86 | 4049087.19 | 42.00261 | 268692.66 | 4049017.14 | 41.40602 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268759.46 | 4048947.09 | 45.88021 | 268826.26 | 4048877.04 | 42.22131 |
| 268893.06 | 4048806.99 | 41.12537 | 268568.21 | 4049819.68 | 36.31096 |
| 268482.70 | 4049856.86 | 37.30487 | 268397.19 | 4049894.04 | 34.57381 |
| 268311.68 | 4049931.22 | 36.99285 | 268226.16 | 4049968.40 | 39.75210 |
| 268140.65 | 4050005.58 | 42.28493 | 268055.14 | 4050042.76 | 42.89669 |
| 267969.63 | 4050079.94 | 40.55624 | 267884.12 | 4050117.12 | 37.89512 |
| 267798.61 | 4050154.30 | 38.53238 | 267713.09 | 4050191.48 | 38.19374 |
| 267627.58 | 4050228.66 | 38.10657 | 267542.07 | 4050265.84 | 37.34250 |
| 267456.56 | 4050303.02 | 35.67482 | 268653.72 | 4049782.50 | 36.00469 |
| 268720.52 | 4049712.45 | 35.20578 | 268787.32 | 4049642.40 | 33.55325 |
| 268854.12 | 4049572.35 | 35.12360 | 268920.92 | 4049502.30 | 35.83258 |
| 268987.72 | 4049432.25 | 36.84365 | 269054.52 | 4049362.20 | 36.53631 |
| 269121.31 | 4049292.15 | 39.34279 | 269188.11 | 4049222.09 | 37.35082 |
| 269254.91 | 4049152.04 | 33.92754 | 268049.51 | 4047836.85 | 84.70348 |
| 268231.35 | 4047952.96 | 66.21448 | 268249.36 | 4047829.16 | 62.29148 |
| 268480.18 | 4047945.95 | 55.45617 | 268436.88 | 4048060.44 | 59.01028 |
| 268393.58 | 4048174.92 | 61.57763 | 268499.17 | 4047819.55 | 50.25474 |
| 268729.60 | 4047937.39 | 47.38368 | 268685.52 | 4048053.95 | 48.60879 |
| 268641.43 | 4048170.52 | 52.58605 | 268597.34 | 4048287.09 | 53.89294 |
| 268748.99 | 4047809.94 | 43.23451 | 269227.40 | 4047923.03 | 36.83064 |
| 269179.64 | 4048049.31 | 37.80025 | 269131.87 | 4048175.59 | 39.04318 |
| 269084.11 | 4048301.87 | 41.62981 | 269036.35 | 4048428.15 | 41.14181 |
| 268988.58 | 4048554.43 | 45.09882 | 268940.82 | 4048680.71 | 42.95508 |
| 269248.62 | 4047790.73 | 34.13535 | 269727.29 | 4047903.12 | 29.87042 |
| 269680.05 | 4048028.01 | 32.10230 | 269632.82 | 4048152.90 | 32.14340 |
| 269585.58 | 4048277.79 | 31.24303 | 269538.34 | 4048402.69 | 34.88650 |
| 269491.10 | 4048527.58 | 35.11801 | 269443.86 | 4048652.47 | 34.16310 |
| 269396.63 | 4048777.37 | 38.64860 | 269349.39 | 4048902.26 | 36.81877 |
| 269302.15 | 4049027.15 | 37.37327 | 269748.25 | 4047771.51 | 30.07199 |
| 267983.27 | 4047685.95 | 67.58581 | 267877.56 | 4047669.79 | 75.55225 |
| 267733.92 | 4047666.24 | 96.63651 | 268005.14 | 4047493.20 | 70.98873 |
| 268106.77 | 4047536.36 | 60.04997 | 268179.87 | 4047608.46 | 56.20596 |
| 268224.42 | 4047709.49 | 55.19144 | 268146.82 | 4047300.83 | 73.06584 |
| 268271.04 | 4047353.58 | 58.28607 | 268360.37 | 4047441.69 | 53.03994 |
| 268414.83 | 4047565.17 | 48.15572 | 268469.29 | 4047688.65 | 47.94410 |
| 268026.89 | 4046997.35 | 53.77581 | 268147.34 | 4047048.50 | 54.00590 |
| 268267.80 | 4047099.66 | 60.70037 | 268388.25 | 4047150.81 | 61.50554 |
| 268535.10 | 4047261.84 | 49.21392 | 268587.91 | 4047381.57 | 47.36569 |

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|---|---|---|---|---|---|
| 268640.72 | 4047501.31 | 43.41019 | 268693.52 | 4047621.05 | 42.00429 |
| 267894.84 | 4046970.00 | 63.03218 | 267751.20 | 4046966.45 | 61.21167 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268041.92 | 4046498.64 | 44.74869 | 268167.75 | 4046552.08 | 41.31421 |
| 268293.58 | 4046605.52 | 45.63218 | 268419.41 | 4046658.96 | 38.94268 |
| 268545.24 | 4046712.40 | 39.38460 | 268671.07 | 4046765.83 | 42.59461 |
| 268796.90 | 4046819.27 | 44.43775 | 268887.40 | 4046908.53 | 46.38182 |
| 268942.56 | 4047033.61 | 43.59511 | 268997.72 | 4047158.70 | 39.55617 |
| 269052.89 | 4047283.78 | 38.41507 | 269108.05 | 4047408.86 | 36.47660 |
| 269163.21 | 4047533.94 | 34.80896 | 269218.38 | 4047659.03 | 34.70654 |
| 267907.18 | 4046470.15 | 46.38461 | 267763.54 | 4046466.61 | 51.59558 |
| 268055.54 | 4045999.34 | 39.41338 | 268183.91 | 4046053.86 | 38.36901 |
| 268312.29 | 4046108.38 | 37.20417 | 268440.67 | 4046162.90 | 39.12286 |
| 268569.04 | 4046217.42 | 38.79319 | 268697.42 | 4046271.94 | 35.71911 |
| 268825.80 | 4046326.45 | 34.29416 | 268954.17 | 4046380.97 | 33.82008 |
| 269082.55 | 4046435.49 | 35.18487 | 269239.07 | 4046553.82 | 37.50329 |
| 269295.35 | 4046681.43 | 39.68404 | 269351.63 | 4046809.05 | 37.73360 |
| 269407.91 | 4046936.66 | 37.09502 | 269464.19 | 4047064.28 | 34.18092 |
| 269520.47 | 4047191.89 | 33.37713 | 269576.75 | 4047319.51 | 31.48180 |
| 269633.03 | 4047447.12 | 30.36918 | 269689.31 | 4047574.74 | 30.14303 |
| 267919.53 | 4045970.31 | 39.16736 | 267775.88 | 4045966.76 | 41.73148 |
| 267459.76 | 4047820.08 | 141.60272 | 267554.14 | 4046962.90 | 80.44303 |
| 267084.90 | 4047228.91 | 114.67054 | 267116.21 | 4046645.91 | 108.49668 |
| 267278.04 | 4046601.08 | 84.39295 | 267439.87 | 4046556.26 | 60.83678 |
| 267601.70 | 4046511.43 | 57.03339 | 266962.58 | 4046714.43 | 94.50196 |
| 266817.15 | 4046806.64 | 71.93119 | 266845.10 | 4046224.57 | 76.33814 |
| 267000.23 | 4046181.60 | 82.43915 | 267155.36 | 4046138.63 | 66.40178 |
| 267310.49 | 4046095.66 | 49.87311 | 267465.62 | 4046052.70 | 47.55848 |
| 267620.75 | 4046009.73 | 43.57128 | 266694.82 | 4046292.16 | 62.86903 |
| 266549.40 | 4046384.37 | 56.44221 | 267349.50 | 4047926.93 | 98.97408 |
| 267031.28 | 4047608.75 | 114.71515 | 266993.36 | 4047302.22 | 110.50669 |
| 266901.04 | 4047385.43 | 95.99708 | 266638.65 | 4046949.60 | 69.98907 |
| 266727.90 | 4046878.12 | 68.90969 | 266547.47 | 4047031.90 | 69.21410 |
| 266284.58 | 4046596.46 | 53.98046 | 266372.86 | 4046525.76 | 53.10047 |
| 266461.13 | 4046455.07 | 53.42726 | 266193.90 | 4046678.36 | 52.39150 |
| 267123.74 | 4048028.27 | 67.17623 | 267095.96 | 4048167.74 | 59.45459 |
| 267149.74 | 4047840.79 | 76.12371 | 267022.06 | 4047962.09 | 58.67364 |
| 266894.37 | 4048083.39 | 50.41451 | 266913.72 | 4047720.18 | 85.89553 |
| 266786.03 | 4047841.48 | 73.34545 | 266805.38 | 4047478.28 | 85.43928 |
| 266677.69 | 4047599.58 | 67.73847 | 266550.00 | 4047720.88 | 57.71012 |
| 266461.01 | 4047115.78 | 64.68993 | 266333.32 | 4047237.08 | 60.28938 |
| 266205.63 | 4047358.38 | 55.09255 | 266116.64 | 4046753.27 | 51.95797 |
| 265988.95 | 4046874.57 | 48.69299 | 265861.26 | 4046995.87 | 47.62249 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,

L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 267016.60 | 4048266.84 | 51.98616 | 267004.63 | 4048385.97 | 49.75423 |
| 267011.73 | 4048547.36 | 52.22780 | 266824.55 | 4048256.39 | 45.45012 |
| 266804.83 | 4048394.76 | 42.78342 | 266811.92 | 4048556.14 | 40.33675 |
| 266579.96 | 4048254.56 | 43.64952 | 266636.85 | 4048113.59 | 52.65701 |
| 266693.74 | 4047972.62 | 66.04335 | 266555.07 | 4048405.73 | 38.50201 |
| 266562.16 | 4048567.12 | 36.06378 | 266329.34 | 4048267.67 | 46.99057 |
| 266345.91 | 4048065.35 | 55.27197 | 266323.87 | 4047905.50 | 53.62029 |
| 266494.84 | 4047857.58 | 58.97369 | 266305.31 | 4048416.71 | 40.76553 |
| 266312.40 | 4048578.10 | 35.63863 | 265831.06 | 4048286.57 | 42.97519 |
| 265888.68 | 4048143.77 | 44.03606 | 265946.31 | 4048000.97 | 45.31338 |
| 266003.94 | 4047858.18 | 44.95354 | 266061.56 | 4047715.38 | 45.74846 |
| 266119.19 | 4047572.58 | 49.06653 | 265805.79 | 4048438.67 | 41.50041 |
| 265812.88 | 4048600.05 | 37.71134 | 265332.12 | 4048307.08 | 36.70605 |
| 265390.92 | 4048161.39 | 37.61286 | 265449.71 | 4048015.70 | 37.59196 |
| 265508.50 | 4047870.01 | 38.20706 | 265567.29 | 4047724.32 | 38.87134 |
| 265626.09 | 4047578.63 | 40.16135 | 265684.88 | 4047432.94 | 42.24315 |
| 265743.67 | 4047287.25 | 43.94027 | 265802.47 | 4047141.56 | 45.09743 |
| 265306.27 | 4048460.62 | 34.93012 | 265313.37 | 4048622.01 | 34.90755 |
| 267112.74 | 4048642.96 | 56.27891 | 267272.35 | 4048641.19 | 66.51950 |
| 267045.11 | 4048815.59 | 46.46517 | 266874.25 | 4048692.62 | 45.06935 |
| 267194.77 | 4048842.06 | 57.30980 | 267354.38 | 4048840.29 | 60.46494 |
| 267053.71 | 4049067.85 | 48.97048 | 266925.65 | 4049017.68 | 40.44115 |
| 266797.60 | 4048967.52 | 39.52530 | 266705.00 | 4048879.88 | 38.74767 |
| 266647.86 | 4048754.78 | 37.24451 | 267197.55 | 4049092.05 | 54.39407 |
| 267357.16 | 4049090.28 | 55.40092 | 267050.67 | 4049315.56 | 48.45724 |
| 266910.97 | 4049260.83 | 43.89592 | 266771.27 | 4049206.10 | 36.91016 |
| 266631.57 | 4049151.37 | 35.49091 | 266530.56 | 4049055.77 | 34.96261 |
| 266468.23 | 4048919.29 | 34.10786 | 266405.90 | 4048782.81 | 32.15912 |
| 267200.32 | 4049342.03 | 49.30525 | 267359.94 | 4049340.26 | 50.30933 |
| 267056.22 | 4049815.53 | 40.18210 | 266916.52 | 4049760.80 | 40.98886 |
| 266776.83 | 4049706.07 | 40.16051 | 266637.13 | 4049651.34 | 37.34632 |
| 266497.43 | 4049596.61 | 32.75043 | 266357.73 | 4049541.88 | 30.74738 |
| 266186.87 | 4049418.91 | 30.04231 | 266124.54 | 4049282.44 | 29.08290 |
| 266062.20 | 4049145.96 | 28.48730 | 265999.87 | 4049009.48 | 30.08567 |
| 265937.54 | 4048873.01 | 32.53299 | 265875.21 | 4048736.53 | 35.01282 |
| 267205.88 | 4049842.00 | 40.11638 | 267365.49 | 4049840.23 | 41.29919 |
| 267057.67 | 4050313.88 | 33.73421 | 266909.75 | 4050255.94 | 34.25272 |
| 266761.84 | 4050197.99 | 35.48032 | 266613.92 | 4050140.04 | 34.67352 |
| 266466.00 | 4050082.09 | 33.04743 | 266318.09 | 4050024.14 | 32.09688 |
| 266170.17 | 4049966.20 | 29.87992 | 266022.25 | 4049908.25 | 28.42597 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 265841.34 | 4049778.05 | 27.16958 | 265775.34 | 4049633.54 | 26.74468 |
| 265709.35 | 4049489.04 | 26.58767 | 265643.35 | 4049344.53 | 28.05664 |
| 265577.35 | 4049200.03 | 29.65059 | 265511.36 | 4049055.52 | 30.96529 |

| | | | | | |
|---|---|---|---|---|---|
| 265445.36 | 4048911.02 | 32.83546 | 265379.36 | 4048766.51 | 34.67775 |
| 267211.43 | 4050341.97 | 36.15269 | 267371.05 | 4050340.20 | 35.86527 |
| 266227.04 | 4047703.04 | 48.93347 | 266336.03 | 4047616.75 | 53.44652 |
| 267475.89 | 4046685.79 | 66.44278 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 56.07774 | 268200.25 | 4047792.81 | 45.62129 |
| 267927.26 | 4048332.91 | 43.08558 | 267886.01 | 4048503.77 | 42.84908 |
| 267941.00 | 4048515.56 | 37.89472 | 267937.08 | 4048570.55 | 37.18096 |
| 268149.19 | 4048568.58 | 31.42936 | 267721.04 | 4048574.48 | 42.04455 |
| 267281.11 | 4048576.44 | 58.40254 | 267157.38 | 4048570.55 | 60.00895 |
| 267074.89 | 4048517.52 | 51.62214 | 267228.08 | 4047810.49 | 81.48241 |
| 267222.19 | 4047875.30 | 73.91064 | 267147.56 | 4047788.88 | 83.78582 |
| 267118.10 | 4047847.80 | 67.69039 | 267063.10 | 4047802.63 | 89.21221 |
| 266966.87 | 4047818.34 | 83.72004 | 267037.57 | 4047547.31 | 108.08325 |
| 267082.14 | 4047366.70 | 113.27411 | 267129.88 | 4047042.57 | 100.64494 |
| 267423.42 | 4048609.32 | 59.51659 | 267490.22 | 4048539.27 | 60.38014 |
| 267557.02 | 4048469.22 | 59.92497 | 267623.82 | 4048399.17 | 59.45160 |
| 267690.62 | 4048329.12 | 61.89600 | 267757.42 | 4048259.07 | 59.38557 |
| 267824.21 | 4048189.01 | 52.30323 | 267891.01 | 4048118.96 | 56.20132 |
| 267957.81 | 4048048.91 | 64.20535 | 268024.61 | 4047978.86 | 61.31967 |
| 267496.90 | 4048778.33 | 46.14626 | 267634.96 | 4048677.29 | 43.13209 |
| 267701.76 | 4048607.24 | 44.52644 | 267768.56 | 4048537.19 | 41.71600 |
| 267835.36 | 4048467.14 | 46.96763 | 267902.16 | 4048397.09 | 42.80899 |
| 267968.96 | 4048327.04 | 40.57369 | 268035.75 | 4048256.98 | 41.76263 |
| 268102.55 | 4048186.93 | 43.88573 | 268169.35 | 4048116.88 | 45.53449 |
| 267670.70 | 4048953.95 | 35.79610 | 267513.93 | 4049022.11 | 37.89675 |
| 267815.89 | 4048849.82 | 31.24266 | 267882.69 | 4048779.77 | 33.04753 |
| 267949.49 | 4048709.72 | 33.15556 | 268016.28 | 4048639.66 | 31.63750 |
| 268083.08 | 4048569.61 | 31.40637 | 268149.88 | 4048499.56 | 33.27100 |
| 268216.68 | 4048429.51 | 32.57189 | 268283.48 | 4048359.46 | 33.48983 |
| 268350.28 | 4048289.41 | 36.58998 | 267848.58 | 4049127.81 | 27.47780 |
| 267685.70 | 4049198.62 | 30.73080 | 267522.82 | 4049269.44 | 32.78490 |
| 267996.81 | 4049022.34 | 27.30288 | 268063.61 | 4048952.29 | 27.19078 |
| 268130.41 | 4048882.24 | 25.74312 | 268197.21 | 4048812.19 | 26.01668 |
| 268264.01 | 4048742.14 | 26.22541 | 268330.81 | 4048672.09 | 27.02769 |
| 268397.61 | 4048602.04 | 28.07350 | 268464.41 | 4048531.99 | 27.12631 |
| 268531.21 | 4048461.94 | 31.33223 | 268207.65 | 4049474.07 | 18.67956 |
| 268123.44 | 4049510.68 | 18.65123 | 268039.22 | 4049547.30 | 20.59095 |
| 267955.00 | 4049583.92 | 20.79494 | 267870.79 | 4049620.53 | 21.39812 |
| 267786.57 | 4049657.15 | 21.62646 | 267702.36 | 4049693.76 | 22.52053 |
| 267618.14 | 4049730.38 | 21.27854 | 267533.92 | 4049767.00 | 24.80348 |
| 267449.71 | 4049803.61 | 26.82481 | 268291.87 | 4049437.45 | 18.04274 |
| 268358.67 | 4049367.40 | 18.90128 | 268425.47 | 4049297.35 | 19.64877 |
| 268492.27 | 4049227.30 | 20.22562 | 268559.06 | 4049157.25 | 18.94408 |
| 268625.86 | 4049087.19 | 19.39161 | 268692.66 | 4049017.14 | 19.88282 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268759.46 | 4048947.09 | 21.58911 | 268826.26 | 4048877.04 | 21.76245 |
| 268893.06 | 4048806.99 | 22.53951 | 268568.21 | 4049819.68 | 13.49195 |
| 268482.70 | 4049856.86 | 13.11804 | 268397.19 | 4049894.04 | 13.72863 |
| 268311.68 | 4049931.22 | 15.62619 | 268226.16 | 4049968.40 | 15.55387 |
| 268140.65 | 4050005.58 | 16.21055 | 268055.14 | 4050042.76 | 16.91871 |
| 267969.63 | 4050079.94 | 16.04177 | 267884.12 | 4050117.12 | 15.94164 |
| 267798.61 | 4050154.30 | 16.39829 | 267713.09 | 4050191.48 | 15.07076 |
| 267627.58 | 4050228.66 | 16.84861 | 267542.07 | 4050265.84 | 19.42620 |
| 267456.56 | 4050303.02 | 22.30497 | 268653.72 | 4049782.50 | 15.74945 |
| 268720.52 | 4049712.45 | 14.92132 | 268787.32 | 4049642.40 | 14.85807 |
| 268854.12 | 4049572.35 | 14.03684 | 268920.92 | 4049502.30 | 14.39035 |
| 268987.72 | 4049432.25 | 15.09526 | 269054.52 | 4049362.20 | 15.04016 |
| 269121.31 | 4049292.15 | 17.05485 | 269188.11 | 4049222.09 | 17.54207 |
| 269254.91 | 4049152.04 | 17.54957 | 268049.51 | 4047836.85 | 62.66105 |
| 268231.35 | 4047952.96 | 45.50549 | 268249.36 | 4047829.16 | 45.02226 |
| 268480.18 | 4047945.95 | 38.51295 | 268436.88 | 4048060.44 | 35.72129 |
| 268393.58 | 4048174.92 | 36.15792 | 268499.17 | 4047819.55 | 36.81581 |
| 268729.60 | 4047937.39 | 31.89206 | 268685.52 | 4048053.95 | 32.94065 |
| 268641.43 | 4048170.52 | 30.88292 | 268597.34 | 4048287.09 | 30.23673 |
| 268748.99 | 4047809.94 | 30.76741 | 269227.40 | 4047923.03 | 25.54357 |
| 269179.64 | 4048049.31 | 25.67009 | 269131.87 | 4048175.59 | 26.26919 |
| 269084.11 | 4048301.87 | 23.55667 | 269036.35 | 4048428.15 | 23.61288 |
| 268988.58 | 4048554.43 | 24.08013 | 268940.82 | 4048680.71 | 23.89085 |
| 269248.62 | 4047790.73 | 25.13295 | 269727.29 | 4047903.12 | 21.51868 |
| 269680.05 | 4048028.01 | 21.75629 | 269632.82 | 4048152.90 | 21.93286 |
| 269585.58 | 4048277.79 | 22.26028 | 269538.34 | 4048402.69 | 20.29114 |
| 269491.10 | 4048527.58 | 20.64756 | 269443.86 | 4048652.47 | 19.25435 |
| 269396.63 | 4048777.37 | 20.17411 | 269349.39 | 4048902.26 | 20.40727 |
| 269302.15 | 4049027.15 | 18.80124 | 269748.25 | 4047771.51 | 21.63678 |
| 267983.27 | 4047685.95 | 56.19586 | 267877.56 | 4047669.79 | 59.81863 |
| 267733.92 | 4047666.24 | 76.94497 | 268005.14 | 4047493.20 | 63.03047 |
| 268106.77 | 4047536.36 | 54.03699 | 268179.87 | 4047608.46 | 48.20127 |
| 268224.42 | 4047709.49 | 46.85754 | 268146.82 | 4047300.83 | 62.42785 |
| 268271.04 | 4047353.58 | 49.10234 | 268360.37 | 4047441.69 | 44.77372 |
| 268414.83 | 4047565.17 | 41.08999 | 268469.29 | 4047688.65 | 38.21427 |
| 268026.89 | 4046997.35 | 46.99483 | 268147.34 | 4047048.50 | 49.05081 |
| 268267.80 | 4047099.66 | 55.07503 | 268388.25 | 4047150.81 | 48.51955 |
| 268535.10 | 4047261.84 | 40.17478 | 268587.91 | 4047381.57 | 37.81941 |
| 268640.72 | 4047501.31 | 36.68990 | 268693.52 | 4047621.05 | 31.79931 |
| 267894.84 | 4046970.00 | 52.94834 | 267751.20 | 4046966.45 | 51.81774 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268041.92 | 4046498.64 | 38.80749 | 268167.75 | 4046552.08 | 38.28055 |

| | | | | | |
|---|---|---|---|---|---|
| 268293.58 | 4046605.52 | 40.11695 | 268419.41 | 4046658.96 | 37.56517 |
| 268545.24 | 4046712.40 | 35.60113 | 268671.07 | 4046765.83 | 37.22060 |
| 268796.90 | 4046819.27 | 37.19403 | 268887.40 | 4046908.53 | 35.36493 |
| 268942.56 | 4047033.61 | 35.67472 | 268997.72 | 4047158.70 | 32.19312 |
| 269052.89 | 4047283.78 | 30.68571 | 269108.05 | 4047408.86 | 29.13721 |
| 269163.21 | 4047533.94 | 26.06641 | 269218.38 | 4047659.03 | 25.40942 |
| 267907.18 | 4046470.15 | 39.27860 | 267763.54 | 4046466.61 | 40.26221 |
| 268055.54 | 4045999.34 | 33.20895 | 268183.91 | 4046053.86 | 33.46747 |
| 268312.29 | 4046108.38 | 34.36641 | 268440.67 | 4046162.90 | 34.44303 |
| 268569.04 | 4046217.42 | 35.01598 | 268697.42 | 4046271.94 | 33.24123 |
| 268825.80 | 4046326.45 | 31.08470 | 268954.17 | 4046380.97 | 29.87035 |
| 269082.55 | 4046435.49 | 30.19774 | 269239.07 | 4046553.82 | 30.18512 |
| 269295.35 | 4046681.43 | 30.38983 | 269351.63 | 4046809.05 | 29.94758 |
| 269407.91 | 4046936.66 | 28.18746 | 269464.19 | 4047064.28 | 26.79470 |
| 269520.47 | 4047191.89 | 25.94520 | 269576.75 | 4047319.51 | 25.62545 |
| 269633.03 | 4047447.12 | 22.85122 | 269689.31 | 4047574.74 | 21.62089 |
| 267919.53 | 4045970.31 | 33.03865 | 267775.88 | 4045966.76 | 33.00081 |
| 267459.76 | 4047820.08 | 102.37136 | 267554.14 | 4046962.90 | 62.41536 |
| 267084.90 | 4047228.91 | 87.00983 | 267116.21 | 4046645.91 | 61.24370 |
| 267278.04 | 4046601.08 | 57.30559 | 267439.87 | 4046556.26 | 50.22404 |
| 267601.70 | 4046511.43 | 42.85569 | 266962.58 | 4046714.43 | 64.65329 |
| 266817.15 | 4046806.64 | 61.81430 | 266845.10 | 4046224.57 | 46.59279 |
| 267000.23 | 4046181.60 | 46.68418 | 267155.36 | 4046138.63 | 45.88040 |
| 267310.49 | 4046095.66 | 42.73746 | 267465.62 | 4046052.70 | 39.03989 |
| 267620.75 | 4046009.73 | 34.98053 | 266694.82 | 4046292.16 | 44.86716 |
| 266549.40 | 4046384.37 | 46.77930 | 267349.50 | 4047926.93 | 87.87352 |
| 267031.28 | 4047608.75 | 106.29184 | 266993.36 | 4047302.22 | 101.19973 |
| 266901.04 | 4047385.43 | 90.33839 | 266638.65 | 4046949.60 | 60.60527 |
| 266727.90 | 4046878.12 | 59.46469 | 266547.47 | 4047031.90 | 53.09553 |
| 266284.58 | 4046596.46 | 44.43914 | 266372.86 | 4046525.76 | 45.01223 |
| 266461.13 | 4046455.07 | 47.39139 | 266193.90 | 4046678.36 | 41.02823 |
| 267123.74 | 4048028.27 | 60.17451 | 267095.96 | 4048167.74 | 47.67851 |
| 267149.74 | 4047840.79 | 71.53121 | 267022.06 | 4047962.09 | 54.11600 |
| 266894.37 | 4048083.39 | 46.63923 | 266913.72 | 4047720.18 | 78.58394 |
| 266786.03 | 4047841.48 | 64.46348 | 266805.38 | 4047478.28 | 77.87215 |
| 266677.69 | 4047599.58 | 65.03242 | 266550.00 | 4047720.88 | 54.75149 |
| 266461.01 | 4047115.78 | 55.04071 | 266333.32 | 4047237.08 | 55.49717 |
| 266205.63 | 4047358.38 | 50.88265 | 266116.64 | 4046753.27 | 39.05668 |
| 265988.95 | 4046874.57 | 39.51770 | 265861.26 | 4046995.87 | 42.51663 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 267016.60 | 4048266.84 | 43.94724 | 267004.63 | 4048385.97 | 44.37344 |
| 267011.73 | 4048547.36 | 47.60569 | 266824.55 | 4048256.39 | 41.42697 |
| 266804.83 | 4048394.76 | 37.51737 | 266811.92 | 4048556.14 | 38.08446 |
| 266579.96 | 4048254.56 | 40.97751 | 266636.85 | 4048113.59 | 47.69012 |
| 266693.74 | 4047972.62 | 59.79618 | 266555.07 | 4048405.73 | 36.27760 |
| 266562.16 | 4048567.12 | 32.63452 | 266329.34 | 4048267.67 | 40.98733 |
| 266345.91 | 4048065.35 | 45.16240 | 266323.87 | 4047905.50 | 48.11236 |
| 266494.84 | 4047857.58 | 52.88971 | 266305.31 | 4048416.71 | 36.90112 |

| | | | | | |
|---|---|---|---|---|---|
| 266312.40 | 4048578.10 | 33.52050 | 265831.06 | 4048286.57 | 34.68609 |
| 265888.68 | 4048143.77 | 33.76477 | 265946.31 | 4048000.97 | 40.33233 |
| 266003.94 | 4047858.18 | 40.94405 | 266061.56 | 4047715.38 | 43.05572 |
| 266119.19 | 4047572.58 | 45.24286 | 265805.79 | 4048438.67 | 36.03017 |
| 265812.88 | 4048600.05 | 32.56395 | 265332.12 | 4048307.08 | 28.97177 |
| 265390.92 | 4048161.39 | 32.57873 | 265449.71 | 4048015.70 | 32.60074 |
| 265508.50 | 4047870.01 | 34.77076 | 265567.29 | 4047724.32 | 35.66122 |
| 265626.09 | 4047578.63 | 36.10324 | 265684.88 | 4047432.94 | 38.30446 |
| 265743.67 | 4047287.25 | 40.85798 | 265802.47 | 4047141.56 | 40.18200 |
| 265306.27 | 4048460.62 | 26.95082 | 265313.37 | 4048622.01 | 30.96764 |
| 267112.74 | 4048642.96 | 48.67678 | 267272.35 | 4048641.19 | 53.85003 |
| 267045.11 | 4048815.59 | 41.99926 | 266874.25 | 4048692.62 | 42.15880 |
| 267194.77 | 4048842.06 | 46.70182 | 267354.38 | 4048840.29 | 47.26519 |
| 267053.71 | 4049067.85 | 40.00393 | 266925.65 | 4049017.68 | 37.92608 |
| 266797.60 | 4048967.52 | 34.42218 | 266705.00 | 4048879.88 | 36.02676 |
| 266647.86 | 4048754.78 | 34.77105 | 267197.55 | 4049092.05 | 39.33526 |
| 267357.16 | 4049090.28 | 37.24815 | 267050.67 | 4049315.56 | 35.58002 |
| 266910.97 | 4049260.83 | 35.00750 | 266771.27 | 4049206.10 | 33.93790 |
| 266631.57 | 4049151.37 | 31.07218 | 266530.56 | 4049055.77 | 30.72401 |
| 266468.23 | 4048919.29 | 31.72069 | 266405.90 | 4048782.81 | 30.19820 |
| 267200.32 | 4049342.03 | 35.22016 | 267359.94 | 4049340.26 | 32.18203 |
| 267056.22 | 4049815.53 | 26.82401 | 266916.52 | 4049760.80 | 29.13811 |
| 266776.83 | 4049706.07 | 29.54840 | 266637.13 | 4049651.34 | 28.94457 |
| 266497.43 | 4049596.61 | 29.64304 | 266357.73 | 4049541.88 | 27.87716 |
| 266186.87 | 4049418.91 | 26.80257 | 266124.54 | 4049282.44 | 26.65828 |
| 266062.20 | 4049145.96 | 26.71962 | 265999.87 | 4049009.48 | 27.49924 |
| 265937.54 | 4048873.01 | 29.66394 | 265875.21 | 4048736.53 | 30.70172 |
| 267205.88 | 4049842.00 | 25.65201 | 267365.49 | 4049840.23 | 25.64185 |
| 267057.67 | 4050313.88 | 20.38627 | 266909.75 | 4050255.94 | 21.12918 |
| 266761.84 | 4050197.99 | 24.16079 | 266613.92 | 4050140.04 | 24.15479 |
| 266466.00 | 4050082.09 | 25.54338 | 266318.09 | 4050024.14 | 25.90056 |
| 266170.17 | 4049966.20 | 26.70450 | 266022.25 | 4049908.25 | 24.92539 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0016632 , L0016633 , L0016634 , L0016635 , L0016636 ,
L0016637 , L0016638 , L0016639 , L0016640 , L0016641 , L0016642 , L0016643 , L0016644 ,
L0016645 , L0016646 , L0016647 , L0016648 , L0016649 , L0016650 , L0016651 , L0016652 ,
L0016653 , L0016654 , L0016655 , L0016656 , L0016657 , L0016658 , L0016659 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 265841.34 | 4049778.05 | 24.74808 | 265775.34 | 4049633.54 | 24.46853 |
| 265709.35 | 4049489.04 | 24.65358 | 265643.35 | 4049344.53 | 25.06082 |
| 265577.35 | 4049200.03 | 26.34606 | 265511.36 | 4049055.52 | 27.00396 |
| 265445.36 | 4048911.02 | 26.94015 | 265379.36 | 4048766.51 | 28.34253 |
| 267211.43 | 4050341.97 | 19.05971 | 267371.05 | 4050340.20 | 20.15166 |
| 266227.04 | 4047703.04 | 46.71978 | 266336.03 | 4047616.75 | 50.63069 |
| 267475.89 | 4046685.79 | 52.69703 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE SUMMARY OF MAXIMUM 1ST-HIGHEST MAX DAILY 1-HR RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| GROUP ID | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 141.60272 AT ( | 267459.76, | 4047820.08, | 101.00, | 101.00, | 0.00) | DC |
| | 2ND HIGHEST VALUE IS | 132.61962 AT ( | 267129.88, | 4047042.57, | 101.00, | 101.00, | 0.00) | DC |
| | 3RD HIGHEST VALUE IS | 122.25912 AT ( | 267082.14, | 4047366.70, | 101.00, | 101.00, | 0.00) | DC |
| | 4TH HIGHEST VALUE IS | 116.36103 AT ( | 267037.57, | 4047547.31, | 101.00, | 101.00, | 0.00) | DC |
| | 5TH HIGHEST VALUE IS | 114.71515 AT ( | 267031.28, | 4047608.75, | 101.00, | 101.00, | 0.00) | DC |
| | 6TH HIGHEST VALUE IS | 114.67054 AT ( | 267084.90, | 4047228.91, | 101.00, | 101.00, | 0.00) | DC |
| | 7TH HIGHEST VALUE IS | 110.50669 AT ( | 266993.36, | 4047302.22, | 101.00, | 101.00, | 0.00) | DC |
| | 8TH HIGHEST VALUE IS | 108.49668 AT ( | 267116.21, | 4046645.91, | 101.00, | 101.00, | 0.00) | DC |
| | 9TH HIGHEST VALUE IS | 98.97408 AT ( | 267349.50, | 4047926.93, | 101.00, | 101.00, | 0.00) | DC |
| | 10TH HIGHEST VALUE IS | 98.66082 AT ( | 267957.81, | 4048048.91, | 101.00, | 101.00, | 0.00) | DC |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE SUMMARY OF MAXIMUM 8TH-HIGHEST MAX DAILY 1-HR RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| GROUP ID | | AVERAGE CONC | | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | | | | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 113.27411 AT ( | 267082.14, | 4047366.70, | 101.00, | 101.00, | 0.00) | DC | |
| | 2ND HIGHEST VALUE IS | 108.08325 AT ( | 267037.57, | 4047547.31, | 101.00, | 101.00, | 0.00) | DC | |
| | 3RD HIGHEST VALUE IS | 106.29184 AT ( | 267031.28, | 4047608.75, | 101.00, | 101.00, | 0.00) | DC | |
| | 4TH HIGHEST VALUE IS | 102.37136 AT ( | 267459.76, | 4047820.08, | 101.00, | 101.00, | 0.00) | DC | |
| | 5TH HIGHEST VALUE IS | 101.19973 AT ( | 266993.36, | 4047302.22, | 101.00, | 101.00, | 0.00) | DC | |
| | 6TH HIGHEST VALUE IS | 100.64494 AT ( | 267129.88, | 4047042.57, | 101.00, | 101.00, | 0.00) | DC | |
| | 7TH HIGHEST VALUE IS | 90.33839 AT ( | 266901.04, | 4047385.43, | 101.00, | 101.00, | 0.00) | DC | |
| | 8TH HIGHEST VALUE IS | 89.21221 AT ( | 267063.10, | 4047802.63, | 101.00, | 101.00, | 0.00) | DC | |
| | 9TH HIGHEST VALUE IS | 87.87352 AT ( | 267349.50, | 4047926.93, | 101.00, | 101.00, | 0.00) | DC | |
| | 10TH HIGHEST VALUE IS | 87.00983 AT ( | 267084.90, | 4047228.91, | 101.00, | 101.00, | 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 43 Warning Message(s)
A Total of 15341 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********

| | | | |
|---|---|---|---|
| SO W320 | 2497 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2498 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2499 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2500 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2501 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2502 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2503 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2504 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2505 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2506 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2507 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2508 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2509 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2510 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3594 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3595 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3596 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3597 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3598 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3599 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3600 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3601 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3602 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3603 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3604 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3605 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3606 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3607 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3608 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3609 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3610 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3611 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3612 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3613 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3614 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3615 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3616 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3617 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3618 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3619 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3620 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3621 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| ME W396 | 5452 | MEOPEN:Met data from outdated version of AERMET, version: | 06341 |

**********

*** AERMOD Finishes Successfully ***
**********

```
** Output created by Lakes Environmental AERMOD MPI
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 7.4.0
** Lakes Environmental Software Inc.
** Date: 2/29/2012
** File: C:\MBA\Selma\Revision 1\Phase 2\Phase 2_AERMOD\P2_PM10\P2_PM10.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE Selma Crossing - Phase 1 and Phase 2 (2020) - Rural
   TITLETWO PM10
   MODELOPT CONC FLAT  FASTALL
   AVERTIME 24 ANNUAL
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL P2_PM10.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 1.48E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
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   LOCATION L0015037     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0015038     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0015039     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0015040     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0015041     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0015042     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0015043     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0015044     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0015045     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0015046     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0015047     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0015048     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0015049     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0015050     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0015051     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0015052     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0015053     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0015054     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0015055     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0015056     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0015057     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0015058     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0015059     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0015060     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0015061     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0015062     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0015063     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0015064     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0015065     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0015066     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0015067     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0015068     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0015069     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0015070     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0015071     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0015072     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0015073     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0015074     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0015075     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0015076     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0015077     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0015078     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0015079     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0015080     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0015081     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0015082     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0015083     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0015084     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0015085     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0015086     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0015087     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0015088     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0015089     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0015090     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0015091     VOLUME   267134.713 4048316.991 0.0
   LOCATION L0015092     VOLUME   267129.894 4048322.458 0.0
   LOCATION L0015093     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0015094     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0015095     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0015096     VOLUME   267118.307 4048347.154 0.0
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   LOCATION L0015097     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0015098     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0015099     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0015100     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0015101     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0015102     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0015103     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0015104     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0015105     VOLUME   267119.483 4048412.734 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEH
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 2.03E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.50, 4048475.14, 0.00, 1.83, 3.38
** 267187.76, 4048258.22, 0.00, 1.83, 3.38
** 267267.49, 4048181.36, 0.00, 1.83, 3.38
** ------------------------------------------------------------------------
   LOCATION L0015106     VOLUME   267413.177 4048473.875 0.0
   LOCATION L0015107     VOLUME   267407.934 4048468.859 0.0
   LOCATION L0015108     VOLUME   267402.690 4048463.843 0.0
   LOCATION L0015109     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0015110     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0015111     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0015112     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0015113     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0015114     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0015115     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0015116     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0015117     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0015118     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0015119     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0015120     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0015121     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0015122     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0015123     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0015124     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0015125     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0015126     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0015127     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0015128     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0015129     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0015130     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0015131     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0015132     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0015133     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0015134     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0015135     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0015136     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0015137     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0015138     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0015139     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0015140     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0015141     VOLUME   267229.661 4048298.300 0.0
   LOCATION L0015142     VOLUME   267224.418 4048293.283 0.0
   LOCATION L0015143     VOLUME   267219.174 4048288.267 0.0
   LOCATION L0015144     VOLUME   267213.931 4048283.251 0.0
   LOCATION L0015145     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0015146     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0015147     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0015148     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0015149     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0015150     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0015151     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0015152     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0015153     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0015154     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0015155     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0015156     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0015157     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0015158     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0015159     VOLUME   267240.056 4048207.806 0.0
   LOCATION L0015160     VOLUME   267245.281 4048202.770 0.0
   LOCATION L0015161     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0015162     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0015163     VOLUME   267260.954 4048187.661 0.0
   LOCATION L0015164     VOLUME   267266.178 4048182.625 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEK
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 8.31E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267691.04, 4048174.89, 0.00, 1.83, 3.35
** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
** ------------------------------------------------------------------------
   LOCATION L0015165     VOLUME   267689.606 4048173.761 0.0
   LOCATION L0015166     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0015167     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0015168     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0015169     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0015170     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0015171     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0015172     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0015173     VOLUME   267644.259 4048138.205 0.0
   LOCATION L0015174     VOLUME   267638.591 4048133.761 0.0
   LOCATION L0015175     VOLUME   267632.922 4048129.316 0.0
   LOCATION L0015176     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0015177     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0015178     VOLUME   267615.917 4048115.983 0.0
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   LOCATION L0015179     VOLUME   267610.249 4048111.538 0.0
   LOCATION L0015180     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0015181     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0015182     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0015183     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0015184     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0015185     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0015186     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0015187     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0015188     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0015189     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0015190     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0015191     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0015192     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0015193     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0015194     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0015195     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0015196     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0015197     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0015198     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0015199     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0015200     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0015201     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0015202     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0015203     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0015204     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0015205     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0015206     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0015207     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0015208     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0015209     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0015210     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0015211     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0015212     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0015213     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0015214     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0015215     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0015216     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0015217     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0015218     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0015219     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0015220     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0015221     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0015222     VOLUME   267378.555 4048079.064 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEAABB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 1.01E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267870.14, 4047993.16, 0.00, 1.83, 3.37
** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
** ----------------------------------------------------------------------
   LOCATION L0015525     VOLUME   267871.267 4047991.718 0.0
   LOCATION L0015526     VOLUME   267875.726 4047986.011 0.0
   LOCATION L0015527     VOLUME   267880.184 4047980.305 0.0
   LOCATION L0015528     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0015529     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0015530     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0015531     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0015532     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0015533     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0015534     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0015535     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0015536     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0015537     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0015538     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0015539     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0015540     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0015541     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0015542     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0015543     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0015544     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0015545     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0015546     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0015547     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0015548     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0015549     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0015550     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0015551     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0015552     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0015553     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0015554     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0015555     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0015556     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0015557     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0015558     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0015559     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0015560     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0015561     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0015562     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0015563     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0015564     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0015565     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0015566     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0015567     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0015568     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0015569     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0015570     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0015571     VOLUME   267829.170 4047785.091 0.0
   LOCATION L0015572     VOLUME   267821.928 4047785.091 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEVWXY
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** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 3.06E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267862.24, 4047998.43, 0.00, 1.83, 3.37
** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
** 267662.07, 4047845.67, 0.00, 1.83, 3.37
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   LOCATION L0015271     VOLUME   267860.531 4047997.776 0.0
   LOCATION L0015272     VOLUME   267853.764 4047995.198 0.0
   LOCATION L0015273     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0015274     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0015275     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0015276     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0015277     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0015278     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0015279     VOLUME   267806.884 4047976.789 0.0
   LOCATION L0015280     VOLUME   267806.291 4047969.573 0.0
   LOCATION L0015281     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0015282     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0015283     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0015284     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0015285     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0015286     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0015287     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0015288     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0015289     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0015290     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0015291     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0015292     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0015293     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0015294     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0015295     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0015296     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0015297     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0015298     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0015299     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0015300     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0015301     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0015302     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0015303     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0015304     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0015305     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0015306     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0015307     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0015308     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0015309     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0015310     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0015311     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0015312     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0015313     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0015314     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0015315     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0015316     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0015317     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0015318     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0015319     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0015320     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0015321     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0015322     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0015323     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0015324     VOLUME   267670.283 4047841.814 0.0
   LOCATION L0015325     VOLUME   267663.729 4047844.891 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINET
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 1.69E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267683.14, 4048172.26, 0.00, 1.83, 3.36
** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0015326     VOLUME   267681.730 4048171.095 0.0
   LOCATION L0015327     VOLUME   267676.144 4048166.506 0.0
   LOCATION L0015328     VOLUME   267670.558 4048161.917 0.0
   LOCATION L0015329     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0015330     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0015331     VOLUME   267653.798 4048148.151 0.0
   LOCATION L0015332     VOLUME   267648.212 4048143.562 0.0
   LOCATION L0015333     VOLUME   267642.626 4048138.973 0.0
   LOCATION L0015334     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0015335     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0015336     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0015337     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0015338     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0015339     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0015340     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0015341     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0015342     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0015343     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0015344     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0015345     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0015346     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0015347     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0015348     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0015349     VOLUME   267553.244 4048065.553 0.0
   LOCATION L0015350     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0015351     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0015352     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0015353     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0015354     VOLUME   267525.312 4048042.609 0.0
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   LOCATION L0015355     VOLUME   267519.726 4048038.020 0.0
   LOCATION L0015356     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0015357     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0015358     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0015359     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0015360     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0015361     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0015362     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0015363     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0015364     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0015365     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0015366     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0015367     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0015368     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0015369     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0015370     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0015371     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0015372     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0015373     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0015374     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0015375     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0015376     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0015377     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0015378     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0015379     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0015380     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0015381     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0015382     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0015383     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0015384     VOLUME   267560.543 4047899.462 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEA
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 1.48E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.13, 4048476.07, 0.00, 1.83, 3.28
** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0015385     VOLUME   267411.962 4048474.659 0.0
   LOCATION L0015386     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0015387     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0015388     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0015389     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0015390     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0015391     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0015392     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0015393     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0015394     VOLUME   267369.865 4048491.944 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINECDE
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 5.0E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.84, 4048476.07, 0.00, 1.83, 3.38
** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
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   LOCATION L0015395     VOLUME   267412.589 4048474.739 0.0
   LOCATION L0015396     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0015397     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0015398     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0015399     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0015400     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0015401     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0015402     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0015403     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0015404     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0015405     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0015406     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0015407     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0015408     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0015409     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0015410     VOLUME   267469.919 4048399.802 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEFG
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 5.66E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0015411     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0015412     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0015413     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0015414     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0015415     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0015416     VOLUME   267416.989 4048450.427 0.0
   LOCATION L0015417     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0015418     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0015419     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0015420     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0015421     VOLUME   267442.081 4048424.907 0.0
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   LOCATION L0015422     VOLUME   267447.099 4048419.803 0.0
   LOCATION L0015423     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0015424     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0015425     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0015426     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0015427     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0015428     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0015429     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0015430     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0015431     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0015432     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0015433     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0015434     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0015435     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0015436     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0015437     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0015438     VOLUME   267527.393 4048338.140 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINEIJ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 4.76E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0015439     VOLUME   267689.541 4048175.890 0.0
   LOCATION L0015440     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0015441     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0015442     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0015443     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0015444     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0015445     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0015446     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0015447     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0015448     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0015449     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0015450     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0015451     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0015452     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0015453     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0015454     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0015455     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0015456     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0015457     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0015458     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0015459     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0015460     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0015461     VOLUME   267574.505 4048283.911 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINENO
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 2.32E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.72, 4048177.51, 0.00, 1.83, 3.37
** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0015462     VOLUME   267687.416 4048178.790 0.0
   LOCATION L0015463     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0015464     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0015465     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0015466     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0015467     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0015468     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0015469     VOLUME   267651.271 4048214.265 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEQ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 9.81E-08
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
** ------------------------------------------------------------------------
   LOCATION L0015470     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0015471     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0015472     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0015473     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0015474     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0015475     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0015476     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0015477     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0015478     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0015479     VOLUME   267735.150 4048128.078 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINERU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 5.77E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.25, 4048180.33, 0.00, 1.83, 3.37
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** 267814.74, 4048045.59, 0.00, 1.83, 3.37
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   LOCATION L0015480     VOLUME   267689.497 4048179.000 0.0
   LOCATION L0015481     VOLUME   267694.457 4048173.717 0.0
   LOCATION L0015482     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0015483     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0015484     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0015485     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0015486     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0015487     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0015488     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0015489     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0015490     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0015491     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0015492     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0015493     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0015494     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0015495     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0015496     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0015497     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0015498     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0015499     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0015500     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0015501     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0015502     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0015503     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0015504     VOLUME   267808.524 4048052.211 0.0
   LOCATION L0015505     VOLUME   267813.484 4048046.928 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINELMP
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 5.34E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048176.21, 0.00, 1.83, 3.39
** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0015506     VOLUME   267689.578 4048175.053 0.0
   LOCATION L0015507     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0015508     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0015509     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0015510     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0015511     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0015512     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0015513     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0015514     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0015515     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0015516     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0015517     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0015518     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0015519     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0015520     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0015521     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0015522     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0015523     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0015524     VOLUME   267587.921 4048092.122 0.0
** End of Line Source
   LOCATION STCKA        POINT      267365.870  4048495.170          0.0
   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLPPQQRRTTUU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 3.04E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 6
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** 267448.23, 4047765.44, 0.00, 1.83, 3.38
** 267492.36, 4047682.46, 0.00, 1.83, 3.38
** 267490.55, 4047635.37, 0.00, 1.83, 3.38
** 267572.04, 4047622.70, 0.00, 1.83, 3.38
** 267603.22, 4047596.26, 0.00, 1.83, 3.38
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   LOCATION L0015574     VOLUME   267621.901 4047768.445 0.0
   LOCATION L0015575     VOLUME   267614.630 4047768.320 0.0
   LOCATION L0015576     VOLUME   267607.359 4047768.194 0.0
   LOCATION L0015577     VOLUME   267600.088 4047768.068 0.0
   LOCATION L0015578     VOLUME   267592.817 4047767.942 0.0
   LOCATION L0015579     VOLUME   267585.546 4047767.816 0.0
   LOCATION L0015580     VOLUME   267578.275 4047767.690 0.0
   LOCATION L0015581     VOLUME   267571.004 4047767.564 0.0
   LOCATION L0015582     VOLUME   267563.733 4047767.438 0.0
   LOCATION L0015583     VOLUME   267556.462 4047767.312 0.0
   LOCATION L0015584     VOLUME   267549.191 4047767.186 0.0
   LOCATION L0015585     VOLUME   267541.920 4047767.061 0.0
   LOCATION L0015586     VOLUME   267534.649 4047766.935 0.0
   LOCATION L0015587     VOLUME   267527.378 4047766.809 0.0
   LOCATION L0015588     VOLUME   267520.107 4047766.683 0.0
   LOCATION L0015589     VOLUME   267512.836 4047766.557 0.0
   LOCATION L0015590     VOLUME   267505.565 4047766.431 0.0
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   LOCATION L0015593     VOLUME   267483.753 4047766.053 0.0
   LOCATION L0015594     VOLUME   267476.482 4047765.928 0.0
   LOCATION L0015595     VOLUME   267469.211 4047765.802 0.0
   LOCATION L0015596     VOLUME   267461.940 4047765.676 0.0
   LOCATION L0015597     VOLUME   267454.669 4047765.550 0.0
   LOCATION L0015598     VOLUME   267448.617 4047764.706 0.0
   LOCATION L0015599     VOLUME   267452.032 4047758.285 0.0
   LOCATION L0015600     VOLUME   267455.446 4047751.865 0.0
   LOCATION L0015601     VOLUME   267458.861 4047745.445 0.0
   LOCATION L0015602     VOLUME   267462.276 4047739.024 0.0
   LOCATION L0015603     VOLUME   267465.691 4047732.604 0.0
   LOCATION L0015604     VOLUME   267469.106 4047726.183 0.0
   LOCATION L0015605     VOLUME   267472.521 4047719.763 0.0
   LOCATION L0015606     VOLUME   267475.935 4047713.342 0.0
   LOCATION L0015607     VOLUME   267479.350 4047706.922 0.0
   LOCATION L0015608     VOLUME   267482.765 4047700.502 0.0
   LOCATION L0015609     VOLUME   267486.180 4047694.081 0.0
   LOCATION L0015610     VOLUME   267489.595 4047687.661 0.0
   LOCATION L0015611     VOLUME   267492.310 4047681.080 0.0
   LOCATION L0015612     VOLUME   267492.030 4047673.813 0.0
   LOCATION L0015613     VOLUME   267491.751 4047666.547 0.0
   LOCATION L0015614     VOLUME   267491.471 4047659.280 0.0
   LOCATION L0015615     VOLUME   267491.192 4047652.013 0.0
   LOCATION L0015616     VOLUME   267490.912 4047644.747 0.0
   LOCATION L0015617     VOLUME   267490.633 4047637.480 0.0
   LOCATION L0015618     VOLUME   267495.654 4047634.579 0.0
   LOCATION L0015619     VOLUME   267502.840 4047633.462 0.0
   LOCATION L0015620     VOLUME   267510.025 4047632.344 0.0
   LOCATION L0015621     VOLUME   267517.211 4047631.226 0.0
   LOCATION L0015622     VOLUME   267524.397 4047630.108 0.0
   LOCATION L0015623     VOLUME   267531.582 4047628.991 0.0
   LOCATION L0015624     VOLUME   267538.768 4047627.873 0.0
   LOCATION L0015625     VOLUME   267545.954 4047626.755 0.0
   LOCATION L0015626     VOLUME   267553.139 4047625.637 0.0
   LOCATION L0015627     VOLUME   267560.325 4047624.519 0.0
   LOCATION L0015628     VOLUME   267567.511 4047623.402 0.0
   LOCATION L0015629     VOLUME   267574.091 4047620.960 0.0
   LOCATION L0015630     VOLUME   267579.638 4047616.257 0.0
   LOCATION L0015631     VOLUME   267585.184 4047611.554 0.0
   LOCATION L0015632     VOLUME   267590.731 4047606.851 0.0
   LOCATION L0015633     VOLUME   267596.277 4047602.148 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEAUTO
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 9.83E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 8
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** 267445.76, 4047768.52, 0.00, 1.83, 3.39
** 267488.74, 4047680.65, 0.00, 1.83, 3.39
** 267490.55, 4047637.18, 0.00, 1.83, 3.39
** 267568.42, 4047624.51, 0.00, 1.83, 3.39
** 267680.70, 4047539.39, 0.00, 1.83, 3.39
** 267789.35, 4047430.74, 0.00, 1.83, 3.39
** 267790.94, 4047218.20, 0.00, 1.83, 3.39
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   LOCATION L0015636     VOLUME   267630.588 4047769.048 0.0
   LOCATION L0015637     VOLUME   267623.305 4047769.027 0.0
   LOCATION L0015638     VOLUME   267616.023 4047769.006 0.0
   LOCATION L0015639     VOLUME   267608.740 4047768.986 0.0
   LOCATION L0015640     VOLUME   267601.458 4047768.965 0.0
   LOCATION L0015641     VOLUME   267594.175 4047768.945 0.0
   LOCATION L0015642     VOLUME   267586.892 4047768.924 0.0
   LOCATION L0015643     VOLUME   267579.610 4047768.903 0.0
   LOCATION L0015644     VOLUME   267572.327 4047768.883 0.0
   LOCATION L0015645     VOLUME   267565.045 4047768.862 0.0
   LOCATION L0015646     VOLUME   267557.762 4047768.841 0.0
   LOCATION L0015647     VOLUME   267550.480 4047768.821 0.0
   LOCATION L0015648     VOLUME   267543.197 4047768.800 0.0
   LOCATION L0015649     VOLUME   267535.915 4047768.779 0.0
   LOCATION L0015650     VOLUME   267528.632 4047768.759 0.0
   LOCATION L0015651     VOLUME   267521.350 4047768.738 0.0
   LOCATION L0015652     VOLUME   267514.067 4047768.717 0.0
   LOCATION L0015653     VOLUME   267506.785 4047768.697 0.0
   LOCATION L0015654     VOLUME   267499.502 4047768.676 0.0
   LOCATION L0015655     VOLUME   267492.220 4047768.655 0.0
   LOCATION L0015656     VOLUME   267484.937 4047768.635 0.0
   LOCATION L0015657     VOLUME   267477.655 4047768.614 0.0
   LOCATION L0015658     VOLUME   267470.372 4047768.594 0.0
   LOCATION L0015659     VOLUME   267463.090 4047768.573 0.0
   LOCATION L0015660     VOLUME   267455.807 4047768.552 0.0
   LOCATION L0015661     VOLUME   267448.525 4047768.532 0.0
   LOCATION L0015662     VOLUME   267447.740 4047764.468 0.0
   LOCATION L0015663     VOLUME   267450.940 4047757.926 0.0
   LOCATION L0015664     VOLUME   267454.140 4047751.385 0.0
   LOCATION L0015665     VOLUME   267457.340 4047744.843 0.0
   LOCATION L0015666     VOLUME   267460.540 4047738.301 0.0
   LOCATION L0015667     VOLUME   267463.740 4047731.759 0.0
   LOCATION L0015668     VOLUME   267466.940 4047725.217 0.0
   LOCATION L0015669     VOLUME   267470.139 4047718.675 0.0
   LOCATION L0015670     VOLUME   267473.339 4047712.133 0.0
   LOCATION L0015671     VOLUME   267476.539 4047705.591 0.0
   LOCATION L0015672     VOLUME   267479.739 4047699.050 0.0
   LOCATION L0015673     VOLUME   267482.939 4047692.508 0.0
   LOCATION L0015674     VOLUME   267486.139 4047685.966 0.0
   LOCATION L0015675     VOLUME   267488.797 4047679.287 0.0
   LOCATION L0015676     VOLUME   267489.101 4047672.010 0.0
   LOCATION L0015677     VOLUME   267489.404 4047664.734 0.0
   LOCATION L0015678     VOLUME   267489.707 4047657.458 0.0
   LOCATION L0015679     VOLUME   267490.010 4047650.182 0.0
   LOCATION L0015680     VOLUME   267490.313 4047642.906 0.0
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   LOCATION L0015682     VOLUME   267499.275 4047635.764 0.0
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   LOCATION LO015685     VOLUME   267520.839 4047632.253 0.0
   LOCATION LO015686     VOLUME   267528.027 4047631.083 0.0
   LOCATION LO015687     VOLUME   267535.215 4047629.913 0.0
   LOCATION LO015688     VOLUME   267542.403 4047628.743 0.0
   LOCATION LO015689     VOLUME   267549.591 4047627.573 0.0
   LOCATION LO015690     VOLUME   267556.779 4047626.403 0.0
   LOCATION LO015691     VOLUME   267563.967 4047625.233 0.0
   LOCATION LO015692     VOLUME   267570.628 4047622.834 0.0
   LOCATION LO015693     VOLUME   267576.432 4047618.435 0.0
   LOCATION LO015694     VOLUME   267582.235 4047614.036 0.0
   LOCATION LO015695     VOLUME   267588.039 4047609.636 0.0
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   LOCATION LO015697     VOLUME   267599.646 4047600.837 0.0
   LOCATION LO015698     VOLUME   267605.449 4047596.438 0.0
   LOCATION LO015699     VOLUME   267611.253 4047592.039 0.0
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   LOCATION LO015701     VOLUME   267622.860 4047583.240 0.0
   LOCATION LO015702     VOLUME   267628.663 4047578.840 0.0
   LOCATION LO015703     VOLUME   267634.467 4047574.441 0.0
   LOCATION LO015704     VOLUME   267640.270 4047570.041 0.0
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   LOCATION LO015707     VOLUME   267657.681 4047556.843 0.0
   LOCATION LO015708     VOLUME   267663.484 4047552.444 0.0
   LOCATION LO015709     VOLUME   267669.288 4047548.044 0.0
   LOCATION LO015710     VOLUME   267675.091 4047543.645 0.0
   LOCATION LO015711     VOLUME   267680.872 4047539.220 0.0
   LOCATION LO015712     VOLUME   267686.022 4047534.071 0.0
   LOCATION LO015713     VOLUME   267691.171 4047528.921 0.0
   LOCATION LO015714     VOLUME   267696.321 4047523.772 0.0
   LOCATION LO015715     VOLUME   267701.471 4047518.622 0.0
   LOCATION LO015716     VOLUME   267706.620 4047513.472 0.0
   LOCATION LO015717     VOLUME   267711.770 4047508.323 0.0
   LOCATION LO015718     VOLUME   267716.919 4047503.173 0.0
   LOCATION LO015719     VOLUME   267722.069 4047498.024 0.0
   LOCATION LO015720     VOLUME   267727.218 4047492.874 0.0
   LOCATION LO015721     VOLUME   267732.368 4047487.725 0.0
   LOCATION LO015722     VOLUME   267737.517 4047482.575 0.0
   LOCATION LO015723     VOLUME   267742.667 4047477.426 0.0
   LOCATION LO015724     VOLUME   267747.816 4047472.276 0.0
   LOCATION LO015725     VOLUME   267752.966 4047467.127 0.0
   LOCATION LO015726     VOLUME   267758.115 4047461.977 0.0
   LOCATION LO015727     VOLUME   267763.265 4047456.828 0.0
   LOCATION LO015728     VOLUME   267768.414 4047451.678 0.0
   LOCATION LO015729     VOLUME   267773.564 4047446.528 0.0
   LOCATION LO015730     VOLUME   267778.714 4047441.379 0.0
   LOCATION LO015731     VOLUME   267783.863 4047436.229 0.0
   LOCATION LO015732     VOLUME   267789.013 4047431.080 0.0
   LOCATION LO015733     VOLUME   267789.404 4047423.939 0.0
   LOCATION LO015734     VOLUME   267789.458 4047416.656 0.0
   LOCATION LO015735     VOLUME   267789.513 4047409.374 0.0
   LOCATION LO015736     VOLUME   267789.567 4047402.092 0.0
   LOCATION LO015737     VOLUME   267789.622 4047394.809 0.0
   LOCATION LO015738     VOLUME   267789.676 4047387.527 0.0
   LOCATION LO015739     VOLUME   267789.730 4047380.245 0.0
   LOCATION LO015740     VOLUME   267789.785 4047372.962 0.0
   LOCATION LO015741     VOLUME   267789.839 4047365.680 0.0
   LOCATION LO015742     VOLUME   267789.894 4047358.397 0.0
   LOCATION LO015743     VOLUME   267789.948 4047351.115 0.0
   LOCATION LO015744     VOLUME   267790.003 4047343.833 0.0
   LOCATION LO015745     VOLUME   267790.057 4047336.550 0.0
   LOCATION LO015746     VOLUME   267790.111 4047329.268 0.0
   LOCATION LO015747     VOLUME   267790.166 4047321.986 0.0
   LOCATION LO015748     VOLUME   267790.220 4047314.703 0.0
   LOCATION LO015749     VOLUME   267790.275 4047307.421 0.0
   LOCATION LO015750     VOLUME   267790.329 4047300.139 0.0
   LOCATION LO015751     VOLUME   267790.384 4047292.856 0.0
   LOCATION LO015752     VOLUME   267790.438 4047285.574 0.0
   LOCATION LO015753     VOLUME   267790.493 4047278.292 0.0
   LOCATION LO015754     VOLUME   267790.547 4047271.009 0.0
   LOCATION LO015755     VOLUME   267790.601 4047263.727 0.0
   LOCATION LO015756     VOLUME   267790.656 4047256.445 0.0
   LOCATION LO015757     VOLUME   267790.710 4047249.162 0.0
   LOCATION LO015758     VOLUME   267790.765 4047241.880 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLINEHOTL
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 3.82E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 8
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** 267490.55, 4047638.99, 0.00, 1.83, 3.39
** 267579.29, 4047619.07, 0.00, 1.83, 3.39
** 267693.37, 4047526.72, 0.00, 1.83, 3.39
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   LOCATION LO015765     VOLUME   267612.362 4047768.271 0.0
   LOCATION LO015766     VOLUME   267605.066 4047768.049 0.0
   LOCATION LO015767     VOLUME   267597.770 4047767.827 0.0
   LOCATION LO015768     VOLUME   267590.474 4047767.604 0.0
   LOCATION LO015769     VOLUME   267583.178 4047767.382 0.0
   LOCATION LO015770     VOLUME   267575.882 4047767.160 0.0
   LOCATION LO015771     VOLUME   267568.586 4047766.938 0.0
   LOCATION LO015772     VOLUME   267561.291 4047766.715 0.0
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   LOCATION L0015778     VOLUME   267517.516 4047765.382 0.0
   LOCATION L0015779     VOLUME   267510.220 4047765.159 0.0
   LOCATION L0015780     VOLUME   267502.924 4047764.937 0.0
   LOCATION L0015781     VOLUME   267495.628 4047764.715 0.0
   LOCATION L0015782     VOLUME   267488.332 4047764.492 0.0
   LOCATION L0015783     VOLUME   267481.036 4047764.270 0.0
   LOCATION L0015784     VOLUME   267473.741 4047764.048 0.0
   LOCATION L0015785     VOLUME   267466.445 4047763.826 0.0
   LOCATION L0015786     VOLUME   267459.149 4047763.603 0.0
   LOCATION L0015787     VOLUME   267451.853 4047763.381 0.0
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   LOCATION L0015791     VOLUME   267459.432 4047740.344 0.0
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   LOCATION L0015793     VOLUME   267465.860 4047727.237 0.0
   LOCATION L0015794     VOLUME   267469.073 4047720.683 0.0
   LOCATION L0015795     VOLUME   267472.287 4047714.130 0.0
   LOCATION L0015796     VOLUME   267475.501 4047707.576 0.0
   LOCATION L0015797     VOLUME   267478.714 4047701.022 0.0
   LOCATION L0015798     VOLUME   267481.928 4047694.468 0.0
   LOCATION L0015799     VOLUME   267485.142 4047687.915 0.0
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   LOCATION L0015801     VOLUME   267487.770 4047673.765 0.0
   LOCATION L0015802     VOLUME   267488.352 4047666.489 0.0
   LOCATION L0015803     VOLUME   267488.934 4047659.213 0.0
   LOCATION L0015804     VOLUME   267489.516 4047651.937 0.0
   LOCATION L0015805     VOLUME   267490.098 4047644.661 0.0
   LOCATION L0015806     VOLUME   267492.128 4047638.641 0.0
   LOCATION L0015807     VOLUME   267499.250 4047637.042 0.0
   LOCATION L0015808     VOLUME   267506.372 4047635.443 0.0
   LOCATION L0015809     VOLUME   267513.494 4047633.845 0.0
   LOCATION L0015810     VOLUME   267520.616 4047632.246 0.0
   LOCATION L0015811     VOLUME   267527.738 4047630.647 0.0
   LOCATION L0015812     VOLUME   267534.860 4047629.048 0.0
   LOCATION L0015813     VOLUME   267541.982 4047627.449 0.0
   LOCATION L0015814     VOLUME   267549.104 4047625.851 0.0
   LOCATION L0015815     VOLUME   267556.226 4047624.252 0.0
   LOCATION L0015816     VOLUME   267563.348 4047622.653 0.0
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   LOCATION L0015819     VOLUME   267583.610 4047615.575 0.0
   LOCATION L0015820     VOLUME   267589.283 4047610.983 0.0
   LOCATION L0015821     VOLUME   267594.956 4047606.390 0.0
   LOCATION L0015822     VOLUME   267600.629 4047601.797 0.0
   LOCATION L0015823     VOLUME   267606.303 4047597.205 0.0
   LOCATION L0015824     VOLUME   267611.976 4047592.612 0.0
   LOCATION L0015825     VOLUME   267617.649 4047588.019 0.0
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   LOCATION L0015829     VOLUME   267640.342 4047569.649 0.0
   LOCATION L0015830     VOLUME   267646.016 4047565.056 0.0
   LOCATION L0015831     VOLUME   267651.689 4047560.463 0.0
   LOCATION L0015832     VOLUME   267657.362 4047555.871 0.0
   LOCATION L0015833     VOLUME   267663.036 4047551.278 0.0
   LOCATION L0015834     VOLUME   267668.709 4047546.685 0.0
   LOCATION L0015835     VOLUME   267674.382 4047542.093 0.0
   LOCATION L0015836     VOLUME   267680.056 4047537.500 0.0
   LOCATION L0015837     VOLUME   267685.729 4047532.907 0.0
   LOCATION L0015838     VOLUME   267691.402 4047528.315 0.0
   LOCATION L0015839     VOLUME   267696.831 4047523.443 0.0
   LOCATION L0015840     VOLUME   267702.130 4047518.423 0.0
   LOCATION L0015841     VOLUME   267707.429 4047513.403 0.0
   LOCATION L0015842     VOLUME   267712.728 4047508.383 0.0
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   LOCATION L0015844     VOLUME   267723.326 4047498.343 0.0
   LOCATION L0015845     VOLUME   267728.625 4047493.323 0.0
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   LOCATION L0015851     VOLUME   267760.418 4047463.203 0.0
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   LOCATION L0015858     VOLUME   267797.510 4047428.063 0.0
   LOCATION L0015859     VOLUME   267802.809 4047423.043 0.0
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   LOCATION L0015861     VOLUME   267813.407 4047413.003 0.0
   LOCATION L0015862     VOLUME   267818.706 4047407.983 0.0
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   LOCATION L0015864     VOLUME   267829.303 4047397.943 0.0
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** Line Source represented by Separated Volume Sources
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** Elevated
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   LOCATION L0015894     VOLUME   267479.231 4047708.513 0.0
   LOCATION L0015895     VOLUME   267482.906 4047702.233 0.0
   LOCATION L0015896     VOLUME   267486.582 4047695.954 0.0
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   LOCATION L0015906     VOLUME   267498.501 4047636.148 0.0
   LOCATION L0015907     VOLUME   267505.617 4047634.634 0.0
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   LOCATION L0015917     VOLUME   267575.302 4047616.505 0.0
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   LOCATION L0015935     VOLUME   267674.399 4047530.872 0.0
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   LOCATION L0015962     VOLUME   267823.045 4047402.422 0.0
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   LOCATION L0015977     VOLUME   267903.662 4047330.070 0.0
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   LOCATION L0015985     VOLUME   267908.127 4047272.032 0.0
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   LOCATION L0015991     VOLUME   267920.990 4047238.521 0.0
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   LOCATION L0015994     VOLUME   267942.811 4047237.969 0.0
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   LOCATION L0015998     VOLUME   267971.907 4047237.232 0.0
   LOCATION L0015999     VOLUME   267979.180 4047237.048 0.0
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   LOCATION L0016001     VOLUME   267993.728 4047236.680 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
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** Nodes = 7
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   LOCATION L0016013     VOLUME   267617.526 4047767.256 0.0
   LOCATION L0016014     VOLUME   267610.274 4047767.294 0.0
   LOCATION L0016015     VOLUME   267603.022 4047767.333 0.0
   LOCATION L0016016     VOLUME   267595.770 4047767.372 0.0
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   LOCATION L0016026     VOLUME   267523.249 4047767.757 0.0
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   LOCATION L0016029     VOLUME   267501.493 4047767.873 0.0
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   LOCATION L0016033     VOLUME   267472.485 4047768.028 0.0
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** End of Line Source
** Line Source represened by Separated Volume Sources
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   LOCATION L0016102     VOLUME   267615.326 4047767.967 0.0
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** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
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** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** Line Source represented by Separated Volume Sources
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** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 7.76E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
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SRCPARAM L0015349     2.8644E-08      1.83      3.36      0.43
SRCPARAM L0015350     2.8644E-08      1.83      3.36      0.43
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SRCPARAM L0015358     2.8644E-08      1.83      3.36      0.43
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SRCPARAM L0015361     2.8644E-08      1.83      3.36      0.43
SRCPARAM L0015362     2.8644E-08      1.83      3.36      0.43
SRCPARAM L0015363     2.8644E-08      1.83      3.36      0.43
SRCPARAM L0015364     2.8644E-08      1.83      3.36      0.43
SRCPARAM L0015365     2.8644E-08      1.83      3.36      0.43
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SRCPARAM L0015412     2.0214E-07      1.83      3.33      0.43
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SRCPARAM L0015415     2.0214E-07      1.83      3.33      0.43
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SRCPARAM L0015467       2.9E-08      1.83      3.37      0.43
SRCPARAM L0015468       2.9E-08      1.83      3.37      0.43
SRCPARAM L0015469       2.9E-08      1.83      3.37      0.43
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SRCPARAM L0015511     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015512     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015513     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015514     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015515     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015516     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015517     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015518     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015519     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015520     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015521     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015522     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015523     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015524     2.8105E-08      1.83      3.39      0.43
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SRCPARAM STCKB          1.9E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKCDE      0.0000137     3.658   366.483  51.70000     0.100
SRCPARAM STCKFG        9.11E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKH         3.04E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKIJ        9.11E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKK         1.14E-06     3.658   366.483  51.70000     0.100
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SRCPARAM STCKNO        6.83E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKQ         4.56E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKRU        9.11E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKT         2.28E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKVWXY      4.57E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKAABB      9.11E-06     3.658   366.483  51.70000     0.100
SRCPARAM LOT1          3.89E-09     0.305        16
AREAVERT LOT1        267120.418 4048530.358 267120.418 4048476.500
AREAVERT LOT1        267234.599 4048480.808 267225.878 4048327.828
AREAVERT LOT1        267133.275 4048331.147 267187.387 4048271.152
AREAVERT LOT1        267290.898 4048359.256 267549.134 4048056.401
AREAVERT LOT1        267788.267 4047916.369 267822.736 4047864.664
AREAVERT LOT1        267921.836 4047868.973 267923.991 4047905.597
AREAVERT LOT1        267867.978 4048000.388 267805.981 4048005.228
AREAVERT LOT1        267292.480 4048479.277 267316.464 4048538.976
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SRCPARAM L0015574     4.9032E-08      1.83      3.38      0.43
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SRCPARAM L0015578     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015579     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015580     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015581     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015582     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015583     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015584     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015585     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015586     4.9032E-08      1.83      3.38      0.43
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SRCPARAM L0015630     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015631     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015632     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015633     4.9032E-08      1.83      3.38      0.43
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| SRCPARAM | L0016217 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
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SRCPARAM L0016529     4.1058E-08      1.83      3.39      0.43
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SRCPARAM L0016613     4.1058E-08      1.83      3.39      0.43
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SRCPARAM L0016623     4.1058E-08      1.83      3.39      0.43
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SRCPARAM L0016627     4.1058E-08      1.83      3.39      0.43
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SRCPARAM L0016629     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016630     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016631     4.1058E-08      1.83      3.39      0.43
SRCPARAM LOT2          9.41E-09     0.914        28
AREAVERT LOT2         267198.009 4047680.191 267187.981 4047517.242
AREAVERT LOT2         267115.281 4047509.722 267115.281 4047432.008
AREAVERT LOT2         267333.381 4047426.994 267333.381 4047299.142
AREAVERT LOT2         267205.529 4047296.635 267208.036 4047196.360
AREAVERT LOT2         267112.774 4047201.373 267125.309 4047128.673
AREAVERT LOT2         267275.722 4047131.180 267278.229 4047020.877
AREAVERT LOT2         267381.012 4047023.384 267328.367 4047143.715
AREAVERT LOT2         267318.340 4047218.922 267238.119 4047223.935
AREAVERT LOT2         267235.612 4047281.594 267388.533 4047281.594
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   AREAVERT LOT2         267396.053 4047366.828 267358.450 4047369.335
   AREAVERT LOT2         267358.450 4047527.270 267498.891 4047520.981
   AREAVERT LOT2         267504.640 4047452.832 267669.305 4047452.063
   AREAVERT LOT2         267637.423 4047538.123 267476.274 4047617.518
   AREAVERT LOT2         267293.271 4047564.873 267295.777 4047680.191
   SRCPARAM STCKCC1       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC2       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC3       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC4       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC5       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP1       4.65E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP2       4.65E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP3       4.65E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP4       4.65E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM1       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM2       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM3       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM4       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM5       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM6       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM7       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKQM8       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM9       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM10      3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKHOT1      5.31E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKHOT2      5.31E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKWP1       5.31E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAAA1      1.14E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKWW1        1.9E-06     3.658   366.483  51.70000     0.100
   SRCPARAM BBBCCC1        1.9E-06     3.658   366.483  51.70000     0.100
   SRCPARAM BBBCCC2        1.9E-06     3.658   366.483  51.70000     0.100
   SRCPARAM DDDEEE1        1.9E-06     3.658   366.483  51.70000     0.100
   SRCPARAM DDDEEE2        1.9E-06     3.658   366.483  51.70000     0.100

** Building Downwash **
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14

   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           0.00     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKH           10.67    10.67    10.67     0.00     0.00    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH            0.00     0.00     0.00    10.67    10.67    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH            0.00     0.00     0.00    10.67    10.67    10.67

   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
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   BUILDHGT STCKK            0.00     0.00     0.00     0.00    10.67    10.67
   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK            0.00     0.00     0.00     0.00    10.67    10.67

   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67

   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ            0.00     0.00    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ            0.00     0.00    10.67    10.67    10.67    10.67

   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 |
| BUILDHGT STCKPP3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC1 | 12.19 | 12.19 | 12.19 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |

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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |

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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 42.45 | 41.56 | 39.41 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 30.35 | 31.43 | 31.56 | 30.73 | 28.96 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.82 |
| BUILDWID STCKPP3 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 84.29 | 88.54 | 90.10 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 71.04 | 76.25 | 79.14 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 167.07 | 187.10 |
| BUILDWID BBBCCC1 | 201.45 | 209.68 | 211.53 | 206.96 | 196.10 | 179.28 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC1 | 116.32 | 128.10 | 135.98 | 139.73 | 196.10 | 179.28 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |

P2_PM10

| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 27.36 | 32.58 | 36.82 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 31.48 | 31.54 | 30.65 | 28.83 | 26.13 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.41 |
| BUILDLEN STCKPP3 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |

P2_PM10

| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN STCKHOT1 | 69.73 | 62.25 | 61.36 | 61.67 | 60.11 | 56.72 |
| BUILDLEN STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN STCKHOT1 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.15 |
| BUILDLEN STCKHOT2 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.14 |
| BUILDLEN STCKHOT2 | 76.25 | 71.04 | 63.67 | 54.37 | 43.41 | 31.14 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 206.96 | 211.53 |
| BUILDLEN BBBCCC1 | 209.68 | 201.45 | 187.10 | 167.07 | 141.96 | 112.54 |
| BUILDLEN BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN BBBCCC1 | 149.27 | 141.48 | 129.40 | 113.38 | 141.96 | 112.54 |

| | | | | | P2_PM10 | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKCC1 | -42.37 | -53.67 | -63.34 | -71.08 | -76.66 | -79.92 |
| XBADJ | STCKCC1 | -80.74 | -79.11 | -77.70 | -109.97 | -138.91 | -163.62 |
| XBADJ | STCKCC1 | -183.36 | -197.53 | -205.70 | -207.62 | -203.23 | -193.97 |
| XBADJ | STCKCC1 | -222.30 | -243.87 | -258.03 | -264.35 | -262.64 | -252.95 |
| XBADJ | STCKCC1 | -235.57 | -211.04 | -181.40 | -168.59 | -150.66 | -128.16 |
| XBADJ | STCKCC1 | -101.76 | -72.26 | -40.57 | -21.91 | -24.26 | -29.79 |
| XBADJ | STCKCC2 | -110.77 | -119.79 | -125.16 | -126.74 | -124.46 | -118.40 |
| XBADJ | STCKCC2 | -108.74 | -95.78 | -82.53 | -102.82 | -119.98 | -133.50 |
| XBADJ | STCKCC2 | -142.97 | -148.08 | -148.70 | -144.81 | -136.51 | -125.37 |
| XBADJ | STCKCC2 | -153.90 | -177.75 | -196.20 | -208.69 | -214.84 | -214.46 |
| XBADJ | STCKCC2 | -207.57 | -194.37 | -176.57 | -175.75 | -169.59 | -158.27 |
| XBADJ | STCKCC2 | -142.15 | -121.71 | -97.57 | -84.72 | -90.98 | -98.39 |
| XBADJ | STCKCC3 | -163.11 | -170.43 | -172.57 | -169.47 | -161.22 | -148.07 |
| XBADJ | STCKCC3 | -130.42 | -108.81 | -86.51 | -97.63 | -105.79 | -110.73 |
| XBADJ | STCKCC3 | -112.31 | -110.47 | -105.28 | -96.89 | -85.55 | -72.93 |
| XBADJ | STCKCC3 | -101.56 | -127.11 | -148.80 | -165.96 | -178.09 | -184.80 |
| XBADJ | STCKCC3 | -185.89 | -181.34 | -172.59 | -180.94 | -183.78 | -181.05 |
| XBADJ | STCKCC3 | -172.81 | -159.32 | -140.99 | -132.63 | -141.93 | -150.83 |
| XBADJ | STCKCC4 | -176.55 | -199.50 | -216.39 | -226.71 | -230.13 | -226.57 |
| XBADJ | STCKCC4 | -216.12 | -199.11 | -178.66 | -188.83 | -193.27 | -191.83 |
| XBADJ | STCKCC4 | -184.57 | -171.70 | -153.61 | -130.85 | -104.12 | -75.53 |
| XBADJ | STCKCC4 | -88.12 | -98.04 | -104.98 | -108.72 | -109.17 | -106.29 |
| XBADJ | STCKCC4 | -100.19 | -91.04 | -80.44 | -89.73 | -96.30 | -99.94 |
| XBADJ | STCKCC4 | -100.55 | -98.10 | -92.67 | -98.67 | -123.37 | -148.23 |
| XBADJ | STCKCC5 | -124.85 | -150.93 | -172.43 | -188.69 | -199.22 | -203.69 |
| XBADJ | STCKCC5 | -201.97 | -194.12 | -182.99 | -202.35 | -215.56 | -222.21 |
| XBADJ | STCKCC5 | -222.12 | -215.28 | -201.90 | -182.38 | -157.32 | -128.79 |
| XBADJ | STCKCC5 | -139.82 | -146.61 | -148.94 | -146.74 | -140.08 | -129.17 |
| XBADJ | STCKCC5 | -114.34 | -96.03 | -76.11 | -76.22 | -74.02 | -69.56 |
| XBADJ | STCKCC5 | -63.00 | -54.51 | -44.38 | -47.14 | -70.16 | -94.97 |
| XBADJ | STCKPP1 | -10.23 | -11.38 | -12.17 | -12.60 | -14.34 | -19.58 |
| XBADJ | STCKPP1 | -24.22 | -28.13 | -31.18 | -33.29 | -34.38 | -34.43 |
| XBADJ | STCKPP1 | -33.43 | -32.53 | -33.24 | -32.94 | -31.64 | -29.38 |
| XBADJ | STCKPP1 | -26.22 | -22.27 | -17.64 | -12.48 | -8.63 | -8.45 |
| XBADJ | STCKPP1 | -8.02 | -7.34 | -6.44 | -5.34 | -4.08 | -2.70 |
| XBADJ | STCKPP1 | -1.24 | -0.85 | -3.03 | -5.12 | -7.06 | -8.78 |
| XBADJ | STCKPP2 | -35.64 | -35.71 | -34.70 | -32.63 | -30.27 | -33.27 |
| XBADJ | STCKPP2 | -35.26 | -36.18 | -36.00 | -34.73 | -32.40 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -9.28 | -4.93 |
| XBADJ | STCKPP2 | -0.43 | 4.09 | 8.48 | 12.61 | 15.67 | 11.97 |
| XBADJ | STCKPP2 | -65.14 | -67.62 | -68.04 | -66.39 | -62.73 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -32.28 | -34.48 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -65.10 |
| XBADJ | STCKPP3 | -66.21 | -65.32 | -62.43 | -57.65 | -51.81 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 5.34 | 6.61 | 7.68 | 7.11 | 4.22 | 1.19 |
| XBADJ | STCKPP4 | -1.87 | -4.87 | -7.73 | -82.64 | -81.66 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -22.93 | -27.42 | -31.07 | -33.78 | -35.46 |
| XBADJ | STCKPP4 | -36.06 | -35.57 | -34.00 | -32.80 | -32.72 | -31.64 |
| XBADJ | STCKPP4 | -29.61 | -26.67 | -22.92 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -2.55 | -0.93 | 0.72 | 2.35 | 3.90 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | P2_PM10 | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKHOT1 | -5.99 | -8.86 | -11.46 | -16.53 | -23.71 | -30.17 |
| XBADJ | STCKHOT1 | -35.71 | -40.17 | -43.41 | -45.33 | -45.87 | -45.02 |
| XBADJ | STCKHOT1 | -42.80 | -39.28 | -42.69 | -47.88 | -51.62 | -53.78 |
| XBADJ | STCKHOT1 | -54.31 | -53.19 | -50.45 | -46.19 | -44.60 | -47.30 |
| XBADJ | STCKHOT1 | -48.57 | -48.37 | -46.69 | -43.59 | -39.17 | -33.56 |
| XBADJ | STCKHOT1 | -26.93 | -22.97 | -18.66 | -104.83 | -96.50 | -85.25 |
| XBADJ | STCKHOT2 | -41.74 | -47.10 | -51.03 | -53.41 | -54.17 | -53.28 |
| XBADJ | STCKHOT2 | -50.77 | -46.72 | -41.25 | -39.93 | -37.40 | -33.74 |
| XBADJ | STCKHOT2 | -105.75 | -103.47 | -106.17 | -10.38 | -3.25 | 3.97 |
| XBADJ | STCKHOT2 | -1.67 | -7.27 | -12.64 | -17.63 | -22.08 | -25.87 |
| XBADJ | STCKHOT2 | -28.86 | -30.98 | -32.16 | -37.77 | -42.23 | -45.41 |
| XBADJ | STCKHOT2 | -47.20 | -47.57 | -46.49 | -43.99 | -40.16 | -35.11 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAAA1 | 0.14 | -6.61 | -13.16 | -19.31 | -24.87 | -29.68 |
| XBADJ | STCKAAA1 | -33.58 | -36.46 | 0.00 | -48.62 | -57.53 | -64.69 |
| XBADJ | STCKAAA1 | -69.89 | -72.96 | -73.81 | -72.42 | -68.83 | -63.15 |
| XBADJ | STCKAAA1 | -72.14 | -78.93 | -83.33 | -85.19 | -84.47 | -81.18 |
| XBADJ | STCKAAA1 | -75.42 | -67.38 | 0.00 | -55.22 | -51.47 | -46.17 |
| XBADJ | STCKAAA1 | -39.46 | -31.55 | -22.68 | -13.13 | -3.17 | 6.88 |
| XBADJ | STCKWW1 | -3.59 | -16.69 | -29.29 | -40.99 | -51.45 | -60.35 |
| XBADJ | STCKWW1 | -67.41 | -72.43 | 0.00 | -96.90 | -115.62 | -130.82 |
| XBADJ | STCKWW1 | -142.05 | -148.96 | -151.35 | -149.13 | -142.39 | -131.32 |
| XBADJ | STCKWW1 | -134.21 | -133.02 | -127.80 | -118.69 | -105.97 | -90.03 |
| XBADJ | STCKWW1 | -71.36 | -50.52 | 0.00 | -26.04 | -23.15 | -19.56 |
| XBADJ | STCKWW1 | -15.37 | -10.72 | -5.74 | -0.58 | 4.59 | 9.62 |
| XBADJ | BBBCCC1 | -2.46 | -16.89 | -30.81 | -43.79 | -55.45 | -65.41 |
| XBADJ | BBBCCC1 | -73.39 | -79.14 | 0.00 | 22.10 | -120.13 | -133.73 |
| XBADJ | BBBCCC1 | -143.28 | -148.47 | -149.14 | -145.29 | -137.02 | -124.59 |
| XBADJ | BBBCCC1 | -139.50 | -150.18 | -156.29 | -157.66 | -154.23 | -146.12 |
| XBADJ | BBBCCC1 | -133.57 | -116.95 | 0.00 | -167.26 | -176.40 | -180.17 |
| XBADJ | BBBCCC1 | -178.47 | -171.34 | -159.01 | -141.85 | -4.94 | 12.05 |
| XBADJ | BBBCCC2 | -74.23 | -70.47 | -78.85 | -84.83 | -88.24 | -88.97 |
| XBADJ | BBBCCC2 | -86.99 | -82.37 | 0.00 | -72.63 | -67.83 | -60.97 |
| XBADJ | BBBCCC2 | -52.25 | -41.95 | -30.38 | -17.88 | -4.84 | 8.35 |
| XBADJ | BBBCCC2 | -1.80 | -12.17 | -22.16 | -31.49 | -39.85 | -47.01 |
| XBADJ | BBBCCC2 | -52.74 | -56.86 | 0.00 | -72.54 | -83.31 | -91.56 |
| XBADJ | BBBCCC2 | -97.02 | -99.53 | -99.02 | -95.50 | -89.08 | -79.95 |
| XBADJ | DDDEEE1 | -109.27 | -106.88 | -101.24 | -105.60 | -110.36 | -111.78 |
| XBADJ | DDDEEE1 | -109.80 | -104.48 | 0.00 | -93.19 | -87.58 | -79.31 |
| XBADJ | DDDEEE1 | -68.64 | -55.88 | -41.42 | -25.70 | -9.20 | 6.94 |
| XBADJ | DDDEEE1 | -0.08 | -7.10 | -13.90 | -20.28 | -26.04 | -31.02 |
| XBADJ | DDDEEE1 | -35.04 | -38.01 | 0.00 | -59.85 | -76.44 | -90.71 |
| XBADJ | DDDEEE1 | -102.23 | -110.63 | -115.68 | -117.21 | -115.18 | -109.65 |
| XBADJ | DDDEEE2 | -61.10 | -51.44 | -40.22 | -27.78 | -14.49 | -0.76 |
| XBADJ | DDDEEE2 | 8.43 | -0.83 | -10.07 | -19.00 | -27.35 | -34.88 |
| XBADJ | DDDEEE2 | -41.34 | -46.54 | -50.34 | 0.00 | -63.42 | -70.61 |
| XBADJ | DDDEEE2 | -75.65 | -78.40 | -78.77 | -76.74 | -72.37 | -65.82 |
| XBADJ | DDDEEE2 | -61.82 | -74.13 | -84.20 | -91.71 | -96.43 | -98.22 |
| XBADJ | DDDEEE2 | -97.03 | -92.88 | -85.92 | 0.00 | -74.61 | -68.90 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |
| YBADJ | STCKFG | 0.00 | 30.79 | 29.46 | 27.23 | 24.17 | 20.38 |
| YBADJ | STCKH | -41.77 | -28.96 | -15.26 | 0.00 | 0.00 | 26.89 |
| YBADJ | STCKH | 39.86 | 51.63 | 61.83 | 70.15 | 76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | 71.25 | 63.25 | 53.32 |
| YBADJ | STCKH | 41.77 | 28.96 | 15.26 | 1.10 | -13.09 | -26.89 |
| YBADJ | STCKH | -39.86 | -51.63 | -61.83 | -70.15 | -76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | -71.25 | -63.25 | -53.32 |
| YBADJ | STCKIJ | -4.39 | -9.42 | -14.18 | -18.50 | -22.25 | -25.33 |
| YBADJ | STCKIJ | -27.65 | -29.12 | -29.71 | -29.39 | -28.18 | -26.12 |
| YBADJ | STCKIJ | -23.26 | -19.70 | -15.53 | -10.90 | -5.93 | -0.78 |
| YBADJ | STCKIJ | 4.39 | 9.42 | 14.18 | 18.50 | 22.25 | 25.33 |
| YBADJ | STCKIJ | 27.65 | 29.12 | 29.71 | 29.39 | 28.18 | 26.12 |
| YBADJ | STCKIJ | 23.26 | 19.70 | 15.53 | 10.90 | 5.93 | 0.78 |
| YBADJ | STCKK | -58.88 | -52.84 | -45.19 | -36.16 | -26.05 | -15.13 |
| YBADJ | STCKK | -3.76 | 7.72 | 18.98 | 29.65 | 39.42 | 48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 65.47 | 63.13 |
| YBADJ | STCKK | 58.88 | 52.84 | 45.19 | 36.16 | 26.05 | 15.13 |
| YBADJ | STCKK | 3.76 | -7.72 | -18.98 | -29.65 | -39.42 | -48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -65.47 | -63.13 |
| YBADJ | STCKLMP | -0.83 | 0.08 | 0.99 | 1.87 | 3.52 | 6.41 |
| YBADJ | STCKLMP | 9.09 | 11.50 | 13.57 | 15.03 | 12.81 | 10.20 |
| YBADJ | STCKLMP | 7.28 | 4.50 | 3.96 | 3.31 | 2.55 | 1.72 |
| YBADJ | STCKLMP | 0.83 | -0.08 | -0.99 | -1.87 | -3.52 | -6.41 |
| YBADJ | STCKLMP | -9.09 | -11.50 | -13.57 | -15.03 | -12.81 | -10.20 |
| YBADJ | STCKLMP | -7.28 | -4.50 | -3.96 | -3.31 | -2.55 | -1.71 |
| YBADJ | STCKNO | 11.13 | 6.84 | 2.35 | -2.22 | -6.72 | -11.01 |
| YBADJ | STCKNO | -14.97 | -18.48 | -21.42 | -23.71 | -25.29 | -26.09 |
| YBADJ | STCKNO | -26.10 | -25.32 | -23.77 | -21.50 | -18.57 | -15.08 |
| YBADJ | STCKNO | -11.13 | -6.84 | -2.35 | 2.22 | 6.72 | 11.01 |
| YBADJ | STCKNO | 14.97 | 18.48 | 21.42 | 23.71 | 25.29 | 26.09 |
| YBADJ | STCKNO | 26.10 | 25.32 | 23.77 | 21.50 | 18.57 | 15.08 |
| YBADJ | STCKQ | 11.99 | 8.13 | 4.02 | -0.22 | -4.44 | -8.53 |
| YBADJ | STCKQ | -12.36 | -15.82 | -18.79 | -21.20 | -22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | -22.81 | -20.98 | -18.52 | -15.49 |
| YBADJ | STCKQ | -11.99 | -8.13 | -4.02 | 0.22 | 4.44 | 8.53 |
| YBADJ | STCKQ | 12.36 | 15.82 | 18.79 | 21.20 | 22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | 22.81 | 20.98 | 18.52 | 15.49 |
| YBADJ | STCKRU | 10.35 | 8.73 | 6.84 | 4.75 | 2.52 | 0.21 |
| YBADJ | STCKRU | -2.12 | -4.37 | -6.50 | -8.42 | -10.09 | -11.45 |
| YBADJ | STCKRU | -12.47 | -13.11 | -13.34 | -13.18 | -12.61 | -11.65 |
| YBADJ | STCKRU | -10.35 | -8.73 | -6.84 | -4.75 | -2.52 | -0.21 |
| YBADJ | STCKRU | 2.12 | 4.37 | 6.50 | 8.42 | 10.09 | 11.45 |
| YBADJ | STCKRU | 12.47 | 13.11 | 13.34 | 13.18 | 12.61 | 11.65 |
| YBADJ | STCKT | 4.47 | 17.01 | 29.02 | 40.16 | 50.08 | 58.47 |
| YBADJ | STCKT | 65.09 | 69.73 | 72.25 | 72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | 52.72 | 43.23 | 32.42 | 20.62 | 8.20 |
| YBADJ | STCKT | -4.47 | -17.01 | -29.02 | -40.16 | -50.08 | -58.47 |
| YBADJ | STCKT | -65.09 | -69.73 | -72.25 | -72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | -52.72 | -43.23 | -32.42 | -20.62 | -8.20 |
| YBADJ | STCKVWXY | -42.06 | -32.05 | 0.00 | 0.00 | 2.49 | 14.33 |
| YBADJ | STCKVWXY | 25.73 | 36.35 | 45.87 | 53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | 66.93 | 63.43 | 57.99 | 50.80 |
| YBADJ | STCKVWXY | 42.06 | 32.05 | 21.06 | 9.43 | -2.49 | -14.33 |
| YBADJ | STCKVWXY | -25.73 | -36.35 | -45.87 | -53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | -66.93 | -63.43 | -57.99 | -50.80 |
| YBADJ | STCKAABB | -51.30 | -42.02 | -31.46 | -19.94 | -7.82 | 4.54 |
| YBADJ | STCKAABB | 16.76 | 28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 51.30 | 42.02 | 31.46 | 19.94 | 7.82 | -4.54 |
| YBADJ | STCKAABB | -16.76 | -28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKCC1 | -29.31 | -5.88 | 17.73 | 40.80 | 62.63 | 82.56 |
| YBADJ | STCKCC1 | 92.86 | 89.48 | 82.09 | 89.96 | 95.10 | 97.34 |
| YBADJ | STCKCC1 | 96.63 | 92.99 | 86.52 | 77.41 | 65.96 | 51.85 |
| YBADJ | STCKCC1 | 29.31 | 5.88 | -17.73 | -40.80 | -62.63 | -82.56 |
| YBADJ | STCKCC1 | -92.86 | -89.48 | -82.09 | -89.96 | -95.10 | -97.34 |
| YBADJ | STCKCC1 | -96.63 | -92.99 | -86.52 | -77.41 | -65.96 | -51.85 |
| YBADJ | STCKCC2 | -36.47 | -24.80 | -12.39 | 0.41 | 13.19 | 25.57 |
| YBADJ | STCKCC2 | 30.04 | 22.77 | 13.49 | 21.56 | 28.98 | 35.52 |
| YBADJ | STCKCC2 | 40.98 | 45.19 | 48.03 | 49.41 | 49.29 | 47.02 |
| YBADJ | STCKCC2 | 36.47 | 24.80 | 12.39 | -0.41 | -13.19 | -25.57 |
| YBADJ | STCKCC2 | -30.04 | -22.77 | -13.49 | -21.56 | -28.98 | -35.52 |
| YBADJ | STCKCC2 | -40.98 | -45.19 | -48.03 | -49.41 | -49.29 | -47.02 |
| YBADJ | STCKCC3 | -41.65 | -39.00 | -35.16 | -30.25 | -24.43 | -17.86 |
| YBADJ | STCKCC3 | -17.87 | -28.19 | -38.95 | -30.77 | -21.66 | -11.88 |
| YBADJ | STCKCC3 | -1.75 | 8.44 | 18.37 | 27.74 | 36.27 | 43.04 |
| YBADJ | STCKCC3 | 41.65 | 39.00 | 35.16 | 30.25 | 24.43 | 17.86 |
| YBADJ | STCKCC3 | 17.87 | 28.19 | 38.95 | 30.77 | 21.66 | 11.88 |
| YBADJ | STCKCC3 | 1.75 | -8.44 | -18.37 | -27.74 | -36.27 | -43.04 |
| YBADJ | STCKCC4 | 49.55 | 48.48 | 45.95 | 42.01 | 36.80 | 30.47 |
| YBADJ | STCKCC4 | 16.09 | -9.62 | -36.35 | -44.21 | -50.73 | -55.71 |
| YBADJ | STCKCC4 | -58.99 | -60.48 | -60.14 | -57.97 | -54.03 | -49.11 |
| YBADJ | STCKCC4 | -49.55 | -48.48 | -45.95 | -42.01 | -36.80 | -30.47 |
| YBADJ | STCKCC4 | -16.09 | 9.62 | 36.35 | 44.21 | 50.73 | 55.71 |
| YBADJ | STCKCC4 | 58.99 | 60.48 | 60.14 | 57.97 | 54.03 | 49.11 |
| YBADJ | STCKCC5 | 63.06 | 70.77 | 76.33 | 79.56 | 80.38 | 78.76 |
| YBADJ | STCKCC5 | 67.62 | 43.58 | 16.91 | 7.49 | -2.16 | -11.75 |
| YBADJ | STCKCC5 | -20.98 | -29.57 | -37.26 | -43.82 | -49.05 | -53.44 |
| YBADJ | STCKCC5 | -63.06 | -70.77 | -76.33 | -79.56 | -80.38 | -78.76 |
| YBADJ | STCKCC5 | -67.62 | -43.58 | -16.91 | -7.49 | 2.16 | 11.75 |
| YBADJ | STCKCC5 | 20.98 | 29.57 | 37.26 | 43.82 | 49.05 | 53.44 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKPP1 | 13.97 | 15.15 | 15.86 | 16.10 | 15.84 | 15.11 |
| YBADJ | STCKPP1 | 13.91 | 12.29 | 10.30 | 8.00 | 5.45 | 2.74 |
| YBADJ | STCKPP1 | -0.06 | -2.86 | -5.56 | -8.10 | -10.39 | -12.37 |
| YBADJ | STCKPP1 | -13.97 | -15.15 | -15.86 | -16.10 | -15.84 | -15.11 |
| YBADJ | STCKPP1 | -13.91 | -12.29 | -10.30 | -8.00 | -5.45 | -2.74 |
| YBADJ | STCKPP1 | 0.06 | 2.86 | 5.56 | 8.10 | 10.39 | 12.37 |
| YBADJ | STCKPP2 | 14.76 | 11.48 | 7.85 | 3.98 | -0.01 | -4.00 |
| YBADJ | STCKPP2 | -7.87 | -11.50 | -14.78 | -17.60 | -19.90 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -19.89 | -17.59 |
| YBADJ | STCKPP2 | -14.76 | -11.48 | -7.85 | -3.98 | 0.01 | 4.00 |
| YBADJ | STCKPP2 | 18.39 | 9.53 | 0.38 | -8.78 | -17.67 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 19.89 | 17.59 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.02 |
| YBADJ | STCKPP3 | 11.83 | 3.29 | -5.36 | -13.84 | -21.90 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | -4.06 | -0.41 | 3.26 | 6.83 | 10.19 | 13.25 |
| YBADJ | STCKPP4 | 15.90 | 18.06 | 19.68 | -5.68 | -16.48 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | 18.47 | 16.42 | 13.87 | 10.90 | 7.59 |
| YBADJ | STCKPP4 | 4.06 | 0.41 | -3.26 | -6.83 | -10.19 | -13.25 |
| YBADJ | STCKPP4 | -15.90 | -18.06 | -19.68 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | -18.47 | -16.42 | -13.87 | -10.90 | -7.59 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKHOT1 | 0.87 | 3.35 | 5.73 | 7.93 | 8.16 | 12.02 |
| YBADJ | STCKHOT1 | 17.05 | 21.56 | 25.42 | 24.16 | 22.16 | 19.50 |
| YBADJ | STCKHOT1 | 14.83 | 10.44 | 8.57 | 6.43 | 4.10 | 1.64 |
| YBADJ | STCKHOT1 | -0.87 | -3.35 | -5.73 | -7.93 | -8.15 | -12.02 |
| YBADJ | STCKHOT1 | -17.05 | -21.56 | -25.42 | -24.16 | -22.16 | -19.50 |
| YBADJ | STCKHOT1 | -14.83 | -10.44 | -8.57 | -9.59 | -22.92 | -35.57 |
| YBADJ | STCKHOT2 | 1.08 | -2.41 | -5.83 | -9.08 | -12.05 | -14.65 |
| YBADJ | STCKHOT2 | -16.81 | -18.45 | -19.54 | -20.03 | -19.92 | -19.19 |
| YBADJ | STCKHOT2 | 27.46 | 11.95 | -1.10 | -10.95 | -7.87 | -4.54 |
| YBADJ | STCKHOT2 | -1.08 | 2.41 | 5.83 | 9.08 | 12.05 | 14.65 |
| YBADJ | STCKHOT2 | 16.81 | 18.45 | 19.54 | 20.03 | 19.92 | 19.19 |
| YBADJ | STCKHOT2 | 17.89 | 16.04 | 13.71 | 10.95 | 7.87 | 4.54 |

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                                                                  P2_PM10
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAAA1        -3.30     3.03     9.26    15.21    20.70    25.56
   YBADJ    STCKAAA1        29.65    32.83     0.00    36.14    36.16    35.08
   YBADJ    STCKAAA1        32.94    29.80    25.75    20.92    15.46     9.52
   YBADJ    STCKAAA1         3.30    -3.03    -9.26   -15.21   -20.70   -25.56
   YBADJ    STCKAAA1       -29.65   -32.83     0.00   -36.14   -36.16   -35.08
   YBADJ    STCKAAA1       -32.94   -29.80   -25.75   -20.92   -15.46    -9.52

   YBADJ    STCKWW1         35.43    46.23    55.63    63.34    69.12    72.80
   YBADJ    STCKWW1         74.27    73.49     0.00    65.31    58.17    49.25
   YBADJ    STCKWW1         38.85    27.26    14.84     1.97   -10.96   -23.55
   YBADJ    STCKWW1        -35.43   -46.23   -55.63   -63.34   -69.12   -72.80
   YBADJ    STCKWW1        -74.27   -73.49     0.00   -65.31   -58.17   -49.25
   YBADJ    STCKWW1        -38.85   -27.26   -14.84    -1.97    10.96    23.55

   YBADJ    BBBCCC1          4.82    16.65    27.97    38.44    47.74    55.59
   YBADJ    BBBCCC1         61.75    66.04     0.00   -35.05    66.65    62.74
   YBADJ    BBBCCC1         56.93    49.39    40.35    30.09    18.90     7.15
   YBADJ    BBBCCC1         -4.82   -16.65   -27.97   -38.44   -47.74   -55.59
   YBADJ    BBBCCC1        -61.75   -66.04     0.00    35.05    11.55    -5.15
   YBADJ    BBBCCC1        -21.70   -37.59   -52.34   -65.49   -18.90    -7.15

   YBADJ    BBBCCC2          0.04    -7.74   -15.29   -22.38   -28.79   -34.32
   YBADJ    BBBCCC2        -38.81   -42.12     0.00   -36.21   -29.15   -28.34
   YBADJ    BBBCCC2        -26.67   -24.19   -20.98   -17.13   -12.75    -7.84
   YBADJ    BBBCCC2         -0.04     7.74    15.29    22.38    28.79    34.32
   YBADJ    BBBCCC2         38.81    42.12     0.00    36.21    29.15    28.34
   YBADJ    BBBCCC2         26.67    24.19    20.98    17.13    12.75     7.84

   YBADJ    DDDEEE1         16.67     5.57    -5.70   -16.79   -27.38   -37.13
   YBADJ    DDDEEE1        -45.76   -52.99     0.00   -54.59   -49.89   -43.67
   YBADJ    DDDEEE1        -42.66   -42.16   -40.38   -37.38   -33.24   -27.27
   YBADJ    DDDEEE1        -16.67    -5.57     5.70    16.79    27.38    37.13
   YBADJ    DDDEEE1         45.76    52.99     0.00    54.59    49.89    43.67
   YBADJ    DDDEEE1         42.66    42.16    40.38    37.38    33.24    27.27

   YBADJ    DDDEEE2        -36.35   -34.54   -31.67   -27.84   -23.17   -17.79
   YBADJ    DDDEEE2        -11.87    -5.59     0.85     7.28    13.48    19.27
   YBADJ    DDDEEE2         24.48    28.94    32.53     0.00    36.65    37.06
   YBADJ    DDDEEE2         36.35    34.54    31.67    27.84    23.17    17.79
   YBADJ    DDDEEE2         11.87     5.59    -0.85    -7.28   -13.48   -19.27
   YBADJ    DDDEEE2        -24.48   -28.94   -32.53     0.00   -36.65   -37.06

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
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**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267063.10   4047802.63
   DISCCART    266966.87   4047818.34
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
** DESCRREC "FENCEGRD" "Receptors generated from Fenceline Grid"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
   DISCCART    267634.96   4048677.29
   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
   DISCCART    268102.55   4048186.93
   DISCCART    268169.35   4048116.88
   DISCCART    267670.70   4048953.95
   DISCCART    267513.93   4049022.11
   DISCCART    267815.89   4048849.82
   DISCCART    267882.69   4048779.77
   DISCCART    267949.49   4048709.72
   DISCCART    268016.28   4048639.66
   DISCCART    268083.08   4048569.61
   DISCCART    268149.88   4048499.56
   DISCCART    268216.68   4048429.51
   DISCCART    268283.48   4048359.46
   DISCCART    268350.28   4048289.41
   DISCCART    267848.58   4049127.81
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| | | |
|---|---|---|
| DISCCART | 267685.70 | 4049198.62 |
| DISCCART | 267522.82 | 4049269.44 |
| DISCCART | 267996.81 | 4049022.34 |
| DISCCART | 268063.61 | 4048952.29 |
| DISCCART | 268130.41 | 4048882.24 |
| DISCCART | 268197.21 | 4048812.19 |
| DISCCART | 268264.01 | 4048742.14 |
| DISCCART | 268330.81 | 4048672.09 |
| DISCCART | 268397.61 | 4048602.04 |
| DISCCART | 268464.41 | 4048531.99 |
| DISCCART | 268531.21 | 4048461.94 |
| DISCCART | 268207.65 | 4049474.07 |
| DISCCART | 268123.44 | 4049510.68 |
| DISCCART | 268039.22 | 4049547.30 |
| DISCCART | 267955.00 | 4049583.92 |
| DISCCART | 267870.79 | 4049620.53 |
| DISCCART | 267786.57 | 4049657.15 |
| DISCCART | 267702.36 | 4049693.76 |
| DISCCART | 267618.14 | 4049730.38 |
| DISCCART | 267533.92 | 4049767.00 |
| DISCCART | 267449.71 | 4049803.61 |
| DISCCART | 268291.87 | 4049437.45 |
| DISCCART | 268358.67 | 4049367.40 |
| DISCCART | 268425.47 | 4049297.35 |
| DISCCART | 268492.27 | 4049227.30 |
| DISCCART | 268559.06 | 4049157.25 |
| DISCCART | 268625.86 | 4049087.19 |
| DISCCART | 268692.66 | 4049017.14 |
| DISCCART | 268759.46 | 4048947.09 |
| DISCCART | 268826.26 | 4048877.04 |
| DISCCART | 268893.06 | 4048806.99 |
| DISCCART | 268568.21 | 4049819.68 |
| DISCCART | 268482.70 | 4049856.86 |
| DISCCART | 268397.19 | 4049894.04 |
| DISCCART | 268311.68 | 4049931.22 |
| DISCCART | 268226.16 | 4049968.40 |
| DISCCART | 268140.65 | 4050005.58 |
| DISCCART | 268055.14 | 4050042.76 |
| DISCCART | 267969.63 | 4050079.94 |
| DISCCART | 267884.12 | 4050117.12 |
| DISCCART | 267798.61 | 4050154.30 |
| DISCCART | 267713.09 | 4050191.48 |
| DISCCART | 267627.58 | 4050228.66 |
| DISCCART | 267542.07 | 4050265.84 |
| DISCCART | 267456.56 | 4050303.02 |
| DISCCART | 268653.72 | 4049782.50 |
| DISCCART | 268720.52 | 4049712.45 |
| DISCCART | 268787.32 | 4049642.40 |
| DISCCART | 268854.12 | 4049572.35 |
| DISCCART | 268920.92 | 4049502.30 |
| DISCCART | 268987.72 | 4049432.25 |
| DISCCART | 269054.52 | 4049362.20 |
| DISCCART | 269121.31 | 4049292.15 |
| DISCCART | 269188.11 | 4049222.09 |
| DISCCART | 269254.91 | 4049152.04 |
| DISCCART | 268049.51 | 4047836.85 |
| DISCCART | 268231.35 | 4047952.96 |
| DISCCART | 268249.36 | 4047829.16 |
| DISCCART | 268480.18 | 4047945.95 |
| DISCCART | 268436.88 | 4048060.44 |
| DISCCART | 268393.58 | 4048174.92 |
| DISCCART | 268499.17 | 4047819.55 |
| DISCCART | 268729.60 | 4047937.39 |
| DISCCART | 268685.52 | 4048053.95 |
| DISCCART | 268641.43 | 4048170.52 |
| DISCCART | 268597.34 | 4048287.09 |
| DISCCART | 268748.99 | 4047809.94 |
| DISCCART | 269227.40 | 4047923.03 |
| DISCCART | 269179.64 | 4048049.31 |
| DISCCART | 269131.87 | 4048175.59 |
| DISCCART | 269084.11 | 4048301.87 |
| DISCCART | 269036.35 | 4048428.15 |
| DISCCART | 268988.58 | 4048554.43 |
| DISCCART | 268940.82 | 4048680.71 |
| DISCCART | 269248.62 | 4047790.73 |
| DISCCART | 269727.29 | 4047903.12 |
| DISCCART | 269680.05 | 4048028.01 |
| DISCCART | 269632.82 | 4048152.90 |
| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
| DISCCART | 269491.10 | 4048527.58 |
| DISCCART | 269443.86 | 4048652.47 |
| DISCCART | 269396.63 | 4048777.37 |
| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
| DISCCART | 269748.25 | 4047771.51 |
| DISCCART | 267983.27 | 4047685.95 |
| DISCCART | 267877.56 | 4047669.79 |
| DISCCART | 267733.92 | 4047666.24 |
| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 268146.82 | 4047300.83 |
| DISCCART | 268271.04 | 4047353.58 |
| DISCCART | 268360.37 | 4047441.69 |
| DISCCART | 268414.83 | 4047565.17 |
| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
| DISCCART | 268388.25 | 4047150.81 |
| DISCCART | 268535.10 | 4047261.84 |
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| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |
| DISCCART | 267751.20 | 4046966.45 |
| DISCCART | 268041.92 | 4046498.64 |
| DISCCART | 268167.75 | 4046552.08 |
| DISCCART | 268293.58 | 4046605.52 |
| DISCCART | 268419.41 | 4046658.96 |

| | | |
|---|---|---|
| DISCCART | 268545.24 | 4046712.40 |
| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
| DISCCART | 268887.40 | 4046908.53 |
| DISCCART | 268942.56 | 4047033.61 |
| DISCCART | 268997.72 | 4047158.70 |
| DISCCART | 269052.89 | 4047283.78 |
| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
| DISCCART | 269218.38 | 4047659.03 |
| DISCCART | 267907.18 | 4046470.15 |
| DISCCART | 267763.54 | 4046466.61 |
| DISCCART | 268055.54 | 4045999.34 |
| DISCCART | 268183.91 | 4046053.86 |
| DISCCART | 268312.29 | 4046108.38 |
| DISCCART | 268440.67 | 4046162.90 |
| DISCCART | 268569.04 | 4046217.42 |
| DISCCART | 268697.42 | 4046271.94 |
| DISCCART | 268825.80 | 4046326.45 |
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| DISCCART | 269295.35 | 4046681.43 |
| DISCCART | 269351.63 | 4046809.05 |
| DISCCART | 269407.91 | 4046936.66 |
| DISCCART | 269464.19 | 4047064.28 |
| DISCCART | 269520.47 | 4047191.89 |
| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
| DISCCART | 267919.53 | 4045970.31 |
| DISCCART | 267775.88 | 4045966.76 |
| DISCCART | 267459.76 | 4047820.08 |
| DISCCART | 267554.14 | 4046962.90 |
| DISCCART | 267084.90 | 4047228.91 |
| DISCCART | 267116.21 | 4046645.91 |
| DISCCART | 267278.04 | 4046601.08 |
| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
| DISCCART | 266962.58 | 4046714.43 |
| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |
| DISCCART | 267095.96 | 4048167.74 |
| DISCCART | 267149.74 | 4047840.79 |
| DISCCART | 267022.06 | 4047962.09 |
| DISCCART | 266894.37 | 4048083.39 |
| DISCCART | 266913.72 | 4047720.18 |
| DISCCART | 266786.03 | 4047841.48 |
| DISCCART | 266805.38 | 4047478.28 |
| DISCCART | 266677.69 | 4047599.58 |
| DISCCART | 266550.00 | 4047720.88 |
| DISCCART | 266461.01 | 4047115.78 |
| DISCCART | 266333.32 | 4047237.08 |
| DISCCART | 266205.63 | 4047358.38 |
| DISCCART | 266116.64 | 4046753.27 |
| DISCCART | 265988.95 | 4046874.57 |
| DISCCART | 265861.26 | 4046995.87 |
| DISCCART | 267016.60 | 4048266.84 |
| DISCCART | 267004.63 | 4048385.97 |
| DISCCART | 267011.73 | 4048547.36 |
| DISCCART | 266824.55 | 4048256.39 |
| DISCCART | 266804.83 | 4048394.76 |
| DISCCART | 266811.92 | 4048556.14 |
| DISCCART | 266579.96 | 4048254.56 |
| DISCCART | 266636.85 | 4048113.59 |
| DISCCART | 266693.74 | 4047972.62 |
| DISCCART | 266555.07 | 4048405.73 |
| DISCCART | 266562.16 | 4048567.12 |
| DISCCART | 266329.34 | 4048267.67 |
| DISCCART | 266345.91 | 4048065.35 |
| DISCCART | 266323.87 | 4047905.50 |
| DISCCART | 266494.84 | 4047857.58 |
| DISCCART | 266305.31 | 4048416.71 |
| DISCCART | 266312.40 | 4048578.10 |
| DISCCART | 265831.06 | 4048286.57 |
| DISCCART | 265888.68 | 4048143.77 |
| DISCCART | 265946.31 | 4048000.97 |
| DISCCART | 266003.94 | 4047858.18 |
| DISCCART | 266061.56 | 4047715.38 |
| DISCCART | 266119.19 | 4047572.58 |
| DISCCART | 265805.79 | 4048438.67 |
| DISCCART | 265812.88 | 4048600.05 |
| DISCCART | 265332.12 | 4048307.08 |
| DISCCART | 265390.92 | 4048161.39 |
| DISCCART | 265449.71 | 4048015.70 |
| DISCCART | 265508.50 | 4047870.01 |
| DISCCART | 265567.29 | 4047724.32 |
| DISCCART | 265626.09 | 4047578.63 |
| DISCCART | 265684.88 | 4047432.94 |
| DISCCART | 265743.67 | 4047287.25 |
| DISCCART | 265802.47 | 4047141.56 |
| DISCCART | 265306.27 | 4048460.62 |
| DISCCART | 265313.37 | 4048622.01 |

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   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
RE FINISHED
**
**********************************
** AERMOD Meteorology Pathway
**********************************
**
**
ME STARTING
   SURFFILE "..\93193 05-09.SFC"
   PROFFILE "..\93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**********************************
** AERMOD Output Pathway
**********************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST P2_PM10.AD\24H1GALL.PLT
   PLOTFILE ANNUAL ALL P2_PM10.AD\AN00GALL.PLT
   SUMMFILE P2_PM10.sum
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           43 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    2492  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2493  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2494  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2495  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2496  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2497  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2498  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2499  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2500  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2501  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
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 SO W320    2502  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    2503  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    2504  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    2505  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3589  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3590  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3591  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3592  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3593  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3594  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3595  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3596  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3597  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3598  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3599  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3600  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3601  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3602  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3603  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3604  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3605  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3606  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3607  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3608  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3609  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3610  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3611  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3612  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3613  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3614  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3615  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3616  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 ME W396    5447 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************

 *** AERMOD - VERSION  11353 ***   *** Selma Crossing - Phase 1 and Phase 2 (2020) - Rural                ***        02/29/12
                                  *** PM10                                                                ***        14:51:32
                                                                                                                     PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                    FLAT
                         FASTALL

                                            ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses RURAL Dispersion Only.

 **Model Allows User-Specified Options:
         1. Stack-tip Downwash.
         2. Model Assumes Receptors on FLAT Terrain.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.

 **Other Options Specified:
         FASTALL  - Use effective sigma-y to optimize meander for
                    POINT and VOLUME sources, and hybrid approach
                    to optimize AREA sources (formerly TOXICS option)

 **Model Assumes No FLAGPOLE Receptor Heights.

 **Model Calculates  1 Short Term Average(s) of:  24-HR
     and Calculates ANNUAL Averages

 **This Run Includes:   1591 Source(s);       1 Source Group(s); and     333 Receptor(s)

 **The Model Assumes A Pollutant Type of:  PM_10

 **Model Set To Continue RUNning After the Setup Testing.

 **Output Options Selected:
          Model Outputs Tables of ANNUAL Averages by Receptor
          Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                             ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      7.3 MB of RAM.

 **Detailed Error/Message File:   P2_PM10.err
 **File for Summary of Results:   P2_PM10.sum
 *** AERMOD - VERSION  11353 ***   *** Selma Crossing - Phase 1 and Phase 2 (2020) - Rural                ***        02/29/12
                                  *** PM10                                                                ***        14:51:32
                                                                                                                     PAGE   2
 **MODELOPTs:  NonDFAULT CONC                                    FLAT
                         FASTALL


                                                *** POINT SOURCE DATA ***

              NUMBER EMISSION RATE                    BASE     STACK   STACK    STACK     STACK    BLDG   URBAN  CAP/  EMIS RATE
   SOURCE      PART.  (GRAMS/SEC)     X         Y      ELEV.    HEIGHT  TEMP.   EXIT VEL. DIAMETER  EXISTS SOURCE HOR   SCALAR
     ID        CATS.                (METERS) (METERS) (METERS) (METERS) (DEG.K)  (M/SEC)  (METERS)                        VARY BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
```

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.11400E-05 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.19000E-05 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.13700E-04 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.91100E-05 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.30400E-05 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.91100E-05 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.11400E-05 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.14800E-04 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.68300E-05 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.45600E-05 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.91100E-05 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.22800E-05 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.45700E-05 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.91100E-05 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC1 | 0 | 0.81900E-05 | 267188.0 | 4047559.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC2 | 0 | 0.81900E-05 | 267192.8 | 4047628.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC3 | 0 | 0.81900E-05 | 267196.8 | 4047680.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC4 | 0 | 0.81900E-05 | 267288.9 | 4047678.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC5 | 0 | 0.81900E-05 | 267293.3 | 4047625.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP1 | 0 | 0.46500E-05 | 267528.9 | 4047715.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP2 | 0 | 0.46500E-05 | 267571.5 | 4047665.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP3 | 0 | 0.46500E-05 | 267533.9 | 4047605.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP4 | 0 | 0.46500E-05 | 267616.7 | 4047645.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAM1 | 0 | 0.38600E-06 | 267754.5 | 4047492.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM2 | 0 | 0.38600E-06 | 267842.3 | 4047414.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM3 | 0 | 0.38600E-06 | 267759.6 | 4047376.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM4 | 0 | 0.38600E-06 | 267804.7 | 4047291.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM5 | 0 | 0.38600E-06 | 267769.6 | 4047156.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM6 | 0 | 0.38600E-06 | 267879.9 | 4047178.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM7 | 0 | 0.38600E-06 | 267930.0 | 4047168.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKQM8 | 0 | 0.38600E-06 | 267804.7 | 4047061.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM9 | 0 | 0.38600E-06 | 267749.5 | 4047068.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM10 | 0 | 0.38600E-06 | 267762.1 | 4047264.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKHOT1 | 0 | 0.53100E-05 | 267937.5 | 4047356.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKHOT2 | 0 | 0.53100E-05 | 267977.7 | 4047306.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWP1 | 0 | 0.53100E-05 | 268052.9 | 4047218.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAAA1 | 0 | 0.11400E-05 | 267575.1 | 4047380.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWW1 | 0 | 0.19000E-05 | 267445.9 | 4047368.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC1 | 0 | 0.19000E-05 | 267221.6 | 4047295.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC2 | 0 | 0.19000E-05 | 267315.0 | 4047280.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DDDEEE1 | 0 | 0.19000E-05 | 267223.3 | 4047130.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| DDDEEE2 | 0 | 0.19000E-05 | 267352.4 | 4047103.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015037 | 0 | 0.21449E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015038 | 0 | 0.21449E-07 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015039 | 0 | 0.21449E-07 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015040 | 0 | 0.21449E-07 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015041 | 0 | 0.21449E-07 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015042 | 0 | 0.21449E-07 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015043 | 0 | 0.21449E-07 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015044 | 0 | 0.21449E-07 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015045 | 0 | 0.21449E-07 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015046 | 0 | 0.21449E-07 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015047 | 0 | 0.21449E-07 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015048 | 0 | 0.21449E-07 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015049 | 0 | 0.21449E-07 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015050 | 0 | 0.21449E-07 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015051 | 0 | 0.21449E-07 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015052 | 0 | 0.21449E-07 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015053 | 0 | 0.21449E-07 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015054 | 0 | 0.21449E-07 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015055 | 0 | 0.21449E-07 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015056 | 0 | 0.21449E-07 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015057 | 0 | 0.21449E-07 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015058 | 0 | 0.21449E-07 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015059 | 0 | 0.21449E-07 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015060 | 0 | 0.21449E-07 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015061 | 0 | 0.21449E-07 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015062 | 0 | 0.21449E-07 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015063 | 0 | 0.21449E-07 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015064 | 0 | 0.21449E-07 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015065 | 0 | 0.21449E-07 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015066 | 0 | 0.21449E-07 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015067 | 0 | 0.21449E-07 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015068 | 0 | 0.21449E-07 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015069 | 0 | 0.21449E-07 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015070 | 0 | 0.21449E-07 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015071 | 0 | 0.21449E-07 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015072 | 0 | 0.21449E-07 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015073 | 0 | 0.21449E-07 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015074 | 0 | 0.21449E-07 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015075 | 0 | 0.21449E-07 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015076 | 0 | 0.21449E-07 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015077 | 0 | 0.21449E-07 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015078 | 0 | 0.21449E-07 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015079 | 0 | 0.21449E-07 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015080 | 0 | 0.21449E-07 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015081 | 0 | 0.21449E-07 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015082 | 0 | 0.21449E-07 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015083 | 0 | 0.21449E-07 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015084 | 0 | 0.21449E-07 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015085 | 0 | 0.21449E-07 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015086 | 0 | 0.21449E-07 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015087 | 0 | 0.21449E-07 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015088 | 0 | 0.21449E-07 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015089 | 0 | 0.21449E-07 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015090 | 0 | 0.21449E-07 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015091 | 0 | 0.21449E-07 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015092 | 0 | 0.21449E-07 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015093 | 0 | 0.21449E-07 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015094 | 0 | 0.21449E-07 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015095 | 0 | 0.21449E-07 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015096 | 0 | 0.21449E-07 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015097 | 0 | 0.21449E-07 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015098 | 0 | 0.21449E-07 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015099 | 0 | 0.21449E-07 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015100 | 0 | 0.21449E-07 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015101 | 0 | 0.21449E-07 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015102 | 0 | 0.21449E-07 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015103 | 0 | 0.21449E-07 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015104 | 0 | 0.21449E-07 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015105 | 0 | 0.21449E-07 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015106 | 0 | 0.34407E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015107 | 0 | 0.34407E-07 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015108 | 0 | 0.34407E-07 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015109 | 0 | 0.34407E-07 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015110 | 0 | 0.34407E-07 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015111 | 0 | 0.34407E-07 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015112 | 0 | 0.34407E-07 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015113 | 0 | 0.34407E-07 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015114 | 0 | 0.34407E-07 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015115 | 0 | 0.34407E-07 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015116 | 0 | 0.34407E-07 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015117 | 0 | 0.34407E-07 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015118 | 0 | 0.34407E-07 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015119 | 0 | 0.34407E-07 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015120 | 0 | 0.34407E-07 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015121 | 0 | 0.34407E-07 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015122 | 0 | 0.34407E-07 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015123 | 0 | 0.34407E-07 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015124 | 0 | 0.34407E-07 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015125 | 0 | 0.34407E-07 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015126 | 0 | 0.34407E-07 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015127 | 0 | 0.34407E-07 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015128 | 0 | 0.34407E-07 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015129 | 0 | 0.34407E-07 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015130 | 0 | 0.34407E-07 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015131 | 0 | 0.34407E-07 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015132 | 0 | 0.34407E-07 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015133 | 0 | 0.34407E-07 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015134 | 0 | 0.34407E-07 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015135 | 0 | 0.34407E-07 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015136 | 0 | 0.34407E-07 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015137 | 0 | 0.34407E-07 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015138 | 0 | 0.34407E-07 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015139 | 0 | 0.34407E-07 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015140 | 0 | 0.34407E-07 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015141 | 0 | 0.34407E-07 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015142 | 0 | 0.34407E-07 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015143 | 0 | 0.34407E-07 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015144 | 0 | 0.34407E-07 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015145 | 0 | 0.34407E-07 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015146 | 0 | 0.34407E-07 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015147 | 0 | 0.34407E-07 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015148 | 0 | 0.34407E-07 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015149 | 0 | 0.34407E-07 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015150 | 0 | 0.34407E-07 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015151 | 0 | 0.34407E-07 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015152 | 0 | 0.34407E-07 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015153 | 0 | 0.34407E-07 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015154 | 0 | 0.34407E-07 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015155 | 0 | 0.34407E-07 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015156 | 0 | 0.34407E-07 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015157 | 0 | 0.34407E-07 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015158 | 0 | 0.34407E-07 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015159 | 0 | 0.34407E-07 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015160 | 0 | 0.34407E-07 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015161 | 0 | 0.34407E-07 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015162 | 0 | 0.34407E-07 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015163 | 0 | 0.34407E-07 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015164 | 0 | 0.34407E-07 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015165 | 0 | 0.14328E-07 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015166 | 0 | 0.14328E-07 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015167 | 0 | 0.14328E-07 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015168 | 0 | 0.14328E-07 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015169 | 0 | 0.14328E-07 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015170 | 0 | 0.14328E-07 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015171 | 0 | 0.14328E-07 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015172 | 0 | 0.14328E-07 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015173 | 0 | 0.14328E-07 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015174 | 0 | 0.14328E-07 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015175 | 0 | 0.14328E-07 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015176 | 0 | 0.14328E-07 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015177 | 0 | 0.14328E-07 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015178 | 0 | 0.14328E-07 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015179 | 0 | 0.14328E-07 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015180 | 0 | 0.14328E-07 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015181 | 0 | 0.14328E-07 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015182 | 0 | 0.14328E-07 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015183 | 0 | 0.14328E-07 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015184 | 0 | 0.14328E-07 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015185 | 0 | 0.14328E-07 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015186 | 0 | 0.14328E-07 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015187 | 0 | 0.14328E-07 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015188 | 0 | 0.14328E-07 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015189 | 0 | 0.14328E-07 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015190 | 0 | 0.14328E-07 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015191 | 0 | 0.14328E-07 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015192 | 0 | 0.14328E-07 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015193 | 0 | 0.14328E-07 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015194 | 0 | 0.14328E-07 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015195 | 0 | 0.14328E-07 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015196 | 0 | 0.14328E-07 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015197 | 0 | 0.14328E-07 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015198 | 0 | 0.14328E-07 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015199 | 0 | 0.14328E-07 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015200 | 0 | 0.14328E-07 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015201 | 0 | 0.14328E-07 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015202 | 0 | 0.14328E-07 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015203 | 0 | 0.14328E-07 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015204 | 0 | 0.14328E-07 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015205 | 0 | 0.14328E-07 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015206 | 0 | 0.14328E-07 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015207 | 0 | 0.14328E-07 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015208 | 0 | 0.14328E-07 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015209 | 0 | 0.14328E-07 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015210 | 0 | 0.14328E-07 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015211 | 0 | 0.14328E-07 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015212 | 0 | 0.14328E-07 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015213 | 0 | 0.14328E-07 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015214 | 0 | 0.14328E-07 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015215 | 0 | 0.14328E-07 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015216 | 0 | 0.14328E-07 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015217 | 0 | 0.14328E-07 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015218 | 0 | 0.14328E-07 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015219 | 0 | 0.14328E-07 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015220 | 0 | 0.14328E-07 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015221 | 0 | 0.14328E-07 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015222 | 0 | 0.14328E-07 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015525 | 0 | 0.21042E-07 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015526 | 0 | 0.21042E-07 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015527 | 0 | 0.21042E-07 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015528 | 0 | 0.21042E-07 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015529 | 0 | 0.21042E-07 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015530 | 0 | 0.21042E-07 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015531 | 0 | 0.21042E-07 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015532 | 0 | 0.21042E-07 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015533 | 0 | 0.21042E-07 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015534 | 0 | 0.21042E-07 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015535 | 0 | 0.21042E-07 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015536 | 0 | 0.21042E-07 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015537 | 0 | 0.21042E-07 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015538 | 0 | 0.21042E-07 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

NUMBER EMISSION RATE BASE RELEASE INIT. INIT. URBAN EMISSION RATE

| SOURCE ID | PART. CATS. | (GRAMS/SEC) | X (METERS) | Y (METERS) | ELEV. (METERS) | HEIGHT (METERS) | SY (METERS) | SZ (METERS) | SOURCE BY | SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015539 | 0 | 0.21042E-07 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015540 | 0 | 0.21042E-07 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015541 | 0 | 0.21042E-07 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015542 | 0 | 0.21042E-07 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015543 | 0 | 0.21042E-07 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015544 | 0 | 0.21042E-07 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015545 | 0 | 0.21042E-07 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015546 | 0 | 0.21042E-07 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015547 | 0 | 0.21042E-07 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015548 | 0 | 0.21042E-07 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015549 | 0 | 0.21042E-07 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015550 | 0 | 0.21042E-07 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015551 | 0 | 0.21042E-07 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015552 | 0 | 0.21042E-07 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015553 | 0 | 0.21042E-07 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015554 | 0 | 0.21042E-07 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015555 | 0 | 0.21042E-07 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015556 | 0 | 0.21042E-07 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015557 | 0 | 0.21042E-07 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015558 | 0 | 0.21042E-07 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015559 | 0 | 0.21042E-07 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015560 | 0 | 0.21042E-07 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015561 | 0 | 0.21042E-07 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015562 | 0 | 0.21042E-07 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015563 | 0 | 0.21042E-07 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015564 | 0 | 0.21042E-07 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015565 | 0 | 0.21042E-07 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015566 | 0 | 0.21042E-07 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015567 | 0 | 0.21042E-07 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015568 | 0 | 0.21042E-07 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015569 | 0 | 0.21042E-07 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015570 | 0 | 0.21042E-07 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015571 | 0 | 0.21042E-07 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015572 | 0 | 0.21042E-07 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015271 | 0 | 0.55636E-07 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015272 | 0 | 0.55636E-07 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015273 | 0 | 0.55636E-07 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015274 | 0 | 0.55636E-07 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015275 | 0 | 0.55636E-07 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015276 | 0 | 0.55636E-07 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015277 | 0 | 0.55636E-07 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015278 | 0 | 0.55636E-07 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015279 | 0 | 0.55636E-07 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015280 | 0 | 0.55636E-07 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015281 | 0 | 0.55636E-07 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015282 | 0 | 0.55636E-07 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015283 | 0 | 0.55636E-07 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015284 | 0 | 0.55636E-07 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015285 | 0 | 0.55636E-07 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015286 | 0 | 0.55636E-07 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015287 | 0 | 0.55636E-07 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015288 | 0 | 0.55636E-07 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015289 | 0 | 0.55636E-07 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015290 | 0 | 0.55636E-07 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015291 | 0 | 0.55636E-07 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015292 | 0 | 0.55636E-07 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015293 | 0 | 0.55636E-07 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015294 | 0 | 0.55636E-07 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015295 | 0 | 0.55636E-07 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015296 | 0 | 0.55636E-07 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015297 | 0 | 0.55636E-07 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015298 | 0 | 0.55636E-07 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015299 | 0 | 0.55636E-07 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015300 | 0 | 0.55636E-07 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015301 | 0 | 0.55636E-07 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015302 | 0 | 0.55636E-07 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015303 | 0 | 0.55636E-07 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015304 | 0 | 0.55636E-07 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015305 | 0 | 0.55636E-07 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015306 | 0 | 0.55636E-07 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015307 | 0 | 0.55636E-07 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015308 | 0 | 0.55636E-07 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015309 | 0 | 0.55636E-07 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015310 | 0 | 0.55636E-07 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015311 | 0 | 0.55636E-07 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015312 | 0 | 0.55636E-07 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015313 | 0 | 0.55636E-07 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015314 | 0 | 0.55636E-07 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015315 | 0 | 0.55636E-07 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015316 | 0 | 0.55636E-07 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015317 | 0 | 0.55636E-07 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015318 | 0 | 0.55636E-07 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015319 | 0 | 0.55636E-07 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015320 | 0 | 0.55636E-07 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015321 | 0 | 0.55636E-07 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015322 | 0 | 0.55636E-07 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015323 | 0 | 0.55636E-07 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015324 | 0 | 0.55636E-07 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015325 | 0 | 0.55636E-07 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015326 | 0 | 0.28644E-07 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015327 | 0 | 0.28644E-07 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015328 | 0 | 0.28644E-07 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015329 | 0 | 0.28644E-07 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015330 | 0 | 0.28644E-07 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015331 | 0 | 0.28644E-07 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015332 | 0 | 0.28644E-07 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015333 | 0 | 0.28644E-07 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015334 | 0 | 0.28644E-07 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015335 | 0 | 0.28644E-07 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015336 | 0 | 0.28644E-07 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015337 | 0 | 0.28644E-07 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015338 | 0 | 0.28644E-07 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015339 | 0 | 0.28644E-07 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015340 | 0 | 0.28644E-07 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015341 | 0 | 0.28644E-07 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015342 | 0 | 0.28644E-07 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015343 | 0 | 0.28644E-07 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015344 | 0 | 0.28644E-07 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015345 | 0 | 0.28644E-07 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015346 | 0 | 0.28644E-07 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015347 | 0 | 0.28644E-07 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015348 | 0 | 0.28644E-07 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015349 | 0 | 0.28644E-07 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015350 | 0 | 0.28644E-07 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015351 | 0 | 0.28644E-07 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015352 | 0 | 0.28644E-07 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015353 | 0 | 0.28644E-07 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015354 | 0 | 0.28644E-07 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015355 | 0 | 0.28644E-07 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015356 | 0 | 0.28644E-07 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015357 | 0 | 0.28644E-07 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015358 | 0 | 0.28644E-07 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015359 | 0 | 0.28644E-07 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015360 | 0 | 0.28644E-07 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015361 | 0 | 0.28644E-07 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015362 | 0 | 0.28644E-07 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015363 | 0 | 0.28644E-07 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015364 | 0 | 0.28644E-07 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015365 | 0 | 0.28644E-07 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015366 | 0 | 0.28644E-07 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015367 | 0 | 0.28644E-07 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015368 | 0 | 0.28644E-07 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015369 | 0 | 0.28644E-07 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015370 | 0 | 0.28644E-07 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015371 | 0 | 0.28644E-07 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015372 | 0 | 0.28644E-07 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015373 | 0 | 0.28644E-07 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015374 | 0 | 0.28644E-07 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015375 | 0 | 0.28644E-07 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015376 | 0 | 0.28644E-07 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015377 | 0 | 0.28644E-07 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015378 | 0 | 0.28644E-07 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015379 | 0 | 0.28644E-07 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015380 | 0 | 0.28644E-07 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015381 | 0 | 0.28644E-07 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015382 | 0 | 0.28644E-07 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015383 | 0 | 0.28644E-07 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015384 | 0 | 0.28644E-07 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015385 | 0 | 0.14800E-07 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015386 | 0 | 0.14800E-07 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015387 | 0 | 0.14800E-07 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015388 | 0 | 0.14800E-07 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015389 | 0 | 0.14800E-07 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015390 | 0 | 0.14800E-07 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015391 | 0 | 0.14800E-07 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015392 | 0 | 0.14800E-07 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015393 | 0 | 0.14800E-07 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015394 | 0 | 0.14800E-07 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015395 | 0 | 0.31250E-07 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015396 | 0 | 0.31250E-07 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015397 | 0 | 0.31250E-07 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015398 | 0 | 0.31250E-07 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015399 | 0 | 0.31250E-07 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015400 | 0 | 0.31250E-07 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015401 | 0 | 0.31250E-07 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015402 | 0 | 0.31250E-07 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015403 | 0 | 0.31250E-07 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015404 | 0 | 0.31250E-07 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015405 | 0 | 0.31250E-07 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015406 | 0 | 0.31250E-07 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015407 | 0 | 0.31250E-07 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015408 | 0 | 0.31250E-07 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015409 | 0 | 0.31250E-07 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015410 | 0 | 0.31250E-07 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015411 | 0 | 0.20214E-06 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015412 | 0 | 0.20214E-06 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015413 | 0 | 0.20214E-06 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015414 | 0 | 0.20214E-06 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015415 | 0 | 0.20214E-06 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015416 | 0 | 0.20214E-06 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015417 | 0 | 0.20214E-06 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015418 | 0 | 0.20214E-06 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015419 | 0 | 0.20214E-06 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015420 | 0 | 0.20214E-06 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015421 | 0 | 0.20214E-06 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015422 | 0 | 0.20214E-06 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015423 | 0 | 0.20214E-06 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015424 | 0 | 0.20214E-06 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015425 | 0 | 0.20214E-06 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015426 | 0 | 0.20214E-06 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015427 | 0 | 0.20214E-06 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015428 | 0 | 0.20214E-06 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015429 | 0 | 0.20214E-06 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015430 | 0 | 0.20214E-06 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015431 | 0 | 0.20214E-06 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015432 | 0 | 0.20214E-06 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015433 | 0 | 0.20214E-06 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015434 | 0 | 0.20214E-06 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015435 | 0 | 0.20214E-06 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015436 | 0 | 0.20214E-06 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0015437 | 0 | 0.20214E-06 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015438 | 0 | 0.20214E-06 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015439 | 0 | 0.20696E-07 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015440 | 0 | 0.20696E-07 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015441 | 0 | 0.20696E-07 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015442 | 0 | 0.20696E-07 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015443 | 0 | 0.20696E-07 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015444 | 0 | 0.20696E-07 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015445 | 0 | 0.20696E-07 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015446 | 0 | 0.20696E-07 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015447 | 0 | 0.20696E-07 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015448 | 0 | 0.20696E-07 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015449 | 0 | 0.20696E-07 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015450 | 0 | 0.20696E-07 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015451 | 0 | 0.20696E-07 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015452 | 0 | 0.20696E-07 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015453 | 0 | 0.20696E-07 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015454 | 0 | 0.20696E-07 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015455 | 0 | 0.20696E-07 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015456 | 0 | 0.20696E-07 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015457 | 0 | 0.20696E-07 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015458 | 0 | 0.20696E-07 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015459 | 0 | 0.20696E-07 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015460 | 0 | 0.20696E-07 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015461 | 0 | 0.20696E-07 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015462 | 0 | 0.29000E-07 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015463 | 0 | 0.29000E-07 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015464 | 0 | 0.29000E-07 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015465 | 0 | 0.29000E-07 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015466 | 0 | 0.29000E-07 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015467 | 0 | 0.29000E-07 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015468 | 0 | 0.29000E-07 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015469 | 0 | 0.29000E-07 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015470 | 0 | 0.98100E-08 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015471 | 0 | 0.98100E-08 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015472 | 0 | 0.98100E-08 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015473 | 0 | 0.98100E-08 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015474 | 0 | 0.98100E-08 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015475 | 0 | 0.98100E-08 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015476 | 0 | 0.98100E-08 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0015477 | 0 | 0.98100E-08 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015478 | 0 | 0.98100E-08 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015479 | 0 | 0.98100E-08 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015480 | 0 | 0.22192E-07 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015481 | 0 | 0.22192E-07 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015482 | 0 | 0.22192E-07 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015483 | 0 | 0.22192E-07 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015484 | 0 | 0.22192E-07 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015485 | 0 | 0.22192E-07 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015486 | 0 | 0.22192E-07 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015487 | 0 | 0.22192E-07 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015488 | 0 | 0.22192E-07 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015489 | 0 | 0.22192E-07 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015490 | 0 | 0.22192E-07 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015491 | 0 | 0.22192E-07 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015492 | 0 | 0.22192E-07 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015493 | 0 | 0.22192E-07 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015494 | 0 | 0.22192E-07 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015495 | 0 | 0.22192E-07 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015496 | 0 | 0.22192E-07 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015497 | 0 | 0.22192E-07 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015498 | 0 | 0.22192E-07 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015499 | 0 | 0.22192E-07 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015500 | 0 | 0.22192E-07 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015501 | 0 | 0.22192E-07 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015502 | 0 | 0.22192E-07 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015503 | 0 | 0.22192E-07 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015504 | 0 | 0.22192E-07 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015505 | 0 | 0.22192E-07 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015506 | 0 | 0.28105E-07 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015507 | 0 | 0.28105E-07 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015508 | 0 | 0.28105E-07 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015509 | 0 | 0.28105E-07 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015510 | 0 | 0.28105E-07 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015511 | 0 | 0.28105E-07 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015512 | 0 | 0.28105E-07 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015513 | 0 | 0.28105E-07 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015514 | 0 | 0.28105E-07 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015515 | 0 | 0.28105E-07 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015516 | 0 | 0.28105E-07 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015517 | 0 | 0.28105E-07 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015518 | 0 | 0.28105E-07 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015519 | 0 | 0.28105E-07 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015520 | 0 | 0.28105E-07 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015521 | 0 | 0.28105E-07 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015522 | 0 | 0.28105E-07 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015523 | 0 | 0.28105E-07 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015524 | 0 | 0.28105E-07 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015573 | 0 | 0.49032E-07 | 267629.2 | 4047768.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015574 | 0 | 0.49032E-07 | 267621.9 | 4047768.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015575 | 0 | 0.49032E-07 | 267614.6 | 4047768.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015576 | 0 | 0.49032E-07 | 267607.4 | 4047768.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015577 | 0 | 0.49032E-07 | 267600.1 | 4047768.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015578 | 0 | 0.49032E-07 | 267592.8 | 4047767.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015579 | 0 | 0.49032E-07 | 267585.5 | 4047767.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015580 | 0 | 0.49032E-07 | 267578.3 | 4047767.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015581 | 0 | 0.49032E-07 | 267571.0 | 4047767.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015582 | 0 | 0.49032E-07 | 267563.7 | 4047767.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015583 | 0 | 0.49032E-07 | 267556.5 | 4047767.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015584 | 0 | 0.49032E-07 | 267549.2 | 4047767.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015585 | 0 | 0.49032E-07 | 267541.9 | 4047767.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015586 | 0 | 0.49032E-07 | 267534.6 | 4047766.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015587 | 0 | 0.49032E-07 | 267527.4 | 4047766.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015588 | 0 | 0.49032E-07 | 267520.1 | 4047766.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015589 | 0 | 0.49032E-07 | 267512.8 | 4047766.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015590 | 0 | 0.49032E-07 | 267505.6 | 4047766.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015591 | 0 | 0.49032E-07 | 267498.3 | 4047766.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015592 | 0 | 0.49032E-07 | 267491.0 | 4047766.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015593 | 0 | 0.49032E-07 | 267483.8 | 4047766.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015594 | 0 | 0.49032E-07 | 267476.5 | 4047765.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015595 | 0 | 0.49032E-07 | 267469.2 | 4047765.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015596 | 0 | 0.49032E-07 | 267461.9 | 4047765.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015597 | 0 | 0.49032E-07 | 267454.7 | 4047765.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015598 | 0 | 0.49032E-07 | 267448.6 | 4047764.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015599 | 0 | 0.49032E-07 | 267452.0 | 4047758.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015600 | 0 | 0.49032E-07 | 267455.4 | 4047751.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015601 | 0 | 0.49032E-07 | 267458.9 | 4047745.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015602 | 0 | 0.49032E-07 | 267462.3 | 4047739.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015603 | 0 | 0.49032E-07 | 267465.7 | 4047732.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015604 | 0 | 0.49032E-07 | 267469.1 | 4047726.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015605 | 0 | 0.49032E-07 | 267472.5 | 4047719.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015606 | 0 | 0.49032E-07 | 267475.9 | 4047713.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015607 | 0 | 0.49032E-07 | 267479.3 | 4047706.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015608 | 0 | 0.49032E-07 | 267482.8 | 4047700.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015609 | 0 | 0.49032E-07 | 267486.2 | 4047694.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015610 | 0 | 0.49032E-07 | 267489.6 | 4047687.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015611 | 0 | 0.49032E-07 | 267492.3 | 4047681.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015612 | 0 | 0.49032E-07 | 267492.0 | 4047673.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015613 | 0 | 0.49032E-07 | 267491.8 | 4047666.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015614 | 0 | 0.49032E-07 | 267491.5 | 4047659.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015615 | 0 | 0.49032E-07 | 267491.2 | 4047652.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015616 | 0 | 0.49032E-07 | 267490.9 | 4047644.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015617 | 0 | 0.49032E-07 | 267490.6 | 4047637.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015618 | 0 | 0.49032E-07 | 267495.7 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015619 | 0 | 0.49032E-07 | 267502.8 | 4047633.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015620 | 0 | 0.49032E-07 | 267510.0 | 4047632.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015621 | 0 | 0.49032E-07 | 267517.2 | 4047631.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015622 | 0 | 0.49032E-07 | 267524.4 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015623 | 0 | 0.49032E-07 | 267531.6 | 4047629.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015624 | 0 | 0.49032E-07 | 267538.8 | 4047627.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015625 | 0 | 0.49032E-07 | 267546.0 | 4047626.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015626 | 0 | 0.49032E-07 | 267553.1 | 4047625.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015627 | 0 | 0.49032E-07 | 267560.3 | 4047624.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015628 | 0 | 0.49032E-07 | 267567.5 | 4047623.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015629 | 0 | 0.49032E-07 | 267574.1 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015630 | 0 | 0.49032E-07 | 267579.6 | 4047616.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015631 | 0 | 0.49032E-07 | 267585.2 | 4047611.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015632 | 0 | 0.49032E-07 | 267590.7 | 4047606.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015633 | 0 | 0.49032E-07 | 267596.3 | 4047602.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015634 | 0 | 0.49032E-07 | 267601.8 | 4047597.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015635 | 0 | 0.77402E-07 | 267637.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015636 | 0 | 0.77402E-07 | 267630.6 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015637 | 0 | 0.77402E-07 | 267623.3 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015638 | 0 | 0.77402E-07 | 267616.0 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015639 | 0 | 0.77402E-07 | 267608.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015640 | 0 | 0.77402E-07 | 267601.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015641 | 0 | 0.77402E-07 | 267594.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015642 | 0 | 0.77402E-07 | 267586.9 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015643 | 0 | 0.77402E-07 | 267579.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015644 | 0 | 0.77402E-07 | 267572.3 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015645 | 0 | 0.77402E-07 | 267565.0 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015646 | 0 | 0.77402E-07 | 267557.8 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015647 | 0 | 0.77402E-07 | 267550.5 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015648 | 0 | 0.77402E-07 | 267543.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015649 | 0 | 0.77402E-07 | 267535.9 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015650 | 0 | 0.77402E-07 | 267528.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015651 | 0 | 0.77402E-07 | 267521.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015652 | 0 | 0.77402E-07 | 267514.1 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015653 | 0 | 0.77402E-07 | 267506.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015654 | 0 | 0.77402E-07 | 267499.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015655 | 0 | 0.77402E-07 | 267492.2 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015656 | 0 | 0.77402E-07 | 267484.9 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015657 | 0 | 0.77402E-07 | 267477.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015658 | 0 | 0.77402E-07 | 267470.4 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015659 | 0 | 0.77402E-07 | 267463.1 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015660 | 0 | 0.77402E-07 | 267455.8 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015661 | 0 | 0.77402E-07 | 267448.5 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015662 | 0 | 0.77402E-07 | 267447.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015663 | 0 | 0.77402E-07 | 267450.9 | 4047757.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015664 | 0 | 0.77402E-07 | 267454.1 | 4047751.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015665 | 0 | 0.77402E-07 | 267457.3 | 4047744.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015666 | 0 | 0.77402E-07 | 267460.5 | 4047738.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015667 | 0 | 0.77402E-07 | 267463.7 | 4047731.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015668 | 0 | 0.77402E-07 | 267466.9 | 4047725.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015669 | 0 | 0.77402E-07 | 267470.1 | 4047718.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015670 | 0 | 0.77402E-07 | 267473.3 | 4047712.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015671 | 0 | 0.77402E-07 | 267476.5 | 4047705.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015672 | 0 | 0.77402E-07 | 267479.7 | 4047699.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015673 | 0 | 0.77402E-07 | 267482.9 | 4047692.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015674 | 0 | 0.77402E-07 | 267486.1 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015675 | 0 | 0.77402E-07 | 267488.8 | 4047679.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015676 | 0 | 0.77402E-07 | 267489.1 | 4047672.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015677 | 0 | 0.77402E-07 | 267489.4 | 4047664.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015678 | 0 | 0.77402E-07 | 267489.7 | 4047657.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015679 | 0 | 0.77402E-07 | 267490.0 | 4047650.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015680 | 0 | 0.77402E-07 | 267490.3 | 4047642.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015681 | 0 | 0.77402E-07 | 267492.1 | 4047636.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015682 | 0 | 0.77402E-07 | 267499.3 | 4047635.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015683 | 0 | 0.77402E-07 | 267506.5 | 4047634.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015684 | 0 | 0.77402E-07 | 267513.7 | 4047633.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015685 | 0 | 0.77402E-07 | 267520.8 | 4047632.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015686 | 0 | 0.77402E-07 | 267528.0 | 4047631.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015687 | 0 | 0.77402E-07 | 267535.2 | 4047629.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015688 | 0 | 0.77402E-07 | 267542.4 | 4047628.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015689 | 0 | 0.77402E-07 | 267549.6 | 4047627.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015690 | 0 | 0.77402E-07 | 267556.8 | 4047626.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015691 | 0 | 0.77402E-07 | 267564.0 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015692 | 0 | 0.77402E-07 | 267570.6 | 4047622.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015693 | 0 | 0.77402E-07 | 267576.4 | 4047618.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015694 | 0 | 0.77402E-07 | 267582.2 | 4047614.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015695 | 0 | 0.77402E-07 | 267588.0 | 4047609.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015696 | 0 | 0.77402E-07 | 267593.8 | 4047605.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015697 | 0 | 0.77402E-07 | 267599.6 | 4047600.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015698 | 0 | 0.77402E-07 | 267605.4 | 4047596.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015699 | 0 | 0.77402E-07 | 267611.3 | 4047592.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015700 | 0 | 0.77402E-07 | 267617.1 | 4047587.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015701 | 0 | 0.77402E-07 | 267622.9 | 4047583.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015702 | 0 | 0.77402E-07 | 267628.7 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015703 | 0 | 0.77402E-07 | 267634.5 | 4047574.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015704 | 0 | 0.77402E-07 | 267640.3 | 4047570.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015705 | 0 | 0.77402E-07 | 267646.1 | 4047565.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015706 | 0 | 0.77402E-07 | 267651.9 | 4047561.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015707 | 0 | 0.77402E-07 | 267657.7 | 4047556.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015708 | 0 | 0.77402E-07 | 267663.5 | 4047552.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015709 | 0 | 0.77402E-07 | 267669.3 | 4047548.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015710 | 0 | 0.77402E-07 | 267675.1 | 4047543.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015711 | 0 | 0.77402E-07 | 267680.9 | 4047539.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015712 | 0 | 0.77402E-07 | 267686.0 | 4047534.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015713 | 0 | 0.77402E-07 | 267691.2 | 4047528.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015714 | 0 | 0.77402E-07 | 267696.3 | 4047523.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015715 | 0 | 0.77402E-07 | 267701.5 | 4047518.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015716 | 0 | 0.77402E-07 | 267706.6 | 4047513.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015717 | 0 | 0.77402E-07 | 267711.8 | 4047508.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015718 | 0 | 0.77402E-07 | 267716.9 | 4047503.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015719 | 0 | 0.77402E-07 | 267722.1 | 4047498.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015720 | 0 | 0.77402E-07 | 267727.2 | 4047492.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015721 | 0 | 0.77402E-07 | 267732.4 | 4047487.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015722 | 0 | 0.77402E-07 | 267737.5 | 4047482.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015723 | 0 | 0.77402E-07 | 267742.7 | 4047477.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015724 | 0 | 0.77402E-07 | 267747.8 | 4047472.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015725 | 0 | 0.77402E-07 | 267753.0 | 4047467.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015726 | 0 | 0.77402E-07 | 267758.1 | 4047462.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015727 | 0 | 0.77402E-07 | 267763.3 | 4047456.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015728 | 0 | 0.77402E-07 | 267768.4 | 4047451.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015729 | 0 | 0.77402E-07 | 267773.6 | 4047446.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015730 | 0 | 0.77402E-07 | 267778.7 | 4047441.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015731 | 0 | 0.77402E-07 | 267783.9 | 4047436.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015732 | 0 | 0.77402E-07 | 267789.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015733 | 0 | 0.77402E-07 | 267789.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015734 | 0 | 0.77402E-07 | 267789.5 | 4047416.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015735 | 0 | 0.77402E-07 | 267789.5 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015736 | 0 | 0.77402E-07 | 267789.6 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015737 | 0 | 0.77402E-07 | 267789.6 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015738 | 0 | 0.77402E-07 | 267789.7 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015739 | 0 | 0.77402E-07 | 267789.7 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015740 | 0 | 0.77402E-07 | 267789.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015741 | 0 | 0.77402E-07 | 267789.8 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015742 | 0 | 0.77402E-07 | 267789.9 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015743 | 0 | 0.77402E-07 | 267789.9 | 4047351.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015744 | 0 | 0.77402E-07 | 267790.0 | 4047343.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015745 | 0 | 0.77402E-07 | 267790.1 | 4047336.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015746 | 0 | 0.77402E-07 | 267790.1 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015747 | 0 | 0.77402E-07 | 267790.2 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015748 | 0 | 0.77402E-07 | 267790.2 | 4047314.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015749 | 0 | 0.77402E-07 | 267790.3 | 4047307.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015750 | 0 | 0.77402E-07 | 267790.3 | 4047300.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015751 | 0 | 0.77402E-07 | 267790.4 | 4047292.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015752 | 0 | 0.77402E-07 | 267790.4 | 4047285.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015753 | 0 | 0.77402E-07 | 267790.5 | 4047278.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015754 | 0 | 0.77402E-07 | 267790.5 | 4047271.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015755 | 0 | 0.77402E-07 | 267790.6 | 4047263.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015756 | 0 | 0.77402E-07 | 267790.7 | 4047256.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015757 | 0 | 0.77402E-07 | 267790.7 | 4047249.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015758 | 0 | 0.77402E-07 | 267790.8 | 4047241.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015759 | 0 | 0.77402E-07 | 267790.8 | 4047234.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015760 | 0 | 0.77402E-07 | 267790.9 | 4047227.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015761 | 0 | 0.77402E-07 | 267790.9 | 4047220.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015762 | 0 | 0.30806E-07 | 267634.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015763 | 0 | 0.30806E-07 | 267627.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015764 | 0 | 0.30806E-07 | 267619.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015765 | 0 | 0.30806E-07 | 267612.4 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015766 | 0 | 0.30806E-07 | 267605.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015767 | 0 | 0.30806E-07 | 267597.8 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015768 | 0 | 0.30806E-07 | 267590.5 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015769 | 0 | 0.30806E-07 | 267583.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015770 | 0 | 0.30806E-07 | 267575.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015771 | 0 | 0.30806E-07 | 267568.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015772 | 0 | 0.30806E-07 | 267561.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015773 | 0 | 0.30806E-07 | 267554.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015774 | 0 | 0.30806E-07 | 267546.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015775 | 0 | 0.30806E-07 | 267539.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015776 | 0 | 0.30806E-07 | 267532.1 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015777 | 0 | 0.30806E-07 | 267524.8 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015778 | 0 | 0.30806E-07 | 267517.5 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015779 | 0 | 0.30806E-07 | 267510.2 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015780 | 0 | 0.30806E-07 | 267502.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015781 | 0 | 0.30806E-07 | 267495.6 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015782 | 0 | 0.30806E-07 | 267488.3 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015783 | 0 | 0.30806E-07 | 267481.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015784 | 0 | 0.30806E-07 | 267473.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015785 | 0 | 0.30806E-07 | 267466.4 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015786 | 0 | 0.30806E-07 | 267459.1 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015787 | 0 | 0.30806E-07 | 267451.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015788 | 0 | 0.30806E-07 | 267449.8 | 4047760.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015789 | 0 | 0.30806E-07 | 267453.0 | 4047753.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015790 | 0 | 0.30806E-07 | 267456.2 | 4047746.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015791 | 0 | 0.30806E-07 | 267459.4 | 4047740.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015792 | 0 | 0.30806E-07 | 267462.6 | 4047733.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015793 | 0 | 0.30806E-07 | 267465.9 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015794 | 0 | 0.30806E-07 | 267469.1 | 4047720.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015795 | 0 | 0.30806E-07 | 267472.3 | 4047714.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015796 | 0 | 0.30806E-07 | 267475.5 | 4047707.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015797 | 0 | 0.30806E-07 | 267478.7 | 4047701.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015798 | 0 | 0.30806E-07 | 267481.9 | 4047694.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015799 | 0 | 0.30806E-07 | 267485.1 | 4047687.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015800 | 0 | 0.30806E-07 | 267487.2 | 4047681.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015801 | 0 | 0.30806E-07 | 267487.8 | 4047673.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015802 | 0 | 0.30806E-07 | 267488.4 | 4047666.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015803 | 0 | 0.30806E-07 | 267488.9 | 4047659.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015804 | 0 | 0.30806E-07 | 267489.5 | 4047651.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0015805 | 0 | 0.30806E-07 | 267490.1 | 4047644.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015806 | 0 | 0.30806E-07 | 267492.1 | 4047638.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015807 | 0 | 0.30806E-07 | 267499.2 | 4047637.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015808 | 0 | 0.30806E-07 | 267506.4 | 4047635.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015809 | 0 | 0.30806E-07 | 267513.5 | 4047633.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015810 | 0 | 0.30806E-07 | 267520.6 | 4047632.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015811 | 0 | 0.30806E-07 | 267527.7 | 4047630.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015812 | 0 | 0.30806E-07 | 267534.9 | 4047629.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015813 | 0 | 0.30806E-07 | 267542.0 | 4047627.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015814 | 0 | 0.30806E-07 | 267549.1 | 4047625.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015815 | 0 | 0.30806E-07 | 267556.2 | 4047624.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015816 | 0 | 0.30806E-07 | 267563.3 | 4047622.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015817 | 0 | 0.30806E-07 | 267570.5 | 4047621.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015818 | 0 | 0.30806E-07 | 267577.6 | 4047619.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015819 | 0 | 0.30806E-07 | 267583.6 | 4047615.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015820 | 0 | 0.30806E-07 | 267589.3 | 4047611.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015821 | 0 | 0.30806E-07 | 267595.0 | 4047606.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015822 | 0 | 0.30806E-07 | 267600.6 | 4047601.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015823 | 0 | 0.30806E-07 | 267606.3 | 4047597.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015824 | 0 | 0.30806E-07 | 267612.0 | 4047592.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015825 | 0 | 0.30806E-07 | 267617.6 | 4047588.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015826 | 0 | 0.30806E-07 | 267623.3 | 4047583.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015827 | 0 | 0.30806E-07 | 267629.0 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015828 | 0 | 0.30806E-07 | 267634.7 | 4047574.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015829 | 0 | 0.30806E-07 | 267640.3 | 4047569.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015830 | 0 | 0.30806E-07 | 267646.0 | 4047565.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015831 | 0 | 0.30806E-07 | 267651.7 | 4047560.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015832 | 0 | 0.30806E-07 | 267657.4 | 4047555.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015833 | 0 | 0.30806E-07 | 267663.0 | 4047551.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015834 | 0 | 0.30806E-07 | 267668.7 | 4047546.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015835 | 0 | 0.30806E-07 | 267674.4 | 4047542.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015836 | 0 | 0.30806E-07 | 267680.1 | 4047537.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015837 | 0 | 0.30806E-07 | 267685.7 | 4047532.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015838 | 0 | 0.30806E-07 | 267691.4 | 4047528.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015839 | 0 | 0.30806E-07 | 267696.8 | 4047523.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015840 | 0 | 0.30806E-07 | 267702.1 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015841 | 0 | 0.30806E-07 | 267707.4 | 4047513.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015842 | 0 | 0.30806E-07 | 267712.7 | 4047508.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015843 | 0 | 0.30806E-07 | 267718.0 | 4047503.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015844 | 0 | 0.30806E-07 | 267723.3 | 4047498.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015845 | 0 | 0.30806E-07 | 267728.6 | 4047493.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015846 | 0 | 0.30806E-07 | 267733.9 | 4047488.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015847 | 0 | 0.30806E-07 | 267739.2 | 4047483.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015848 | 0 | 0.30806E-07 | 267744.5 | 4047478.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015849 | 0 | 0.30806E-07 | 267749.8 | 4047473.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015850 | 0 | 0.30806E-07 | 267755.1 | 4047468.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015851 | 0 | 0.30806E-07 | 267760.4 | 4047463.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015852 | 0 | 0.30806E-07 | 267765.7 | 4047458.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015853 | 0 | 0.30806E-07 | 267771.0 | 4047453.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015854 | 0 | 0.30806E-07 | 267776.3 | 4047448.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015855 | 0 | 0.30806E-07 | 267781.6 | 4047443.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015856 | 0 | 0.30806E-07 | 267786.9 | 4047438.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015857 | 0 | 0.30806E-07 | 267792.2 | 4047433.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015858 | 0 | 0.30806E-07 | 267797.5 | 4047428.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015859 | 0 | 0.30806E-07 | 267802.8 | 4047423.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015860 | 0 | 0.30806E-07 | 267808.1 | 4047418.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015861 | 0 | 0.30806E-07 | 267813.4 | 4047413.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015862 | 0 | 0.30806E-07 | 267818.7 | 4047408.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015863 | 0 | 0.30806E-07 | 267824.0 | 4047403.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015864 | 0 | 0.30806E-07 | 267829.3 | 4047397.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015865 | 0 | 0.30806E-07 | 267834.6 | 4047392.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015866 | 0 | 0.30806E-07 | 267839.9 | 4047387.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015867 | 0 | 0.30806E-07 | 267845.2 | 4047382.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015868 | 0 | 0.30806E-07 | 267850.5 | 4047377.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015869 | 0 | 0.30806E-07 | 267855.8 | 4047372.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015870 | 0 | 0.30806E-07 | 267861.1 | 4047367.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015871 | 0 | 0.30806E-07 | 267866.4 | 4047362.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015872 | 0 | 0.30806E-07 | 267871.7 | 4047357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015873 | 0 | 0.30806E-07 | 267877.0 | 4047352.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015874 | 0 | 0.30806E-07 | 267882.3 | 4047347.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015875 | 0 | 0.30806E-07 | 267887.6 | 4047342.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015876 | 0 | 0.30806E-07 | 267892.9 | 4047337.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015877 | 0 | 0.30806E-07 | 267898.2 | 4047332.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015878 | 0 | 0.30806E-07 | 267904.9 | 4047331.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015879 | 0 | 0.30806E-07 | 267912.2 | 4047330.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015880 | 0 | 0.30806E-07 | 267919.5 | 4047330.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015881 | 0 | 0.30806E-07 | 267926.8 | 4047330.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015882 | 0 | 0.30806E-07 | 267934.1 | 4047330.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015883 | 0 | 0.30806E-07 | 267941.3 | 4047329.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015884 | 0 | 0.30806E-07 | 267948.6 | 4047329.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015885 | 0 | 0.30806E-07 | 267955.9 | 4047329.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015886 | 0 | 0.20484E-07 | 267449.8 | 4047758.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015887 | 0 | 0.20484E-07 | 267453.5 | 4047752.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015888 | 0 | 0.20484E-07 | 267457.2 | 4047746.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015889 | 0 | 0.20484E-07 | 267460.9 | 4047739.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015890 | 0 | 0.20484E-07 | 267464.5 | 4047733.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015891 | 0 | 0.20484E-07 | 267468.2 | 4047727.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015892 | 0 | 0.20484E-07 | 267471.9 | 4047721.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015893 | 0 | 0.20484E-07 | 267475.6 | 4047714.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015894 | 0 | 0.20484E-07 | 267479.2 | 4047708.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015895 | 0 | 0.20484E-07 | 267482.9 | 4047702.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015896 | 0 | 0.20484E-07 | 267486.6 | 4047696.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015897 | 0 | 0.20484E-07 | 267490.3 | 4047689.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015898 | 0 | 0.20484E-07 | 267491.9 | 4047683.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015899 | 0 | 0.20484E-07 | 267490.8 | 4047675.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015900 | 0 | 0.20484E-07 | 267489.7 | 4047668.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015901 | 0 | 0.20484E-07 | 267488.6 | 4047661.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015902 | 0 | 0.20484E-07 | 267487.5 | 4047654.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015903 | 0 | 0.20484E-07 | 267486.4 | 4047647.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015904 | 0 | 0.20484E-07 | 267485.3 | 4047639.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015905 | 0 | 0.20484E-07 | 267491.4 | 4047637.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015906 | 0 | 0.20484E-07 | 267498.5 | 4047636.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015907 | 0 | 0.20484E-07 | 267505.6 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015908 | 0 | 0.20484E-07 | 267512.7 | 4047633.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015909 | 0 | 0.20484E-07 | 267519.9 | 4047631.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015910 | 0 | 0.20484E-07 | 267527.0 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015911 | 0 | 0.20484E-07 | 267534.1 | 4047628.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015912 | 0 | 0.20484E-07 | 267541.2 | 4047627.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015913 | 0 | 0.20484E-07 | 267548.3 | 4047625.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015914 | 0 | 0.20484E-07 | 267555.4 | 4047624.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015915 | 0 | 0.20484E-07 | 267562.6 | 4047622.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015916 | 0 | 0.20484E-07 | 267569.7 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015917 | 0 | 0.20484E-07 | 267575.3 | 4047616.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015918 | 0 | 0.20484E-07 | 267580.8 | 4047611.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015919 | 0 | 0.20484E-07 | 267586.3 | 4047607.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015920 | 0 | 0.20484E-07 | 267591.8 | 4047602.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015921 | 0 | 0.20484E-07 | 267597.3 | 4047597.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015922 | 0 | 0.20484E-07 | 267602.8 | 4047592.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015923 | 0 | 0.20484E-07 | 267608.3 | 4047588.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015924 | 0 | 0.20484E-07 | 267613.8 | 4047583.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015925 | 0 | 0.20484E-07 | 267619.3 | 4047578.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015926 | 0 | 0.20484E-07 | 267624.9 | 4047573.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015927 | 0 | 0.20484E-07 | 267630.4 | 4047568.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015928 | 0 | 0.20484E-07 | 267635.9 | 4047564.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015929 | 0 | 0.20484E-07 | 267641.4 | 4047559.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015930 | 0 | 0.20484E-07 | 267646.9 | 4047554.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015931 | 0 | 0.20484E-07 | 267652.4 | 4047549.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015932 | 0 | 0.20484E-07 | 267657.9 | 4047545.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015933 | 0 | 0.20484E-07 | 267663.4 | 4047540.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015934 | 0 | 0.20484E-07 | 267668.9 | 4047535.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015935 | 0 | 0.20484E-07 | 267674.4 | 4047530.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015936 | 0 | 0.20484E-07 | 267679.9 | 4047526.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015937 | 0 | 0.20484E-07 | 267685.4 | 4047521.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015938 | 0 | 0.20484E-07 | 267690.9 | 4047516.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015939 | 0 | 0.20484E-07 | 267696.4 | 4047511.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015940 | 0 | 0.20484E-07 | 267701.9 | 4047507.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015941 | 0 | 0.20484E-07 | 267707.4 | 4047502.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015942 | 0 | 0.20484E-07 | 267712.9 | 4047497.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015943 | 0 | 0.20484E-07 | 267718.4 | 4047492.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015944 | 0 | 0.20484E-07 | 267723.9 | 4047488.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015945 | 0 | 0.20484E-07 | 267729.5 | 4047483.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015946 | 0 | 0.20484E-07 | 267735.0 | 4047478.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015947 | 0 | 0.20484E-07 | 267740.5 | 4047473.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015948 | 0 | 0.20484E-07 | 267746.0 | 4047469.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015949 | 0 | 0.20484E-07 | 267751.5 | 4047464.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015950 | 0 | 0.20484E-07 | 267757.0 | 4047459.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015951 | 0 | 0.20484E-07 | 267762.5 | 4047454.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015952 | 0 | 0.20484E-07 | 267768.0 | 4047450.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015953 | 0 | 0.20484E-07 | 267773.5 | 4047445.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015954 | 0 | 0.20484E-07 | 267779.0 | 4047440.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015955 | 0 | 0.20484E-07 | 267784.5 | 4047435.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015956 | 0 | 0.20484E-07 | 267790.0 | 4047431.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015957 | 0 | 0.20484E-07 | 267795.5 | 4047426.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015958 | 0 | 0.20484E-07 | 267801.0 | 4047421.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015959 | 0 | 0.20484E-07 | 267806.5 | 4047416.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015960 | 0 | 0.20484E-07 | 267812.0 | 4047411.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015961 | 0 | 0.20484E-07 | 267817.5 | 4047407.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015962 | 0 | 0.20484E-07 | 267823.0 | 4047402.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015963 | 0 | 0.20484E-07 | 267828.6 | 4047397.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015964 | 0 | 0.20484E-07 | 267834.1 | 4047392.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015965 | 0 | 0.20484E-07 | 267839.6 | 4047388.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015966 | 0 | 0.20484E-07 | 267845.1 | 4047383.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015967 | 0 | 0.20484E-07 | 267850.6 | 4047378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015968 | 0 | 0.20484E-07 | 267856.1 | 4047373.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015969 | 0 | 0.20484E-07 | 267861.6 | 4047369.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015970 | 0 | 0.20484E-07 | 267867.1 | 4047364.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015971 | 0 | 0.20484E-07 | 267872.6 | 4047359.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015972 | 0 | 0.20484E-07 | 267878.1 | 4047354.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015973 | 0 | 0.20484E-07 | 267883.6 | 4047350.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015974 | 0 | 0.20484E-07 | 267889.1 | 4047345.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015975 | 0 | 0.20484E-07 | 267894.6 | 4047340.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015976 | 0 | 0.20484E-07 | 267900.1 | 4047335.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015977 | 0 | 0.20484E-07 | 267903.7 | 4047330.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015978 | 0 | 0.20484E-07 | 267904.2 | 4047322.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015979 | 0 | 0.20484E-07 | 267904.8 | 4047315.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015980 | 0 | 0.20484E-07 | 267905.3 | 4047308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015981 | 0 | 0.20484E-07 | 267905.9 | 4047301.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015982 | 0 | 0.20484E-07 | 267906.5 | 4047293.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015983 | 0 | 0.20484E-07 | 267907.0 | 4047286.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015984 | 0 | 0.20484E-07 | 267907.6 | 4047279.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015985 | 0 | 0.20484E-07 | 267908.1 | 4047272.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015986 | 0 | 0.20484E-07 | 267908.7 | 4047264.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015987 | 0 | 0.20484E-07 | 267909.2 | 4047257.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015988 | 0 | 0.20484E-07 | 267909.8 | 4047250.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015989 | 0 | 0.20484E-07 | 267910.4 | 4047243.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015990 | 0 | 0.20484E-07 | 267913.7 | 4047238.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015991 | 0 | 0.20484E-07 | 267921.0 | 4047238.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015992 | 0 | 0.20484E-07 | 267928.3 | 4047238.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015993 | 0 | 0.20484E-07 | 267935.5 | 4047238.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015994 | 0 | 0.20484E-07 | 267942.8 | 4047238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015995 | 0 | 0.20484E-07 | 267950.1 | 4047237.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015996 | 0 | 0.20484E-07 | 267957.4 | 4047237.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015997 | 0 | 0.20484E-07 | 267964.6 | 4047237.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015998 | 0 | 0.20484E-07 | 267971.9 | 4047237.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015999 | 0 | 0.20484E-07 | 267979.2 | 4047237.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016000 | 0 | 0.20484E-07 | 267986.5 | 4047236.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016001 | 0 | 0.20484E-07 | 267993.7 | 4047236.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016002 | 0 | 0.20484E-07 | 268001.0 | 4047236.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016003 | 0 | 0.20484E-07 | 268008.3 | 4047236.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016004 | 0 | 0.20484E-07 | 268015.5 | 4047236.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016005 | 0 | 0.20484E-07 | 268022.8 | 4047235.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016006 | 0 | 0.20484E-07 | 268030.1 | 4047235.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016007 | 0 | 0.20484E-07 | 268037.4 | 4047235.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016008 | 0 | 0.20484E-07 | 268044.6 | 4047235.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016009 | 0 | 0.20484E-07 | 268051.9 | 4047235.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016010 | 0 | 0.14157E-07 | 267639.3 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016011 | 0 | 0.14157E-07 | 267632.0 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016012 | 0 | 0.14157E-07 | 267624.8 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016013 | 0 | 0.14157E-07 | 267617.5 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016014 | 0 | 0.14157E-07 | 267610.3 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016015 | 0 | 0.14157E-07 | 267603.0 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016016 | 0 | 0.14157E-07 | 267595.8 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016017 | 0 | 0.14157E-07 | 267588.5 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016018 | 0 | 0.14157E-07 | 267581.3 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016019 | 0 | 0.14157E-07 | 267574.0 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016020 | 0 | 0.14157E-07 | 267566.8 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016021 | 0 | 0.14157E-07 | 267559.5 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016022 | 0 | 0.14157E-07 | 267552.3 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016023 | 0 | 0.14157E-07 | 267545.0 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016024 | 0 | 0.14157E-07 | 267537.8 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016025 | 0 | 0.14157E-07 | 267530.5 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016026 | 0 | 0.14157E-07 | 267523.2 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016027 | 0 | 0.14157E-07 | 267516.0 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016028 | 0 | 0.14157E-07 | 267508.7 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016029 | 0 | 0.14157E-07 | 267501.5 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016030 | 0 | 0.14157E-07 | 267494.2 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016031 | 0 | 0.14157E-07 | 267487.0 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016032 | 0 | 0.14157E-07 | 267479.7 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016033 | 0 | 0.14157E-07 | 267472.5 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016034 | 0 | 0.14157E-07 | 267465.2 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016035 | 0 | 0.14157E-07 | 267458.0 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016036 | 0 | 0.14157E-07 | 267450.7 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016037 | 0 | 0.14157E-07 | 267447.5 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016038 | 0 | 0.14157E-07 | 267450.7 | 4047759.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016039 | 0 | 0.14157E-07 | 267453.9 | 4047752.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016040 | 0 | 0.14157E-07 | 267457.1 | 4047746.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016041 | 0 | 0.14157E-07 | 267460.3 | 4047739.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016042 | 0 | 0.14157E-07 | 267463.6 | 4047733.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016043 | 0 | 0.14157E-07 | 267466.8 | 4047726.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016044 | 0 | 0.14157E-07 | 267470.0 | 4047720.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016045 | 0 | 0.14157E-07 | 267473.2 | 4047713.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016046 | 0 | 0.14157E-07 | 267476.4 | 4047707.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016047 | 0 | 0.14157E-07 | 267479.7 | 4047700.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016048 | 0 | 0.14157E-07 | 267482.9 | 4047694.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016049 | 0 | 0.14157E-07 | 267485.4 | 4047687.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016050 | 0 | 0.14157E-07 | 267486.2 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016051 | 0 | 0.14157E-07 | 267487.0 | 4047673.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016052 | 0 | 0.14157E-07 | 267487.8 | 4047665.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016053 | 0 | 0.14157E-07 | 267488.7 | 4047658.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016054 | 0 | 0.14157E-07 | 267489.5 | 4047651.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016055 | 0 | 0.14157E-07 | 267490.3 | 4047644.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016056 | 0 | 0.14157E-07 | 267491.1 | 4047637.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016057 | 0 | 0.14157E-07 | 267492.0 | 4047629.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016058 | 0 | 0.14157E-07 | 267492.6 | 4047622.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016059 | 0 | 0.14157E-07 | 267493.0 | 4047615.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016060 | 0 | 0.14157E-07 | 267493.4 | 4047608.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016061 | 0 | 0.14157E-07 | 267493.8 | 4047600.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016062 | 0 | 0.14157E-07 | 267494.3 | 4047593.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016063 | 0 | 0.14157E-07 | 267494.7 | 4047586.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016064 | 0 | 0.14157E-07 | 267495.1 | 4047579.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016065 | 0 | 0.14157E-07 | 267495.5 | 4047572.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016066 | 0 | 0.14157E-07 | 267496.0 | 4047564.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016067 | 0 | 0.14157E-07 | 267496.4 | 4047557.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016068 | 0 | 0.14157E-07 | 267496.8 | 4047550.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016069 | 0 | 0.14157E-07 | 267497.2 | 4047543.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016070 | 0 | 0.14157E-07 | 267497.7 | 4047535.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016071 | 0 | 0.14157E-07 | 267498.1 | 4047528.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016072 | 0 | 0.14157E-07 | 267498.5 | 4047521.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016073 | 0 | 0.14157E-07 | 267498.9 | 4047514.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016074 | 0 | 0.14157E-07 | 267499.3 | 4047506.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016075 | 0 | 0.14157E-07 | 267499.8 | 4047499.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016076 | 0 | 0.14157E-07 | 267500.2 | 4047492.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016077 | 0 | 0.14157E-07 | 267500.6 | 4047485.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016078 | 0 | 0.14157E-07 | 267501.0 | 4047477.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016079 | 0 | 0.14157E-07 | 267501.5 | 4047470.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016080 | 0 | 0.14157E-07 | 267501.9 | 4047463.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016081 | 0 | 0.14157E-07 | 267502.3 | 4047456.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016082 | 0 | 0.14157E-07 | 267502.7 | 4047448.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016083 | 0 | 0.14157E-07 | 267503.1 | 4047441.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016084 | 0 | 0.14157E-07 | 267503.6 | 4047434.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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FASTALL

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0016085 | 0 | 0.14157E-07 | 267504.0 | 4047427.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016086 | 0 | 0.14157E-07 | 267504.4 | 4047419.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016087 | 0 | 0.14157E-07 | 267504.8 | 4047412.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016088 | 0 | 0.14157E-07 | 267505.3 | 4047405.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016089 | 0 | 0.14157E-07 | 267505.7 | 4047398.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016090 | 0 | 0.14157E-07 | 267506.1 | 4047391.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016091 | 0 | 0.14157E-07 | 267506.5 | 4047383.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016092 | 0 | 0.14157E-07 | 267508.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016093 | 0 | 0.14157E-07 | 267515.8 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016094 | 0 | 0.14157E-07 | 267523.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016095 | 0 | 0.14157E-07 | 267530.3 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016096 | 0 | 0.14157E-07 | 267537.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016097 | 0 | 0.14157E-07 | 267544.9 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016098 | 0 | 0.14157E-07 | 267552.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016099 | 0 | 0.20795E-07 | 267637.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016100 | 0 | 0.20795E-07 | 267629.9 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016101 | 0 | 0.20795E-07 | 267622.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016102 | 0 | 0.20795E-07 | 267615.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016103 | 0 | 0.20795E-07 | 267608.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016104 | 0 | 0.20795E-07 | 267600.8 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016105 | 0 | 0.20795E-07 | 267593.5 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016106 | 0 | 0.20795E-07 | 267586.2 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016107 | 0 | 0.20795E-07 | 267578.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016108 | 0 | 0.20795E-07 | 267571.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016109 | 0 | 0.20795E-07 | 267564.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016110 | 0 | 0.20795E-07 | 267557.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016111 | 0 | 0.20795E-07 | 267549.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016112 | 0 | 0.20795E-07 | 267542.5 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016113 | 0 | 0.20795E-07 | 267535.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016114 | 0 | 0.20795E-07 | 267528.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016115 | 0 | 0.20795E-07 | 267520.7 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016116 | 0 | 0.20795E-07 | 267513.4 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016117 | 0 | 0.20795E-07 | 267506.1 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016118 | 0 | 0.20795E-07 | 267498.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016119 | 0 | 0.20795E-07 | 267491.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016120 | 0 | 0.20795E-07 | 267484.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016121 | 0 | 0.20795E-07 | 267477.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016122 | 0 | 0.20795E-07 | 267469.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016123 | 0 | 0.20795E-07 | 267462.5 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016124 | 0 | 0.20795E-07 | 267455.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0016125 | 0 | 0.20795E-07 | 267447.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016126 | 0 | 0.20795E-07 | 267450.7 | 4047756.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016127 | 0 | 0.20795E-07 | 267454.1 | 4047750.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016128 | 0 | 0.20795E-07 | 267457.5 | 4047744.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016129 | 0 | 0.20795E-07 | 267460.8 | 4047737.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016130 | 0 | 0.20795E-07 | 267464.2 | 4047731.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016131 | 0 | 0.20795E-07 | 267467.6 | 4047724.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016132 | 0 | 0.20795E-07 | 267471.0 | 4047718.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016133 | 0 | 0.20795E-07 | 267474.4 | 4047711.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016134 | 0 | 0.20795E-07 | 267477.8 | 4047705.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016135 | 0 | 0.20795E-07 | 267481.2 | 4047698.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016136 | 0 | 0.20795E-07 | 267484.6 | 4047692.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016137 | 0 | 0.20795E-07 | 267487.0 | 4047685.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016138 | 0 | 0.20795E-07 | 267487.4 | 4047678.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016139 | 0 | 0.20795E-07 | 267487.8 | 4047671.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016140 | 0 | 0.20795E-07 | 267488.2 | 4047663.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016141 | 0 | 0.20795E-07 | 267488.5 | 4047656.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016142 | 0 | 0.20795E-07 | 267488.9 | 4047649.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016143 | 0 | 0.20795E-07 | 267489.3 | 4047642.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016144 | 0 | 0.20795E-07 | 267489.6 | 4047634.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016145 | 0 | 0.20795E-07 | 267490.0 | 4047627.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016146 | 0 | 0.20795E-07 | 267490.4 | 4047620.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016147 | 0 | 0.20795E-07 | 267490.7 | 4047613.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016148 | 0 | 0.20795E-07 | 267491.1 | 4047605.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016149 | 0 | 0.20795E-07 | 267491.5 | 4047598.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016150 | 0 | 0.20795E-07 | 267491.8 | 4047591.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016151 | 0 | 0.20795E-07 | 267492.2 | 4047583.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016152 | 0 | 0.20795E-07 | 267492.6 | 4047576.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016153 | 0 | 0.20795E-07 | 267493.0 | 4047569.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016154 | 0 | 0.20795E-07 | 267493.3 | 4047562.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016155 | 0 | 0.20795E-07 | 267493.7 | 4047554.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016156 | 0 | 0.20795E-07 | 267494.1 | 4047547.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016157 | 0 | 0.20795E-07 | 267494.4 | 4047540.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016158 | 0 | 0.20795E-07 | 267494.8 | 4047533.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016159 | 0 | 0.20795E-07 | 267495.2 | 4047525.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016160 | 0 | 0.20795E-07 | 267495.5 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016161 | 0 | 0.20795E-07 | 267495.9 | 4047511.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016162 | 0 | 0.20795E-07 | 267496.3 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016163 | 0 | 0.20795E-07 | 267496.7 | 4047496.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016164 | 0 | 0.20795E-07 | 267497.0 | 4047489.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0016165 | 0 | 0.20795E-07 | 267497.4 | 4047482.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016166 | 0 | 0.20795E-07 | 267497.8 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016167 | 0 | 0.20795E-07 | 267498.1 | 4047467.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016168 | 0 | 0.20795E-07 | 267498.5 | 4047460.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016169 | 0 | 0.20795E-07 | 267498.9 | 4047452.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016170 | 0 | 0.20795E-07 | 267499.2 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016171 | 0 | 0.20795E-07 | 267499.6 | 4047438.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016172 | 0 | 0.20795E-07 | 267500.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016173 | 0 | 0.20795E-07 | 267500.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016174 | 0 | 0.20795E-07 | 267500.7 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016175 | 0 | 0.20795E-07 | 267501.1 | 4047409.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016176 | 0 | 0.20795E-07 | 267501.5 | 4047402.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016177 | 0 | 0.20795E-07 | 267501.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016178 | 0 | 0.20795E-07 | 267502.2 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016179 | 0 | 0.20795E-07 | 267502.6 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016180 | 0 | 0.20795E-07 | 267502.9 | 4047372.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016181 | 0 | 0.20795E-07 | 267501.5 | 4047367.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016182 | 0 | 0.20795E-07 | 267494.3 | 4047368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016183 | 0 | 0.20795E-07 | 267487.0 | 4047368.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016184 | 0 | 0.20795E-07 | 267479.7 | 4047369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016185 | 0 | 0.20795E-07 | 267472.5 | 4047369.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016186 | 0 | 0.20795E-07 | 267465.2 | 4047370.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016187 | 0 | 0.41572E-07 | 267637.2 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016188 | 0 | 0.41572E-07 | 267630.0 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016189 | 0 | 0.41572E-07 | 267622.7 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016190 | 0 | 0.41572E-07 | 267615.4 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016191 | 0 | 0.41572E-07 | 267608.1 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016192 | 0 | 0.41572E-07 | 267600.8 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016193 | 0 | 0.41572E-07 | 267593.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016194 | 0 | 0.41572E-07 | 267586.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016195 | 0 | 0.41572E-07 | 267579.0 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016196 | 0 | 0.41572E-07 | 267571.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016197 | 0 | 0.41572E-07 | 267564.4 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016198 | 0 | 0.41572E-07 | 267557.1 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016199 | 0 | 0.41572E-07 | 267549.9 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016200 | 0 | 0.41572E-07 | 267542.6 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016201 | 0 | 0.41572E-07 | 267535.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016202 | 0 | 0.41572E-07 | 267528.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016203 | 0 | 0.41572E-07 | 267520.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016204 | 0 | 0.41572E-07 | 267513.5 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

**MODELOPTs:  NonDFAULT CONC                                  FLAT
              FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016205 | 0 | 0.41572E-07 | 267506.2 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016206 | 0 | 0.41572E-07 | 267498.9 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016207 | 0 | 0.41572E-07 | 267491.6 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016208 | 0 | 0.41572E-07 | 267484.3 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016209 | 0 | 0.41572E-07 | 267477.0 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016210 | 0 | 0.41572E-07 | 267469.8 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016211 | 0 | 0.41572E-07 | 267462.5 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016212 | 0 | 0.41572E-07 | 267455.2 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016213 | 0 | 0.41572E-07 | 267447.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016214 | 0 | 0.41572E-07 | 267440.6 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016215 | 0 | 0.41572E-07 | 267433.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016216 | 0 | 0.41572E-07 | 267426.1 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016217 | 0 | 0.41572E-07 | 267418.8 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016218 | 0 | 0.41572E-07 | 267411.5 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016219 | 0 | 0.41572E-07 | 267404.2 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016220 | 0 | 0.41572E-07 | 267396.9 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016221 | 0 | 0.41572E-07 | 267389.7 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016222 | 0 | 0.41572E-07 | 267382.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016223 | 0 | 0.41572E-07 | 267375.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016224 | 0 | 0.41572E-07 | 267367.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016225 | 0 | 0.41572E-07 | 267360.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016226 | 0 | 0.41572E-07 | 267353.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016227 | 0 | 0.41572E-07 | 267346.0 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016228 | 0 | 0.41572E-07 | 267338.7 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016229 | 0 | 0.41572E-07 | 267331.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016230 | 0 | 0.41572E-07 | 267324.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016231 | 0 | 0.41572E-07 | 267316.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016232 | 0 | 0.41572E-07 | 267309.6 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016233 | 0 | 0.41572E-07 | 267302.3 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016234 | 0 | 0.41572E-07 | 267295.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016235 | 0 | 0.41572E-07 | 267287.7 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016236 | 0 | 0.41572E-07 | 267280.4 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016237 | 0 | 0.41572E-07 | 267273.1 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016238 | 0 | 0.41572E-07 | 267265.9 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016239 | 0 | 0.41572E-07 | 267258.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016240 | 0 | 0.41572E-07 | 267251.3 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016241 | 0 | 0.41572E-07 | 267244.0 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016242 | 0 | 0.41572E-07 | 267236.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016243 | 0 | 0.41572E-07 | 267229.5 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016244 | 0 | 0.41572E-07 | 267222.2 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs:  NonDFAULT CONC                                  FLAT
              FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016245 | 0 | 0.41572E-07 | 267214.9 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016246 | 0 | 0.41572E-07 | 267207.6 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016247 | 0 | 0.41572E-07 | 267200.3 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016248 | 0 | 0.41572E-07 | 267193.0 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016249 | 0 | 0.41572E-07 | 267185.8 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016250 | 0 | 0.41572E-07 | 267178.5 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016251 | 0 | 0.41572E-07 | 267171.2 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016252 | 0 | 0.41572E-07 | 267163.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016253 | 0 | 0.41572E-07 | 267156.6 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016254 | 0 | 0.41572E-07 | 267149.4 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016255 | 0 | 0.41572E-07 | 267142.1 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016256 | 0 | 0.41572E-07 | 267134.8 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016257 | 0 | 0.41572E-07 | 267127.5 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016258 | 0 | 0.41572E-07 | 267120.2 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016259 | 0 | 0.41572E-07 | 267112.9 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016260 | 0 | 0.41572E-07 | 267105.7 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016261 | 0 | 0.41572E-07 | 267098.4 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016262 | 0 | 0.41572E-07 | 267094.4 | 4047758.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016263 | 0 | 0.41572E-07 | 267094.5 | 4047751.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016264 | 0 | 0.41572E-07 | 267094.6 | 4047744.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016265 | 0 | 0.41572E-07 | 267094.7 | 4047736.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016266 | 0 | 0.41572E-07 | 267094.8 | 4047729.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016267 | 0 | 0.41572E-07 | 267094.9 | 4047722.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016268 | 0 | 0.41572E-07 | 267094.9 | 4047715.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016269 | 0 | 0.41572E-07 | 267095.0 | 4047707.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016270 | 0 | 0.41572E-07 | 267095.1 | 4047700.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016271 | 0 | 0.41572E-07 | 267095.2 | 4047693.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016272 | 0 | 0.41572E-07 | 267095.3 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016273 | 0 | 0.41572E-07 | 267095.4 | 4047678.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016274 | 0 | 0.41572E-07 | 267095.5 | 4047671.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016275 | 0 | 0.41572E-07 | 267095.6 | 4047664.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016276 | 0 | 0.41572E-07 | 267095.7 | 4047656.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016277 | 0 | 0.41572E-07 | 267095.8 | 4047649.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016278 | 0 | 0.41572E-07 | 267095.8 | 4047642.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016279 | 0 | 0.41572E-07 | 267095.9 | 4047635.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016280 | 0 | 0.41572E-07 | 267096.0 | 4047627.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016281 | 0 | 0.41572E-07 | 267096.1 | 4047620.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016282 | 0 | 0.41572E-07 | 267096.2 | 4047613.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016283 | 0 | 0.41572E-07 | 267096.3 | 4047605.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016284 | 0 | 0.41572E-07 | 267096.4 | 4047598.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs:  NonDFAULT CONC                                  FLAT

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016285 | 0 | 0.41572E-07 | 267096.5 | 4047591.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016286 | 0 | 0.41572E-07 | 267096.6 | 4047584.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016287 | 0 | 0.41572E-07 | 267096.7 | 4047576.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016288 | 0 | 0.41572E-07 | 267096.7 | 4047569.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016289 | 0 | 0.41572E-07 | 267096.8 | 4047562.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016290 | 0 | 0.41572E-07 | 267096.9 | 4047554.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016291 | 0 | 0.41572E-07 | 267097.0 | 4047547.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016292 | 0 | 0.41572E-07 | 267097.1 | 4047540.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016293 | 0 | 0.41572E-07 | 267097.2 | 4047533.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016294 | 0 | 0.41572E-07 | 267097.3 | 4047525.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016295 | 0 | 0.41572E-07 | 267097.4 | 4047518.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016296 | 0 | 0.41572E-07 | 267097.6 | 4047511.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016297 | 0 | 0.41572E-07 | 267097.9 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016298 | 0 | 0.41572E-07 | 267098.2 | 4047496.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016299 | 0 | 0.41572E-07 | 267098.5 | 4047489.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016300 | 0 | 0.41572E-07 | 267098.9 | 4047482.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016301 | 0 | 0.41572E-07 | 267099.2 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016302 | 0 | 0.41572E-07 | 267099.5 | 4047467.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016303 | 0 | 0.41572E-07 | 267099.8 | 4047460.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016304 | 0 | 0.41572E-07 | 267100.2 | 4047453.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016305 | 0 | 0.41572E-07 | 267100.5 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016306 | 0 | 0.41572E-07 | 267100.8 | 4047438.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016307 | 0 | 0.41572E-07 | 267101.2 | 4047431.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016308 | 0 | 0.41572E-07 | 267101.5 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016309 | 0 | 0.41572E-07 | 267101.8 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016310 | 0 | 0.41572E-07 | 267102.1 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016311 | 0 | 0.41572E-07 | 267102.5 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016312 | 0 | 0.41572E-07 | 267102.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016313 | 0 | 0.41572E-07 | 267103.1 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016314 | 0 | 0.41572E-07 | 267103.4 | 4047380.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016315 | 0 | 0.41572E-07 | 267103.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016316 | 0 | 0.41572E-07 | 267104.1 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016317 | 0 | 0.41572E-07 | 267104.4 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016318 | 0 | 0.41572E-07 | 267104.7 | 4047351.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016319 | 0 | 0.41572E-07 | 267105.1 | 4047343.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016320 | 0 | 0.41572E-07 | 267105.4 | 4047336.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016321 | 0 | 0.41572E-07 | 267105.7 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016322 | 0 | 0.41572E-07 | 267106.0 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016323 | 0 | 0.41572E-07 | 267106.4 | 4047314.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016324 | 0 | 0.41572E-07 | 267106.7 | 4047307.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016325 | 0 | 0.41572E-07 | 267107.0 | 4047300.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016326 | 0 | 0.41572E-07 | 267110.5 | 4047296.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016327 | 0 | 0.41572E-07 | 267117.8 | 4047296.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016328 | 0 | 0.41572E-07 | 267125.1 | 4047296.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016329 | 0 | 0.41572E-07 | 267132.4 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016330 | 0 | 0.41572E-07 | 267139.6 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016331 | 0 | 0.41572E-07 | 267146.9 | 4047296.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016332 | 0 | 0.41572E-07 | 267154.2 | 4047296.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016333 | 0 | 0.41572E-07 | 267161.5 | 4047296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016334 | 0 | 0.41572E-07 | 267168.8 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016335 | 0 | 0.41572E-07 | 267176.1 | 4047297.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016336 | 0 | 0.41572E-07 | 267183.3 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016337 | 0 | 0.41572E-07 | 267190.6 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016338 | 0 | 0.41572E-07 | 267197.9 | 4047297.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016339 | 0 | 0.41572E-07 | 267205.2 | 4047297.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016340 | 0 | 0.41572E-07 | 267212.5 | 4047297.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016341 | 0 | 0.41572E-07 | 267219.7 | 4047297.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016342 | 0 | 0.41572E-07 | 267227.0 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016343 | 0 | 0.41572E-07 | 267234.3 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016344 | 0 | 0.41572E-07 | 267241.6 | 4047297.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016345 | 0 | 0.41572E-07 | 267248.9 | 4047297.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016346 | 0 | 0.10186E-06 | 267635.6 | 4047768.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016347 | 0 | 0.10186E-06 | 267628.3 | 4047768.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016348 | 0 | 0.10186E-06 | 267621.1 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016349 | 0 | 0.10186E-06 | 267613.9 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016350 | 0 | 0.10186E-06 | 267606.6 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016351 | 0 | 0.10186E-06 | 267599.4 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016352 | 0 | 0.10186E-06 | 267592.1 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016353 | 0 | 0.10186E-06 | 267584.9 | 4047766.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016354 | 0 | 0.10186E-06 | 267577.6 | 4047766.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016355 | 0 | 0.10186E-06 | 267570.4 | 4047766.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016356 | 0 | 0.10186E-06 | 267563.2 | 4047766.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016357 | 0 | 0.10186E-06 | 267555.9 | 4047765.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016358 | 0 | 0.10186E-06 | 267548.7 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016359 | 0 | 0.10186E-06 | 267541.4 | 4047765.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016360 | 0 | 0.10186E-06 | 267534.2 | 4047765.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016361 | 0 | 0.10186E-06 | 267526.9 | 4047764.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016362 | 0 | 0.10186E-06 | 267519.7 | 4047764.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016363 | 0 | 0.10186E-06 | 267512.5 | 4047764.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016364 | 0 | 0.10186E-06 | 267505.2 | 4047764.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016365 | 0 | 0.10186E-06 | 267498.0 | 4047764.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016366 | 0 | 0.10186E-06 | 267490.7 | 4047763.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016367 | 0 | 0.10186E-06 | 267483.5 | 4047763.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016368 | 0 | 0.10186E-06 | 267476.2 | 4047763.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016369 | 0 | 0.10186E-06 | 267469.0 | 4047763.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016370 | 0 | 0.10186E-06 | 267461.8 | 4047762.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016371 | 0 | 0.10186E-06 | 267454.5 | 4047762.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016372 | 0 | 0.10186E-06 | 267447.3 | 4047762.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016373 | 0 | 0.10186E-06 | 267450.7 | 4047756.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016374 | 0 | 0.10186E-06 | 267454.3 | 4047749.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016375 | 0 | 0.10186E-06 | 267457.9 | 4047743.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016376 | 0 | 0.10186E-06 | 267461.5 | 4047737.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016377 | 0 | 0.10186E-06 | 267465.1 | 4047731.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016378 | 0 | 0.10186E-06 | 267468.7 | 4047724.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016379 | 0 | 0.10186E-06 | 267472.4 | 4047718.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016380 | 0 | 0.10186E-06 | 267476.0 | 4047712.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016381 | 0 | 0.10186E-06 | 267479.6 | 4047705.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016382 | 0 | 0.10186E-06 | 267483.2 | 4047699.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016383 | 0 | 0.10186E-06 | 267486.8 | 4047693.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016384 | 0 | 0.10186E-06 | 267488.1 | 4047686.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016385 | 0 | 0.10186E-06 | 267489.0 | 4047679.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016386 | 0 | 0.10186E-06 | 267489.9 | 4047671.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016387 | 0 | 0.10186E-06 | 267490.8 | 4047664.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016388 | 0 | 0.10186E-06 | 267491.6 | 4047657.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016389 | 0 | 0.10186E-06 | 267492.5 | 4047650.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016390 | 0 | 0.10186E-06 | 267493.4 | 4047643.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016391 | 0 | 0.10186E-06 | 267494.3 | 4047635.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016392 | 0 | 0.10186E-06 | 267493.2 | 4047630.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016393 | 0 | 0.10186E-06 | 267486.0 | 4047629.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016394 | 0 | 0.10186E-06 | 267478.7 | 4047629.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016395 | 0 | 0.10186E-06 | 267471.5 | 4047628.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016396 | 0 | 0.10186E-06 | 267464.3 | 4047628.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016397 | 0 | 0.10186E-06 | 267457.0 | 4047627.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016398 | 0 | 0.10186E-06 | 267449.8 | 4047627.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016399 | 0 | 0.10186E-06 | 267442.6 | 4047627.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016400 | 0 | 0.10186E-06 | 267435.4 | 4047626.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016401 | 0 | 0.10186E-06 | 267428.1 | 4047626.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016402 | 0 | 0.10186E-06 | 267421.2 | 4047624.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016403 | 0 | 0.10186E-06 | 267414.5 | 4047621.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016404 | 0 | 0.10186E-06 | 267407.8 | 4047618.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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FASTALL

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0016405 | 0 | 0.10186E-06 | 267401.1 | 4047615.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016406 | 0 | 0.10186E-06 | 267394.3 | 4047613.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016407 | 0 | 0.10186E-06 | 267387.6 | 4047610.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016408 | 0 | 0.10186E-06 | 267380.9 | 4047607.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016409 | 0 | 0.10186E-06 | 267374.2 | 4047605.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016410 | 0 | 0.10186E-06 | 267367.5 | 4047602.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016411 | 0 | 0.10186E-06 | 267360.8 | 4047599.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016412 | 0 | 0.10186E-06 | 267354.0 | 4047596.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016413 | 0 | 0.10186E-06 | 267347.3 | 4047594.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016414 | 0 | 0.10186E-06 | 267340.6 | 4047591.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016415 | 0 | 0.10186E-06 | 267333.9 | 4047588.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016416 | 0 | 0.10186E-06 | 267327.2 | 4047586.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016417 | 0 | 0.10186E-06 | 267320.4 | 4047583.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016418 | 0 | 0.10186E-06 | 267314.1 | 4047581.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016419 | 0 | 0.10186E-06 | 267314.1 | 4047588.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016420 | 0 | 0.10186E-06 | 267314.2 | 4047595.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016421 | 0 | 0.10186E-06 | 267314.2 | 4047602.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016422 | 0 | 0.10186E-06 | 267314.2 | 4047610.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016423 | 0 | 0.10186E-06 | 267314.3 | 4047617.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016424 | 0 | 0.10186E-06 | 267314.3 | 4047624.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016425 | 0 | 0.10186E-06 | 267314.4 | 4047631.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016426 | 0 | 0.10186E-06 | 267314.4 | 4047639.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016427 | 0 | 0.10186E-06 | 267314.5 | 4047646.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016428 | 0 | 0.10186E-06 | 267314.5 | 4047653.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016429 | 0 | 0.10186E-06 | 267314.5 | 4047660.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016430 | 0 | 0.10186E-06 | 267314.6 | 4047668.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016431 | 0 | 0.10186E-06 | 267314.6 | 4047675.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016432 | 0 | 0.10186E-06 | 267312.8 | 4047680.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016433 | 0 | 0.10186E-06 | 267305.5 | 4047680.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016434 | 0 | 0.10186E-06 | 267298.3 | 4047680.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016435 | 0 | 0.10186E-06 | 267291.0 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016436 | 0 | 0.10186E-06 | 267283.8 | 4047680.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016437 | 0 | 0.10186E-06 | 267276.5 | 4047680.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016438 | 0 | 0.10186E-06 | 267269.3 | 4047679.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016439 | 0 | 0.10186E-06 | 267262.0 | 4047679.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016440 | 0 | 0.10186E-06 | 267254.8 | 4047679.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016441 | 0 | 0.10186E-06 | 267247.5 | 4047679.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016442 | 0 | 0.10186E-06 | 267240.3 | 4047679.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016443 | 0 | 0.41058E-07 | 267635.3 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016444 | 0 | 0.41058E-07 | 267628.0 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016445 | 0 | 0.41058E-07 | 267620.7 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016446 | 0 | 0.41058E-07 | 267613.4 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016447 | 0 | 0.41058E-07 | 267606.1 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016448 | 0 | 0.41058E-07 | 267598.8 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016449 | 0 | 0.41058E-07 | 267591.5 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016450 | 0 | 0.41058E-07 | 267584.2 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016451 | 0 | 0.41058E-07 | 267577.0 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016452 | 0 | 0.41058E-07 | 267569.7 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016453 | 0 | 0.41058E-07 | 267562.4 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016454 | 0 | 0.41058E-07 | 267555.1 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016455 | 0 | 0.41058E-07 | 267547.8 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016456 | 0 | 0.41058E-07 | 267540.5 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016457 | 0 | 0.41058E-07 | 267533.2 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016458 | 0 | 0.41058E-07 | 267525.9 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016459 | 0 | 0.41058E-07 | 267518.6 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016460 | 0 | 0.41058E-07 | 267511.3 | 4047771.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016461 | 0 | 0.41058E-07 | 267504.0 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016462 | 0 | 0.41058E-07 | 267496.7 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016463 | 0 | 0.41058E-07 | 267489.4 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016464 | 0 | 0.41058E-07 | 267482.2 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016465 | 0 | 0.41058E-07 | 267474.9 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016466 | 0 | 0.41058E-07 | 267467.6 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016467 | 0 | 0.41058E-07 | 267460.3 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016468 | 0 | 0.41058E-07 | 267453.0 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016469 | 0 | 0.41058E-07 | 267445.7 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016470 | 0 | 0.41058E-07 | 267438.4 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016471 | 0 | 0.41058E-07 | 267431.1 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016472 | 0 | 0.41058E-07 | 267423.8 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016473 | 0 | 0.41058E-07 | 267416.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016474 | 0 | 0.41058E-07 | 267409.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016475 | 0 | 0.41058E-07 | 267401.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016476 | 0 | 0.41058E-07 | 267394.7 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016477 | 0 | 0.41058E-07 | 267387.4 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016478 | 0 | 0.41058E-07 | 267380.1 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016479 | 0 | 0.41058E-07 | 267372.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016480 | 0 | 0.41058E-07 | 267365.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016481 | 0 | 0.41058E-07 | 267358.2 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016482 | 0 | 0.41058E-07 | 267350.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016483 | 0 | 0.41058E-07 | 267343.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016484 | 0 | 0.41058E-07 | 267336.3 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

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|---|---|---|---|---|---|---|---|---|---|---|
| L0016485 | 0 | 0.41058E-07 | 267329.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016486 | 0 | 0.41058E-07 | 267321.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016487 | 0 | 0.41058E-07 | 267314.4 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016488 | 0 | 0.41058E-07 | 267307.1 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016489 | 0 | 0.41058E-07 | 267299.9 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016490 | 0 | 0.41058E-07 | 267292.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016491 | 0 | 0.41058E-07 | 267285.3 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016492 | 0 | 0.41058E-07 | 267278.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016493 | 0 | 0.41058E-07 | 267270.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016494 | 0 | 0.41058E-07 | 267263.4 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016495 | 0 | 0.41058E-07 | 267256.1 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016496 | 0 | 0.41058E-07 | 267248.8 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016497 | 0 | 0.41058E-07 | 267241.5 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016498 | 0 | 0.41058E-07 | 267234.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016499 | 0 | 0.41058E-07 | 267226.9 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016500 | 0 | 0.41058E-07 | 267219.6 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016501 | 0 | 0.41058E-07 | 267212.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016502 | 0 | 0.41058E-07 | 267205.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016503 | 0 | 0.41058E-07 | 267197.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016504 | 0 | 0.41058E-07 | 267190.5 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016505 | 0 | 0.41058E-07 | 267183.2 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016506 | 0 | 0.41058E-07 | 267175.9 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016507 | 0 | 0.41058E-07 | 267168.6 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016508 | 0 | 0.41058E-07 | 267161.3 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016509 | 0 | 0.41058E-07 | 267154.0 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016510 | 0 | 0.41058E-07 | 267146.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016511 | 0 | 0.41058E-07 | 267139.4 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016512 | 0 | 0.41058E-07 | 267132.1 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016513 | 0 | 0.41058E-07 | 267124.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016514 | 0 | 0.41058E-07 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016515 | 0 | 0.41058E-07 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016516 | 0 | 0.41058E-07 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016517 | 0 | 0.41058E-07 | 267095.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016518 | 0 | 0.41058E-07 | 267090.2 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016519 | 0 | 0.41058E-07 | 267090.3 | 4047756.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016520 | 0 | 0.41058E-07 | 267090.4 | 4047749.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016521 | 0 | 0.41058E-07 | 267090.5 | 4047741.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016522 | 0 | 0.41058E-07 | 267090.6 | 4047734.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016523 | 0 | 0.41058E-07 | 267090.8 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016524 | 0 | 0.41058E-07 | 267090.9 | 4047719.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016525 | 0 | 0.41058E-07 | 267091.0 | 4047712.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016526 | 0 | 0.41058E-07 | 267091.1 | 4047705.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016527 | 0 | 0.41058E-07 | 267091.2 | 4047698.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016528 | 0 | 0.41058E-07 | 267091.3 | 4047690.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016529 | 0 | 0.41058E-07 | 267091.4 | 4047683.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016530 | 0 | 0.41058E-07 | 267091.5 | 4047676.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016531 | 0 | 0.41058E-07 | 267091.6 | 4047668.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016532 | 0 | 0.41058E-07 | 267091.7 | 4047661.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016533 | 0 | 0.41058E-07 | 267091.8 | 4047654.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016534 | 0 | 0.41058E-07 | 267091.9 | 4047647.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016535 | 0 | 0.41058E-07 | 267092.0 | 4047639.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016536 | 0 | 0.41058E-07 | 267092.1 | 4047632.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016537 | 0 | 0.41058E-07 | 267092.2 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016538 | 0 | 0.41058E-07 | 267092.3 | 4047617.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016539 | 0 | 0.41058E-07 | 267092.5 | 4047610.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016540 | 0 | 0.41058E-07 | 267092.6 | 4047603.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016541 | 0 | 0.41058E-07 | 267092.7 | 4047596.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016542 | 0 | 0.41058E-07 | 267092.8 | 4047588.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016543 | 0 | 0.41058E-07 | 267092.9 | 4047581.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016544 | 0 | 0.41058E-07 | 267093.0 | 4047574.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016545 | 0 | 0.41058E-07 | 267093.1 | 4047566.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016546 | 0 | 0.41058E-07 | 267093.2 | 4047559.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016547 | 0 | 0.41058E-07 | 267093.3 | 4047552.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016548 | 0 | 0.41058E-07 | 267093.4 | 4047544.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016549 | 0 | 0.41058E-07 | 267093.5 | 4047537.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016550 | 0 | 0.41058E-07 | 267093.6 | 4047530.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016551 | 0 | 0.41058E-07 | 267093.7 | 4047523.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016552 | 0 | 0.41058E-07 | 267093.8 | 4047515.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016553 | 0 | 0.41058E-07 | 267093.9 | 4047508.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016554 | 0 | 0.41058E-07 | 267094.0 | 4047501.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016555 | 0 | 0.41058E-07 | 267094.2 | 4047493.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016556 | 0 | 0.41058E-07 | 267094.3 | 4047486.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016557 | 0 | 0.41058E-07 | 267094.4 | 4047479.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016558 | 0 | 0.41058E-07 | 267094.5 | 4047472.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016559 | 0 | 0.41058E-07 | 267094.6 | 4047464.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016560 | 0 | 0.41058E-07 | 267094.7 | 4047457.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016561 | 0 | 0.41058E-07 | 267094.8 | 4047450.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016562 | 0 | 0.41058E-07 | 267094.9 | 4047442.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016563 | 0 | 0.41058E-07 | 267095.0 | 4047435.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016564 | 0 | 0.41058E-07 | 267095.1 | 4047428.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016565 | 0 | 0.41058E-07 | 267095.2 | 4047421.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016566 | 0 | 0.41058E-07 | 267095.3 | 4047413.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016567 | 0 | 0.41058E-07 | 267095.4 | 4047406.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016568 | 0 | 0.41058E-07 | 267095.5 | 4047399.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016569 | 0 | 0.41058E-07 | 267095.6 | 4047391.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016570 | 0 | 0.41058E-07 | 267095.7 | 4047384.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016571 | 0 | 0.41058E-07 | 267095.9 | 4047377.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016572 | 0 | 0.41058E-07 | 267096.0 | 4047369.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016573 | 0 | 0.41058E-07 | 267096.1 | 4047362.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016574 | 0 | 0.41058E-07 | 267096.2 | 4047355.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016575 | 0 | 0.41058E-07 | 267096.3 | 4047348.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016576 | 0 | 0.41058E-07 | 267096.4 | 4047340.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016577 | 0 | 0.41058E-07 | 267096.5 | 4047333.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016578 | 0 | 0.41058E-07 | 267096.6 | 4047326.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016579 | 0 | 0.41058E-07 | 267096.7 | 4047318.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016580 | 0 | 0.41058E-07 | 267096.8 | 4047311.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016581 | 0 | 0.41058E-07 | 267096.9 | 4047304.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016582 | 0 | 0.41058E-07 | 267097.0 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016583 | 0 | 0.41058E-07 | 267097.1 | 4047289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016584 | 0 | 0.41058E-07 | 267097.2 | 4047282.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016585 | 0 | 0.41058E-07 | 267097.3 | 4047275.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016586 | 0 | 0.41058E-07 | 267097.4 | 4047267.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016587 | 0 | 0.41058E-07 | 267097.6 | 4047260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016588 | 0 | 0.41058E-07 | 267097.7 | 4047253.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016589 | 0 | 0.41058E-07 | 267097.8 | 4047246.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016590 | 0 | 0.41058E-07 | 267097.9 | 4047238.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016591 | 0 | 0.41058E-07 | 267098.0 | 4047231.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016592 | 0 | 0.41058E-07 | 267098.1 | 4047224.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016593 | 0 | 0.41058E-07 | 267098.2 | 4047216.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016594 | 0 | 0.41058E-07 | 267098.3 | 4047209.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016595 | 0 | 0.41058E-07 | 267098.4 | 4047202.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016596 | 0 | 0.41058E-07 | 267098.5 | 4047194.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016597 | 0 | 0.41058E-07 | 267098.6 | 4047187.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016598 | 0 | 0.41058E-07 | 267098.7 | 4047180.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016599 | 0 | 0.41058E-07 | 267098.8 | 4047173.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016600 | 0 | 0.41058E-07 | 267098.9 | 4047165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016601 | 0 | 0.41058E-07 | 267099.0 | 4047158.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016602 | 0 | 0.41058E-07 | 267099.1 | 4047151.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016603 | 0 | 0.41058E-07 | 267099.7 | 4047144.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016604 | 0 | 0.41058E-07 | 267107.0 | 4047144.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016605 | 0 | 0.41058E-07 | 267114.3 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016606 | 0 | 0.41058E-07 | 267121.6 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016607 | 0 | 0.41058E-07 | 267128.9 | 4047144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016608 | 0 | 0.41058E-07 | 267136.2 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016609 | 0 | 0.41058E-07 | 267143.4 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016610 | 0 | 0.41058E-07 | 267150.7 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016611 | 0 | 0.41058E-07 | 267158.0 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016612 | 0 | 0.41058E-07 | 267165.3 | 4047144.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016613 | 0 | 0.41058E-07 | 267172.6 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016614 | 0 | 0.41058E-07 | 267179.9 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016615 | 0 | 0.41058E-07 | 267187.2 | 4047145.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016616 | 0 | 0.41058E-07 | 267194.5 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016617 | 0 | 0.41058E-07 | 267201.8 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016618 | 0 | 0.41058E-07 | 267209.1 | 4047145.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016619 | 0 | 0.41058E-07 | 267216.4 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016620 | 0 | 0.41058E-07 | 267223.7 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016621 | 0 | 0.41058E-07 | 267231.0 | 4047145.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016622 | 0 | 0.41058E-07 | 267238.2 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016623 | 0 | 0.41058E-07 | 267245.5 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016624 | 0 | 0.41058E-07 | 267252.8 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016625 | 0 | 0.41058E-07 | 267260.1 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016626 | 0 | 0.41058E-07 | 267267.4 | 4047145.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016627 | 0 | 0.41058E-07 | 267274.7 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016628 | 0 | 0.41058E-07 | 267282.0 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016629 | 0 | 0.41058E-07 | 267289.3 | 4047146.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016630 | 0 | 0.41058E-07 | 267296.6 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016631 | 0 | 0.41058E-07 | 267303.9 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.38900E-08 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |
| LOT2 | 0 | 0.94100E-08 | 267198.0 | 4047680.2 | 101.0 | 0.91 | 28 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0015037 , L0015038 , L0015039 , L0015040 , L0015041 , L0015042 , L0015043 , L0015044 , |
| | L0015045 , L0015046 , L0015047 , L0015048 , L0015049 , L0015050 , L0015051 , L0015052 , |
| | L0015053 , L0015054 , L0015055 , L0015056 , L0015057 , L0015058 , L0015059 , L0015060 , |
| | L0015061 , L0015062 , L0015063 , L0015064 , L0015065 , L0015066 , L0015067 , L0015068 , |
| | L0015069 , L0015070 , L0015071 , L0015072 , L0015073 , L0015074 , L0015075 , L0015076 , |
| | L0015077 , L0015078 , L0015079 , L0015080 , L0015081 , L0015082 , L0015083 , L0015084 , |
| | L0015085 , L0015086 , L0015087 , L0015088 , L0015089 , L0015090 , L0015091 , L0015092 , |
| | L0015093 , L0015094 , L0015095 , L0015096 , L0015097 , L0015098 , L0015099 , L0015100 , |
| | L0015101 , L0015102 , L0015103 , L0015104 , L0015105 , L0015106 , L0015107 , L0015108 , |
| | L0015109 , L0015110 , L0015111 , L0015112 , L0015113 , L0015114 , L0015115 , L0015116 , |
| | L0015117 , L0015118 , L0015119 , L0015120 , L0015121 , L0015122 , L0015123 , L0015124 , |
| | L0015125 , L0015126 , L0015127 , L0015128 , L0015129 , L0015130 , L0015131 , L0015132 , |
| | L0015133 , L0015134 , L0015135 , L0015136 , L0015137 , L0015138 , L0015139 , L0015140 , |
| | L0015141 , L0015142 , L0015143 , L0015144 , L0015145 , L0015146 , L0015147 , L0015148 , |
| | L0015149 , L0015150 , L0015151 , L0015152 , L0015153 , L0015154 , L0015155 , L0015156 , |
| | L0015157 , L0015158 , L0015159 , L0015160 , L0015161 , L0015162 , L0015163 , L0015164 , |
| | L0015165 , L0015166 , L0015167 , L0015168 , L0015169 , L0015170 , L0015171 , L0015172 , |
| | L0015173 , L0015174 , L0015175 , L0015176 , L0015177 , L0015178 , L0015179 , L0015180 , |
| | L0015181 , L0015182 , L0015183 , L0015184 , L0015185 , L0015186 , L0015187 , L0015188 , |
| | L0015189 , L0015190 , L0015191 , L0015192 , L0015193 , L0015194 , L0015195 , L0015196 , |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
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| | L0015197 , L0015198 , L0015199 , L0015200 , L0015201 , L0015202 , L0015203 , L0015204 , |
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| | L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 , |
| | L0015221 , L0015222 , L0015525 , L0015526 , L0015527 , L0015528 , L0015529 , L0015530 , |
| | L0015531 , L0015532 , L0015533 , L0015534 , L0015535 , L0015536 , L0015537 , L0015538 , |
| | L0015539 , L0015540 , L0015541 , L0015542 , L0015543 , L0015544 , L0015545 , L0015546 , |

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015517 , L0015518 , L0015519 , L0015520 , L0015521 , L0015522 , L0015523 , L0015524 ,
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STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 , L0015573 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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L0016622 , L0016623 , L0016624 , L0016625 , L0016626 , L0016627 , L0016628 , L0016629 ,
L0016630 , L0016631 , LOT2 , STCKCC1 , STCKCC2 , STCKCC3 , STCKCC4 , STCKCC5 ,
STCKPP1 , STCKPP2 , STCKPP3 , STCKPP4 , STCKAM1 , STCKAM2 , STCKAM3 , STCKAM4 ,
STCKAM5 , STCKAM6 , STCKAM7 , STCKQM8 , STCKAM9 , STCKAM10 , STCKHOT1 , STCKHOT2 ,
STCKWP1 , STCKAAA1 , STCKWW1 , BBBCCC1 , BBBCCC2 , DDDEEE1 , DDDEEE2 ,



**MODELOPTs: NonDFAULT CONC FLAT
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*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -42.4, | -29.3, | 2 | 9.1, | 289.6, | 297.5, | -53.7, | -5.9, |
| 3 | 9.1, | 291.8, | 321.4, | -63.3, | 17.7, | 4 | 9.1, | 285.1, | 335.4, | -71.1, | 40.8, |
| 5 | 9.1, | 269.8, | 339.3, | -76.7, | 62.6, | 6 | 9.1, | 246.3, | 332.9, | -79.9, | 82.6, |
| 7 | 9.1, | 229.5, | 316.3, | -80.7, | 92.9, | 8 | 9.1, | 227.5, | 290.2, | -79.1, | 89.5, |
| 9 | 9.1, | 223.8, | 259.1, | -77.7, | 82.1, | 10 | 9.1, | 264.7, | 278.6, | -110.0, | 90.0, |
| 11 | 9.1, | 297.5, | 289.6, | -138.9, | 95.1, | 12 | 9.1, | 321.4, | 291.8, | -163.6, | 97.3, |
| 13 | 9.1, | 335.4, | 285.1, | -183.4, | 96.6, | 14 | 9.1, | 339.3, | 269.8, | -197.5, | 93.0, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 9.1, | 332.9, | 246.3, | -205.7, | 86.5, | 16 | 9.1, | 316.3, | 229.5, | -207.6, | 77.4, |
| 17 | 9.1, | 290.2, | 227.5, | -203.2, | 66.0, | 18 | 9.1, | 259.1, | 223.8, | -194.0, | 51.8, |
| 19 | 9.1, | 278.6, | 264.7, | -222.3, | 29.3, | 20 | 9.1, | 289.6, | 297.5, | -243.9, | 5.9, |
| 21 | 9.1, | 291.8, | 321.4, | -258.0, | -17.7, | 22 | 9.1, | 285.1, | 335.4, | -264.4, | -40.8, |
| 23 | 9.1, | 269.8, | 339.3, | -262.6, | -62.6, | 24 | 9.1, | 246.3, | 332.9, | -253.0, | -82.6, |
| 25 | 9.1, | 229.5, | 316.3, | -235.6, | -92.9, | 26 | 9.1, | 227.5, | 290.2, | -211.0, | -89.5, |
| 27 | 9.1, | 223.8, | 259.1, | -181.4, | -82.1, | 28 | 9.1, | 264.7, | 278.6, | -168.6, | -90.0, |
| 29 | 9.1, | 297.5, | 289.6, | -150.7, | -95.1, | 30 | 9.1, | 321.4, | 291.8, | -128.2, | -97.3, |
| 31 | 9.1, | 335.4, | 285.1, | -101.8, | -96.6, | 32 | 9.1, | 339.3, | 269.8, | -72.3, | -93.0, |
| 33 | 9.1, | 332.9, | 246.3, | -40.6, | -86.5, | 34 | 9.1, | 316.3, | 229.5, | -21.9, | -77.4, |
| 35 | 9.1, | 290.2, | 227.5, | -24.3, | -66.0, | 36 | 9.1, | 259.1, | 223.8, | -29.8, | -51.8, |

SOURCE ID: STCKCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -110.8, | -36.5, | 2 | 9.1, | 289.6, | 297.5, | -119.8, | -24.8, |
| 3 | 9.1, | 291.8, | 321.4, | -125.2, | -12.4, | 4 | 9.1, | 285.1, | 335.4, | -126.7, | 0.4, |
| 5 | 9.1, | 269.8, | 339.3, | -124.5, | 13.2, | 6 | 9.1, | 246.3, | 332.9, | -118.4, | 25.6, |
| 7 | 9.1, | 229.5, | 316.3, | -108.7, | 30.0, | 8 | 9.1, | 227.5, | 290.2, | -95.8, | 22.8, |
| 9 | 9.1, | 223.8, | 259.1, | -82.5, | 13.5, | 10 | 9.1, | 264.7, | 278.6, | -102.8, | 21.6, |
| 11 | 9.1, | 297.5, | 289.6, | -120.0, | 29.0, | 12 | 9.1, | 321.4, | 291.8, | -133.5, | 35.5, |
| 13 | 9.1, | 335.4, | 285.1, | -143.0, | 41.0, | 14 | 9.1, | 339.3, | 269.8, | -148.1, | 45.2, |
| 15 | 9.1, | 332.9, | 246.3, | -148.7, | 48.0, | 16 | 9.1, | 316.3, | 229.5, | -144.8, | 49.4, |
| 17 | 9.1, | 290.2, | 227.5, | -136.5, | 49.3, | 18 | 9.1, | 259.1, | 223.8, | -125.4, | 47.0, |
| 19 | 9.1, | 278.6, | 264.7, | -153.9, | 36.5, | 20 | 9.1, | 289.6, | 297.5, | -177.8, | 24.8, |
| 21 | 9.1, | 291.8, | 321.4, | -196.2, | 12.4, | 22 | 9.1, | 285.1, | 335.4, | -208.7, | -0.4, |
| 23 | 9.1, | 269.8, | 339.3, | -214.8, | -13.2, | 24 | 9.1, | 246.3, | 332.9, | -214.5, | -25.6, |
| 25 | 9.1, | 229.5, | 316.3, | -207.6, | -30.0, | 26 | 9.1, | 227.5, | 290.2, | -194.4, | -22.8, |
| 27 | 9.1, | 223.8, | 259.1, | -176.6, | -13.5, | 28 | 9.1, | 264.7, | 278.6, | -175.8, | -21.6, |
| 29 | 9.1, | 297.5, | 289.6, | -169.6, | -29.0, | 30 | 9.1, | 321.4, | 291.8, | -158.3, | -35.5, |
| 31 | 9.1, | 335.4, | 285.1, | -142.2, | -41.0, | 32 | 9.1, | 339.3, | 269.8, | -121.7, | -45.2, |
| 33 | 9.1, | 332.9, | 246.3, | -97.6, | -48.0, | 34 | 9.1, | 316.3, | 229.5, | -84.7, | -49.4, |
| 35 | 9.1, | 290.2, | 227.5, | -91.0, | -49.3, | 36 | 9.1, | 259.1, | 223.8, | -98.4, | -47.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKCC3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -163.1, | -41.6, | 2 | 9.1, | 289.6, | 297.5, | -170.4, | -39.0, |
| 3 | 9.1, | 291.8, | 321.4, | -172.6, | -35.2, | 4 | 9.1, | 285.1, | 335.4, | -169.5, | -30.2, |
| 5 | 9.1, | 269.8, | 339.3, | -161.2, | -24.4, | 6 | 9.1, | 246.3, | 332.9, | -148.1, | -17.9, |
| 7 | 9.1, | 229.5, | 316.3, | -130.4, | -17.9, | 8 | 9.1, | 227.5, | 290.2, | -108.8, | -28.2, |
| 9 | 9.1, | 223.8, | 259.1, | -86.5, | -38.9, | 10 | 9.1, | 264.7, | 278.6, | -97.6, | -30.8, |
| 11 | 9.1, | 297.5, | 289.6, | -105.8, | -21.7, | 12 | 9.1, | 321.4, | 291.8, | -110.7, | -11.9, |
| 13 | 9.1, | 335.4, | 285.1, | -112.3, | -1.8, | 14 | 9.1, | 339.3, | 269.8, | -110.5, | 8.4, |
| 15 | 9.1, | 332.9, | 246.3, | -105.3, | 18.4, | 16 | 9.1, | 316.3, | 229.5, | -96.9, | 27.7, |
| 17 | 9.1, | 290.2, | 227.5, | -85.5, | 36.3, | 18 | 9.1, | 259.1, | 223.8, | -72.9, | 43.0, |
| 19 | 9.1, | 278.6, | 264.7, | -101.6, | 41.6, | 20 | 9.1, | 289.6, | 297.5, | -127.1, | 39.0, |
| 21 | 9.1, | 291.8, | 321.4, | -148.8, | 35.2, | 22 | 9.1, | 285.1, | 335.4, | -166.0, | 30.2, |
| 23 | 9.1, | 269.8, | 339.3, | -178.1, | 24.4, | 24 | 9.1, | 246.3, | 332.9, | -184.8, | 17.9, |
| 25 | 9.1, | 229.5, | 316.3, | -185.9, | 17.9, | 26 | 9.1, | 227.5, | 290.2, | -181.3, | 28.2, |
| 27 | 9.1, | 223.8, | 259.1, | -172.6, | 38.9, | 28 | 9.1, | 264.7, | 278.6, | -180.9, | 30.8, |
| 29 | 9.1, | 297.5, | 289.6, | -183.8, | 21.7, | 30 | 9.1, | 321.4, | 291.8, | -181.1, | 11.9, |
| 31 | 9.1, | 335.4, | 285.1, | -172.8, | 1.8, | 32 | 9.1, | 339.3, | 269.8, | -159.3, | -8.4, |
| 33 | 9.1, | 332.9, | 246.3, | -141.0, | -18.4, | 34 | 9.1, | 316.3, | 229.5, | -132.6, | -27.7, |
| 35 | 9.1, | 290.2, | 227.5, | -141.9, | -36.3, | 36 | 9.1, | 259.1, | 223.8, | -150.8, | -43.0, |

SOURCE ID: STCKCC4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -176.6, | 49.5, | 2 | 9.1, | 289.6, | 297.5, | -199.5, | 48.5, |
| 3 | 9.1, | 291.8, | 321.4, | -216.4, | 45.9, | 4 | 9.1, | 285.1, | 335.4, | -226.7, | 42.0, |
| 5 | 9.1, | 269.8, | 339.3, | -230.1, | 36.8, | 6 | 9.1, | 246.3, | 332.9, | -226.6, | 30.5, |
| 7 | 9.1, | 229.5, | 316.3, | -216.1, | 16.1, | 8 | 9.1, | 227.5, | 290.2, | -199.1, | -9.6, |
| 9 | 9.1, | 223.8, | 259.1, | -178.7, | -36.3, | 10 | 9.1, | 264.7, | 278.6, | -188.8, | -44.2, |
| 11 | 9.1, | 297.5, | 289.6, | -193.3, | -50.7, | 12 | 9.1, | 321.4, | 291.8, | -191.8, | -55.7, |
| 13 | 9.1, | 335.4, | 285.1, | -184.6, | -59.0, | 14 | 9.1, | 339.3, | 269.8, | -171.7, | -60.5, |
| 15 | 9.1, | 332.9, | 246.3, | -153.6, | -60.1, | 16 | 9.1, | 316.3, | 229.5, | -130.9, | -58.0, |
| 17 | 9.1, | 290.2, | 227.5, | -104.1, | -54.0, | 18 | 9.1, | 259.1, | 223.8, | -75.5, | -49.1, |
| 19 | 9.1, | 278.6, | 264.7, | -88.1, | -49.5, | 20 | 9.1, | 289.6, | 297.5, | -98.0, | -48.5, |
| 21 | 9.1, | 291.8, | 321.4, | -105.0, | -45.9, | 22 | 9.1, | 285.1, | 335.4, | -108.7, | -42.0, |
| 23 | 9.1, | 269.8, | 339.3, | -109.2, | -36.8, | 24 | 9.1, | 246.3, | 332.9, | -106.3, | -30.5, |
| 25 | 9.1, | 229.5, | 316.3, | -100.2, | -16.1, | 26 | 9.1, | 227.5, | 290.2, | -91.0, | 9.6, |
| 27 | 9.1, | 223.8, | 259.1, | -80.4, | 36.3, | 28 | 9.1, | 264.7, | 278.6, | -89.7, | 44.2, |
| 29 | 9.1, | 297.5, | 289.6, | -96.3, | 50.7, | 30 | 9.1, | 321.4, | 291.8, | -99.9, | 55.7, |
| 31 | 9.1, | 335.4, | 285.1, | -100.5, | 59.0, | 32 | 9.1, | 339.3, | 269.8, | -98.1, | 60.5, |
| 33 | 9.1, | 332.9, | 246.3, | -92.7, | 60.1, | 34 | 9.1, | 316.3, | 229.5, | -98.7, | 58.0, |
| 35 | 9.1, | 290.2, | 227.5, | -123.4, | 54.0, | 36 | 9.1, | 259.1, | 223.8, | -148.2, | 49.1, |

SOURCE ID: STCKCC5

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -124.8, | 63.1, | 2 | 9.1, | 289.6, | 297.5, | -150.9, | 70.8, |
| 3 | 9.1, | 291.8, | 321.4, | -172.4, | 76.3, | 4 | 9.1, | 285.1, | 335.4, | -188.7, | 79.6, |
| 5 | 9.1, | 269.8, | 339.3, | -199.2, | 80.4, | 6 | 9.1, | 246.3, | 332.9, | -203.7, | 78.8, |
| 7 | 9.1, | 229.5, | 316.3, | -202.0, | 67.6, | 8 | 9.1, | 227.5, | 290.2, | -194.1, | 43.6, |
| 9 | 9.1, | 223.8, | 259.1, | -183.0, | 16.9, | 10 | 9.1, | 264.7, | 278.6, | -202.4, | 7.5, |
| 11 | 9.1, | 297.5, | 289.6, | -215.6, | -2.2, | 12 | 9.1, | 321.4, | 291.8, | -222.2, | -11.8, |
| 13 | 9.1, | 335.4, | 285.1, | -222.1, | -21.0, | 14 | 9.1, | 339.3, | 269.8, | -215.3, | -29.6, |
| 15 | 9.1, | 332.9, | 246.3, | -201.9, | -37.3, | 16 | 9.1, | 316.3, | 229.5, | -182.4, | -43.8, |
| 17 | 9.1, | 290.2, | 227.5, | -157.3, | -49.0, | 18 | 9.1, | 259.1, | 223.8, | -128.8, | -53.4, |
| 19 | 9.1, | 278.6, | 264.7, | -139.8, | -63.1, | 20 | 9.1, | 289.6, | 297.5, | -146.6, | -70.8, |
| 21 | 9.1, | 291.8, | 321.4, | -148.9, | -76.3, | 22 | 9.1, | 285.1, | 335.4, | -146.7, | -79.6, |
| 23 | 9.1, | 269.8, | 339.3, | -140.1, | -80.4, | 24 | 9.1, | 246.3, | 332.9, | -129.2, | -78.8, |
| 25 | 9.1, | 229.5, | 316.3, | -114.3, | -67.6, | 26 | 9.1, | 227.5, | 290.2, | -96.0, | -43.6, |
| 27 | 9.1, | 223.8, | 259.1, | -76.1, | -16.9, | 28 | 9.1, | 264.7, | 278.6, | -76.2, | -7.5, |
| 29 | 9.1, | 297.5, | 289.6, | -74.0, | 2.2, | 30 | 9.1, | 321.4, | 291.8, | -69.6, | 11.8, |
| 31 | 9.1, | 335.4, | 285.1, | -63.0, | 21.0, | 32 | 9.1, | 339.3, | 269.8, | -54.5, | 29.6, |
| 33 | 9.1, | 332.9, | 246.3, | -44.4, | 37.3, | 34 | 9.1, | 316.3, | 229.5, | -47.1, | 43.8, |
| 35 | 9.1, | 290.2, | 227.5, | -70.2, | 49.0, | 36 | 9.1, | 259.1, | 223.8, | -95.0, | 53.4, |

SOURCE ID: STCKPP1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 38.6, | 36.5, | -10.2, | 14.0, | 2 | 9.1, | 38.5, | 33.6, | -11.4, | 15.2, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 9.1, | 37.1, | 29.8, | -12.2, | 15.9, | 4 | 9.1, | 34.7, | 25.1, | -12.6, | 16.1, |
| 5 | 9.1, | 33.4, | 23.0, | -14.3, | 15.8, | 6 | 9.1, | 36.3, | 28.0, | -19.6, | 15.1, |
| 7 | 9.1, | 38.1, | 32.2, | -24.2, | 13.9, | 8 | 9.1, | 38.7, | 35.5, | -28.1, | 12.3, |
| 9 | 9.1, | 38.2, | 37.6, | -31.2, | 10.3, | 10 | 9.1, | 36.5, | 38.6, | -33.3, | 8.0, |
| 11 | 9.1, | 33.6, | 38.5, | -34.4, | 5.5, | 12 | 9.1, | 29.8, | 37.1, | -34.4, | 2.7, |
| 13 | 9.1, | 25.1, | 34.7, | -33.4, | -0.1, | 14 | 9.1, | 23.0, | 33.4, | -32.5, | -2.9, |
| 15 | 9.1, | 28.0, | 36.3, | -33.2, | -5.6, | 16 | 9.1, | 32.2, | 38.1, | -32.9, | -8.1, |
| 17 | 9.1, | 35.5, | 38.7, | -31.6, | -10.4, | 18 | 9.1, | 37.6, | 38.2, | -29.4, | -12.4, |
| 19 | 9.1, | 38.6, | 36.5, | -26.2, | -14.0, | 20 | 9.1, | 38.5, | 33.6, | -22.3, | -15.2, |
| 21 | 9.1, | 37.1, | 29.8, | -17.6, | -15.9, | 22 | 9.1, | 34.7, | 25.1, | -12.5, | -16.1, |
| 23 | 9.1, | 33.4, | 23.0, | -8.6, | -15.8, | 24 | 9.1, | 36.3, | 28.0, | -8.5, | -15.1, |
| 25 | 9.1, | 38.1, | 32.2, | -8.0, | -13.9, | 26 | 9.1, | 38.7, | 35.5, | -7.3, | -12.3, |
| 27 | 9.1, | 38.2, | 37.6, | -6.4, | -10.3, | 28 | 9.1, | 36.5, | 38.6, | -5.3, | -8.0, |
| 29 | 9.1, | 33.6, | 38.5, | -4.1, | -5.5, | 30 | 9.1, | 29.8, | 37.1, | -2.7, | -2.7, |
| 31 | 9.1, | 25.1, | 34.7, | -1.2, | 0.1, | 32 | 9.1, | 23.0, | 33.4, | -0.9, | 2.9, |
| 33 | 9.1, | 28.0, | 36.3, | -3.0, | 5.6, | 34 | 9.1, | 32.2, | 38.1, | -5.1, | 8.1, |
| 35 | 9.1, | 35.5, | 38.7, | -7.1, | 10.4, | 36 | 9.1, | 37.6, | 38.2, | -8.8, | 12.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKPP2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 39.9, | 36.1, | -35.6, | 14.8, | 2 | 9.1, | 41.8, | 31.6, | -35.7, | 11.5, |
| 3 | 9.1, | 42.5, | 26.2, | -34.7, | 7.8, | 4 | 9.1, | 41.8, | 20.0, | -32.6, | 4.0, |
| 5 | 9.1, | 40.4, | 14.6, | -30.3, | 0.0, | 6 | 9.1, | 42.0, | 21.3, | -33.3, | -4.0, |
| 7 | 9.1, | 42.4, | 27.4, | -35.3, | -7.9, | 8 | 9.1, | 41.6, | 32.6, | -36.2, | -11.5, |
| 9 | 9.1, | 39.4, | 36.8, | -36.0, | -14.8, | 10 | 9.1, | 36.1, | 39.9, | -34.7, | -17.6, |
| 11 | 9.1, | 31.6, | 41.8, | -32.4, | -19.9, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 9.1, | 32.6, | 41.6, | -9.3, | -19.9, | 18 | 9.1, | 36.8, | 39.4, | -4.9, | -17.6, |
| 19 | 9.1, | 39.9, | 36.1, | -0.4, | -14.8, | 20 | 9.1, | 41.8, | 31.6, | 4.1, | -11.5, |
| 21 | 9.1, | 42.5, | 26.2, | 8.5, | -7.8, | 22 | 9.1, | 41.8, | 20.0, | 12.6, | -4.0, |
| 23 | 9.1, | 40.4, | 14.6, | 15.7, | 0.0, | 24 | 9.1, | 42.0, | 21.3, | 12.0, | 4.0, |
| 25 | 10.7, | 30.4, | 31.5, | -65.1, | 18.4, | 26 | 10.7, | 31.4, | 31.5, | -67.6, | 9.5, |
| 27 | 10.7, | 31.6, | 30.7, | -68.0, | 0.4, | 28 | 10.7, | 30.7, | 28.8, | -66.4, | -8.8, |
| 29 | 10.7, | 29.0, | 26.1, | -62.7, | -17.7, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 9.1, | 32.6, | 41.6, | -32.3, | 19.9, | 36 | 9.1, | 36.8, | 39.4, | -34.5, | 17.6, |

SOURCE ID: STCKPP3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 7 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 9.1, | 36.8, | 39.4, | -65.1, | 20.0, |
| 19 | 9.1, | 39.9, | 36.1, | -66.2, | 11.8, | 20 | 9.1, | 41.8, | 31.6, | -65.3, | 3.3, |
| 21 | 9.1, | 42.5, | 26.2, | -62.4, | -5.4, | 22 | 9.1, | 41.8, | 20.0, | -57.6, | -13.8, |
| 23 | 9.1, | 40.4, | 14.6, | -51.8, | -21.9, | 24 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 25 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 26 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKPP4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 28.8, | 30.7, | 5.3, | -4.1, | 2 | 10.7, | 26.1, | 29.0, | 6.6, | -0.4, |
| 3 | 10.7, | 22.6, | 26.3, | 7.7, | 3.3, | 4 | 10.7, | 21.8, | 25.7, | 7.1, | 6.8, |
| 5 | 10.7, | 25.5, | 28.5, | 4.2, | 10.2, | 6 | 10.7, | 28.4, | 30.4, | 1.2, | 13.2, |
| 7 | 10.7, | 30.4, | 31.5, | -1.9, | 15.9, | 8 | 10.7, | 31.4, | 31.5, | -4.9, | 18.1, |
| 9 | 10.7, | 31.6, | 30.7, | -7.7, | 19.7, | 10 | 9.1, | 36.1, | 39.9, | -82.6, | -5.7, |
| 11 | 9.1, | 31.6, | 41.8, | -81.7, | -16.5, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 28.5, | 25.5, | -22.9, | 18.5, |
| 15 | 10.7, | 30.4, | 28.4, | -27.4, | 16.4, | 16 | 10.7, | 31.5, | 30.4, | -31.1, | 13.9, |
| 17 | 10.7, | 31.5, | 31.4, | -33.8, | 10.9, | 18 | 10.7, | 30.7, | 31.6, | -35.5, | 7.6, |
| 19 | 10.7, | 28.8, | 30.7, | -36.1, | 4.1, | 20 | 10.7, | 26.1, | 29.0, | -35.6, | 0.4, |
| 21 | 10.7, | 22.6, | 26.3, | -34.0, | -3.3, | 22 | 10.7, | 21.8, | 25.7, | -32.8, | -6.8, |
| 23 | 10.7, | 25.5, | 28.5, | -32.7, | -10.2, | 24 | 10.7, | 28.4, | 30.4, | -31.6, | -13.2, |
| 25 | 10.7, | 30.4, | 31.5, | -29.6, | -15.9, | 26 | 10.7, | 31.4, | 31.5, | -26.7, | -18.1, |
| 27 | 10.7, | 31.6, | 30.7, | -22.9, | -19.7, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 28.5, | 25.5, | -2.5, | -18.5, |
| 33 | 10.7, | 30.4, | 28.4, | -0.9, | -16.4, | 34 | 10.7, | 31.5, | 30.4, | 0.7, | -13.9, |
| 35 | 10.7, | 31.5, | 31.4, | 2.3, | -10.9, | 36 | 10.7, | 30.7, | 31.6, | 3.9, | -7.6, |

SOURCE ID: STCKHOT1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 88.9, | 60.3, | -6.0, | 0.9, | 2 | 12.2, | 85.0, | 62.0, | -8.9, | 3.3, |
| 3 | 12.2, | 78.6, | 61.9, | -11.5, | 5.7, | 4 | 12.2, | 69.7, | 62.7, | -16.5, | 7.9, |
| 5 | 12.2, | 62.2, | 68.3, | -23.7, | 8.2, | 6 | 12.2, | 61.4, | 77.5, | -30.2, | 12.0, |
| 7 | 12.2, | 61.7, | 84.3, | -35.7, | 17.1, | 8 | 12.2, | 60.1, | 88.5, | -40.2, | 21.6, |
| 9 | 12.2, | 56.7, | 90.1, | -43.4, | 25.4, | 10 | 12.2, | 60.3, | 88.9, | -45.3, | 24.2, |
| 11 | 12.2, | 62.0, | 85.0, | -45.9, | 22.2, | 12 | 12.2, | 61.9, | 78.6, | -45.0, | 19.5, |
| 13 | 12.2, | 62.7, | 69.7, | -42.8, | 14.8, | 14 | 12.2, | 68.3, | 62.2, | -39.3, | 10.4, |
| 15 | 12.2, | 77.5, | 61.4, | -42.7, | 8.6, | 16 | 12.2, | 84.3, | 61.7, | -47.9, | 6.4, |
| 17 | 12.2, | 88.5, | 60.1, | -51.6, | 4.1, | 18 | 12.2, | 90.1, | 56.7, | -53.8, | 1.6, |
| 19 | 12.2, | 88.9, | 60.3, | -54.3, | -0.9, | 20 | 12.2, | 85.0, | 62.0, | -53.2, | -3.3, |
| 21 | 12.2, | 78.6, | 61.9, | -50.4, | -5.7, | 22 | 12.2, | 69.7, | 62.7, | -46.2, | -7.9, |
| 23 | 12.2, | 62.2, | 68.3, | -44.6, | -8.2, | 24 | 12.2, | 61.4, | 77.5, | -47.3, | -12.0, |
| 25 | 12.2, | 61.7, | 84.3, | -48.6, | -17.1, | 26 | 12.2, | 60.1, | 88.5, | -48.4, | -21.6, |
| 27 | 12.2, | 56.7, | 90.1, | -46.7, | -25.4, | 28 | 12.2, | 60.3, | 88.9, | -43.6, | -24.2, |
| 29 | 12.2, | 62.0, | 85.0, | -39.2, | -22.2, | 30 | 12.2, | 61.9, | 78.6, | -33.6, | -19.5, |
| 31 | 12.2, | 62.7, | 69.7, | -26.9, | -14.8, | 32 | 12.2, | 68.3, | 62.2, | -23.0, | -10.4, |
| 33 | 12.2, | 77.5, | 61.4, | -18.7, | -8.6, | 34 | 12.2, | 79.6, | 54.4, | -104.8, | -9.6, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | 12.2, | 77.7, | 43.4, | -96.5, | -22.9, | 36 | 12.2, | 73.4, | 31.1, | -85.2, | -35.6, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKHOT2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 77.7, | 43.4, | -41.7, | 1.1, | 2 | 12.2, | 79.6, | 54.4, | -47.1, | -2.4, |
| 3 | 12.2, | 79.1, | 63.7, | -51.0, | -5.8, | 4 | 12.2, | 76.2, | 71.0, | -53.4, | -9.1, |
| 5 | 12.2, | 71.0, | 76.2, | -54.2, | -12.1, | 6 | 12.2, | 63.7, | 79.1, | -53.3, | -14.7, |
| 7 | 12.2, | 54.4, | 79.6, | -50.8, | -16.8, | 8 | 12.2, | 43.4, | 77.7, | -46.7, | -18.4, |
| 9 | 12.2, | 31.1, | 73.4, | -41.2, | -19.5, | 10 | 12.2, | 43.4, | 77.7, | -39.9, | -20.0, |
| 11 | 12.2, | 54.4, | 79.6, | -37.4, | -19.9, | 12 | 12.2, | 63.7, | 79.1, | -33.7, | -19.2, |
| 13 | 12.2, | 62.7, | 69.7, | -105.8, | 27.5, | 14 | 12.2, | 68.3, | 62.2, | -103.5, | 12.0, |
| 15 | 12.2, | 77.5, | 61.4, | -106.2, | -1.1, | 16 | 12.2, | 79.6, | 54.4, | -10.4, | -11.0, |
| 17 | 12.2, | 77.7, | 43.4, | -3.2, | -7.9, | 18 | 12.2, | 73.4, | 31.1, | 4.0, | -4.5, |
| 19 | 12.2, | 77.7, | 43.4, | -1.7, | -1.1, | 20 | 12.2, | 79.6, | 54.4, | -7.3, | 2.4, |
| 21 | 12.2, | 79.1, | 63.7, | -12.6, | 5.8, | 22 | 12.2, | 76.2, | 71.0, | -17.6, | 9.1, |
| 23 | 12.2, | 71.0, | 76.2, | -22.1, | 12.1, | 24 | 12.2, | 63.7, | 79.1, | -25.9, | 14.7, |
| 25 | 12.2, | 54.4, | 79.6, | -28.9, | 16.8, | 26 | 12.2, | 43.4, | 77.7, | -31.0, | 18.4, |
| 27 | 12.2, | 31.1, | 73.4, | -32.2, | 19.5, | 28 | 12.2, | 43.4, | 77.7, | -37.8, | 20.0, |
| 29 | 12.2, | 54.4, | 79.6, | -42.2, | 19.9, | 30 | 12.2, | 63.7, | 79.1, | -45.4, | 19.2, |
| 31 | 12.2, | 71.0, | 76.2, | -47.2, | 17.9, | 32 | 12.2, | 76.2, | 71.0, | -47.6, | 16.0, |
| 33 | 12.2, | 79.1, | 63.7, | -46.5, | 13.7, | 34 | 12.2, | 79.6, | 54.4, | -44.0, | 11.0, |
| 35 | 12.2, | 77.7, | 43.4, | -40.2, | 7.9, | 36 | 12.2, | 73.4, | 31.1, | -35.1, | 4.5, |

SOURCE ID: STCKAAA1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 103.8, | 72.0, | 0.1, | -3.3, | 2 | 10.7, | 109.0, | 85.5, | -6.6, | 3.0, |
| 3 | 10.7, | 110.9, | 96.5, | -13.2, | 9.3, | 4 | 10.7, | 109.3, | 104.5, | -19.3, | 15.2, |
| 5 | 10.7, | 104.5, | 109.3, | -24.9, | 20.7, | 6 | 10.7, | 96.5, | 110.9, | -29.7, | 25.6, |
| 7 | 10.7, | 85.5, | 109.0, | -33.6, | 29.7, | 8 | 10.7, | 72.0, | 103.8, | -36.5, | 32.8, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 72.0, | 103.8, | -48.6, | 36.1, |
| 11 | 10.7, | 85.5, | 109.0, | -57.5, | 36.2, | 12 | 10.7, | 96.5, | 110.9, | -64.7, | 35.1, |
| 13 | 10.7, | 104.5, | 109.3, | -69.9, | 32.9, | 14 | 10.7, | 109.3, | 104.5, | -73.0, | 29.8, |
| 15 | 10.7, | 110.9, | 96.5, | -73.8, | 25.8, | 16 | 10.7, | 109.0, | 85.5, | -72.4, | 20.9, |
| 17 | 10.7, | 103.8, | 72.0, | -68.8, | 15.5, | 18 | 10.7, | 95.5, | 56.3, | -63.1, | 9.5, |
| 19 | 10.7, | 103.8, | 72.0, | -72.1, | 3.3, | 20 | 10.7, | 109.0, | 85.5, | -78.9, | -3.0, |
| 21 | 10.7, | 110.9, | 96.5, | -83.3, | -9.3, | 22 | 10.7, | 109.3, | 104.5, | -85.2, | -15.2, |
| 23 | 10.7, | 104.5, | 109.3, | -84.5, | -20.7, | 24 | 10.7, | 96.5, | 110.9, | -81.2, | -25.6, |
| 25 | 10.7, | 85.5, | 109.0, | -75.4, | -29.7, | 26 | 10.7, | 72.0, | 103.8, | -67.4, | -32.8, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 72.0, | 103.8, | -55.2, | -36.1, |
| 29 | 10.7, | 85.5, | 109.0, | -51.5, | -36.2, | 30 | 10.7, | 96.5, | 110.9, | -46.2, | -35.1, |
| 31 | 10.7, | 104.5, | 109.3, | -39.5, | -32.9, | 32 | 10.7, | 109.3, | 104.5, | -31.6, | -29.8, |
| 33 | 10.7, | 110.9, | 96.5, | -22.7, | -25.8, | 34 | 10.7, | 109.0, | 85.5, | -13.1, | -20.9, |
| 35 | 10.7, | 103.8, | 72.0, | -3.2, | -15.5, | 36 | 10.7, | 95.5, | 56.3, | 6.9, | -9.5, |

SOURCE ID: STCKWW1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 122.9, | 137.8, | -3.6, | 35.4, | 2 | 10.7, | 138.8, | 149.7, | -16.7, | 46.2, |
| 3 | 10.7, | 150.4, | 157.1, | -29.3, | 55.6, | 4 | 10.7, | 157.4, | 159.7, | -41.0, | 63.3, |
| 5 | 10.7, | 159.7, | 157.4, | -51.4, | 69.1, | 6 | 10.7, | 157.1, | 150.4, | -60.3, | 72.8, |
| 7 | 10.7, | 149.7, | 138.8, | -67.4, | 74.3, | 8 | 10.7, | 137.8, | 122.9, | -72.4, | 73.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 137.8, | 122.9, | -96.9, | 65.3, |
| 11 | 10.7, | 149.7, | 138.8, | -115.6, | 58.2, | 12 | 10.7, | 157.1, | 150.4, | -130.8, | 49.2, |
| 13 | 10.7, | 159.7, | 157.4, | -142.1, | 38.8, | 14 | 10.7, | 157.4, | 159.7, | -149.0, | 27.3, |
| 15 | 10.7, | 150.4, | 157.1, | -151.4, | 14.8, | 16 | 10.7, | 138.8, | 149.7, | -149.1, | 2.0, |
| 17 | 10.7, | 122.9, | 137.8, | -142.4, | -11.0, | 18 | 10.7, | 103.4, | 121.7, | -131.3, | -23.6, |
| 19 | 10.7, | 122.9, | 137.8, | -134.2, | -35.4, | 20 | 10.7, | 138.8, | 149.7, | -133.0, | -46.2, |
| 21 | 10.7, | 150.4, | 157.1, | -127.8, | -55.6, | 22 | 10.7, | 157.4, | 159.7, | -118.7, | -63.3, |
| 23 | 10.7, | 159.7, | 157.4, | -106.0, | -69.1, | 24 | 10.7, | 157.1, | 150.4, | -90.0, | -72.8, |
| 25 | 10.7, | 149.7, | 138.8, | -71.4, | -74.3, | 26 | 10.7, | 137.8, | 122.9, | -50.5, | -73.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 137.8, | 122.9, | -26.0, | -65.3, |
| 29 | 10.7, | 149.7, | 138.8, | -23.2, | -58.2, | 30 | 10.7, | 157.1, | 150.4, | -19.6, | -49.2, |
| 31 | 10.7, | 159.7, | 157.4, | -15.4, | -38.8, | 32 | 10.7, | 157.4, | 159.7, | -10.7, | -27.3, |
| 33 | 10.7, | 150.4, | 157.1, | -5.7, | -14.8, | 34 | 10.7, | 138.8, | 149.7, | -0.6, | -2.0, |
| 35 | 10.7, | 122.9, | 137.8, | 4.6, | 11.0, | 36 | 10.7, | 103.4, | 121.7, | 9.6, | 23.6, |

SOURCE ID: BBBCCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 196.1, | 142.0, | -2.5, | 4.8, | 2 | 10.7, | 207.0, | 167.1, | -16.9, | 16.7, |
| 3 | 10.7, | 211.5, | 187.1, | -30.8, | 28.0, | 4 | 10.7, | 209.7, | 201.5, | -43.8, | 38.4, |
| 5 | 10.7, | 201.5, | 209.7, | -55.4, | 47.7, | 6 | 10.7, | 187.1, | 211.5, | -65.4, | 55.6, |
| 7 | 10.7, | 167.1, | 207.0, | -73.4, | 61.8, | 8 | 10.7, | 142.0, | 196.1, | -79.1, | 66.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | 22.1, | -35.0, |
| 11 | 10.7, | 167.1, | 207.0, | -120.1, | 66.6, | 12 | 10.7, | 187.1, | 211.5, | -133.7, | 62.7, |
| 13 | 10.7, | 201.5, | 209.7, | -143.3, | 56.9, | 14 | 10.7, | 209.7, | 201.5, | -148.5, | 49.4, |
| 15 | 10.7, | 211.5, | 187.1, | -149.1, | 40.3, | 16 | 10.7, | 207.0, | 167.1, | -145.3, | 30.1, |
| 17 | 10.7, | 196.1, | 142.0, | -137.0, | 18.9, | 18 | 10.7, | 179.3, | 112.5, | -124.6, | 7.1, |
| 19 | 10.7, | 196.1, | 142.0, | -139.5, | -4.8, | 20 | 10.7, | 207.0, | 167.1, | -150.2, | -16.7, |
| 21 | 10.7, | 211.5, | 187.1, | -156.3, | -28.0, | 22 | 10.7, | 209.7, | 201.5, | -157.7, | -38.4, |
| 23 | 10.7, | 201.5, | 209.7, | -154.2, | -47.7, | 24 | 10.7, | 187.1, | 211.5, | -146.1, | -55.6, |
| 25 | 10.7, | 167.1, | 207.0, | -133.6, | -61.8, | 26 | 10.7, | 142.0, | 196.1, | -117.0, | -66.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -167.3, | 35.0, |
| 29 | 12.2, | 82.6, | 151.1, | -176.4, | 11.6, | 30 | 12.2, | 101.0, | 152.5, | -180.2, | -5.1, |
| 31 | 12.2, | 116.3, | 149.3, | -178.5, | -21.7, | 32 | 12.2, | 128.1, | 141.5, | -171.3, | -37.6, |
| 33 | 12.2, | 136.0, | 129.4, | -159.0, | -52.3, | 34 | 12.2, | 139.7, | 113.4, | -141.9, | -65.5, |
| 35 | 10.7, | 196.1, | 142.0, | -4.9, | -18.9, | 36 | 10.7, | 179.3, | 112.5, | 12.1, | -7.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: BBBCCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 145.2, | 76.0, | -74.2, | 0.0, | 2 | 12.2, | 151.1, | 82.6, | -70.5, | -7.7, |
| 3 | 12.2, | 152.5, | 101.0, | -78.8, | -15.3, | 4 | 12.2, | 149.3, | 116.3, | -84.8, | -22.4, |
| 5 | 12.2, | 141.5, | 128.1, | -88.2, | -28.8, | 6 | 12.2, | 129.4, | 136.0, | -89.0, | -34.3, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 12.2, | 113.4, | 139.7, | -87.0, | -38.8, | 8 | 12.2, | 93.9, | 139.2, | -82.4, | -42.1, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | -72.6, | -36.2, |
| 11 | 12.2, | 82.6, | 151.1, | -67.8, | -29.2, | 12 | 12.2, | 101.0, | 152.5, | -61.0, | -28.3, |
| 13 | 12.2, | 116.3, | 149.3, | -52.2, | -26.7, | 14 | 12.2, | 128.1, | 141.5, | -41.9, | -24.2, |
| 15 | 12.2, | 136.0, | 129.4, | -30.4, | -21.0, | 16 | 12.2, | 139.7, | 113.4, | -17.9, | -17.1, |
| 17 | 12.2, | 139.2, | 93.9, | -4.8, | -12.8, | 18 | 12.2, | 134.8, | 71.6, | 8.4, | -7.8, |
| 19 | 12.2, | 145.2, | 76.0, | -1.8, | 0.0, | 20 | 12.2, | 151.1, | 82.6, | -12.2, | 7.7, |
| 21 | 12.2, | 152.5, | 101.0, | -22.2, | 15.3, | 22 | 12.2, | 149.3, | 116.3, | -31.5, | 22.4, |
| 23 | 12.2, | 141.5, | 128.1, | -39.8, | 28.8, | 24 | 12.2, | 129.4, | 136.0, | -47.0, | 34.3, |
| 25 | 12.2, | 113.4, | 139.7, | -52.7, | 38.8, | 26 | 12.2, | 93.9, | 139.2, | -56.9, | 42.1, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -72.5, | 36.2, |
| 29 | 12.2, | 82.6, | 151.1, | -83.3, | 29.2, | 30 | 12.2, | 101.0, | 152.5, | -91.6, | 28.3, |
| 31 | 12.2, | 116.3, | 149.3, | -97.0, | 26.7, | 32 | 12.2, | 128.1, | 141.5, | -99.5, | 24.2, |
| 33 | 12.2, | 136.0, | 129.4, | -99.0, | 21.0, | 34 | 12.2, | 139.7, | 113.4, | -95.5, | 17.1, |
| 35 | 12.2, | 139.2, | 93.9, | -89.1, | 12.8, | 36 | 12.2, | 134.8, | 71.6, | -80.0, | 7.8, |

SOURCE ID: DDDEEE1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 153.0, | 109.3, | -109.3, | 16.7, | 2 | 12.2, | 164.0, | 114.0, | -106.9, | 5.6, |
| 3 | 12.2, | 170.0, | 115.1, | -101.2, | -5.7, | 4 | 12.2, | 170.9, | 125.9, | -105.6, | -16.8, |
| 5 | 12.2, | 166.5, | 136.4, | -110.4, | -27.4, | 6 | 12.2, | 157.1, | 142.8, | -111.8, | -37.1, |
| 7 | 12.2, | 142.9, | 144.8, | -109.8, | -45.8, | 8 | 12.2, | 124.4, | 142.5, | -104.5, | -53.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 109.3, | 153.0, | -93.2, | -54.6, |
| 11 | 12.2, | 114.0, | 164.0, | -87.6, | -49.9, | 12 | 12.2, | 115.1, | 170.0, | -79.3, | -43.7, |
| 13 | 12.2, | 125.9, | 170.9, | -68.6, | -42.7, | 14 | 12.2, | 136.4, | 166.5, | -55.9, | -42.2, |
| 15 | 12.2, | 142.8, | 157.1, | -41.4, | -40.4, | 16 | 12.2, | 144.8, | 142.9, | -25.7, | -37.4, |
| 17 | 12.2, | 142.5, | 124.4, | -9.2, | -33.2, | 18 | 12.2, | 137.4, | 102.7, | 6.9, | -27.3, |
| 19 | 12.2, | 153.0, | 109.3, | -0.1, | -16.7, | 20 | 12.2, | 164.0, | 114.0, | -7.1, | -5.6, |
| 21 | 12.2, | 170.0, | 115.1, | -13.9, | 5.7, | 22 | 12.2, | 170.9, | 125.9, | -20.3, | 16.8, |
| 23 | 12.2, | 166.5, | 136.4, | -26.0, | 27.4, | 24 | 12.2, | 157.1, | 142.8, | -31.0, | 37.1, |
| 25 | 12.2, | 142.9, | 144.8, | -35.0, | 45.8, | 26 | 12.2, | 124.4, | 142.5, | -38.0, | 53.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 109.3, | 153.0, | -59.8, | 54.6, |
| 29 | 12.2, | 114.0, | 164.0, | -76.4, | 49.9, | 30 | 12.2, | 115.1, | 170.0, | -90.7, | 43.7, |
| 31 | 12.2, | 125.9, | 170.9, | -102.2, | 42.7, | 32 | 12.2, | 136.4, | 166.5, | -110.6, | 42.2, |
| 33 | 12.2, | 142.8, | 157.1, | -115.7, | 40.4, | 34 | 12.2, | 144.8, | 142.9, | -117.2, | 37.4, |
| 35 | 12.2, | 142.5, | 124.4, | -115.2, | 33.2, | 36 | 12.2, | 137.4, | 102.7, | -109.6, | 27.3, |

SOURCE ID: DDDEEE2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 110.7, | 136.8, | -61.1, | -36.3, | 2 | 12.2, | 123.8, | 129.8, | -51.4, | -34.5, |
| 3 | 12.2, | 133.1, | 119.0, | -40.2, | -31.7, | 4 | 12.2, | 138.4, | 104.5, | -27.8, | -27.8, |
| 5 | 12.2, | 139.4, | 86.9, | -14.5, | -23.2, | 6 | 12.2, | 136.3, | 66.6, | -0.8, | -17.8, |
| 7 | 12.2, | 132.4, | 53.4, | 8.4, | -11.9, | 8 | 12.2, | 138.0, | 75.0, | -0.8, | -5.6, |
| 9 | 12.2, | 139.5, | 94.3, | -10.1, | 0.9, | 10 | 12.2, | 136.8, | 110.7, | -19.0, | 7.3, |
| 11 | 12.2, | 129.8, | 123.8, | -27.4, | 13.5, | 12 | 12.2, | 119.0, | 133.1, | -34.9, | 19.3, |
| 13 | 12.2, | 104.5, | 138.4, | -41.3, | 24.5, | 14 | 12.2, | 86.9, | 139.4, | -46.5, | 28.9, |
| 15 | 12.2, | 66.6, | 136.3, | -50.3, | 32.5, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 12.2, | 75.0, | 138.0, | -63.4, | 36.6, | 18 | 12.2, | 94.3, | 139.5, | -70.6, | 37.1, |
| 19 | 12.2, | 110.7, | 136.8, | -75.6, | 36.3, | 20 | 12.2, | 123.8, | 129.8, | -78.4, | 34.5, |
| 21 | 12.2, | 133.1, | 119.0, | -78.8, | 31.7, | 22 | 12.2, | 138.4, | 104.5, | -76.7, | 27.8, |
| 23 | 12.2, | 139.4, | 86.9, | -72.4, | 23.2, | 24 | 12.2, | 136.3, | 66.6, | -65.8, | 17.8, |
| 25 | 12.2, | 132.4, | 53.4, | -61.8, | 11.9, | 26 | 12.2, | 138.0, | 75.0, | -74.1, | 5.6, |
| 27 | 12.2, | 139.5, | 94.3, | -84.2, | -0.9, | 28 | 12.2, | 136.8, | 110.7, | -91.7, | -7.3, |
| 29 | 12.2, | 129.8, | 123.8, | -96.4, | -13.5, | 30 | 12.2, | 119.0, | 133.1, | -98.2, | -19.3, |
| 31 | 12.2, | 104.5, | 138.4, | -97.0, | -24.5, | 32 | 12.2, | 86.9, | 139.4, | -92.9, | -28.9, |
| 33 | 12.2, | 66.6, | 136.3, | -85.9, | -32.5, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 12.2, | 75.0, | 138.0, | -74.6, | -36.6, | 36 | 12.2, | 94.3, | 139.5, | -68.9, | -37.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( 267063.1, | 4047802.6, | 101.0, | 101.0, | 0.0); |
| ( 266966.9, | 4047818.3, | 101.0, | 101.0, | 0.0); | ( 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |
| ( 267082.1, | 4047366.7, | 101.0, | 101.0, | 0.0); | ( 267129.9, | 4047042.6, | 101.0, | 101.0, | 0.0); |
| ( 267423.4, | 4048609.3, | 101.0, | 101.0, | 0.0); | ( 267490.2, | 4048539.3, | 101.0, | 101.0, | 0.0); |
| ( 267557.0, | 4048469.2, | 101.0, | 101.0, | 0.0); | ( 267623.8, | 4048399.2, | 101.0, | 101.0, | 0.0); |
| ( 267690.6, | 4048329.1, | 101.0, | 101.0, | 0.0); | ( 267757.4, | 4048259.1, | 101.0, | 101.0, | 0.0); |
| ( 267824.2, | 4048189.0, | 101.0, | 101.0, | 0.0); | ( 267891.0, | 4048119.0, | 101.0, | 101.0, | 0.0); |
| ( 267957.8, | 4048048.9, | 101.0, | 101.0, | 0.0); | ( 268024.6, | 4047978.9, | 101.0, | 101.0, | 0.0); |
| ( 267496.9, | 4048778.3, | 101.0, | 101.0, | 0.0); | ( 267635.0, | 4048677.3, | 101.0, | 101.0, | 0.0); |
| ( 267701.8, | 4048607.2, | 101.0, | 101.0, | 0.0); | ( 267768.6, | 4048537.2, | 101.0, | 101.0, | 0.0); |
| ( 267835.4, | 4048467.1, | 101.0, | 101.0, | 0.0); | ( 267902.2, | 4048397.1, | 101.0, | 101.0, | 0.0); |
| ( 267969.0, | 4048327.0, | 101.0, | 101.0, | 0.0); | ( 268035.8, | 4048257.0, | 101.0, | 101.0, | 0.0); |
| ( 268102.5, | 4048186.9, | 101.0, | 101.0, | 0.0); | ( 268169.3, | 4048116.9, | 101.0, | 101.0, | 0.0); |
| ( 267670.7, | 4048953.9, | 101.0, | 101.0, | 0.0); | ( 267513.9, | 4049022.1, | 101.0, | 101.0, | 0.0); |

( 267815.9, 4048849.8, 101.0, 101.0, 0.0); ( 267882.7, 4048779.8, 101.0, 101.0, 0.0);
( 267949.5, 4048709.7, 101.0, 101.0, 0.0); ( 268016.3, 4048639.7, 101.0, 101.0, 0.0);
( 268083.1, 4048569.6, 101.0, 101.0, 0.0); ( 268149.9, 4048499.6, 101.0, 101.0, 0.0);
( 268216.7, 4048429.5, 101.0, 101.0, 0.0); ( 268283.5, 4048359.5, 101.0, 101.0, 0.0);
( 268350.3, 4048289.4, 101.0, 101.0, 0.0); ( 267848.6, 4049127.8, 101.0, 101.0, 0.0);
( 267685.7, 4049198.6, 101.0, 101.0, 0.0); ( 267522.8, 4049269.4, 101.0, 101.0, 0.0);
( 267996.8, 4049022.3, 101.0, 101.0, 0.0); ( 268063.6, 4048952.3, 101.0, 101.0, 0.0);
( 268130.4, 4048882.2, 101.0, 101.0, 0.0); ( 268197.2, 4048812.2, 101.0, 101.0, 0.0);
( 268264.0, 4048742.1, 101.0, 101.0, 0.0); ( 268330.8, 4048672.1, 101.0, 101.0, 0.0);
( 268397.6, 4048602.0, 101.0, 101.0, 0.0); ( 268464.4, 4048532.0, 101.0, 101.0, 0.0);
( 268531.2, 4048461.9, 101.0, 101.0, 0.0); ( 268207.6, 4049474.1, 101.0, 101.0, 0.0);
( 268123.4, 4049510.7, 101.0, 101.0, 0.0); ( 268039.2, 4049547.3, 101.0, 101.0, 0.0);
( 267955.0, 4049583.9, 101.0, 101.0, 0.0); ( 267870.8, 4049620.5, 101.0, 101.0, 0.0);
( 267786.6, 4049657.1, 101.0, 101.0, 0.0); ( 267702.4, 4049693.8, 101.0, 101.0, 0.0);
( 267618.1, 4049730.4, 101.0, 101.0, 0.0); ( 267533.9, 4049767.0, 101.0, 101.0, 0.0);
( 267449.7, 4049803.6, 101.0, 101.0, 0.0); ( 268291.9, 4049437.4, 101.0, 101.0, 0.0);
( 268358.7, 4049367.4, 101.0, 101.0, 0.0); ( 268425.5, 4049297.3, 101.0, 101.0, 0.0);
( 268492.3, 4049227.3, 101.0, 101.0, 0.0); ( 268559.1, 4049157.2, 101.0, 101.0, 0.0);
( 268625.9, 4049087.2, 101.0, 101.0, 0.0); ( 268692.7, 4049017.1, 101.0, 101.0, 0.0);
( 268759.5, 4048947.1, 101.0, 101.0, 0.0); ( 268826.3, 4048877.0, 101.0, 101.0, 0.0);
( 268893.1, 4048807.0, 101.0, 101.0, 0.0); ( 268568.2, 4049819.7, 101.0, 101.0, 0.0);
( 268482.7, 4049856.9, 101.0, 101.0, 0.0); ( 268397.2, 4049894.0, 101.0, 101.0, 0.0);
( 268311.7, 4049931.2, 101.0, 101.0, 0.0); ( 268226.2, 4049968.4, 101.0, 101.0, 0.0);
( 268140.6, 4050005.6, 101.0, 101.0, 0.0); ( 268055.1, 4050042.8, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267969.6, 4050079.9, 101.0, 101.0, 0.0); ( 267884.1, 4050117.1, 101.0, 101.0, 0.0);
( 267798.6, 4050154.3, 101.0, 101.0, 0.0); ( 267713.1, 4050191.5, 101.0, 101.0, 0.0);
( 267627.6, 4050228.7, 101.0, 101.0, 0.0); ( 267542.1, 4050265.8, 101.0, 101.0, 0.0);
( 267456.6, 4050303.0, 101.0, 101.0, 0.0); ( 268653.7, 4049782.5, 101.0, 101.0, 0.0);
( 268720.5, 4049712.4, 101.0, 101.0, 0.0); ( 268787.3, 4049642.4, 101.0, 101.0, 0.0);
( 268854.1, 4049572.3, 101.0, 101.0, 0.0); ( 268920.9, 4049502.3, 101.0, 101.0, 0.0);
( 268987.7, 4049432.2, 101.0, 101.0, 0.0); ( 269054.5, 4049362.2, 101.0, 101.0, 0.0);
( 269121.3, 4049292.1, 101.0, 101.0, 0.0); ( 269188.1, 4049222.1, 101.0, 101.0, 0.0);
( 269254.9, 4049152.0, 101.0, 101.0, 0.0); ( 268049.5, 4047836.8, 101.0, 101.0, 0.0);
( 268231.3, 4047953.0, 101.0, 101.0, 0.0); ( 268249.4, 4047829.2, 101.0, 101.0, 0.0);
( 268480.2, 4047945.9, 101.0, 101.0, 0.0); ( 268436.9, 4048060.4, 101.0, 101.0, 0.0);
( 268393.6, 4048174.9, 101.0, 101.0, 0.0); ( 268499.2, 4047819.5, 101.0, 101.0, 0.0);
( 268729.6, 4047937.4, 101.0, 101.0, 0.0); ( 268685.5, 4048053.9, 101.0, 101.0, 0.0);
( 268641.4, 4048170.5, 101.0, 101.0, 0.0); ( 268597.3, 4048287.1, 101.0, 101.0, 0.0);
( 268749.0, 4047809.9, 101.0, 101.0, 0.0); ( 269227.4, 4047923.0, 101.0, 101.0, 0.0);
( 269179.6, 4048049.3, 101.0, 101.0, 0.0); ( 269131.9, 4048175.6, 101.0, 101.0, 0.0);
( 269084.1, 4048301.9, 101.0, 101.0, 0.0); ( 269036.3, 4048428.1, 101.0, 101.0, 0.0);
( 268988.6, 4048554.4, 101.0, 101.0, 0.0); ( 268940.8, 4048680.7, 101.0, 101.0, 0.0);
( 269248.6, 4047790.7, 101.0, 101.0, 0.0); ( 269727.3, 4047903.1, 101.0, 101.0, 0.0);
( 269680.0, 4048028.0, 101.0, 101.0, 0.0); ( 269632.8, 4048152.9, 101.0, 101.0, 0.0);
( 269585.6, 4048277.8, 101.0, 101.0, 0.0); ( 269538.3, 4048402.7, 101.0, 101.0, 0.0);
( 269491.1, 4048527.6, 101.0, 101.0, 0.0); ( 269443.9, 4048652.5, 101.0, 101.0, 0.0);
( 269396.6, 4048777.4, 101.0, 101.0, 0.0); ( 269349.4, 4048902.3, 101.0, 101.0, 0.0);
( 269302.1, 4049027.1, 101.0, 101.0, 0.0); ( 269748.2, 4047771.5, 101.0, 101.0, 0.0);
( 267983.3, 4047685.9, 101.0, 101.0, 0.0); ( 267877.6, 4047669.8, 101.0, 101.0, 0.0);
( 267733.9, 4047666.2, 101.0, 101.0, 0.0); ( 268005.1, 4047493.2, 101.0, 101.0, 0.0);
( 268106.8, 4047536.4, 101.0, 101.0, 0.0); ( 268179.9, 4047608.5, 101.0, 101.0, 0.0);

( 268224.4, 4047709.5, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);
( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);
( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267459.8, 4047820.1, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267084.9, 4047228.9, 101.0, 101.0, 0.0); ( 267116.2, 4046645.9, 101.0, 101.0, 0.0);
( 267278.0, 4046601.1, 101.0, 101.0, 0.0); ( 267439.9, 4046556.3, 101.0, 101.0, 0.0);
( 267601.7, 4046511.4, 101.0, 101.0, 0.0); ( 266962.6, 4046714.4, 101.0, 101.0, 0.0);
( 266817.1, 4046806.6, 101.0, 101.0, 0.0); ( 266845.1, 4046224.6, 101.0, 101.0, 0.0);
( 267000.2, 4046181.6, 101.0, 101.0, 0.0); ( 267155.4, 4046138.6, 101.0, 101.0, 0.0);
( 267310.5, 4046095.7, 101.0, 101.0, 0.0); ( 267465.6, 4046052.7, 101.0, 101.0, 0.0);
( 267620.8, 4046009.7, 101.0, 101.0, 0.0); ( 266694.8, 4046292.2, 101.0, 101.0, 0.0);
( 266549.4, 4046384.4, 101.0, 101.0, 0.0); ( 267349.5, 4047926.9, 101.0, 101.0, 0.0);
( 267031.3, 4047608.8, 101.0, 101.0, 0.0); ( 266993.4, 4047302.2, 101.0, 101.0, 0.0);
( 266901.0, 4047385.4, 101.0, 101.0, 0.0); ( 266638.6, 4046949.6, 101.0, 101.0, 0.0);
( 266727.9, 4046878.1, 101.0, 101.0, 0.0); ( 266547.5, 4047031.9, 101.0, 101.0, 0.0);
( 266284.6, 4046596.5, 101.0, 101.0, 0.0); ( 266372.9, 4046525.8, 101.0, 101.0, 0.0);
( 266461.1, 4046455.1, 101.0, 101.0, 0.0); ( 266193.9, 4046678.4, 101.0, 101.0, 0.0);
( 267123.7, 4048028.3, 101.0, 101.0, 0.0); ( 267096.0, 4048167.7, 101.0, 101.0, 0.0);
( 267149.7, 4047840.8, 101.0, 101.0, 0.0); ( 267022.1, 4047962.1, 101.0, 101.0, 0.0);
( 266894.4, 4048083.4, 101.0, 101.0, 0.0); ( 266913.7, 4047720.2, 101.0, 101.0, 0.0);
( 266786.0, 4047841.5, 101.0, 101.0, 0.0); ( 266805.4, 4047478.3, 101.0, 101.0, 0.0);
( 266677.7, 4047599.6, 101.0, 101.0, 0.0); ( 266550.0, 4047720.9, 101.0, 101.0, 0.0);
( 266461.0, 4047115.8, 101.0, 101.0, 0.0); ( 266333.3, 4047237.1, 101.0, 101.0, 0.0);
( 266205.6, 4047358.4, 101.0, 101.0, 0.0); ( 266116.6, 4046753.3, 101.0, 101.0, 0.0);
( 265989.0, 4046874.6, 101.0, 101.0, 0.0); ( 265861.3, 4046995.9, 101.0, 101.0, 0.0);
( 267016.6, 4048266.8, 101.0, 101.0, 0.0); ( 267004.6, 4048386.0, 101.0, 101.0, 0.0);
( 267011.7, 4048547.4, 101.0, 101.0, 0.0); ( 266824.5, 4048256.4, 101.0, 101.0, 0.0);
( 266804.8, 4048394.8, 101.0, 101.0, 0.0); ( 266811.9, 4048556.1, 101.0, 101.0, 0.0);

( 266580.0, 4048254.6, 101.0, 101.0, 0.0); ( 266636.8, 4048113.6, 101.0, 101.0, 0.0);
( 266693.7, 4047972.6, 101.0, 101.0, 0.0); ( 266555.1, 4048405.7, 101.0, 101.0, 0.0);
( 266562.2, 4048567.1, 101.0, 101.0, 0.0); ( 266329.3, 4048267.7, 101.0, 101.0, 0.0);
( 266345.9, 4048065.3, 101.0, 101.0, 0.0); ( 266323.9, 4047905.5, 101.0, 101.0, 0.0);
( 266494.8, 4047857.6, 101.0, 101.0, 0.0); ( 266305.3, 4048416.7, 101.0, 101.0, 0.0);
( 266312.4, 4048578.1, 101.0, 101.0, 0.0); ( 265831.1, 4048286.6, 101.0, 101.0, 0.0);
( 265888.7, 4048143.8, 101.0, 101.0, 0.0); ( 265946.3, 4048001.0, 101.0, 101.0, 0.0);
( 266003.9, 4047858.2, 101.0, 101.0, 0.0); ( 266061.6, 4047715.4, 101.0, 101.0, 0.0);
( 266119.2, 4047572.6, 101.0, 101.0, 0.0); ( 265805.8, 4048438.7, 101.0, 101.0, 0.0);
( 265812.9, 4048600.0, 101.0, 101.0, 0.0); ( 265332.1, 4048307.1, 101.0, 101.0, 0.0);
( 265390.9, 4048161.4, 101.0, 101.0, 0.0); ( 265449.7, 4048015.7, 101.0, 101.0, 0.0);
( 265508.5, 4047870.0, 101.0, 101.0, 0.0); ( 265567.3, 4047724.3, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 265626.1, 4047578.6, 101.0, 101.0, 0.0); ( 265684.9, 4047432.9, 101.0, 101.0, 0.0);
( 265743.7, 4047287.2, 101.0, 101.0, 0.0); ( 265802.5, 4047141.6, 101.0, 101.0, 0.0);
( 265306.3, 4048460.6, 101.0, 101.0, 0.0); ( 265313.4, 4048622.0, 101.0, 101.0, 0.0);
( 267112.7, 4048643.0, 101.0, 101.0, 0.0); ( 267272.3, 4048641.2, 101.0, 101.0, 0.0);
( 267045.1, 4048815.6, 101.0, 101.0, 0.0); ( 266874.2, 4048692.6, 101.0, 101.0, 0.0);
( 267194.8, 4048842.1, 101.0, 101.0, 0.0); ( 267354.4, 4048840.3, 101.0, 101.0, 0.0);
( 267053.7, 4049067.8, 101.0, 101.0, 0.0); ( 266925.6, 4049017.7, 101.0, 101.0, 0.0);
( 266797.6, 4048967.5, 101.0, 101.0, 0.0); ( 266705.0, 4048879.9, 101.0, 101.0, 0.0);
( 266647.9, 4048754.8, 101.0, 101.0, 0.0); ( 267197.5, 4049092.0, 101.0, 101.0, 0.0);
( 267357.2, 4049090.3, 101.0, 101.0, 0.0); ( 267050.7, 4049315.6, 101.0, 101.0, 0.0);
( 266911.0, 4049260.8, 101.0, 101.0, 0.0); ( 266771.3, 4049206.1, 101.0, 101.0, 0.0);
( 266631.6, 4049151.4, 101.0, 101.0, 0.0); ( 266530.6, 4049055.8, 101.0, 101.0, 0.0);
( 266468.2, 4048919.3, 101.0, 101.0, 0.0); ( 266405.9, 4048782.8, 101.0, 101.0, 0.0);
( 267200.3, 4049342.0, 101.0, 101.0, 0.0); ( 267359.9, 4049340.3, 101.0, 101.0, 0.0);
( 267056.2, 4049815.5, 101.0, 101.0, 0.0); ( 266916.5, 4049760.8, 101.0, 101.0, 0.0);
( 266776.8, 4049706.1, 101.0, 101.0, 0.0); ( 266637.1, 4049651.3, 101.0, 101.0, 0.0);
( 266497.4, 4049596.6, 101.0, 101.0, 0.0); ( 266357.7, 4049541.9, 101.0, 101.0, 0.0);
( 266186.9, 4049418.9, 101.0, 101.0, 0.0); ( 266124.5, 4049282.4, 101.0, 101.0, 0.0);
( 266062.2, 4049146.0, 101.0, 101.0, 0.0); ( 265999.9, 4049009.5, 101.0, 101.0, 0.0);
( 265937.5, 4048873.0, 101.0, 101.0, 0.0); ( 265875.2, 4048736.5, 101.0, 101.0, 0.0);
( 267205.9, 4049842.0, 101.0, 101.0, 0.0); ( 267365.5, 4049840.2, 101.0, 101.0, 0.0);
( 267057.7, 4050313.9, 101.0, 101.0, 0.0); ( 266909.8, 4050255.9, 101.0, 101.0, 0.0);
( 266761.8, 4050198.0, 101.0, 101.0, 0.0); ( 266613.9, 4050140.0, 101.0, 101.0, 0.0);
( 266466.0, 4050082.1, 101.0, 101.0, 0.0); ( 266318.1, 4050024.1, 101.0, 101.0, 0.0);
( 266170.2, 4049966.2, 101.0, 101.0, 0.0); ( 266022.2, 4049908.2, 101.0, 101.0, 0.0);
( 265841.3, 4049778.0, 101.0, 101.0, 0.0); ( 265775.3, 4049633.5, 101.0, 101.0, 0.0);
( 265709.3, 4049489.0, 101.0, 101.0, 0.0); ( 265643.3, 4049344.5, 101.0, 101.0, 0.0);
( 265577.3, 4049200.0, 101.0, 101.0, 0.0); ( 265511.4, 4049055.5, 101.0, 101.0, 0.0);
( 265445.4, 4048911.0, 101.0, 101.0, 0.0); ( 265379.4, 4048766.5, 101.0, 101.0, 0.0);
( 267211.4, 4050342.0, 101.0, 101.0, 0.0); ( 267371.0, 4050340.2, 101.0, 101.0, 0.0);
( 266227.0, 4047703.0, 101.0, 101.0, 0.0); ( 266336.0, 4047616.8, 101.0, 101.0, 0.0);
( 267475.9, 4046685.8, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

1 1 1 

| | | | | | |
|---|---|---|---|---|---|
| 267701.76 | 4048607.24 | 0.00141 | 267768.56 | 4048537.19 | 0.00157 |
| 267835.36 | 4048467.14 | 0.00176 | 267902.16 | 4048397.09 | 0.00200 |
| 267968.96 | 4048327.04 | 0.00223 | 268035.75 | 4048256.98 | 0.00243 |
| 268102.55 | 4048186.93 | 0.00264 | 268169.35 | 4048116.88 | 0.00285 |
| 267670.70 | 4048953.95 | 0.00066 | 267513.93 | 4049022.11 | 0.00064 |
| 267815.89 | 4048849.82 | 0.00071 | 267882.69 | 4048779.77 | 0.00075 |
| 267949.49 | 4048709.72 | 0.00078 | 268016.28 | 4048639.66 | 0.00083 |
| 268083.08 | 4048569.61 | 0.00090 | 268149.88 | 4048499.56 | 0.00097 |
| 268216.68 | 4048429.51 | 0.00106 | 268283.48 | 4048359.46 | 0.00119 |
| 268350.28 | 4048289.41 | 0.00133 | 267848.58 | 4049127.81 | 0.00047 |
| 267685.70 | 4049198.62 | 0.00046 | 267522.82 | 4049269.44 | 0.00044 |
| 267996.81 | 4049022.34 | 0.00047 | 268063.61 | 4048952.29 | 0.00048 |
| 268130.41 | 4048882.24 | 0.00050 | 268197.21 | 4048812.19 | 0.00051 |
| 268264.01 | 4048742.14 | 0.00055 | 268330.81 | 4048672.09 | 0.00059 |
| 268397.61 | 4048602.04 | 0.00063 | 268464.41 | 4048531.99 | 0.00068 |
| 268531.21 | 4048461.94 | 0.00074 | 268207.65 | 4049474.07 | 0.00026 |
| 268123.44 | 4049510.68 | 0.00027 | 268039.22 | 4049547.30 | 0.00029 |
| 267955.00 | 4049583.92 | 0.00030 | 267870.79 | 4049620.53 | 0.00029 |
| 267786.57 | 4049657.15 | 0.00027 | 267702.36 | 4049693.76 | 0.00026 |
| 267618.14 | 4049730.38 | 0.00026 | 267533.92 | 4049767.00 | 0.00026 |
| 267449.71 | 4049803.61 | 0.00026 | 268291.87 | 4049437.45 | 0.00025 |
| 268358.67 | 4049367.40 | 0.00025 | 268425.47 | 4049297.35 | 0.00026 |
| 268492.27 | 4049227.30 | 0.00027 | 268559.06 | 4049157.25 | 0.00028 |
| 268625.86 | 4049087.19 | 0.00029 | 268692.66 | 4049017.14 | 0.00030 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268759.46 | 4048947.09 | 0.00033 | 268826.26 | 4048877.04 | 0.00034 |
| 268893.06 | 4048806.99 | 0.00036 | 268568.21 | 4049819.68 | 0.00016 |
| 268482.70 | 4049856.86 | 0.00016 | 268397.19 | 4049894.04 | 0.00017 |
| 268311.68 | 4049931.22 | 0.00018 | 268226.16 | 4049968.40 | 0.00020 |
| 268140.65 | 4050005.58 | 0.00021 | 268055.14 | 4050042.76 | 0.00021 |
| 267969.63 | 4050079.94 | 0.00020 | 267884.12 | 4050117.12 | 0.00019 |
| 267798.61 | 4050154.30 | 0.00018 | 267713.09 | 4050191.48 | 0.00017 |
| 267627.58 | 4050228.66 | 0.00017 | 267542.07 | 4050265.84 | 0.00018 |
| 267456.56 | 4050303.02 | 0.00019 | 268653.72 | 4049782.50 | 0.00016 |
| 268720.52 | 4049712.45 | 0.00017 | 268787.32 | 4049642.40 | 0.00017 |
| 268854.12 | 4049572.35 | 0.00017 | 268920.92 | 4049502.30 | 0.00018 |
| 268987.72 | 4049432.25 | 0.00019 | 269054.52 | 4049362.20 | 0.00020 |
| 269121.31 | 4049292.15 | 0.00021 | 269188.11 | 4049222.09 | 0.00022 |
| 269254.91 | 4049152.04 | 0.00023 | 268049.51 | 4047836.85 | 0.01134 |
| 268231.35 | 4047952.96 | 0.00397 | 268249.36 | 4047829.16 | 0.00511 |
| 268480.18 | 4047945.95 | 0.00233 | 268436.88 | 4048060.44 | 0.00197 |
| 268393.58 | 4048174.92 | 0.00164 | 268499.17 | 4047819.55 | 0.00285 |
| 268729.60 | 4047937.39 | 0.00161 | 268685.52 | 4048053.95 | 0.00139 |
| 268641.43 | 4048170.52 | 0.00120 | 268597.34 | 4048287.09 | 0.00100 |
| 268748.99 | 4047809.94 | 0.00190 | 269227.40 | 4047923.03 | 0.00094 |
| 269179.64 | 4048049.31 | 0.00084 | 269131.87 | 4048175.59 | 0.00073 |
| 269084.11 | 4048301.87 | 0.00063 | 269036.35 | 4048428.15 | 0.00056 |
| 268988.58 | 4048554.43 | 0.00049 | 268940.82 | 4048680.71 | 0.00043 |

| | | | | | |
|---|---|---|---|---|---|
| 269248.62 | 4047790.73 | 0.00111 | 269727.29 | 4047903.12 | 0.00065 |
| 269680.05 | 4048028.01 | 0.00060 | 269632.82 | 4048152.90 | 0.00052 |
| 269585.58 | 4048277.79 | 0.00045 | 269538.34 | 4048402.69 | 0.00041 |
| 269491.10 | 4048527.58 | 0.00038 | 269443.86 | 4048652.47 | 0.00035 |
| 269396.63 | 4048777.37 | 0.00033 | 269349.39 | 4048902.26 | 0.00029 |
| 269302.15 | 4049027.15 | 0.00025 | 269748.25 | 4047771.51 | 0.00074 |
| 267983.27 | 4047685.95 | 0.01125 | 267877.56 | 4047669.79 | 0.01084 |
| 267733.92 | 4047666.24 | 0.01024 | 268005.14 | 4047493.20 | 0.00939 |
| 268106.77 | 4047536.36 | 0.00805 | 268179.87 | 4047608.46 | 0.00687 |
| 268224.42 | 4047709.49 | 0.00627 | 268146.82 | 4047300.83 | 0.00834 |
| 268271.04 | 4047353.58 | 0.00663 | 268360.37 | 4047441.69 | 0.00525 |
| 268414.83 | 4047565.17 | 0.00445 | 268469.29 | 4047688.65 | 0.00361 |
| 268026.89 | 4046997.35 | 0.00948 | 268147.34 | 4047048.50 | 0.00847 |
| 268267.80 | 4047099.66 | 0.00722 | 268388.25 | 4047150.81 | 0.00584 |
| 268535.10 | 4047261.84 | 0.00436 | 268587.91 | 4047381.57 | 0.00391 |
| 268640.72 | 4047501.31 | 0.00322 | 268693.52 | 4047621.05 | 0.00262 |
| 267894.84 | 4046970.00 | 0.01094 | 267751.20 | 4046966.45 | 0.01276 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268041.92 | 4046498.64 | 0.00558 | 268167.75 | 4046552.08 | 0.00562 |
| 268293.58 | 4046605.52 | 0.00538 | 268419.41 | 4046658.96 | 0.00500 |
| 268545.24 | 4046712.40 | 0.00460 | 268671.07 | 4046765.83 | 0.00412 |
| 268796.90 | 4046819.27 | 0.00364 | 268887.40 | 4046908.53 | 0.00311 |
| 268942.56 | 4047033.61 | 0.00287 | 268997.72 | 4047158.70 | 0.00256 |
| 269052.89 | 4047283.78 | 0.00235 | 269108.05 | 4047408.86 | 0.00187 |
| 269163.21 | 4047533.94 | 0.00154 | 269218.38 | 4047659.03 | 0.00129 |
| 267907.18 | 4046470.15 | 0.00555 | 267763.54 | 4046466.61 | 0.00542 |
| 268055.54 | 4045999.34 | 0.00293 | 268183.91 | 4046053.86 | 0.00328 |
| 268312.29 | 4046108.38 | 0.00340 | 268440.67 | 4046162.90 | 0.00350 |
| 268569.04 | 4046217.42 | 0.00342 | 268697.42 | 4046271.94 | 0.00332 |
| 268825.80 | 4046326.45 | 0.00310 | 268954.17 | 4046380.97 | 0.00288 |
| 269082.55 | 4046435.49 | 0.00270 | 269239.07 | 4046553.82 | 0.00230 |
| 269295.35 | 4046681.43 | 0.00215 | 269351.63 | 4046809.05 | 0.00206 |
| 269407.91 | 4046936.66 | 0.00186 | 269464.19 | 4047064.28 | 0.00169 |
| 269520.47 | 4047191.89 | 0.00154 | 269576.75 | 4047319.51 | 0.00127 |
| 269633.03 | 4047447.12 | 0.00104 | 269689.31 | 4047574.74 | 0.00092 |
| 267919.53 | 4045970.31 | 0.00258 | 267775.88 | 4045966.76 | 0.00222 |
| 267459.76 | 4047820.08 | 0.01019 | 267554.14 | 4046962.90 | 0.01821 |
| 267084.90 | 4047228.91 | 0.03154 | 267116.21 | 4046645.91 | 0.00265 |
| 267278.04 | 4046601.08 | 0.00345 | 267439.87 | 4046556.26 | 0.00426 |
| 267601.70 | 4046511.43 | 0.00526 | 266962.58 | 4046714.43 | 0.00275 |
| 266817.15 | 4046806.64 | 0.00342 | 266845.10 | 4046224.57 | 0.00108 |
| 267000.23 | 4046181.60 | 0.00112 | 267155.36 | 4046138.63 | 0.00134 |
| 267310.49 | 4046095.66 | 0.00157 | 267465.62 | 4046052.70 | 0.00172 |
| 267620.75 | 4046009.73 | 0.00194 | 266694.82 | 4046292.16 | 0.00113 |
| 266549.40 | 4046384.37 | 0.00137 | 267349.50 | 4047926.93 | 0.00943 |
| 267031.28 | 4047608.75 | 0.02727 | 266993.36 | 4047302.22 | 0.01900 |
| 266901.04 | 4047385.43 | 0.01744 | 266638.65 | 4046949.60 | 0.00456 |
| 266727.90 | 4046878.12 | 0.00389 | 266547.47 | 4047031.90 | 0.00493 |

| | | | | | |
|---|---|---|---|---|---|
| 266284.58 | 4046596.46 | 0.00171 | 266372.86 | 4046525.76 | 0.00159 |
| 266461.13 | 4046455.07 | 0.00151 | 266193.90 | 4046678.36 | 0.00185 |
| 267123.74 | 4048028.27 | 0.00814 | 267095.96 | 4048167.74 | 0.00850 |
| 267149.74 | 4047840.79 | 0.01137 | 267022.06 | 4047962.09 | 0.00859 |
| 266894.37 | 4048083.39 | 0.00722 | 266913.72 | 4047720.18 | 0.01364 |
| 266786.03 | 4047841.48 | 0.00896 | 266805.38 | 4047478.28 | 0.01472 |
| 266677.69 | 4047599.58 | 0.00995 | 266550.00 | 4047720.88 | 0.00699 |
| 266461.01 | 4047115.78 | 0.00515 | 266333.32 | 4047237.08 | 0.00519 |
| 266205.63 | 4047358.38 | 0.00469 | 266116.64 | 4046753.27 | 0.00206 |
| 265988.95 | 4046874.57 | 0.00244 | 265861.26 | 4046995.87 | 0.00257 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 267016.60 | 4048266.84 | 0.00894 | 267004.63 | 4048385.97 | 0.00943 |
| 267011.73 | 4048547.36 | 0.00849 | 266824.55 | 4048256.39 | 0.00641 |
| 266804.83 | 4048394.76 | 0.00579 | 266811.92 | 4048556.14 | 0.00483 |
| 266579.96 | 4048254.56 | 0.00524 | 266636.85 | 4048113.59 | 0.00610 |
| 266693.74 | 4047972.62 | 0.00723 | 266555.07 | 4048405.73 | 0.00435 |
| 266562.16 | 4048567.12 | 0.00339 | 266329.34 | 4048267.67 | 0.00425 |
| 266345.91 | 4048065.35 | 0.00475 | 266323.87 | 4047905.50 | 0.00481 |
| 266494.84 | 4047857.58 | 0.00596 | 266305.31 | 4048416.71 | 0.00360 |
| 266312.40 | 4048578.10 | 0.00288 | 265831.06 | 4048286.57 | 0.00273 |
| 265888.68 | 4048143.77 | 0.00292 | 265946.31 | 4048000.97 | 0.00317 |
| 266003.94 | 4047858.18 | 0.00346 | 266061.56 | 4047715.38 | 0.00382 |
| 266119.19 | 4047572.58 | 0.00427 | 265805.79 | 4048438.67 | 0.00252 |
| 265812.88 | 4048600.05 | 0.00221 | 265332.12 | 4048307.08 | 0.00176 |
| 265390.92 | 4048161.39 | 0.00196 | 265449.71 | 4048015.70 | 0.00211 |
| 265508.50 | 4047870.01 | 0.00221 | 265567.29 | 4047724.32 | 0.00247 |
| 265626.09 | 4047578.63 | 0.00272 | 265684.88 | 4047432.94 | 0.00278 |
| 265743.67 | 4047287.25 | 0.00289 | 265802.47 | 4047141.56 | 0.00291 |
| 265306.27 | 4048460.62 | 0.00167 | 265313.37 | 4048622.01 | 0.00163 |
| 267112.74 | 4048642.96 | 0.00551 | 267272.35 | 4048641.19 | 0.00324 |
| 267045.11 | 4048815.59 | 0.00234 | 266874.25 | 4048692.62 | 0.00422 |
| 267194.77 | 4048842.06 | 0.00156 | 267354.38 | 4048840.29 | 0.00117 |
| 267053.71 | 4049067.85 | 0.00106 | 266925.65 | 4049017.68 | 0.00141 |
| 266797.60 | 4048967.52 | 0.00190 | 266705.00 | 4048879.88 | 0.00259 |
| 266647.86 | 4048754.78 | 0.00294 | 267197.55 | 4049092.05 | 0.00081 |
| 267357.16 | 4049090.28 | 0.00068 | 267050.67 | 4049315.56 | 0.00065 |
| 266910.97 | 4049260.83 | 0.00082 | 266771.27 | 4049206.10 | 0.00109 |
| 266631.57 | 4049151.37 | 0.00138 | 266530.56 | 4049055.77 | 0.00185 |
| 266468.23 | 4048919.29 | 0.00212 | 266405.90 | 4048782.81 | 0.00236 |
| 267200.32 | 4049342.03 | 0.00053 | 267359.94 | 4049340.26 | 0.00046 |
| 267056.22 | 4049815.53 | 0.00035 | 266916.52 | 4049760.80 | 0.00040 |
| 266776.83 | 4049706.07 | 0.00047 | 266637.13 | 4049651.34 | 0.00058 |
| 266497.43 | 4049596.61 | 0.00073 | 266357.73 | 4049541.88 | 0.00082 |
| 266186.87 | 4049418.91 | 0.00113 | 266124.54 | 4049282.44 | 0.00130 |
| 266062.20 | 4049145.96 | 0.00147 | 265999.87 | 4049009.48 | 0.00166 |
| 265937.54 | 4048873.01 | 0.00182 | 265875.21 | 4048736.53 | 0.00200 |
| 267205.88 | 4049842.00 | 0.00029 | 267365.49 | 4049840.23 | 0.00027 |
| 267057.67 | 4050313.88 | 0.00022 | 266909.75 | 4050255.94 | 0.00025 |

| | | | | | |
|---|---|---|---|---|---|
| 266761.84 | 4050197.99 | 0.00028 | 266613.92 | 4050140.04 | 0.00033 |
| 266466.00 | 4050082.09 | 0.00040 | 266318.09 | 4050024.14 | 0.00048 |
| 266170.17 | 4049966.20 | 0.00054 | 266022.25 | 4049908.25 | 0.00059 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 265841.34 | 4049778.05 | 0.00079 | 265775.34 | 4049633.54 | 0.00095 |
| 265709.35 | 4049489.04 | 0.00102 | 265643.35 | 4049344.53 | 0.00117 |
| 265577.35 | 4049200.03 | 0.00132 | 265511.36 | 4049055.52 | 0.00138 |
| 265445.36 | 4048911.02 | 0.00145 | 265379.36 | 4048766.51 | 0.00157 |
| 267211.43 | 4050341.97 | 0.00019 | 267371.05 | 4050340.20 | 0.00019 |
| 266227.04 | 4047703.04 | 0.00463 | 266336.03 | 4047616.75 | 0.00562 |
| 267475.89 | 4046685.79 | 0.00719 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 0.07863c | (08010924) | 268200.25 | 4047792.81 | 0.07507c | (07121024) |
| 267927.26 | 4048332.91 | 0.04974c | (05010424) | 267886.01 | 4048503.77 | 0.02661c | (06011024) |
| 267941.00 | 4048515.56 | 0.02568c | (05010424) | 267937.08 | 4048570.55 | 0.02357c | (05022224) |
| 268149.19 | 4048568.58 | 0.02944c | (05010424) | 267721.04 | 4048574.48 | 0.03459c | (05012124) |
| 267281.11 | 4048576.44 | 0.08726c | (05012024) | 267157.38 | 4048570.55 | 0.12633c | (07022424) |
| 267074.89 | 4048517.52 | 0.11816c | (08012624) | 267228.08 | 4047810.49 | 0.12607c | (05121724) |
| 267222.19 | 4047875.30 | 0.09758c | (05012024) | 267147.56 | 4047788.88 | 0.18737c | (08120324) |
| 267118.10 | 4047847.80 | 0.14048c | (08120324) | 267063.10 | 4047802.63 | 0.15104c | (08120324) |
| 266966.87 | 4047818.34 | 0.11957c | (07122324) | 267037.57 | 4047547.31 | 0.27166c | (07120224) |
| 267082.14 | 4047366.70 | 0.20029c | (06123024) | 267129.88 | 4047042.57 | 0.16272c | (06123024) |
| 267423.42 | 4048609.32 | 0.05395c | (08120524) | 267490.22 | 4048539.27 | 0.06322c | (08120524) |
| 267557.02 | 4048469.22 | 0.05854c | (08120524) | 267623.82 | 4048399.17 | 0.05288c | (08120524) |
| 267690.62 | 4048329.12 | 0.05623c | (07010224) | 267757.42 | 4048259.07 | 0.05887c | (05010424) |
| 267824.21 | 4048189.01 | 0.07158c | (05010424) | 267891.01 | 4048118.96 | 0.08285c | (05010424) |
| 267957.81 | 4048048.91 | 0.11056c | (05010424) | 268024.61 | 4047978.86 | 0.10302c | (05010424) |
| 267496.90 | 4048778.33 | 0.03646c | (08120524) | 267634.96 | 4048677.29 | 0.03373c | (08120524) |
| 267701.76 | 4048607.24 | 0.03168c | (05012124) | 267768.56 | 4048537.19 | 0.03041c | (05012124) |
| 267835.36 | 4048467.14 | 0.03055c | (06011024) | 267902.16 | 4048397.09 | 0.03869c | (05010424) |
| 267968.96 | 4048327.04 | 0.05081c | (05010424) | 268035.75 | 4048256.98 | 0.05606c | (05010424) |
| 268102.55 | 4048186.93 | 0.06991c | (05010424) | 268169.35 | 4048116.88 | 0.07103c | (05010424) |
| 267670.70 | 4048953.95 | 0.02897c | (08120524) | 267513.93 | 4049022.11 | 0.02583c | (08120524) |
| 267815.89 | 4048849.82 | 0.02162c | (06011024) | 267882.69 | 4048779.77 | 0.02287c | (06011024) |
| 267949.49 | 4048709.72 | 0.02266c | (06011024) | 268016.28 | 4048639.66 | 0.02021c | (05022224) |
| 268083.08 | 4048569.61 | 0.02671c | (05010424) | 268149.88 | 4048499.56 | 0.03775c | (05010424) |
| 268216.68 | 4048429.51 | 0.04380c | (05010424) | 268283.48 | 4048359.46 | 0.05009c | (05010424) |
| 268350.28 | 4048289.41 | 0.05104c | (05010424) | 267848.58 | 4049127.81 | 0.01929c | (08120524) |
| 267685.70 | 4049198.62 | 0.02666c | (08120524) | 267522.82 | 4049269.44 | 0.01973c | (08120524) |
| 267996.81 | 4049022.34 | 0.01796c | (07010224) | 268063.61 | 4048952.29 | 0.01812c | (05022224) |

| | | | | | |
|---|---|---|---|---|---|
| 268130.41 | 4048882.24 | 0.01712c (07010224) | 268197.21 | 4048812.19 | 0.01643c (05010424) |
| 268264.01 | 4048742.14 | 0.02311c (05010424) | 268330.81 | 4048672.09 | 0.02972c (05010424) |
| 268397.61 | 4048602.04 | 0.03504c (05010424) | 268464.41 | 4048531.99 | 0.03535c (05010424) |
| 268531.21 | 4048461.94 | 0.03619c (05010424) | 268207.65 | 4049474.07 | 0.01347c (05022224) |
| 268123.44 | 4049510.68 | 0.01424c (09033024) | 268039.22 | 4049547.30 | 0.01383c (06011024) |
| 267955.00 | 4049583.92 | 0.01531c (08120524) | 267870.79 | 4049620.53 | 0.01910c (08120524) |
| 267786.57 | 4049657.15 | 0.02096c (08120524) | 267702.36 | 4049693.76 | 0.01914c (08120524) |
| 267618.14 | 4049730.38 | 0.01655c (08120524) | 267533.92 | 4049767.00 | 0.01306c (06011224) |
| 267449.71 | 4049803.61 | 0.01311c (07121624) | 268291.87 | 4049437.45 | 0.01462c (05022224) |
| 268358.67 | 4049367.40 | 0.01427c (07010224) | 268425.47 | 4049297.35 | 0.01110c (05021624) |
| 268492.27 | 4049227.30 | 0.01117c (06010924) | 268559.06 | 4049157.25 | 0.01572c (05010424) |
| 268625.86 | 4049087.19 | 0.01910c (05010424) | 268692.66 | 4049017.14 | 0.02369c (05010424) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 268759.46 | 4048947.09 | 0.02710c (05010424) | 268826.26 | 4048877.04 | 0.02393c (05010424) |
| 268893.06 | 4048806.99 | 0.02012c (05010424) | 268568.21 | 4049819.68 | 0.01129c (05022224) |
| 268482.70 | 4049856.86 | 0.01152c (05022224) | 268397.19 | 4049894.04 | 0.01004c (05022224) |
| 268311.68 | 4049931.22 | 0.01183c (09033024) | 268226.16 | 4049968.40 | 0.01193c (09033024) |
| 268140.65 | 4050005.58 | 0.01130c (05021424) | 268055.14 | 4050042.76 | 0.01297c (08120524) |
| 267969.63 | 4050079.94 | 0.01616c (08120524) | 267884.12 | 4050117.12 | 0.01705c (08120524) |
| 267798.61 | 4050154.30 | 0.01531c (08120524) | 267713.09 | 4050191.48 | 0.01391c (08120524) |
| 267627.58 | 4050228.66 | 0.01056c (06011224) | 267542.07 | 4050265.84 | 0.01123c (07121624) |
| 267456.56 | 4050303.02 | 0.01050c (05021424) | 268653.72 | 4049782.50 | 0.00917c (05022224) |
| 268720.52 | 4049712.45 | 0.00962c (05021624) | 268787.32 | 4049642.40 | 0.00955c (06010924) |
| 268854.12 | 4049572.35 | 0.01027c (06122424) | 268920.92 | 4049502.30 | 0.01365c (05010424) |
| 268987.72 | 4049432.25 | 0.01707c (05010424) | 269054.52 | 4049362.20 | 0.02053c (05010424) |
| 269121.31 | 4049292.15 | 0.02093c (05010424) | 269188.11 | 4049222.09 | 0.01783c (05010424) |
| 269254.91 | 4049152.04 | 0.01461c (05010424) | 268049.51 | 4047836.85 | 0.13126c (08010924) |
| 268231.35 | 4047952.96 | 0.04257c (05010424) | 268249.36 | 4047829.16 | 0.05062c (07121024) |
| 268480.18 | 4047945.95 | 0.02725c (05012124) | 268436.88 | 4048060.44 | 0.03042c (05010424) |
| 268393.58 | 4048174.92 | 0.04031c (05010424) | 268499.17 | 4047819.55 | 0.03750c (06121824) |
| 268729.60 | 4047937.39 | 0.02127c (08120824) | 268685.52 | 4048053.95 | 0.02323c (05012124) |
| 268641.43 | 4048170.52 | 0.02398c (05010424) | 268597.34 | 4048287.09 | 0.03085c (05010424) |
| 268748.99 | 4047809.94 | 0.03687c (06121824) | 269227.40 | 4047923.03 | 0.02553c (06121824) |
| 269179.64 | 4048049.31 | 0.01276c (05022424) | 269131.87 | 4048175.59 | 0.01679c (05012124) |
| 269084.11 | 4048301.87 | 0.01611c (05012124) | 269036.35 | 4048428.15 | 0.01807c (05010424) |
| 268988.58 | 4048554.43 | 0.02037c (05010424) | 268940.82 | 4048680.71 | 0.02054c (05010424) |
| 269248.62 | 4047790.73 | 0.02540c (07123124) | 269727.29 | 4047903.12 | 0.01742c (07123124) |
| 269680.05 | 4048028.01 | 0.01916c (06121824) | 269632.82 | 4048152.90 | 0.00959c (06121824) |
| 269585.58 | 4048277.79 | 0.01061c (05012124) | 269538.34 | 4048402.69 | 0.01418c (05012124) |
| 269491.10 | 4048527.58 | 0.01288c (05012124) | 269443.86 | 4048652.47 | 0.01423c (08121124) |
| 269396.63 | 4048777.37 | 0.01596c (05010424) | 269349.39 | 4048902.26 | 0.01545c (05010424) |
| 269302.15 | 4049027.15 | 0.01281c (05010424) | 269748.25 | 4047771.51 | 0.01496c (08020424) |
| 267983.27 | 4047685.95 | 0.08110c (06011924) | 267877.56 | 4047669.79 | 0.07662c (08021324) |
| 267733.92 | 4047666.24 | 0.10997c (05010424) | 268005.14 | 4047493.20 | 0.09392c (05022424) |
| 268106.77 | 4047536.36 | 0.06923c (07120724) | 268179.87 | 4047608.46 | 0.07506c (08010924) |
| 268224.42 | 4047709.49 | 0.06798c (08010924) | 268146.82 | 4047300.83 | 0.06909c (08010924) |
| 268271.04 | 4047353.58 | 0.08096c (05022424) | 268360.37 | 4047441.69 | 0.05696c (05022424) |

| | | | | | |
|---|---|---|---|---|---|
| 268414.83 | 4047565.17 | 0.04994c (08010924) | 268469.29 | 4047688.65 | 0.03908c (06121824) |
| 268026.89 | 4046997.35 | 0.08417c (08010924) | 268147.34 | 4047048.50 | 0.08313c (08010924) |
| 268267.80 | 4047099.66 | 0.05167c (07121024) | 268388.25 | 4047150.81 | 0.04314c (08011024) |
| 268535.10 | 4047261.84 | 0.06954c (08010924) | 268587.91 | 4047381.57 | 0.05336c (05022424) |
| 268640.72 | 4047501.31 | 0.03116c (07120724) | 268693.52 | 4047621.05 | 0.02676c (07020224) |
| 267894.84 | 4046970.00 | 0.09885c (08010924) | 267751.20 | 4046966.45 | 0.08560c (08010924) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 268041.92 | 4046498.64 | 0.03348b (07013124) | 268167.75 | 4046552.08 | 0.03809c (06022024) |
| 268293.58 | 4046605.52 | 0.03996c (08010924) | 268419.41 | 4046658.96 | 0.05403c (08010924) |
| 268545.24 | 4046712.40 | 0.05543c (08010924) | 268671.07 | 4046765.83 | 0.04163c (08010924) |
| 268796.90 | 4046819.27 | 0.03449c (08022524) | 268887.40 | 4046908.53 | 0.03710c (08010924) |
| 268942.56 | 4047033.61 | 0.04886c (08010924) | 268997.72 | 4047158.70 | 0.04577c (08010924) |
| 269052.89 | 4047283.78 | 0.03662c (05022424) | 269108.05 | 4047408.86 | 0.02039c (05022424) |
| 269163.21 | 4047533.94 | 0.02236c (07120724) | 269218.38 | 4047659.03 | 0.01885c (08011024) |
| 267907.18 | 4046470.15 | 0.04379c (06022024) | 267763.54 | 4046466.61 | 0.03623c (06012024) |
| 268055.54 | 4045999.34 | 0.02480c (06042924) | 268183.91 | 4046053.86 | 0.02587c (06042924) |
| 268312.29 | 4046108.38 | 0.02364c (08032224) | 268440.67 | 4046162.90 | 0.02247c (06011924) |
| 268569.04 | 4046217.42 | 0.02846c (08010924) | 268697.42 | 4046271.94 | 0.03144c (08010924) |
| 268825.80 | 4046326.45 | 0.03499c (08010924) | 268954.17 | 4046380.97 | 0.03181c (08010924) |
| 269082.55 | 4046435.49 | 0.02825c (08010924) | 269239.07 | 4046553.82 | 0.02787c (08010924) |
| 269295.35 | 4046681.43 | 0.03065c (08010924) | 269351.63 | 4046809.05 | 0.03309c (08010924) |
| 269407.91 | 4046936.66 | 0.03418c (08010924) | 269464.19 | 4047064.28 | 0.03268c (05022424) |
| 269520.47 | 4047191.89 | 0.02610c (05022424) | 269576.75 | 4047319.51 | 0.01579c (05122924) |
| 269633.03 | 4047447.12 | 0.01376c (08012824) | 269689.31 | 4047574.74 | 0.01606c (07120724) |
| 267919.53 | 4045970.31 | 0.02759c (07010224) | 267775.88 | 4045966.76 | 0.02546c (07120924) |
| 267459.76 | 4047820.08 | 0.09484c (07010224) | 267554.14 | 4046962.90 | 0.12585c (08010924) |
| 267084.90 | 4047228.91 | 0.19723c (07122324) | 267116.21 | 4046645.91 | 0.09943c (08041724) |
| 267278.04 | 4046601.08 | 0.05890c (06031524) | 267439.87 | 4046556.26 | 0.05984c (06040824) |
| 267601.70 | 4046511.43 | 0.04052c (07010224) | 266962.58 | 4046714.43 | 0.08466c (08041724) |
| 266817.15 | 4046806.64 | 0.07107c (06120624) | 266845.10 | 4046224.57 | 0.07234c (08041724) |
| 267000.23 | 4046181.60 | 0.07373c (08040424) | 267155.36 | 4046138.63 | 0.03728c (05021124) |
| 267310.49 | 4046095.66 | 0.03345c (05020924) | 267465.62 | 4046052.70 | 0.03544c (07030524) |
| 267620.75 | 4046009.73 | 0.03108c (06040824) | 266694.82 | 4046292.16 | 0.03287c (06120324) |
| 266549.40 | 4046384.37 | 0.04527c (07012024) | 267349.50 | 4047926.93 | 0.10473c (08120524) |
| 267031.28 | 4047608.75 | 0.20524c (05010524) | 266993.36 | 4047302.22 | 0.15393c (06121224) |
| 266901.04 | 4047385.43 | 0.18303c (06123024) | 266638.65 | 4046949.60 | 0.05989c (06123024) |
| 266727.90 | 4046878.12 | 0.07157c (06120624) | 266547.47 | 4047031.90 | 0.06537c (05030724) |
| 266284.58 | 4046596.46 | 0.04191c (05030724) | 266372.86 | 4046525.76 | 0.03735c (06120624) |
| 266461.13 | 4046455.07 | 0.04508c (06120624) | 266193.90 | 4046678.36 | 0.04094c (05030724) |
| 267123.74 | 4048028.27 | 0.08752c (05012024) | 267095.96 | 4048167.74 | 0.07096c (06123024) |
| 267149.74 | 4047840.79 | 0.14685c (08120324) | 267022.06 | 4047962.09 | 0.09673c (08120324) |
| 266894.37 | 4048083.39 | 0.07553c (08120324) | 266913.72 | 4047720.18 | 0.10896c (08122724) |
| 266786.03 | 4047841.48 | 0.08668c (07122324) | 266805.38 | 4047478.28 | 0.16982c (07120224) |
| 266677.69 | 4047599.58 | 0.10101c (06021724) | 266550.00 | 4047720.88 | 0.07196c (06021224) |
| 266461.01 | 4047115.78 | 0.06901c (07120224) | 266333.32 | 4047237.08 | 0.06955c (06123024) |
| 266205.63 | 4047358.38 | 0.05281c (06123024) | 266116.64 | 4046753.27 | 0.03346b (05122724) |
| 265988.95 | 4046874.57 | 0.04120c (07121424) | 265861.26 | 4046995.87 | 0.04059c (06123024) |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 267016.60 | 4048266.84 | 0.07639c | (06123024) | 267004.63 | 4048385.97 | 0.06881c | (08120324) |
| 267011.73 | 4048547.36 | 0.07618c | (08120324) | 266824.55 | 4048256.39 | 0.06085c | (08120324) |
| 266804.83 | 4048394.76 | 0.05721c | (08120324) | 266811.92 | 4048556.14 | 0.06254c | (08120324) |
| 266579.96 | 4048254.56 | 0.05034c | (08013124) | 266636.85 | 4048113.59 | 0.05505c | (07022424) |
| 266693.74 | 4047972.62 | 0.08035c | (07122324) | 266555.07 | 4048405.73 | 0.04602c | (08013124) |
| 266562.16 | 4048567.12 | 0.04798c | (05010124) | 266329.34 | 4048267.67 | 0.04179c | (07011824) |
| 266345.91 | 4048065.35 | 0.04263c | (09021224) | 266323.87 | 4047905.50 | 0.04974c | (08122724) |
| 266494.84 | 4047857.58 | 0.05668c | (08122724) | 266305.31 | 4048416.71 | 0.04158c | (08013124) |
| 266312.40 | 4048578.10 | 0.03887c | (08013124) | 265831.06 | 4048286.57 | 0.02675c | (07122324) |
| 265888.68 | 4048143.77 | 0.02998c | (09021224) | 265946.31 | 4048000.97 | 0.03928c | (08122724) |
| 266003.94 | 4047858.18 | 0.04391c | (05010524) | 266061.56 | 4047715.38 | 0.04686c | (07011924) |
| 266119.19 | 4047572.58 | 0.06319c | (07120224) | 265805.79 | 4048438.67 | 0.02456c | (07122324) |
| 265812.88 | 4048600.05 | 0.02640c | (08012624) | 265332.12 | 4048307.08 | 0.01978c | (07031124) |
| 265390.92 | 4048161.39 | 0.02474c | (08122724) | 265449.71 | 4048015.70 | 0.02674c | (06021224) |
| 265508.50 | 4047870.01 | 0.03119c | (05010524) | 265567.29 | 4047724.32 | 0.03099c | (05120624) |
| 265626.09 | 4047578.63 | 0.04721c | (05120724) | 265684.88 | 4047432.94 | 0.04618c | (06120424) |
| 265743.67 | 4047287.25 | 0.03940c | (07120224) | 265802.47 | 4047141.56 | 0.04576c | (06123024) |
| 265306.27 | 4048460.62 | 0.02156c | (07011924) | 265313.37 | 4048622.01 | 0.01891c | (07122324) |
| 267112.74 | 4048642.96 | 0.08736c | (07022424) | 267272.35 | 4048641.19 | 0.05669c | (05012024) |
| 267045.11 | 4048815.59 | 0.06289c | (05010124) | 266874.25 | 4048692.62 | 0.06447c | (08120324) |
| 267194.77 | 4048842.06 | 0.03140c | (08120324) | 267354.38 | 4048840.29 | 0.03163c | (08120524) |
| 267053.71 | 4049067.85 | 0.03050c | (08120324) | 266925.65 | 4049017.68 | 0.04140c | (05010124) |
| 266797.60 | 4048967.52 | 0.04247c | (05012024) | 266705.00 | 4048879.88 | 0.05131c | (08120324) |
| 266647.86 | 4048754.78 | 0.04574c | (08120524) | 267197.55 | 4049092.05 | 0.02272b | (05012424) |
| 267357.16 | 4049090.28 | 0.02100c | (07122524) | 267050.67 | 4049315.56 | 0.01895c | (05012024) |
| 266910.97 | 4049260.83 | 0.02496c | (08120324) | 266771.27 | 4049206.10 | 0.03440c | (05010124) |
| 266631.57 | 4049151.37 | 0.03260c | (05012024) | 266530.56 | 4049055.77 | 0.03711c | (08013124) |
| 266468.23 | 4048919.29 | 0.03842c | (08120524) | 266405.90 | 4048782.81 | 0.04004c | (05010124) |
| 267200.32 | 4049342.03 | 0.01809b | (05012424) | 267359.94 | 4049340.26 | 0.01746c | (07122524) |
| 267056.22 | 4049815.53 | 0.01368c | (05012024) | 266916.52 | 4049760.80 | 0.01570c | (05012024) |
| 266776.83 | 4049706.07 | 0.02015c | (05012024) | 266637.13 | 4049651.34 | 0.01816c | (08120324) |
| 266497.43 | 4049596.61 | 0.02398c | (05010124) | 266357.73 | 4049541.88 | 0.02354c | (05010124) |
| 266186.87 | 4049418.91 | 0.02711c | (08013124) | 266124.54 | 4049282.44 | 0.02442c | (08122124) |
| 266062.20 | 4049145.96 | 0.02253c | (05010124) | 265999.87 | 4049009.48 | 0.02947c | (05010124) |
| 265937.54 | 4048873.01 | 0.02334c | (07022424) | 265875.21 | 4048736.53 | 0.02540c | (08013124) |
| 267205.88 | 4049842.00 | 0.01409c | (08011724) | 267365.49 | 4049840.23 | 0.01334c | (07122524) |
| 267057.67 | 4050313.88 | 0.01144b | (05012424) | 266909.75 | 4050255.94 | 0.01182c | (05012024) |
| 266761.84 | 4050197.99 | 0.01489c | (05012024) | 266613.92 | 4050140.04 | 0.01519c | (05012024) |
| 266466.00 | 4050082.09 | 0.01419c | (08120324) | 266318.09 | 4050024.14 | 0.01986c | (08120324) |
| 266170.17 | 4049966.20 | 0.02181c | (05010124) | 266022.25 | 4049908.25 | 0.01434c | (05010124) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 265841.34 | 4049778.05 | 0.01764c | (08013124) | 265775.34 | 4049633.54 | 0.02053c | (07122324) |
| 265709.35 | 4049489.04 | 0.01694c | (05010124) | 265643.35 | 4049344.53 | 0.01792c | (08012124) |
| 265577.35 | 4049200.03 | 0.01964c | (07122324) | 265511.36 | 4049055.52 | 0.01709c | (07011824) |
| 265445.36 | 4048911.02 | 0.01764c | (08122724) | 265379.36 | 4048766.51 | 0.01891c | (08012624) |
| 267211.43 | 4050341.97 | 0.01189c | (08011724) | 267371.05 | 4050340.20 | 0.01113c | (07121424) |
| 266227.04 | 4047703.04 | 0.05728c | (05010524) | 266336.03 | 4047616.75 | 0.06098c | (07120224) |
| 267475.89 | 4046685.79 | 0.05869c | (08021324) | | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| GROUP ID | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 0.03269 AT ( 267037.57, 4047547.31, 101.00, 101.00, 0.00) | DC | |
| | 2ND HIGHEST VALUE IS | 0.03154 AT ( 267084.90, 4047228.91, 101.00, 101.00, 0.00) | DC | |
| | 3RD HIGHEST VALUE IS | 0.02727 AT ( 267031.28, 4047608.75, 101.00, 101.00, 0.00) | DC | |
| | 4TH HIGHEST VALUE IS | 0.02454 AT ( 267082.14, 4047366.70, 101.00, 101.00, 0.00) | DC | |
| | 5TH HIGHEST VALUE IS | 0.01900 AT ( 266993.36, 4047302.22, 101.00, 101.00, 0.00) | DC | |
| | 6TH HIGHEST VALUE IS | 0.01821 AT ( 267554.14, 4046962.90, 101.00, 101.00, 0.00) | DC | |
| | 7TH HIGHEST VALUE IS | 0.01744 AT ( 266901.04, 4047385.43, 101.00, 101.00, 0.00) | DC | |
| | 8TH HIGHEST VALUE IS | 0.01610 AT ( 267129.88, 4047042.57, 101.00, 101.00, 0.00) | DC | |
| | 9TH HIGHEST VALUE IS | 0.01511 AT ( 267147.56, 4047788.88, 101.00, 101.00, 0.00) | DC | |
| | 10TH HIGHEST VALUE IS | 0.01472 AT ( 266805.38, 4047478.28, 101.00, 101.00, 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| NETWORK GROUP ID | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | GRID-ID |
|---|---|---|---|---|---|
| ALL HIGH | 1ST HIGH VALUE IS | 0.27166c ON 07120224: | AT ( 267037.57, 4047547.31, 101.00, 101.00, 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 43 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********

| | | | |
|---|---|---|---|
| SO W320 | 2492 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2493 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2494 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2495 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2496 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2497 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2498 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2499 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2500 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 2501 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |

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SO W320    2502  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    2503  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    2504  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    2505  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3589  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3590  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3591  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3592  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3593  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3594  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3595  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3596  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3597  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3598  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3599  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3600  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3601  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3602  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3603  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3604  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3605  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3606  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3607  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3608  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3609  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3610  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3611  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3612  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3613  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3614  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3615  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3616  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
ME W396    5447 MEOPEN:Met data from outdated version of AERMET, version:       06341

   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
```

```
** Output created by Lakes Environmental AERMOD MPI
**
****************************************
**
** AERMOD INPUT PRODUCED BY:
** AERMOD VIEW VER. 7.4.0
** LAKES ENVIRONMENTAL SOFTWARE INC.
** DATE: 3/1/2012
** FILE: C:\MBA\SELMA\REVISION 1\PHASE 3\PHASE 3_AERMOD\P3_CO\P3_CO.ADI
**
****************************************
**
**
****************************************
** AERMOD CONTROL PATHWAY
****************************************
**
**
CO STARTING
   TITLEONE SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL
   TITLETWO CO
   MODELOPT CONC FLAT  FASTALL
   AVERTIME 1 8
   POLLUTID CO
   RUNORNOT RUN
   ERRORFIL P3_CO.ERR
CO FINISHED
**
****************************************
** AERMOD SOURCE PATHWAY
****************************************
**
**
SO STARTING
** SOURCE LOCATION **
** SOURCE ID - TYPE - X COORD. - Y COORD. **
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEB
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00058
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
** ------------------------------------------------------------------------
   LOCATION L0019695     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0019696     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0019697     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0019698     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0019699     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0019700     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0019701     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0019702     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0019703     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0019704     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0019705     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0019706     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0019707     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0019708     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0019709     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0019710     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0019711     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0019712     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0019713     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0019714     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0019715     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0019716     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0019717     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0019718     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0019719     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0019720     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0019721     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0019722     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0019723     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0019724     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0019725     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0019726     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0019727     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0019728     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0019729     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0019730     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0019731     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0019732     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0019733     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0019734     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0019735     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0019736     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0019737     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0019738     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0019739     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0019740     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0019741     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0019742     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0019743     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0019744     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0019745     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0019746     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0019747     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0019748     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0019749     VOLUME   267134.713 4048316.991 0.0
   LOCATION L0019750     VOLUME   267129.894 4048322.458 0.0
   LOCATION L0019751     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0019752     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0019753     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0019754     VOLUME   267118.307 4048347.154 0.0
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   LOCATION L0019755     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0019756     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0019757     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0019758     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0019759     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0019760     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0019761     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0019762     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0019763     VOLUME   267119.483 4048412.734 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEH
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000842
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267187.76, 4048258.22, 0.00, 1.83, 3.38
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   LOCATION L0019767     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0019768     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0019769     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0019770     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0019771     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0019772     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0019773     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0019774     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0019775     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0019776     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0019777     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0019778     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0019779     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0019780     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0019781     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0019782     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0019783     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0019784     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0019785     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0019786     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0019787     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0019788     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0019789     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0019790     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0019791     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0019792     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0019793     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0019794     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0019795     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0019796     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0019797     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0019798     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0019799     VOLUME   267229.661 4048298.300 0.0
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   LOCATION L0019801     VOLUME   267219.174 4048288.267 0.0
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   LOCATION L0019803     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0019804     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0019805     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0019806     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0019807     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0019808     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0019809     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0019810     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0019811     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0019812     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0019813     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0019814     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0019815     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0019816     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0019817     VOLUME   267240.056 4048207.806 0.0
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   LOCATION L0019819     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0019820     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0019821     VOLUME   267260.954 4048187.661 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000372
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267459.27, 4047993.16, 0.00, 1.83, 3.35
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   LOCATION L0019826     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0019827     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0019828     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0019829     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0019830     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0019831     VOLUME   267644.259 4048138.205 0.0
   LOCATION L0019832     VOLUME   267638.591 4048133.761 0.0
   LOCATION L0019833     VOLUME   267632.922 4048129.316 0.0
   LOCATION L0019834     VOLUME   267627.254 4048124.872 0.0
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   LOCATION L0019836     VOLUME   267615.917 4048115.983 0.0
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   LOCATION L0019840     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0019841     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0019842     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0019843     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0019844     VOLUME   267570.571 4048080.427 0.0
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   LOCATION L0019846     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0019847     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0019848     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0019849     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0019850     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0019851     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0019852     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0019853     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0019854     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0019855     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0019856     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0019857     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0019858     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0019859     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0019860     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0019861     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0019862     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0019863     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0019864     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0019865     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0019866     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0019867     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0019868     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0019869     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0019870     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0019871     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0019872     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0019873     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0019874     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0019875     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0019876     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0019877     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0019878     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0019879     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0019880     VOLUME   267378.555 4048079.064 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00103
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
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** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
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   LOCATION L0019884     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0019885     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0019886     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0019887     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0019888     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0019889     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0019890     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0019891     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0019892     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0019893     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0019894     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0019895     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0019896     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0019897     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0019898     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0019899     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0019900     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0019901     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0019902     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0019903     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0019904     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0019905     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0019906     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0019907     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0019908     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0019909     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0019910     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0019911     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0019912     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0019913     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0019914     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0019915     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0019916     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0019917     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0019918     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0019919     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0019920     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0019921     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0019922     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0019923     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0019924     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0019925     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0019926     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0019927     VOLUME   267829.170 4047785.091 0.0
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** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEVWXY
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00137
** ELEVATED
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** SZINIT = 0.43
** NODES = 4
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** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
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   LOCATION L0019931     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0019932     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0019933     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0019934     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0019935     VOLUME   267819.932 4047982.309 0.0
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   LOCATION L0019939     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0019940     VOLUME   267805.105 4047955.140 0.0
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   LOCATION L0019942     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0019943     VOLUME   267803.325 4047933.490 0.0
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   LOCATION L0019945     VOLUME   267802.139 4047919.057 0.0
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   LOCATION L0019947     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0019948     VOLUME   267800.360 4047897.407 0.0
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   LOCATION L0019951     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0019952     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0019953     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0019954     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0019955     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0019956     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0019957     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0019958     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0019959     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0019960     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0019961     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0019962     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0019963     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0019964     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0019965     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0019966     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0019967     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0019968     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0019969     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0019970     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0019971     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0019972     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0019973     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0019974     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0019975     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0019976     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0019977     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0019978     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0019979     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0019980     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0019981     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0019982     VOLUME   267670.283 4047841.814 0.0
   LOCATION L0019983     VOLUME   267663.729 4047844.891 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000755
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
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** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0019992     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0019993     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0019994     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0019995     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0019996     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0019997     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0019998     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0019999     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0020000     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0020001     VOLUME   267586.762 4048093.086 0.0
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   LOCATION L0020003     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0020004     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0020005     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0020006     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0020007     VOLUME   267553.244 4048065.553 0.0
   LOCATION L0020008     VOLUME   267547.658 4048060.964 0.0
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   LOCATION L0020010     VOLUME   267536.485 4048051.786 0.0
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   LOCATION L0020012     VOLUME   267525.312 4048042.609 0.0
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   LOCATION L0020014     VOLUME   267514.140 4048033.431 0.0
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   LOCATION L0020016     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0020017     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0020018     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0020019     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0020020     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0020021     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0020022     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0020023     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0020024     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0020025     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0020026     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0020027     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0020028     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0020029     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0020030     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0020031     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0020032     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0020033     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0020034     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0020035     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0020036     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0020037     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0020038     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0020039     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0020040     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0020041     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0020042     VOLUME   267560.543 4047899.462 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEA
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.0000661
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267413.13, 4048476.07, 0.00, 1.83, 3.28
** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0020043     VOLUME   267411.962 4048474.659 0.0
   LOCATION L0020044     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0020045     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0020046     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0020047     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0020048     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0020049     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0020050     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0020051     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0020052     VOLUME   267369.865 4048491.944 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINECDE
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000511
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267413.84, 4048476.07, 0.00, 1.83, 3.38
** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
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   LOCATION L0020053     VOLUME   267412.589 4048474.739 0.0
   LOCATION L0020054     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0020055     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0020056     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0020057     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0020058     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0020059     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0020060     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0020061     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0020062     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0020063     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0020064     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0020065     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0020066     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0020067     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0020068     VOLUME   267469.919 4048399.802 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEFG
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000578
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0020069     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0020070     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0020071     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0020072     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0020073     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0020074     VOLUME   267416.989 4048450.427 0.0
   LOCATION L0020075     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0020076     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0020077     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0020078     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0020079     VOLUME   267442.081 4048424.907 0.0
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   LOCATION L0020080     VOLUME   267447.099 4048419.803 0.0
   LOCATION L0020081     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0020082     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0020083     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0020084     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0020085     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0020086     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0020087     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0020088     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0020089     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0020090     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0020091     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0020092     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0020093     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0020094     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0020095     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0020096     VOLUME   267527.393 4048338.140 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEIJ
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000486
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0020097     VOLUME   267689.541 4048175.890 0.0
   LOCATION L0020098     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0020099     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0020100     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0020101     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0020102     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0020103     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0020104     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0020105     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0020106     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0020107     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0020108     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0020109     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0020110     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0020111     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0020112     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0020113     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0020114     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0020115     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0020116     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0020117     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0020118     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0020119     VOLUME   267574.505 4048283.911 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINENO
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000123
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267688.72, 4048177.51, 0.00, 1.83, 3.37
** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0020120     VOLUME   267687.416 4048178.790 0.0
   LOCATION L0020121     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0020122     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0020123     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0020124     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0020125     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0020126     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0020127     VOLUME   267651.271 4048214.265 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEQ
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.0001
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
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   LOCATION L0020128     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0020129     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0020130     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0020131     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0020132     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0020133     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0020134     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0020135     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0020136     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0020137     VOLUME   267735.150 4048128.078 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINERU
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.000589
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267688.25, 4048180.33, 0.00, 1.83, 3.37
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** 267814.74, 4048045.59, 0.00, 1.83, 3.37
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   LOCATION L0020138     VOLUME   267689.497 4048179.000 0.0
   LOCATION L0020139     VOLUME   267694.457 4048173.717 0.0
   LOCATION L0020140     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0020141     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0020142     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0020143     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0020144     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0020145     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0020146     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0020147     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0020148     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0020149     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0020150     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0020151     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0020152     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0020153     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0020154     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0020155     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0020156     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0020157     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0020158     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0020159     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0020160     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0020161     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0020162     VOLUME   267808.524 4048052.211 0.0
   LOCATION L0020163     VOLUME   267813.484 4048046.928 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINELMP
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00045
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267691.00, 4048176.21, 0.00, 1.83, 3.39
** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0020164     VOLUME   267689.578 4048175.053 0.0
   LOCATION L0020165     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0020166     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0020167     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0020168     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0020169     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0020170     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0020171     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0020172     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0020173     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0020174     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0020175     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0020176     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0020177     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0020178     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0020179     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0020180     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0020181     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0020182     VOLUME   267587.921 4048092.122 0.0
** END OF LINE SOURCE
   LOCATION STCKA        POINT      267365.870  4048495.170          0.0
   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLPPQQRRTTUU
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00365
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 6
** 267631.00, 4047768.60, 0.00, 1.83, 3.38
** 267448.23, 4047765.44, 0.00, 1.83, 3.38
** 267492.36, 4047682.46, 0.00, 1.83, 3.38
** 267490.55, 4047635.37, 0.00, 1.83, 3.38
** 267572.04, 4047622.70, 0.00, 1.83, 3.38
** 267603.22, 4047596.26, 0.00, 1.83, 3.38
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   LOCATION L0020183     VOLUME   267629.172 4047768.571 0.0
   LOCATION L0020184     VOLUME   267621.901 4047768.445 0.0
   LOCATION L0020185     VOLUME   267614.630 4047768.320 0.0
   LOCATION L0020186     VOLUME   267607.359 4047768.194 0.0
   LOCATION L0020187     VOLUME   267600.088 4047768.068 0.0
   LOCATION L0020188     VOLUME   267592.817 4047767.942 0.0
   LOCATION L0020189     VOLUME   267585.546 4047767.816 0.0
   LOCATION L0020190     VOLUME   267578.275 4047767.690 0.0
   LOCATION L0020191     VOLUME   267571.004 4047767.564 0.0
   LOCATION L0020192     VOLUME   267563.733 4047767.438 0.0
   LOCATION L0020193     VOLUME   267556.462 4047767.312 0.0
   LOCATION L0020194     VOLUME   267549.191 4047767.186 0.0
   LOCATION L0020195     VOLUME   267541.920 4047767.061 0.0
   LOCATION L0020196     VOLUME   267534.649 4047766.935 0.0
   LOCATION L0020197     VOLUME   267527.378 4047766.809 0.0
   LOCATION L0020198     VOLUME   267520.107 4047766.683 0.0
   LOCATION L0020199     VOLUME   267512.836 4047766.557 0.0
   LOCATION L0020200     VOLUME   267505.565 4047766.431 0.0
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   LOCATION L0020201     VOLUME   267498.295 4047766.305 0.0
   LOCATION L0020202     VOLUME   267491.024 4047766.179 0.0
   LOCATION L0020203     VOLUME   267483.753 4047766.053 0.0
   LOCATION L0020204     VOLUME   267476.482 4047765.928 0.0
   LOCATION L0020205     VOLUME   267469.211 4047765.802 0.0
   LOCATION L0020206     VOLUME   267461.940 4047765.676 0.0
   LOCATION L0020207     VOLUME   267454.669 4047765.550 0.0
   LOCATION L0020208     VOLUME   267448.617 4047764.706 0.0
   LOCATION L0020209     VOLUME   267452.032 4047758.285 0.0
   LOCATION L0020210     VOLUME   267455.446 4047751.865 0.0
   LOCATION L0020211     VOLUME   267458.861 4047745.445 0.0
   LOCATION L0020212     VOLUME   267462.276 4047739.024 0.0
   LOCATION L0020213     VOLUME   267465.691 4047732.604 0.0
   LOCATION L0020214     VOLUME   267469.106 4047726.183 0.0
   LOCATION L0020215     VOLUME   267472.521 4047719.763 0.0
   LOCATION L0020216     VOLUME   267475.935 4047713.342 0.0
   LOCATION L0020217     VOLUME   267479.350 4047706.922 0.0
   LOCATION L0020218     VOLUME   267482.765 4047700.502 0.0
   LOCATION L0020219     VOLUME   267486.180 4047694.081 0.0
   LOCATION L0020220     VOLUME   267489.595 4047687.661 0.0
   LOCATION L0020221     VOLUME   267492.310 4047681.080 0.0
   LOCATION L0020222     VOLUME   267492.030 4047673.813 0.0
   LOCATION L0020223     VOLUME   267491.751 4047666.547 0.0
   LOCATION L0020224     VOLUME   267491.471 4047659.280 0.0
   LOCATION L0020225     VOLUME   267491.192 4047652.013 0.0
   LOCATION L0020226     VOLUME   267490.912 4047644.747 0.0
   LOCATION L0020227     VOLUME   267490.633 4047637.480 0.0
   LOCATION L0020228     VOLUME   267495.654 4047634.579 0.0
   LOCATION L0020229     VOLUME   267502.840 4047633.462 0.0
   LOCATION L0020230     VOLUME   267510.025 4047632.344 0.0
   LOCATION L0020231     VOLUME   267517.211 4047631.226 0.0
   LOCATION L0020232     VOLUME   267524.397 4047630.108 0.0
   LOCATION L0020233     VOLUME   267531.582 4047628.991 0.0
   LOCATION L0020234     VOLUME   267538.768 4047627.873 0.0
   LOCATION L0020235     VOLUME   267545.954 4047626.755 0.0
   LOCATION L0020236     VOLUME   267553.139 4047625.637 0.0
   LOCATION L0020237     VOLUME   267560.325 4047624.519 0.0
   LOCATION L0020238     VOLUME   267567.511 4047623.402 0.0
   LOCATION L0020239     VOLUME   267574.091 4047620.960 0.0
   LOCATION L0020240     VOLUME   267579.638 4047616.257 0.0
   LOCATION L0020241     VOLUME   267585.184 4047611.554 0.0
   LOCATION L0020242     VOLUME   267590.731 4047606.851 0.0
   LOCATION L0020243     VOLUME   267596.277 4047602.148 0.0
   LOCATION L0020244     VOLUME   267601.824 4047597.445 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEAUTO
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00711
** ELEVATED
** VERTICAL DIMENSION = 1.83
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   LOCATION L0020527     VOLUME   267575.302 4047616.505 0.0
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   LOCATION L0020530     VOLUME   267591.818 4047602.233 0.0
   LOCATION L0020531     VOLUME   267597.324 4047597.475 0.0
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** SZINIT = 0.43
** NODES = 7
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** 267639.77, 4047767.14, 0.00, 1.83, 3.37
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   LOCATION L0020623     VOLUME   267617.526 4047767.256 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** END OF LINE SOURCE
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   LOCATION STCKCC4      POINT      267288.936  4047678.297          0.0
   LOCATION STCKCC5      POINT      267293.271  4047625.039          0.0
   LOCATION STCKPP1      POINT      267528.919  4047715.287          0.0
   LOCATION STCKPP2      POINT      267571.536  4047665.149          0.0
   LOCATION STCKPP3      POINT      267533.933  4047604.984          0.0
   LOCATION STCKPP4      POINT      267616.660  4047645.094          0.0
   LOCATION STCKAM1      POINT      267754.539  4047492.173          0.0
   LOCATION STCKAM2      POINT      267842.281  4047414.460          0.0
   LOCATION STCKAM3      POINT      267759.553  4047376.856          0.0
   LOCATION STCKAM4      POINT      267804.677  4047291.622          0.0
   LOCATION STCKAM5      POINT      267769.581  4047156.249          0.0
   LOCATION STCKAM6      POINT      267879.884  4047178.811          0.0
   LOCATION STCKAM7      POINT      267930.022  4047168.784          0.0
   LOCATION STCKQM8      POINT      267804.677  4047060.987          0.0
   LOCATION STCKAM9      POINT      267749.526  4047068.508          0.0
   LOCATION STCKAM10     POINT      267762.060  4047264.046          0.0
   LOCATION STCKHOT1     POINT      267937.543  4047356.801          0.0
   LOCATION STCKHOT2     POINT      267977.653  4047306.663          0.0
   LOCATION STCKWP1      POINT      268052.860  4047218.922          0.0
   LOCATION STCKAAA1     POINT      267575.115  4047380.545          0.0
   LOCATION STCKWW1      POINT      267445.931  4047368.647          0.0
   LOCATION BBBCCC1      POINT      267221.559  4047295.555          0.0
   LOCATION BBBCCC2      POINT      267315.047  4047280.257          0.0
   LOCATION DDDEEE1      POINT      267223.258  4047130.676          0.0
   LOCATION DDDEEE2      POINT      267352.442  4047103.479          0.0
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = DDDDDHHHH
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 0.00219
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 266956.12, 4047760.24, 0.00, 1.83, 3.39
** 266954.89, 4047947.95, 0.00, 1.83, 3.39
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** SZINIT = 0.43
** NODES = 4
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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   LOCATION IDDDDHHHH2   POINT      267006.455  4047906.674          0.0
   LOCATION IDDDDHHHH3   POINT      266929.054  4047923.554          0.0
   LOCATION IDDDDHHHH4   POINT      266974.190  4047925.523          0.0
   LOCATION ICCCCFFFF1   POINT      266710.981  4047848.937          0.0
   LOCATION ICCCCFFFF2   POINT      266707.585  4047969.504          0.0
   LOCATION IWWWAAAA1    POINT      266767.019  4048137.618          0.0
   LOCATION IWWWAAAA2    POINT      266858.718  4048137.618          0.0
   LOCATION IWWWAAAA3    POINT      266911.360  4048134.222          0.0
   LOCATION IWWWAAAA4    POINT      267011.549  4048122.335          0.0
   LOCATION ISSSUUU1     POINT      266758.529  4048414.412          0.0
   LOCATION ISSSUUU2     POINT      266950.417  4048321.015          0.0
   LOCATION ISSSUUU3     POINT      267028.530  4048234.411          0.0
** SOURCE PARAMETERS **
   SRCPARAM L0019695     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019696     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019697     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019698     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019699     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019700     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019701     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019702     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019703     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019704     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019705     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019706     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019707     8.4058E-06      1.83      3.39      0.43
   SRCPARAM L0019708     8.4058E-06      1.83      3.39      0.43
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| SRCPARAM | L0019712 | 8.4058E-06 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019715 | 8.4058E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019716 | 8.4058E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019717 | 8.4058E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019718 | 8.4058E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019719 | 8.4058E-06 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019722 | 8.4058E-06 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019723 | 8.4058E-06 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019825 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019826 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019862 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019863 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019864 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019869 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019874 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019878 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0019879 | 6.4138E-06 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0019932 | 0.0000249091 | 1.83 | 3.37 | 0.43 |

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|---|---|---|---|---|---|
| SRCPARAM | L0019933 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019934 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019935 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019936 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019937 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019938 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019939 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019940 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019941 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019942 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019943 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019944 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019945 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019946 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019947 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019948 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019949 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019950 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019951 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019952 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019953 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019954 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019955 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019956 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019957 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019958 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019959 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019960 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019961 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019962 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019963 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019964 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019965 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019966 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019967 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019968 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019969 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019970 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019971 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019972 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019973 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019975 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019976 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019977 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019978 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019979 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019980 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019981 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019982 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019983 | 0.0000249091 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019984 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019985 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019986 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019987 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019988 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019989 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019990 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019991 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019992 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019993 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019994 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019995 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019996 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019997 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019998 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0019999 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020000 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020001 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020002 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020003 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020004 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020005 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020006 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020007 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020008 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020009 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020010 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020011 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020012 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020013 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020014 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020015 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020016 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020017 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020018 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020019 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020020 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020021 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020022 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020023 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020024 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020025 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020026 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020027 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020028 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020029 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020030 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
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| SRCPARAM | L0020032 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020033 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020034 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020035 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020036 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020037 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020038 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020039 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020040 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020041 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020042 | 0.0000127966 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0020043 | 6.61E-06 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0020044 | 6.61E-06 | 1.83 | 3.28 | 0.43 |

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                                                                    P3_CO
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SRCPARAM L0020048      6.61E-06      1.83      3.28      0.43
SRCPARAM L0020049      6.61E-06      1.83      3.28      0.43
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SRCPARAM L0020052      6.61E-06      1.83      3.28      0.43
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SRCPARAM L0020054     0.0000319375      1.83      3.38      0.43
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SRCPARAM L0020056     0.0000319375      1.83      3.38      0.43
SRCPARAM L0020057     0.0000319375      1.83      3.38      0.43
SRCPARAM L0020058     0.0000319375      1.83      3.38      0.43
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SRCPARAM L0020060     0.0000319375      1.83      3.38      0.43
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SRCPARAM L0020062     0.0000319375      1.83      3.38      0.43
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SRCPARAM L0020068     0.0000319375      1.83      3.38      0.43
SRCPARAM L0020069     0.0000206429      1.83      3.33      0.43
SRCPARAM L0020070     0.0000206429      1.83      3.33      0.43
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SRCPARAM L0020072     0.0000206429      1.83      3.33      0.43
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SRCPARAM L0020075     0.0000206429      1.83      3.33      0.43
SRCPARAM L0020076     0.0000206429      1.83      3.33      0.43
SRCPARAM L0020077     0.0000206429      1.83      3.33      0.43
SRCPARAM L0020078     0.0000206429      1.83      3.33      0.43
SRCPARAM L0020079     0.0000206429      1.83      3.33      0.43
SRCPARAM L0020080     0.0000206429      1.83      3.33      0.43
SRCPARAM L0020081     0.0000206429      1.83      3.33      0.43
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SRCPARAM L0020107     0.0000211304      1.83      3.34      0.43
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SRCPARAM L0020112     0.0000211304      1.83      3.34      0.43
SRCPARAM L0020113     0.0000211304      1.83      3.34      0.43
SRCPARAM L0020114     0.0000211304      1.83      3.34      0.43
SRCPARAM L0020115     0.0000211304      1.83      3.34      0.43
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SRCPARAM L0020117     0.0000211304      1.83      3.34      0.43
SRCPARAM L0020118     0.0000211304      1.83      3.34      0.43
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SRCPARAM L0020123     0.000015375      1.83      3.37      0.43
SRCPARAM L0020124     0.000015375      1.83      3.37      0.43
SRCPARAM L0020125     0.000015375      1.83      3.37      0.43
SRCPARAM L0020126     0.000015375      1.83      3.37      0.43
SRCPARAM L0020127     0.000015375      1.83      3.37      0.43
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SRCPARAM L0020129       0.00001      1.83      3.33      0.43
SRCPARAM L0020130       0.00001      1.83      3.33      0.43
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SRCPARAM L0020133       0.00001      1.83      3.33      0.43
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SRCPARAM L0020135       0.00001      1.83      3.33      0.43
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SRCPARAM L0020137       0.00001      1.83      3.33      0.43
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SRCPARAM L0020149     0.0000226538      1.83      3.37      0.43
SRCPARAM L0020150     0.0000226538      1.83      3.37      0.43
SRCPARAM L0020151     0.0000226538      1.83      3.37      0.43
SRCPARAM L0020152     0.0000226538      1.83      3.37      0.43
SRCPARAM L0020153     0.0000226538      1.83      3.37      0.43
SRCPARAM L0020154     0.0000226538      1.83      3.37      0.43
SRCPARAM L0020155     0.0000226538      1.83      3.37      0.43
SRCPARAM L0020156     0.0000226538      1.83      3.37      0.43
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SRCPARAM L0020162     0.0000226538      1.83      3.37      0.43
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SRCPARAM L0020167     0.0000236842      1.83      3.39      0.43
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SRCPARAM L0020175     0.0000236842      1.83      3.39      0.43
SRCPARAM L0020176     0.0000236842      1.83      3.39      0.43
SRCPARAM L0020177     0.0000236842      1.83      3.39      0.43
SRCPARAM L0020178     0.0000236842      1.83      3.39      0.43
SRCPARAM L0020179     0.0000236842      1.83      3.39      0.43
SRCPARAM L0020180     0.0000236842      1.83      3.39      0.43
SRCPARAM L0020181     0.0000236842      1.83      3.39      0.43
SRCPARAM L0020182     0.0000236842      1.83      3.39      0.43
SRCPARAM STCKA          0.00463     3.658   366.483  51.70000     0.100
SRCPARAM STCKB          0.00637     3.658   366.483  51.70000     0.100
SRCPARAM STCKCDE         0.0377     3.658   366.483  51.70000     0.100
SRCPARAM STCKFG          0.0251     3.658   366.483  51.70000     0.100
SRCPARAM STCKH            0.011     3.658   366.483  51.70000     0.100
SRCPARAM STCKIJ          0.0251     3.658   366.483  51.70000     0.100
SRCPARAM STCKK          0.00463     3.658   366.483  51.70000     0.100
SRCPARAM STCKLMP         0.0342     3.658   366.483  51.70000     0.100
SRCPARAM STCKNO          0.0178     3.658   366.483  51.70000     0.100
SRCPARAM STCKQ           0.0126     3.658   366.483  51.70000     0.100
SRCPARAM STCKRU          0.0251     3.658   366.483  51.70000     0.100
SRCPARAM STCKT          0.00926     3.658   366.483  51.70000     0.100
SRCPARAM STCKVWXY        0.0185     3.658   366.483  51.70000     0.100
SRCPARAM STCKAABB        0.0251     3.658   366.483  51.70000     0.100
SRCPARAM LOT1          8.09E-08     0.305        16
AREAVERT LOT1         267120.418 4048530.358 267120.418 4048476.500
AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976
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| SRCPARAM | L0020703 | 6.3034E-06 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0020704 | 6.3034E-06 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0020705 | 6.3034E-06 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0020706 | 6.3034E-06 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0020707 | 6.3034E-06 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0020709 | 8.1477E-06 | 1.83 | 3.39 | 0.43 |
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SRCPARAM L0021229     0.0000160317      1.83      3.39       0.43
SRCPARAM L0021230     0.0000160317      1.83      3.39       0.43
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SRCPARAM L0021233     0.0000160317      1.83      3.39       0.43
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SRCPARAM L0021238     0.0000160317      1.83      3.39       0.43
SRCPARAM L0021239     0.0000160317      1.83      3.39       0.43
SRCPARAM L0021240     0.0000160317      1.83      3.39       0.43
SRCPARAM L0021241     0.0000160317      1.83      3.39       0.43
SRCPARAM LOT2          2.21E-07     0.914        28
AREAVERT LOT2         267198.009 4047680.191 267187.981 4047517.242
AREAVERT LOT2         267115.281 4047509.722 267115.281 4047432.008
AREAVERT LOT2         267333.381 4047426.994 267333.381 4047299.142
AREAVERT LOT2         267205.529 4047296.635 267208.036 4047196.360
AREAVERT LOT2         267112.774 4047201.373 267125.309 4047128.673
AREAVERT LOT2         267275.722 4047131.180 267278.229 4047020.877
AREAVERT LOT2         267381.012 4047023.384 267328.367 4047143.715
AREAVERT LOT2         267318.340 4047218.922 267238.119 4047223.935
AREAVERT LOT2         267235.612 4047281.594 267388.533 4047281.594
AREAVERT LOT2         267396.053 4047366.828 267358.450 4047369.335
AREAVERT LOT2         267358.450 4047527.270 267498.891 4047520.981
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AREAVERT LOT2         267504.640 4047452.832 267669.305 4047452.063
AREAVERT LOT2         267637.423 4047538.123 267476.274 4047617.518
AREAVERT LOT2         267293.271 4047564.873 267295.777 4047680.191
SRCPARAM STCKCC1         0.0206     3.658   366.483  51.70000     0.100
SRCPARAM STCKCC2         0.0206     3.658   366.483  51.70000     0.100
SRCPARAM STCKCC3         0.0206     3.658   366.483  51.70000     0.100
SRCPARAM STCKCC4         0.0206     3.658   366.483  51.70000     0.100
SRCPARAM STCKCC5         0.0206     3.658   366.483  51.70000     0.100
SRCPARAM STCKPP1         0.0133     3.658   366.483  51.70000     0.100
SRCPARAM STCKPP2         0.0133     3.658   366.483  51.70000     0.100
SRCPARAM STCKPP3         0.0133     3.658   366.483  51.70000     0.100
SRCPARAM STCKPP4         0.0133     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM1        0.00289     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM2        0.00289     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM3        0.00289     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM4        0.00289     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM5        0.00289     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM6        0.00289     3.658   366.483  51.70000     0.100
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SRCPARAM STCKQM8        0.00289     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM9        0.00289     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM10       0.00289     3.658   366.483  51.70000     0.100
SRCPARAM STCKHOT1        0.0143     3.658   366.483  51.70000     0.100
SRCPARAM STCKHOT2        0.0143     3.658   366.483  51.70000     0.100
SRCPARAM STCKWP1         0.0143     3.658   366.483  51.70000     0.100
SRCPARAM STCKAAA1       0.00463     3.658   366.483  51.70000     0.100
SRCPARAM STCKWW1        0.00637     3.658   366.483  51.70000     0.100
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SRCPARAM DDDEEE1        0.00637     3.658   366.483  51.70000     0.100
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SRCPARAM L0021243    0.00001825      1.83      3.39      0.43
SRCPARAM L0021244    0.00001825      1.83      3.39      0.43
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SRCPARAM L0021316    0.00001825      1.83      3.39      0.43
SRCPARAM L0021317    0.00001825      1.83      3.39      0.43
SRCPARAM L0021318    0.00001825      1.83      3.39      0.43
SRCPARAM L0021319    0.00001825      1.83      3.39      0.43
SRCPARAM L0021320    0.00001825      1.83      3.39      0.43
SRCPARAM L0021321    0.00001825      1.83      3.39      0.43
SRCPARAM L0021322    0.00001825      1.83      3.39      0.43
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| SRCPARAM | L0021326 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021327 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021328 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021329 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021330 | 0.00001825 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021335 | 0.00001825 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021337 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021338 | 0.00001825 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021341 | 0.00001825 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021343 | 0.00001825 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021351 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021352 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021353 | 0.00001825 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021356 | 0.00001825 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021358 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021359 | 0.00001825 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0021360 | 0.00001825 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0021388 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021389 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021390 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021391 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021392 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021393 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021394 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021395 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
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| SRCPARAM | L0021412 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
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| SRCPARAM | L0021423 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
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| SRCPARAM | L0021425 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021426 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021427 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
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| SRCPARAM | L0021430 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021431 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021432 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021433 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
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| SRCPARAM | L0021438 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021439 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021440 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021441 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021442 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021443 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021444 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021445 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021446 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
| SRCPARAM | L0021447 | 9.1824E-06 | 1.83 | 3.40 | 0.43 |
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| SRCPARAM | L0021848 | 9.863E-06 | 1.83 | 3.39 | 0.43 |
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   AREAVERT LOT3         266853.624 4047865.919 266853.624 4047972.900
   AREAVERT LOT3         266884.190 4047971.202 266894.379 4048022.146
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   SRCPARAM IWWWAAAA2      0.00275     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA3      0.00275     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA4      0.00275     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU1        0.0027     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU2        0.0027     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU3        0.0027     3.658   366.483  51.70000     0.100

** BUILDING DOWNWASH **
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14

   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           0.00     9.14     9.14     9.14     9.14     9.14
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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 0.00 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKH | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKH | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKQ | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKQ | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |

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|---|---|---|---|---|---|---|
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 |
| BUILDHGT STCKPP3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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|---|---|---|---|---|---|---|---|
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC1 | 12.19 | 12.19 | 12.19 | 12.19 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID | STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID | STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |

| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 42.45 | 41.56 | 39.41 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 30.35 | 31.43 | 31.56 | 30.73 | 28.96 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.82 |
| BUILDWID STCKPP3 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | P3_CO | |
|---|---|---|---|---|---|---|
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 84.29 | 88.54 | 90.10 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 71.04 | 76.25 | 79.14 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 167.07 | 187.10 |
| BUILDWID BBBCCC1 | 201.45 | 209.68 | 211.53 | 206.96 | 196.10 | 179.28 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC1 | 116.32 | 128.10 | 135.98 | 139.73 | 196.10 | 179.28 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |

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|---|---|---|---|---|---|---|
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| | | | | | | |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| | | | | | | |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| | | | | | | |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| | | | | | | |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| | | | | | | |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| | | | | | | |
| BUILDLEN STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| | | | | | | |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| | | | | | | |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| | | | | | | |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| | | | | | | |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| | | | | | | |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| | | | | | | |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| | | | | | | |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| | | | | | | |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | | | | |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| | | | | | | |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |

| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 27.36 | 32.58 | 36.82 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 31.48 | 31.54 | 30.65 | 28.83 | 26.13 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.41 |
| BUILDLEN STCKPP3 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 61.67 | 60.11 | 56.72 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.15 |
| BUILDLEN | STCKHOT2 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.14 |
| BUILDLEN | STCKHOT2 | 76.25 | 71.04 | 63.67 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 206.96 | 211.53 |
| BUILDLEN | BBBCCC1 | 209.68 | 201.45 | 187.10 | 167.07 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC1 | 149.27 | 141.48 | 129.40 | 113.38 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKCC1 | -42.37 | -53.67 | -63.34 | -71.08 | -76.66 | -79.92 |
| XBADJ | STCKCC1 | -80.74 | -79.11 | -77.70 | -109.97 | -138.91 | -163.62 |
| XBADJ | STCKCC1 | -183.36 | -197.53 | -205.70 | -207.62 | -203.23 | -193.97 |
| XBADJ | STCKCC1 | -222.30 | -243.87 | -258.03 | -264.35 | -262.64 | -252.95 |
| XBADJ | STCKCC1 | -235.57 | -211.04 | -181.40 | -168.59 | -150.66 | -128.16 |
| XBADJ | STCKCC1 | -101.76 | -72.26 | -40.57 | -21.91 | -24.26 | -29.79 |
| XBADJ | STCKCC2 | -110.77 | -119.79 | -125.16 | -126.74 | -124.46 | -118.40 |
| XBADJ | STCKCC2 | -108.74 | -95.78 | -82.53 | -102.82 | -119.98 | -133.50 |
| XBADJ | STCKCC2 | -142.97 | -148.08 | -148.70 | -144.81 | -136.51 | -125.37 |
| XBADJ | STCKCC2 | -153.90 | -177.75 | -196.20 | -208.69 | -214.84 | -214.46 |
| XBADJ | STCKCC2 | -207.57 | -194.37 | -176.57 | -175.75 | -169.59 | -158.27 |
| XBADJ | STCKCC2 | -142.15 | -121.71 | -97.57 | -84.72 | -90.98 | -98.39 |
| XBADJ | STCKCC3 | -163.11 | -170.43 | -172.57 | -169.47 | -161.22 | -148.07 |
| XBADJ | STCKCC3 | -130.42 | -108.81 | -86.51 | -97.63 | -105.79 | -110.73 |
| XBADJ | STCKCC3 | -112.31 | -110.47 | -105.28 | -96.89 | -85.55 | -72.93 |
| XBADJ | STCKCC3 | -101.56 | -127.11 | -148.80 | -165.96 | -178.09 | -184.80 |
| XBADJ | STCKCC3 | -185.89 | -181.34 | -172.59 | -180.94 | -183.78 | -181.05 |
| XBADJ | STCKCC3 | -172.81 | -159.32 | -140.99 | -132.63 | -141.93 | -150.83 |
| XBADJ | STCKCC4 | -176.55 | -199.50 | -216.39 | -226.71 | -230.13 | -226.57 |
| XBADJ | STCKCC4 | -216.12 | -199.11 | -178.66 | -188.83 | -193.27 | -191.83 |
| XBADJ | STCKCC4 | -184.57 | -171.70 | -153.61 | -130.85 | -104.12 | -75.53 |
| XBADJ | STCKCC4 | -88.12 | -98.04 | -104.98 | -108.72 | -109.17 | -106.29 |
| XBADJ | STCKCC4 | -100.19 | -91.04 | -80.44 | -89.73 | -96.30 | -99.94 |
| XBADJ | STCKCC4 | -100.55 | -98.10 | -92.67 | -98.67 | -123.37 | -148.23 |
| XBADJ | STCKCC5 | -124.85 | -150.93 | -172.43 | -188.69 | -199.22 | -203.69 |
| XBADJ | STCKCC5 | -201.97 | -194.12 | -182.99 | -202.35 | -215.56 | -222.21 |
| XBADJ | STCKCC5 | -222.12 | -215.28 | -201.90 | -182.38 | -157.32 | -128.79 |
| XBADJ | STCKCC5 | -139.82 | -146.61 | -148.94 | -146.74 | -140.08 | -129.17 |
| XBADJ | STCKCC5 | -114.34 | -96.03 | -76.11 | -76.22 | -74.02 | -69.56 |
| XBADJ | STCKCC5 | -63.00 | -54.51 | -44.38 | -47.14 | -70.16 | -94.97 |
| XBADJ | STCKPP1 | -10.23 | -11.38 | -12.17 | -12.60 | -14.34 | -19.58 |
| XBADJ | STCKPP1 | -24.22 | -28.13 | -31.18 | -33.29 | -34.38 | -34.43 |
| XBADJ | STCKPP1 | -33.43 | -32.53 | -33.24 | -32.94 | -31.64 | -29.38 |
| XBADJ | STCKPP1 | -26.22 | -22.27 | -17.64 | -12.48 | -8.63 | -8.45 |
| XBADJ | STCKPP1 | -8.02 | -7.34 | -6.44 | -5.34 | -4.08 | -2.70 |
| XBADJ | STCKPP1 | -1.24 | -0.85 | -3.03 | -5.12 | -7.06 | -8.78 |
| XBADJ | STCKPP2 | -35.64 | -35.71 | -34.70 | -32.63 | -30.27 | -33.27 |
| XBADJ | STCKPP2 | -35.26 | -36.18 | -36.00 | -34.73 | -32.40 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -9.28 | -4.93 |
| XBADJ | STCKPP2 | -0.43 | 4.09 | 8.48 | 12.61 | 15.67 | 11.97 |
| XBADJ | STCKPP2 | -65.14 | -67.62 | -68.04 | -66.39 | -62.73 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -32.28 | -34.48 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -65.10 |

| | | | | | | P3_CO | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKPP3 | -66.21 | -65.32 | -62.43 | -57.65 | -51.81 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 5.34 | 6.61 | 7.68 | 7.11 | 4.22 | 1.19 |
| XBADJ | STCKPP4 | -1.87 | -4.87 | -7.73 | -82.64 | -81.66 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -22.93 | -27.42 | -31.07 | -33.78 | -35.46 |
| XBADJ | STCKPP4 | -36.06 | -35.57 | -34.00 | -32.80 | -32.72 | -31.64 |
| XBADJ | STCKPP4 | -29.61 | -26.67 | -22.92 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -2.55 | -0.93 | 0.72 | 2.35 | 3.90 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKHOT1 | -5.99 | -8.86 | -11.46 | -16.53 | -23.71 | -30.17 |
| XBADJ | STCKHOT1 | -35.71 | -40.17 | -43.41 | -45.33 | -45.87 | -45.02 |
| XBADJ | STCKHOT1 | -42.80 | -39.28 | -42.69 | -47.88 | -51.62 | -53.78 |
| XBADJ | STCKHOT1 | -54.31 | -53.19 | -50.45 | -46.19 | -44.60 | -47.30 |
| XBADJ | STCKHOT1 | -48.57 | -48.37 | -46.69 | -43.59 | -39.17 | -33.56 |
| XBADJ | STCKHOT1 | -26.93 | -22.97 | -18.66 | -104.83 | -96.50 | -85.25 |
| XBADJ | STCKHOT2 | -41.74 | -47.10 | -51.03 | -53.41 | -54.17 | -53.28 |
| XBADJ | STCKHOT2 | -50.77 | -46.72 | -41.25 | -39.93 | -37.40 | -33.74 |
| XBADJ | STCKHOT2 | -105.75 | -103.47 | -106.17 | -10.38 | -3.25 | 3.97 |
| XBADJ | STCKHOT2 | -1.67 | -7.27 | -12.64 | -17.63 | -22.08 | -25.87 |
| XBADJ | STCKHOT2 | -28.86 | -30.98 | -32.16 | -37.77 | -42.23 | -45.41 |
| XBADJ | STCKHOT2 | -47.20 | -47.57 | -46.49 | -43.99 | -40.16 | -35.11 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAAA1 | 0.14 | -6.61 | -13.16 | -19.31 | -24.87 | -29.68 |
| XBADJ | STCKAAA1 | -33.58 | -36.46 | 0.00 | -48.62 | -57.53 | -64.69 |
| XBADJ | STCKAAA1 | -69.89 | -72.96 | -73.81 | -72.42 | -68.83 | -63.15 |
| XBADJ | STCKAAA1 | -72.14 | -78.93 | -83.33 | -85.19 | -84.47 | -81.18 |
| XBADJ | STCKAAA1 | -75.42 | -67.38 | 0.00 | -55.22 | -51.47 | -46.17 |
| XBADJ | STCKAAA1 | -39.46 | -31.55 | -22.68 | -13.13 | -3.17 | 6.88 |
| XBADJ | STCKWW1 | -3.59 | -16.69 | -29.29 | -40.99 | -51.45 | -60.35 |
| XBADJ | STCKWW1 | -67.41 | -72.43 | 0.00 | -96.90 | -115.62 | -130.82 |
| XBADJ | STCKWW1 | -142.05 | -148.96 | -151.35 | -149.13 | -142.39 | -131.32 |

| | | | | | P3_CO | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKWW1 | -134.21 | -133.02 | -127.80 | -118.69 | -105.97 | -90.03 |
| XBADJ | STCKWW1 | -71.36 | -50.52 | 0.00 | -26.04 | -23.15 | -19.56 |
| XBADJ | STCKWW1 | -15.37 | -10.72 | -5.74 | -0.58 | 4.59 | 9.62 |
| XBADJ | BBBCCC1 | -2.46 | -16.89 | -30.81 | -43.79 | -55.45 | -65.41 |
| XBADJ | BBBCCC1 | -73.39 | -79.14 | 0.00 | 22.10 | -120.13 | -133.73 |
| XBADJ | BBBCCC1 | -143.28 | -148.47 | -149.14 | -145.29 | -137.02 | -124.59 |
| XBADJ | BBBCCC1 | -139.50 | -150.18 | -156.29 | -157.66 | -154.23 | -146.12 |
| XBADJ | BBBCCC1 | -133.57 | -116.95 | 0.00 | -167.26 | -176.40 | -180.17 |
| XBADJ | BBBCCC1 | -178.47 | -171.34 | -159.01 | -141.85 | -4.94 | 12.05 |
| XBADJ | BBBCCC2 | -74.23 | -70.47 | -78.85 | -84.83 | -88.24 | -88.97 |
| XBADJ | BBBCCC2 | -86.99 | -82.37 | 0.00 | -72.63 | -67.83 | -60.97 |
| XBADJ | BBBCCC2 | -52.25 | -41.95 | -30.38 | -17.88 | -4.84 | 8.35 |
| XBADJ | BBBCCC2 | -1.80 | -12.17 | -22.16 | -31.49 | -39.85 | -47.01 |
| XBADJ | BBBCCC2 | -52.74 | -56.86 | 0.00 | -72.54 | -83.31 | -91.56 |
| XBADJ | BBBCCC2 | -97.02 | -99.53 | -99.02 | -95.50 | -89.08 | -79.95 |
| XBADJ | DDDEEE1 | -109.27 | -106.88 | -101.24 | -105.60 | -110.36 | -111.78 |
| XBADJ | DDDEEE1 | -109.80 | -104.48 | 0.00 | -93.19 | -87.58 | -79.31 |
| XBADJ | DDDEEE1 | -68.64 | -55.88 | -41.42 | -25.70 | -9.20 | 6.94 |
| XBADJ | DDDEEE1 | -0.08 | -7.10 | -13.90 | -20.28 | -26.04 | -31.02 |
| XBADJ | DDDEEE1 | -35.04 | -38.01 | 0.00 | -59.85 | -76.44 | -90.71 |
| XBADJ | DDDEEE1 | -102.23 | -110.63 | -115.68 | -117.21 | -115.18 | -109.65 |
| XBADJ | DDDEEE2 | -61.10 | -51.44 | -40.22 | -27.78 | -14.49 | -0.76 |
| XBADJ | DDDEEE2 | 8.43 | -0.83 | -10.07 | -19.00 | -27.35 | -34.88 |
| XBADJ | DDDEEE2 | -41.34 | -46.54 | -50.34 | 0.00 | -63.42 | -70.61 |
| XBADJ | DDDEEE2 | -75.65 | -78.40 | -78.77 | -76.74 | -72.37 | -65.82 |
| XBADJ | DDDEEE2 | -61.82 | -74.13 | -84.20 | -91.71 | -96.43 | -98.22 |
| XBADJ | DDDEEE2 | -97.03 | -92.88 | -85.92 | 0.00 | -74.61 | -68.90 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |
| YBADJ | STCKFG | 0.00 | 30.79 | 29.46 | 27.23 | 24.17 | 20.38 |
| YBADJ | STCKH | -41.77 | -28.96 | -15.26 | 0.00 | 0.00 | 26.89 |
| YBADJ | STCKH | 39.86 | 51.63 | 61.83 | 70.15 | 76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | 71.25 | 63.25 | 53.32 |
| YBADJ | STCKH | 41.77 | 28.96 | 15.26 | 1.10 | -13.09 | -26.89 |
| YBADJ | STCKH | -39.86 | -51.63 | -61.83 | -70.15 | -76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | -71.25 | -63.25 | -53.32 |
| YBADJ | STCKIJ | -4.39 | -9.42 | -14.18 | -18.50 | -22.25 | -25.33 |
| YBADJ | STCKIJ | -27.65 | -29.12 | -29.71 | -29.39 | -28.18 | -26.12 |
| YBADJ | STCKIJ | -23.26 | -19.70 | -15.53 | -10.90 | -5.93 | -0.78 |
| YBADJ | STCKIJ | 4.39 | 9.42 | 14.18 | 18.50 | 22.25 | 25.33 |
| YBADJ | STCKIJ | 27.65 | 29.12 | 29.71 | 29.39 | 28.18 | 26.12 |
| YBADJ | STCKIJ | 23.26 | 19.70 | 15.53 | 10.90 | 5.93 | 0.78 |
| YBADJ | STCKK | -58.88 | -52.84 | -45.19 | -36.16 | -26.05 | -15.13 |
| YBADJ | STCKK | -3.76 | 7.72 | 18.98 | 29.65 | 39.42 | 48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 65.47 | 63.13 |
| YBADJ | STCKK | 58.88 | 52.84 | 45.19 | 36.16 | 26.05 | 15.13 |
| YBADJ | STCKK | 3.76 | -7.72 | -18.98 | -29.65 | -39.42 | -48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -65.47 | -63.13 |
| YBADJ | STCKLMP | -0.83 | 0.08 | 0.99 | 1.87 | 3.52 | 6.41 |
| YBADJ | STCKLMP | 9.09 | 11.50 | 13.57 | 15.03 | 12.81 | 10.20 |
| YBADJ | STCKLMP | 7.28 | 4.50 | 3.96 | 3.31 | 2.55 | 1.72 |
| YBADJ | STCKLMP | 0.83 | -0.08 | -0.99 | -1.87 | -3.52 | -6.41 |
| YBADJ | STCKLMP | -9.09 | -11.50 | -13.57 | -15.03 | -12.81 | -10.20 |
| YBADJ | STCKLMP | -7.28 | -4.50 | -3.96 | -3.31 | -2.55 | -1.71 |
| YBADJ | STCKNO | 11.13 | 6.84 | 2.35 | -2.22 | -6.72 | -11.01 |
| YBADJ | STCKNO | -14.97 | -18.48 | -21.42 | -23.71 | -25.29 | -26.09 |
| YBADJ | STCKNO | -26.10 | -25.32 | -23.77 | -21.50 | -18.57 | -15.08 |
| YBADJ | STCKNO | -11.13 | -6.84 | -2.35 | 2.22 | 6.72 | 11.01 |
| YBADJ | STCKNO | 14.97 | 18.48 | 21.42 | 23.71 | 25.29 | 26.09 |
| YBADJ | STCKNO | 26.10 | 25.32 | 23.77 | 21.50 | 18.57 | 15.08 |
| YBADJ | STCKQ | 11.99 | 8.13 | 4.02 | -0.22 | -4.44 | -8.53 |
| YBADJ | STCKQ | -12.36 | -15.82 | -18.79 | -21.20 | -22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | -22.81 | -20.98 | -18.52 | -15.49 |
| YBADJ | STCKQ | -11.99 | -8.13 | -4.02 | 0.22 | 4.44 | 8.53 |
| YBADJ | STCKQ | 12.36 | 15.82 | 18.79 | 21.20 | 22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | 22.81 | 20.98 | 18.52 | 15.49 |
| YBADJ | STCKRU | 10.35 | 8.73 | 6.84 | 4.75 | 2.52 | 0.21 |
| YBADJ | STCKRU | -2.12 | -4.37 | -6.50 | -8.42 | -10.09 | -11.45 |
| YBADJ | STCKRU | -12.47 | -13.11 | -13.34 | -13.18 | -12.61 | -11.65 |
| YBADJ | STCKRU | -10.35 | -8.73 | -6.84 | -4.75 | -2.52 | -0.21 |
| YBADJ | STCKRU | 2.12 | 4.37 | 6.50 | 8.42 | 10.09 | 11.45 |
| YBADJ | STCKRU | 12.47 | 13.11 | 13.34 | 13.18 | 12.61 | 11.65 |
| YBADJ | STCKT | 4.47 | 17.01 | 29.02 | 40.16 | 50.08 | 58.47 |
| YBADJ | STCKT | 65.09 | 69.73 | 72.25 | 72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | 52.72 | 43.23 | 32.42 | 20.62 | 8.20 |

| | | | | | P3_CO | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKT | -4.47 | -17.01 | -29.02 | -40.16 | -50.08 | -58.47 |
| YBADJ | STCKT | -65.09 | -69.73 | -72.25 | -72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | -52.72 | -43.23 | -32.42 | -20.62 | -8.20 |
| YBADJ | STCKVWXY | -42.06 | -32.05 | 0.00 | 0.00 | 2.49 | 14.33 |
| YBADJ | STCKVWXY | 25.73 | 36.35 | 45.87 | 53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | 66.93 | 63.43 | 57.99 | 50.80 |
| YBADJ | STCKVWXY | 42.06 | 32.05 | 21.06 | 9.43 | -2.49 | -14.33 |
| YBADJ | STCKVWXY | -25.73 | -36.35 | -45.87 | -53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | -66.93 | -63.43 | -57.99 | -50.80 |
| YBADJ | STCKAABB | -51.30 | -42.02 | -31.46 | -19.94 | -7.82 | 4.54 |
| YBADJ | STCKAABB | 16.76 | 28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 51.30 | 42.02 | 31.46 | 19.94 | 7.82 | -4.54 |
| YBADJ | STCKAABB | -16.76 | -28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKCC1 | -29.31 | -5.88 | 17.73 | 40.80 | 62.63 | 82.56 |
| YBADJ | STCKCC1 | 92.86 | 89.48 | 82.09 | 89.96 | 95.10 | 97.34 |
| YBADJ | STCKCC1 | 96.63 | 92.99 | 86.52 | 77.41 | 65.96 | 51.85 |
| YBADJ | STCKCC1 | 29.31 | 5.88 | -17.73 | -40.80 | -62.63 | -82.56 |
| YBADJ | STCKCC1 | -92.86 | -89.48 | -82.09 | -89.96 | -95.10 | -97.34 |
| YBADJ | STCKCC1 | -96.63 | -92.99 | -86.52 | -77.41 | -65.96 | -51.85 |
| YBADJ | STCKCC2 | -36.47 | -24.80 | -12.39 | 0.41 | 13.19 | 25.57 |
| YBADJ | STCKCC2 | 30.04 | 22.77 | 13.49 | 21.56 | 28.98 | 35.52 |
| YBADJ | STCKCC2 | 40.98 | 45.19 | 48.03 | 49.41 | 49.29 | 47.02 |
| YBADJ | STCKCC2 | 36.47 | 24.80 | 12.39 | -0.41 | -13.19 | -25.57 |
| YBADJ | STCKCC2 | -30.04 | -22.77 | -13.49 | -21.56 | -28.98 | -35.52 |
| YBADJ | STCKCC2 | -40.98 | -45.19 | -48.03 | -49.41 | -49.29 | -47.02 |
| YBADJ | STCKCC3 | -41.65 | -39.00 | -35.16 | -30.25 | -24.43 | -17.86 |
| YBADJ | STCKCC3 | -17.87 | -28.19 | -38.95 | -30.77 | -21.66 | -11.88 |
| YBADJ | STCKCC3 | -1.75 | 8.44 | 18.37 | 27.74 | 36.27 | 43.04 |
| YBADJ | STCKCC3 | 41.65 | 39.00 | 35.16 | 30.25 | 24.43 | 17.86 |
| YBADJ | STCKCC3 | 17.87 | 28.19 | 38.95 | 30.77 | 21.66 | 11.88 |
| YBADJ | STCKCC3 | 1.75 | -8.44 | -18.37 | -27.74 | -36.27 | -43.04 |
| YBADJ | STCKCC4 | 49.55 | 48.48 | 45.95 | 42.01 | 36.80 | 30.47 |
| YBADJ | STCKCC4 | 16.09 | -9.62 | -36.35 | -44.21 | -50.73 | -55.71 |
| YBADJ | STCKCC4 | -58.99 | -60.48 | -60.14 | -57.97 | -54.03 | -49.11 |
| YBADJ | STCKCC4 | -49.55 | -48.48 | -45.95 | -42.01 | -36.80 | -30.47 |
| YBADJ | STCKCC4 | -16.09 | 9.62 | 36.35 | 44.21 | 50.73 | 55.71 |
| YBADJ | STCKCC4 | 58.99 | 60.48 | 60.14 | 57.97 | 54.03 | 49.11 |
| YBADJ | STCKCC5 | 63.06 | 70.77 | 76.33 | 79.56 | 80.38 | 78.76 |
| YBADJ | STCKCC5 | 67.62 | 43.58 | 16.91 | 7.49 | -2.16 | -11.75 |
| YBADJ | STCKCC5 | -20.98 | -29.57 | -37.26 | -43.82 | -49.05 | -53.44 |
| YBADJ | STCKCC5 | -63.06 | -70.77 | -76.33 | -79.56 | -80.38 | -78.76 |
| YBADJ | STCKCC5 | -67.62 | -43.58 | -16.91 | -7.49 | 2.16 | 11.75 |
| YBADJ | STCKCC5 | 20.98 | 29.57 | 37.26 | 43.82 | 49.05 | 53.44 |
| YBADJ | STCKPP1 | 13.97 | 15.15 | 15.86 | 16.10 | 15.84 | 15.11 |
| YBADJ | STCKPP1 | 13.91 | 12.29 | 10.30 | 8.00 | 5.45 | 2.74 |
| YBADJ | STCKPP1 | -0.06 | -2.86 | -5.56 | -8.10 | -10.39 | -12.37 |
| YBADJ | STCKPP1 | -13.97 | -15.15 | -15.86 | -16.10 | -15.84 | -15.11 |
| YBADJ | STCKPP1 | -13.91 | -12.29 | -10.30 | -8.00 | -5.45 | -2.74 |
| YBADJ | STCKPP1 | 0.06 | 2.86 | 5.56 | 8.10 | 10.39 | 12.37 |
| YBADJ | STCKPP2 | 14.76 | 11.48 | 7.85 | 3.98 | -0.01 | -4.00 |
| YBADJ | STCKPP2 | -7.87 | -11.50 | -14.78 | -17.60 | -19.90 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -19.89 | -17.59 |
| YBADJ | STCKPP2 | -14.76 | -11.48 | -7.85 | -3.98 | 0.01 | 4.00 |
| YBADJ | STCKPP2 | 18.39 | 9.53 | 0.38 | -8.78 | -17.67 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 19.89 | 17.59 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.02 |
| YBADJ | STCKPP3 | 11.83 | 3.29 | -5.36 | -13.84 | -21.90 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | -4.06 | -0.41 | 3.26 | 6.83 | 10.19 | 13.25 |
| YBADJ | STCKPP4 | 15.90 | 18.06 | 19.68 | -5.68 | -16.48 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | 18.47 | 16.42 | 13.87 | 10.90 | 7.59 |
| YBADJ | STCKPP4 | 4.06 | 0.41 | -3.26 | -6.83 | -10.19 | -13.25 |
| YBADJ | STCKPP4 | -15.90 | -18.06 | -19.68 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | -18.47 | -16.42 | -13.87 | -10.90 | -7.59 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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                                                                P3_CO
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKHOT1         0.87     3.35     5.73     7.93     8.16    12.02
   YBADJ    STCKHOT1        17.05    21.56    25.42    24.16    22.16    19.50
   YBADJ    STCKHOT1        14.83    10.44     8.57     6.43     4.10     1.64
   YBADJ    STCKHOT1        -0.87    -3.35    -5.73    -7.93    -8.15   -12.02
   YBADJ    STCKHOT1       -17.05   -21.56   -25.42   -24.16   -22.16   -19.50
   YBADJ    STCKHOT1       -14.83   -10.44    -8.57    -9.59   -22.92   -35.57

   YBADJ    STCKHOT2         1.08    -2.41    -5.83    -9.08   -12.05   -14.65
   YBADJ    STCKHOT2       -16.81   -18.45   -19.54   -20.03   -19.92   -19.19
   YBADJ    STCKHOT2        27.46    11.95    -1.10   -10.95    -7.87    -4.54
   YBADJ    STCKHOT2        -1.08     2.41     5.83     9.08    12.05    14.65
   YBADJ    STCKHOT2        16.81    18.45    19.54    20.03    19.92    19.19
   YBADJ    STCKHOT2        17.89    16.04    13.71    10.95     7.87     4.54

   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAAA1        -3.30     3.03     9.26    15.21    20.70    25.56
   YBADJ    STCKAAA1        29.65    32.83     0.00    36.14    36.16    35.08
   YBADJ    STCKAAA1        32.94    29.80    25.75    20.92    15.46     9.52
   YBADJ    STCKAAA1         3.30    -3.03    -9.26   -15.21   -20.70   -25.56
   YBADJ    STCKAAA1       -29.65   -32.83     0.00   -36.14   -36.16   -35.08
   YBADJ    STCKAAA1       -32.94   -29.80   -25.75   -20.92   -15.46    -9.52

   YBADJ    STCKWW1         35.43    46.23    55.63    63.34    69.12    72.80
   YBADJ    STCKWW1         74.27    73.49     0.00    65.31    58.17    49.25
   YBADJ    STCKWW1         38.85    27.26    14.84     1.97   -10.96   -23.55
   YBADJ    STCKWW1        -35.43   -46.23   -55.63   -63.34   -69.12   -72.80
   YBADJ    STCKWW1        -74.27   -73.49     0.00   -65.31   -58.17   -49.25
   YBADJ    STCKWW1        -38.85   -27.26   -14.84    -1.97    10.96    23.55

   YBADJ    BBBCCC1          4.82    16.65    27.97    38.44    47.74    55.59
   YBADJ    BBBCCC1         61.75    66.04     0.00   -35.05    66.65    62.74
   YBADJ    BBBCCC1         56.93    49.39    40.35    30.09    18.90     7.15
   YBADJ    BBBCCC1         -4.82   -16.65   -27.97   -38.44   -47.74   -55.59
   YBADJ    BBBCCC1        -61.75   -66.04     0.00    35.05    11.55    -5.15
   YBADJ    BBBCCC1        -21.70   -37.59   -52.34   -65.49   -18.90    -7.15

   YBADJ    BBBCCC2          0.04    -7.74   -15.29   -22.38   -28.79   -34.32
   YBADJ    BBBCCC2        -38.81   -42.12     0.00   -36.21   -29.15   -28.34
   YBADJ    BBBCCC2        -26.67   -24.19   -20.98   -17.13   -12.75    -7.84
   YBADJ    BBBCCC2         -0.04     7.74    15.29    22.38    28.79    34.32
   YBADJ    BBBCCC2         38.81    42.12     0.00    36.21    29.15    28.34
   YBADJ    BBBCCC2         26.67    24.19    20.98    17.13    12.75     7.84

   YBADJ    DDDEEE1         16.67     5.57    -5.70   -16.79   -27.38   -37.13
   YBADJ    DDDEEE1        -45.76   -52.99     0.00   -54.59   -49.89   -43.67
   YBADJ    DDDEEE1        -42.66   -42.16   -40.38   -37.38   -33.24   -27.27
   YBADJ    DDDEEE1        -16.67    -5.57     5.70    16.79    27.38    37.13
   YBADJ    DDDEEE1         45.76    52.99     0.00    54.59    49.89    43.67
   YBADJ    DDDEEE1         42.66    42.16    40.38    37.38    33.24    27.27

   YBADJ    DDDEEE2        -36.35   -34.54   -31.67   -27.84   -23.17   -17.79
   YBADJ    DDDEEE2        -11.87    -5.59     0.85     7.28    13.48    19.27
   YBADJ    DDDEEE2         24.48    28.94    32.53     0.00    36.65    37.06
   YBADJ    DDDEEE2         36.35    34.54    31.67    27.84    23.17    17.79
   YBADJ    DDDEEE2         11.87     5.59    -0.85    -7.28   -13.48   -19.27
   YBADJ    DDDEEE2        -24.48   -28.94   -32.53     0.00   -36.65   -37.06

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD RECEPTOR PATHWAY
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**
**
RE STARTING
** DESCRREC "" ""
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```
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
** DESCRREC "FENCEGRD" "RECEPTORS GENERATED FROM FENCELINE GRID"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
   DISCCART    267634.96   4048677.29
   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
   DISCCART    268102.55   4048186.93
   DISCCART    268169.35   4048116.88
   DISCCART    267670.70   4048953.95
   DISCCART    267513.93   4049022.11
   DISCCART    267815.89   4048849.82
   DISCCART    267882.69   4048779.77
   DISCCART    267949.49   4048709.72
   DISCCART    268016.28   4048639.66
   DISCCART    268083.08   4048569.61
   DISCCART    268149.88   4048499.56
   DISCCART    268216.68   4048429.51
   DISCCART    268283.48   4048359.46
   DISCCART    268350.28   4048289.41
   DISCCART    267848.58   4049127.81
   DISCCART    267685.70   4049198.62
   DISCCART    267522.82   4049269.44
   DISCCART    267996.81   4049022.34
   DISCCART    268063.61   4048952.29
   DISCCART    268130.41   4048882.24
   DISCCART    268197.21   4048812.19
   DISCCART    268264.01   4048742.14
   DISCCART    268330.81   4048672.09
   DISCCART    268397.61   4048602.04
   DISCCART    268464.41   4048531.99
   DISCCART    268531.21   4048461.94
   DISCCART    268207.65   4049474.07
   DISCCART    268123.44   4049510.68
   DISCCART    268039.22   4049547.30
   DISCCART    267955.00   4049583.92
   DISCCART    267870.79   4049620.53
   DISCCART    267786.57   4049657.15
   DISCCART    267702.36   4049693.76
   DISCCART    267618.14   4049730.38
   DISCCART    267533.92   4049767.00
   DISCCART    267449.71   4049803.61
   DISCCART    268291.87   4049437.45
   DISCCART    268358.67   4049367.40
   DISCCART    268425.47   4049297.35
   DISCCART    268492.27   4049227.30
   DISCCART    268559.06   4049157.25
   DISCCART    268625.86   4049087.19
   DISCCART    268692.66   4049017.14
   DISCCART    268759.46   4048947.09
   DISCCART    268826.26   4048877.04
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   DISCCART    268568.21   4049819.68
   DISCCART    268482.70   4049856.86
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   DISCCART    267713.09   4050191.48
   DISCCART    267627.58   4050228.66
   DISCCART    267542.07   4050265.84
   DISCCART    267456.56   4050303.02
   DISCCART    268653.72   4049782.50
   DISCCART    268720.52   4049712.45
   DISCCART    268787.32   4049642.40
   DISCCART    268854.12   4049572.35
   DISCCART    268920.92   4049502.30
   DISCCART    268987.72   4049432.25
   DISCCART    269054.52   4049362.20
   DISCCART    269121.31   4049292.15
   DISCCART    269188.11   4049222.09
   DISCCART    269254.91   4049152.04
   DISCCART    268049.51   4047836.85
   DISCCART    268231.35   4047952.96
   DISCCART    268249.36   4047829.16
   DISCCART    268480.18   4047945.95
   DISCCART    268436.88   4048060.44
   DISCCART    268393.58   4048174.92
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| | | |
|---|---|---|
| DISCCART | 268499.17 | 4047819.55 |
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| DISCCART | 268685.52 | 4048053.95 |
| DISCCART | 268641.43 | 4048170.52 |
| DISCCART | 268597.34 | 4048287.09 |
| DISCCART | 268748.99 | 4047809.94 |
| DISCCART | 269227.40 | 4047923.03 |
| DISCCART | 269179.64 | 4048049.31 |
| DISCCART | 269131.87 | 4048175.59 |
| DISCCART | 269084.11 | 4048301.87 |
| DISCCART | 269036.35 | 4048428.15 |
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| DISCCART | 268940.82 | 4048680.71 |
| DISCCART | 269248.62 | 4047790.73 |
| DISCCART | 269727.29 | 4047903.12 |
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| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
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| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
| DISCCART | 269748.25 | 4047771.51 |
| DISCCART | 267983.27 | 4047685.95 |
| DISCCART | 267877.56 | 4047669.79 |
| DISCCART | 267733.92 | 4047666.24 |
| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 268146.82 | 4047300.83 |
| DISCCART | 268271.04 | 4047353.58 |
| DISCCART | 268360.37 | 4047441.69 |
| DISCCART | 268414.83 | 4047565.17 |
| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
| DISCCART | 268388.25 | 4047150.81 |
| DISCCART | 268535.10 | 4047261.84 |
| DISCCART | 268587.91 | 4047381.57 |
| DISCCART | 268640.72 | 4047501.31 |
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| DISCCART | 267894.84 | 4046970.00 |
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| DISCCART | 268293.58 | 4046605.52 |
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| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
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| DISCCART | 268997.72 | 4047158.70 |
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| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
| DISCCART | 269218.38 | 4047659.03 |
| DISCCART | 267907.18 | 4046470.15 |
| DISCCART | 267763.54 | 4046466.61 |
| DISCCART | 268055.54 | 4045999.34 |
| DISCCART | 268183.91 | 4046053.86 |
| DISCCART | 268312.29 | 4046108.38 |
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| DISCCART | 268697.42 | 4046271.94 |
| DISCCART | 268825.80 | 4046326.45 |
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| DISCCART | 269082.55 | 4046435.49 |
| DISCCART | 269239.07 | 4046553.82 |
| DISCCART | 269295.35 | 4046681.43 |
| DISCCART | 269351.63 | 4046809.05 |
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| DISCCART | 269464.19 | 4047064.28 |
| DISCCART | 269520.47 | 4047191.89 |
| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
| DISCCART | 267919.53 | 4045970.31 |
| DISCCART | 267775.88 | 4045966.76 |
| DISCCART | 267459.76 | 4047820.08 |
| DISCCART | 267554.14 | 4046962.90 |
| DISCCART | 267084.90 | 4047228.91 |
| DISCCART | 267116.21 | 4046645.91 |
| DISCCART | 267278.04 | 4046601.08 |
| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
| DISCCART | 266962.58 | 4046714.43 |
| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |

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   DISCCART    266550.00   4047720.88
   DISCCART    266461.01   4047115.78
   DISCCART    266333.32   4047237.08
   DISCCART    266205.63   4047358.38
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   DISCCART    265988.95   4046874.57
   DISCCART    265861.26   4046995.87
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   DISCCART    267011.73   4048547.36
   DISCCART    266811.92   4048556.14
   DISCCART    266579.96   4048254.56
   DISCCART    266636.85   4048113.59
   DISCCART    266555.07   4048405.73
   DISCCART    266562.16   4048567.12
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   DISCCART    266345.91   4048065.35
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   DISCCART    266119.19   4047572.58
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   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
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   DISCCART    266874.25   4048692.62
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   DISCCART    266705.00   4048879.88
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   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
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   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
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   DISCCART    266613.92   4050140.04
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   DISCCART    266318.09   4050024.14
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   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
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   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
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   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
   DISCCART    266916.45   4047837.05
   DISCCART    266987.78   4047831.95
   DISCCART    266916.46   4047977.99
   DISCCART    266982.68   4047979.69
RE FINISHED
**
**********************************
** AERMOD METEOROLOGY PATHWAY
**********************************
**
**
```

```
ME STARTING
   SURFFILE "..\..\..\PHASE 2\PHASE 2_AERMOD\93193 05-09.SFC"
   PROFFILE "..\..\..\PHASE 2\PHASE 2_AERMOD\93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**************************************
** AERMOD OUTPUT PATHWAY
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
   RECTABLE 8 1ST
** AUTO-GENERATED PLOTFILES
   PLOTFILE   1 ALL 1ST P3_CO.AD\01H1GALL.PLT
   PLOTFILE   8 ALL 1ST P3_CO.AD\08H1GALL.PLT
   SUMMFILE P3_CO.SUM
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of           0 Fatal Error Message(s)
 A Total of          56 Warning Message(s)
 A Total of           0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    3274  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3275  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3276  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3277  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3278  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3279  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3280  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3281  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3282  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3283  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3284  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3285  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3286  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3287  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4371  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4372  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4373  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4374  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4375  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4376  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4377  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4378  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4379  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4380  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4381  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4382  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4383  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4384  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4385  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4386  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4387  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4388  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4389  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4390  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4391  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4392  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4393  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4394  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4395  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4396  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4397  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4398  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5113  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5114  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5115  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5116  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5117  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5118  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5119  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5120  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5121  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5122  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5123  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5124  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5125  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 ME W396    6950 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************

 *** AERMOD - VERSION  11353 ***   *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL        ***        03/02/12
                                  *** CO                                                                   ***       04:29:17
                                                                                                                     PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                  FLAT
                         FASTALL

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
```

**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F

**Model Uses RURAL Dispersion Only.

**Model Allows User-Specified Options:
        1. Stack-tip Downwash.
        2. Model Assumes Receptors on FLAT Terrain.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.

**Other Options Specified:
        FASTALL  - Use effective sigma-y to optimize meander for
                   POINT and VOLUME sources, and hybrid approach
                   to optimize AREA sources (formerly TOXICS option)

**Model Assumes No FLAGPOLE Receptor Heights.

**Model Calculates  2 Short Term Average(s) of:   1-HR   8-HR

**This Run Includes:   2308 Source(s);       1 Source Group(s); and     327 Receptor(s)

**The Model Assumes A Pollutant Type of:  CO

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                           ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      9.0 MB of RAM.

**Detailed Error/Message File:   P3_CO.ERR
**File for Summary of Results:   P3_CO.SUM
 *** AERMOD - VERSION  11353 ***   *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL        ***        03/02/12
                                  *** CO                                                                   ***        04:29:17
                                                                                                                      PAGE   2
**MODELOPTs:  NonDFAULT CONC                                  FLAT
                        FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.46300E-02 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.63700E-02 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.37700E-01 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.25100E-01 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.11000E-01 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.25100E-01 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.46300E-02 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.34200E-01 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.17800E-01 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.12600E-01 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.25100E-01 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.92600E-02 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.18500E-01 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.25100E-01 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC1 | 0 | 0.20600E-01 | 267188.0 | 4047559.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC2 | 0 | 0.20600E-01 | 267192.8 | 4047628.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC3 | 0 | 0.20600E-01 | 267196.8 | 4047680.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC4 | 0 | 0.20600E-01 | 267288.9 | 4047678.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC5 | 0 | 0.20600E-01 | 267293.3 | 4047625.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP1 | 0 | 0.13300E-01 | 267528.9 | 4047715.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP2 | 0 | 0.13300E-01 | 267571.5 | 4047665.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP3 | 0 | 0.13300E-01 | 267533.9 | 4047605.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP4 | 0 | 0.13300E-01 | 267616.7 | 4047645.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAM1 | 0 | 0.28900E-02 | 267754.5 | 4047492.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM2 | 0 | 0.28900E-02 | 267842.3 | 4047414.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM3 | 0 | 0.28900E-02 | 267759.6 | 4047376.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM4 | 0 | 0.28900E-02 | 267804.7 | 4047291.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM5 | 0 | 0.28900E-02 | 267769.6 | 4047156.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM6 | 0 | 0.28900E-02 | 267879.9 | 4047178.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM7 | 0 | 0.28900E-02 | 267930.0 | 4047168.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKQM8 | 0 | 0.28900E-02 | 267804.7 | 4047061.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM9 | 0 | 0.28900E-02 | 267749.5 | 4047068.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM10 | 0 | 0.28900E-02 | 267762.1 | 4047264.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKHOT1 | 0 | 0.14300E-01 | 267937.5 | 4047356.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKHOT2 | 0 | 0.14300E-01 | 267977.7 | 4047306.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWP1 | 0 | 0.14300E-01 | 268052.9 | 4047218.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAAA1 | 0 | 0.46300E-02 | 267575.1 | 4047380.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWW1 | 0 | 0.63700E-02 | 267445.9 | 4047368.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC1 | 0 | 0.63700E-02 | 267221.6 | 4047295.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC2 | 0 | 0.63700E-02 | 267315.0 | 4047280.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |


 *** AERMOD - VERSION  11353 ***   *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL        ***        03/02/12
                                  *** CO                                                                   ***        04:29:17

                                                                                                                      PAGE   3

**MODELOPTs:  NonDFAULT CONC                                  FLAT
                        FASTALL

*** POINT SOURCE DATA ***


| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DDDEEE1 | 0 | 0.63700E-02 | 267223.3 | 4047130.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| DDDEEE2 | 0 | 0.63700E-02 | 267352.4 | 4047103.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| IDDDDHHHH1 | 0 | 0.28900E-02 | 266904.6 | 4047906.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IDDDDHHHH2 | 0 | 0.28900E-02 | 267006.5 | 4047906.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IDDDDHHHH3 | 0 | 0.28900E-02 | 266929.1 | 4047923.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IDDDDHHHH4 | 0 | 0.28900E-02 | 266974.2 | 4047925.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ICCCCFFFF1 | 0 | 0.28900E-02 | 266711.0 | 4047848.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ICCCCFFFF2 | 0 | 0.28900E-02 | 266707.6 | 4047969.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IWWWAAAA1 | 0 | 0.27500E-02 | 266767.0 | 4048137.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IWWWAAAA2 | 0 | 0.27500E-02 | 266858.7 | 4048137.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IWWWAAAA3 | 0 | 0.27500E-02 | 266911.4 | 4048134.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IWWWAAAA4 | 0 | 0.27500E-02 | 267011.5 | 4048122.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ISSSUUU1 | 0 | 0.27000E-02 | 266758.5 | 4048414.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ISSSUUU2 | 0 | 0.27000E-02 | 266950.4 | 4048321.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ISSSUUU3 | 0 | 0.27000E-02 | 267028.5 | 4048234.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019695 | 0 | 0.84058E-05 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019696 | 0 | 0.84058E-05 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019697 | 0 | 0.84058E-05 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019698 | 0 | 0.84058E-05 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019699 | 0 | 0.84058E-05 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019700 | 0 | 0.84058E-05 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019701 | 0 | 0.84058E-05 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019702 | 0 | 0.84058E-05 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019703 | 0 | 0.84058E-05 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019704 | 0 | 0.84058E-05 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019705 | 0 | 0.84058E-05 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019706 | 0 | 0.84058E-05 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019707 | 0 | 0.84058E-05 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019708 | 0 | 0.84058E-05 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019709 | 0 | 0.84058E-05 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019710 | 0 | 0.84058E-05 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019711 | 0 | 0.84058E-05 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019712 | 0 | 0.84058E-05 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019713 | 0 | 0.84058E-05 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019714 | 0 | 0.84058E-05 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019715 | 0 | 0.84058E-05 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019716 | 0 | 0.84058E-05 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019717 | 0 | 0.84058E-05 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019718 | 0 | 0.84058E-05 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019719 | 0 | 0.84058E-05 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019720 | 0 | 0.84058E-05 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019721 | 0 | 0.84058E-05 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019722 | 0 | 0.84058E-05 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019723 | 0 | 0.84058E-05 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019724 | 0 | 0.84058E-05 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019725 | 0 | 0.84058E-05 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019726 | 0 | 0.84058E-05 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019727 | 0 | 0.84058E-05 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019728 | 0 | 0.84058E-05 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019729 | 0 | 0.84058E-05 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019730 | 0 | 0.84058E-05 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019731 | 0 | 0.84058E-05 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019732 | 0 | 0.84058E-05 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019733 | 0 | 0.84058E-05 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019734 | 0 | 0.84058E-05 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019735 | 0 | 0.84058E-05 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019736 | 0 | 0.84058E-05 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019737 | 0 | 0.84058E-05 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019738 | 0 | 0.84058E-05 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019739 | 0 | 0.84058E-05 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019740 | 0 | 0.84058E-05 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019741 | 0 | 0.84058E-05 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019742 | 0 | 0.84058E-05 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019743 | 0 | 0.84058E-05 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019744 | 0 | 0.84058E-05 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019745 | 0 | 0.84058E-05 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019746 | 0 | 0.84058E-05 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019747 | 0 | 0.84058E-05 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019748 | 0 | 0.84058E-05 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019749 | 0 | 0.84058E-05 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019750 | 0 | 0.84058E-05 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019751 | 0 | 0.84058E-05 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019752 | 0 | 0.84058E-05 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019753 | 0 | 0.84058E-05 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019754 | 0 | 0.84058E-05 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019755 | 0 | 0.84058E-05 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019756 | 0 | 0.84058E-05 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019757 | 0 | 0.84058E-05 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019758 | 0 | 0.84058E-05 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019759 | 0 | 0.84058E-05 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019760 | 0 | 0.84058E-05 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019761 | 0 | 0.84058E-05 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019762 | 0 | 0.84058E-05 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019763 | 0 | 0.84058E-05 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019764 | 0 | 0.14271E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019765 | 0 | 0.14271E-04 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019766 | 0 | 0.14271E-04 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019767 | 0 | 0.14271E-04 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019768 | 0 | 0.14271E-04 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019769 | 0 | 0.14271E-04 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019770 | 0 | 0.14271E-04 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019771 | 0 | 0.14271E-04 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019772 | 0 | 0.14271E-04 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019773 | 0 | 0.14271E-04 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019774 | 0 | 0.14271E-04 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019775 | 0 | 0.14271E-04 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019776 | 0 | 0.14271E-04 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019777 | 0 | 0.14271E-04 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019778 | 0 | 0.14271E-04 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019779 | 0 | 0.14271E-04 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019780 | 0 | 0.14271E-04 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019781 | 0 | 0.14271E-04 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019782 | 0 | 0.14271E-04 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019783 | 0 | 0.14271E-04 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019784 | 0 | 0.14271E-04 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019785 | 0 | 0.14271E-04 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019786 | 0 | 0.14271E-04 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019787 | 0 | 0.14271E-04 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019788 | 0 | 0.14271E-04 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019789 | 0 | 0.14271E-04 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019790 | 0 | 0.14271E-04 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019791 | 0 | 0.14271E-04 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019792 | 0 | 0.14271E-04 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019793 | 0 | 0.14271E-04 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019794 | 0 | 0.14271E-04 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019795 | 0 | 0.14271E-04 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019796 | 0 | 0.14271E-04 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019797 | 0 | 0.14271E-04 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019798 | 0 | 0.14271E-04 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019799 | 0 | 0.14271E-04 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019800 | 0 | 0.14271E-04 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019801 | 0 | 0.14271E-04 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019802 | 0 | 0.14271E-04 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019803 | 0 | 0.14271E-04 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019804 | 0 | 0.14271E-04 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019805 | 0 | 0.14271E-04 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019806 | 0 | 0.14271E-04 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019807 | 0 | 0.14271E-04 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019808 | 0 | 0.14271E-04 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019809 | 0 | 0.14271E-04 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019810 | 0 | 0.14271E-04 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019811 | 0 | 0.14271E-04 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019812 | 0 | 0.14271E-04 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019813 | 0 | 0.14271E-04 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019814 | 0 | 0.14271E-04 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019815 | 0 | 0.14271E-04 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019816 | 0 | 0.14271E-04 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019817 | 0 | 0.14271E-04 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019818 | 0 | 0.14271E-04 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019819 | 0 | 0.14271E-04 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019820 | 0 | 0.14271E-04 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019821 | 0 | 0.14271E-04 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019822 | 0 | 0.14271E-04 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019823 | 0 | 0.64138E-05 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019824 | 0 | 0.64138E-05 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019825 | 0 | 0.64138E-05 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019826 | 0 | 0.64138E-05 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019827 | 0 | 0.64138E-05 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019828 | 0 | 0.64138E-05 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019829 | 0 | 0.64138E-05 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019830 | 0 | 0.64138E-05 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019831 | 0 | 0.64138E-05 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019832 | 0 | 0.64138E-05 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019833 | 0 | 0.64138E-05 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019834 | 0 | 0.64138E-05 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019835 | 0 | 0.64138E-05 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019836 | 0 | 0.64138E-05 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019837 | 0 | 0.64138E-05 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019838 | 0 | 0.64138E-05 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019839 | 0 | 0.64138E-05 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019840 | 0 | 0.64138E-05 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019841 | 0 | 0.64138E-05 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019842 | 0 | 0.64138E-05 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019843 | 0 | 0.64138E-05 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019844 | 0 | 0.64138E-05 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019845 | 0 | 0.64138E-05 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019846 | 0 | 0.64138E-05 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019847 | 0 | 0.64138E-05 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0019848 | 0 | 0.64138E-05 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0019849 | 0 | 0.64138E-05 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0019850 | 0 | 0.64138E-05 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0019851 | 0 | 0.64138E-05 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0019852 | 0 | 0.64138E-05 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0019853 | 0 | 0.64138E-05 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0019854 | 0 | 0.64138E-05 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019855 | 0 | 0.64138E-05 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019856 | 0 | 0.64138E-05 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019857 | 0 | 0.64138E-05 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019858 | 0 | 0.64138E-05 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019859 | 0 | 0.64138E-05 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019860 | 0 | 0.64138E-05 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019861 | 0 | 0.64138E-05 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019862 | 0 | 0.64138E-05 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019863 | 0 | 0.64138E-05 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019864 | 0 | 0.64138E-05 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019865 | 0 | 0.64138E-05 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019866 | 0 | 0.64138E-05 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019867 | 0 | 0.64138E-05 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019868 | 0 | 0.64138E-05 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019869 | 0 | 0.64138E-05 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019870 | 0 | 0.64138E-05 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019871 | 0 | 0.64138E-05 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019872 | 0 | 0.64138E-05 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019873 | 0 | 0.64138E-05 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019874 | 0 | 0.64138E-05 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019875 | 0 | 0.64138E-05 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019876 | 0 | 0.64138E-05 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019877 | 0 | 0.64138E-05 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019878 | 0 | 0.64138E-05 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019879 | 0 | 0.64138E-05 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019880 | 0 | 0.64138E-05 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019881 | 0 | 0.21458E-04 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019882 | 0 | 0.21458E-04 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019883 | 0 | 0.21458E-04 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019884 | 0 | 0.21458E-04 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019885 | 0 | 0.21458E-04 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019886 | 0 | 0.21458E-04 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019887 | 0 | 0.21458E-04 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019888 | 0 | 0.21458E-04 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019889 | 0 | 0.21458E-04 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019890 | 0 | 0.21458E-04 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019891 | 0 | 0.21458E-04 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019892 | 0 | 0.21458E-04 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019893 | 0 | 0.21458E-04 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019894 | 0 | 0.21458E-04 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019895 | 0 | 0.21458E-04 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019896 | 0 | 0.21458E-04 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019897 | 0 | 0.21458E-04 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019898 | 0 | 0.21458E-04 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019899 | 0 | 0.21458E-04 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019900 | 0 | 0.21458E-04 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019901 | 0 | 0.21458E-04 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019902 | 0 | 0.21458E-04 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019903 | 0 | 0.21458E-04 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019904 | 0 | 0.21458E-04 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019905 | 0 | 0.21458E-04 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019906 | 0 | 0.21458E-04 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019907 | 0 | 0.21458E-04 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019908 | 0 | 0.21458E-04 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019909 | 0 | 0.21458E-04 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019910 | 0 | 0.21458E-04 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019911 | 0 | 0.21458E-04 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019912 | 0 | 0.21458E-04 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019913 | 0 | 0.21458E-04 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019914 | 0 | 0.21458E-04 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019915 | 0 | 0.21458E-04 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019916 | 0 | 0.21458E-04 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019917 | 0 | 0.21458E-04 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019918 | 0 | 0.21458E-04 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019919 | 0 | 0.21458E-04 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019920 | 0 | 0.21458E-04 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019921 | 0 | 0.21458E-04 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019922 | 0 | 0.21458E-04 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019923 | 0 | 0.21458E-04 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019924 | 0 | 0.21458E-04 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019925 | 0 | 0.21458E-04 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019926 | 0 | 0.21458E-04 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019927 | 0 | 0.21458E-04 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019928 | 0 | 0.21458E-04 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019929 | 0 | 0.24909E-04 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019930 | 0 | 0.24909E-04 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019931 | 0 | 0.24909E-04 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019932 | 0 | 0.24909E-04 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019933 | 0 | 0.24909E-04 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019934 | 0 | 0.24909E-04 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019935 | 0 | 0.24909E-04 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019936 | 0 | 0.24909E-04 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019937 | 0 | 0.24909E-04 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019938 | 0 | 0.24909E-04 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019939 | 0 | 0.24909E-04 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019940 | 0 | 0.24909E-04 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019941 | 0 | 0.24909E-04 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019942 | 0 | 0.24909E-04 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019943 | 0 | 0.24909E-04 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019944 | 0 | 0.24909E-04 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019945 | 0 | 0.24909E-04 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019946 | 0 | 0.24909E-04 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019947 | 0 | 0.24909E-04 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019948 | 0 | 0.24909E-04 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019949 | 0 | 0.24909E-04 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019950 | 0 | 0.24909E-04 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019951 | 0 | 0.24909E-04 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019952 | 0 | 0.24909E-04 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019953 | 0 | 0.24909E-04 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019954 | 0 | 0.24909E-04 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019955 | 0 | 0.24909E-04 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019956 | 0 | 0.24909E-04 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019957 | 0 | 0.24909E-04 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019958 | 0 | 0.24909E-04 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019959 | 0 | 0.24909E-04 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019960 | 0 | 0.24909E-04 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019961 | 0 | 0.24909E-04 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019962 | 0 | 0.24909E-04 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019963 | 0 | 0.24909E-04 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019964 | 0 | 0.24909E-04 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019965 | 0 | 0.24909E-04 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019966 | 0 | 0.24909E-04 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019967 | 0 | 0.24909E-04 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019968 | 0 | 0.24909E-04 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019969 | 0 | 0.24909E-04 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019970 | 0 | 0.24909E-04 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019971 | 0 | 0.24909E-04 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019972 | 0 | 0.24909E-04 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019973 | 0 | 0.24909E-04 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019974 | 0 | 0.24909E-04 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019975 | 0 | 0.24909E-04 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019976 | 0 | 0.24909E-04 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019977 | 0 | 0.24909E-04 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019978 | 0 | 0.24909E-04 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019979 | 0 | 0.24909E-04 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019980 | 0 | 0.24909E-04 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019981 | 0 | 0.24909E-04 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019982 | 0 | 0.24909E-04 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019983 | 0 | 0.24909E-04 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019984 | 0 | 0.12797E-04 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019985 | 0 | 0.12797E-04 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019986 | 0 | 0.12797E-04 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019987 | 0 | 0.12797E-04 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019988 | 0 | 0.12797E-04 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019989 | 0 | 0.12797E-04 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019990 | 0 | 0.12797E-04 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019991 | 0 | 0.12797E-04 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019992 | 0 | 0.12797E-04 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019993 | 0 | 0.12797E-04 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019994 | 0 | 0.12797E-04 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019995 | 0 | 0.12797E-04 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019996 | 0 | 0.12797E-04 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019997 | 0 | 0.12797E-04 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019998 | 0 | 0.12797E-04 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019999 | 0 | 0.12797E-04 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020000 | 0 | 0.12797E-04 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020001 | 0 | 0.12797E-04 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020002 | 0 | 0.12797E-04 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020003 | 0 | 0.12797E-04 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020004 | 0 | 0.12797E-04 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020005 | 0 | 0.12797E-04 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020006 | 0 | 0.12797E-04 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020007 | 0 | 0.12797E-04 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020008 | 0 | 0.12797E-04 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020009 | 0 | 0.12797E-04 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020010 | 0 | 0.12797E-04 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020011 | 0 | 0.12797E-04 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020012 | 0 | 0.12797E-04 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020013 | 0 | 0.12797E-04 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020014 | 0 | 0.12797E-04 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |

**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020015 | 0 | 0.12797E-04 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020016 | 0 | 0.12797E-04 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020017 | 0 | 0.12797E-04 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020018 | 0 | 0.12797E-04 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020019 | 0 | 0.12797E-04 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020020 | 0 | 0.12797E-04 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020021 | 0 | 0.12797E-04 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020022 | 0 | 0.12797E-04 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020023 | 0 | 0.12797E-04 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020024 | 0 | 0.12797E-04 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020025 | 0 | 0.12797E-04 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020026 | 0 | 0.12797E-04 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020027 | 0 | 0.12797E-04 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020028 | 0 | 0.12797E-04 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020029 | 0 | 0.12797E-04 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020030 | 0 | 0.12797E-04 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020031 | 0 | 0.12797E-04 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020032 | 0 | 0.12797E-04 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020033 | 0 | 0.12797E-04 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020034 | 0 | 0.12797E-04 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020035 | 0 | 0.12797E-04 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020036 | 0 | 0.12797E-04 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020037 | 0 | 0.12797E-04 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020038 | 0 | 0.12797E-04 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020039 | 0 | 0.12797E-04 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020040 | 0 | 0.12797E-04 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020041 | 0 | 0.12797E-04 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020042 | 0 | 0.12797E-04 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020043 | 0 | 0.66100E-05 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020044 | 0 | 0.66100E-05 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020045 | 0 | 0.66100E-05 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020046 | 0 | 0.66100E-05 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020047 | 0 | 0.66100E-05 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020048 | 0 | 0.66100E-05 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020049 | 0 | 0.66100E-05 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020050 | 0 | 0.66100E-05 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020051 | 0 | 0.66100E-05 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020052 | 0 | 0.66100E-05 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020053 | 0 | 0.31938E-04 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020054 | 0 | 0.31938E-04 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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|---|---|---|---|---|---|---|---|---|---|---|
| L0020055 | 0 | 0.31938E-04 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020056 | 0 | 0.31938E-04 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020057 | 0 | 0.31938E-04 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020058 | 0 | 0.31938E-04 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020059 | 0 | 0.31938E-04 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020060 | 0 | 0.31938E-04 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020061 | 0 | 0.31938E-04 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020062 | 0 | 0.31938E-04 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020063 | 0 | 0.31938E-04 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020064 | 0 | 0.31938E-04 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020065 | 0 | 0.31938E-04 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020066 | 0 | 0.31938E-04 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020067 | 0 | 0.31938E-04 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020068 | 0 | 0.31938E-04 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020069 | 0 | 0.20643E-04 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020070 | 0 | 0.20643E-04 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020071 | 0 | 0.20643E-04 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020072 | 0 | 0.20643E-04 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020073 | 0 | 0.20643E-04 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020074 | 0 | 0.20643E-04 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020075 | 0 | 0.20643E-04 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020076 | 0 | 0.20643E-04 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020077 | 0 | 0.20643E-04 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020078 | 0 | 0.20643E-04 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020079 | 0 | 0.20643E-04 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020080 | 0 | 0.20643E-04 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020081 | 0 | 0.20643E-04 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020082 | 0 | 0.20643E-04 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020083 | 0 | 0.20643E-04 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020084 | 0 | 0.20643E-04 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020085 | 0 | 0.20643E-04 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020086 | 0 | 0.20643E-04 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020087 | 0 | 0.20643E-04 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020088 | 0 | 0.20643E-04 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020089 | 0 | 0.20643E-04 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020090 | 0 | 0.20643E-04 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020091 | 0 | 0.20643E-04 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020092 | 0 | 0.20643E-04 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020093 | 0 | 0.20643E-04 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020094 | 0 | 0.20643E-04 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020095 | 0 | 0.20643E-04 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020096 | 0 | 0.20643E-04 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020097 | 0 | 0.21130E-04 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020098 | 0 | 0.21130E-04 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020099 | 0 | 0.21130E-04 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020100 | 0 | 0.21130E-04 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020101 | 0 | 0.21130E-04 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020102 | 0 | 0.21130E-04 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020103 | 0 | 0.21130E-04 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020104 | 0 | 0.21130E-04 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020105 | 0 | 0.21130E-04 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020106 | 0 | 0.21130E-04 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020107 | 0 | 0.21130E-04 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020108 | 0 | 0.21130E-04 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020109 | 0 | 0.21130E-04 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020110 | 0 | 0.21130E-04 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020111 | 0 | 0.21130E-04 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020112 | 0 | 0.21130E-04 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020113 | 0 | 0.21130E-04 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020114 | 0 | 0.21130E-04 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020115 | 0 | 0.21130E-04 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020116 | 0 | 0.21130E-04 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020117 | 0 | 0.21130E-04 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020118 | 0 | 0.21130E-04 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020119 | 0 | 0.21130E-04 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020120 | 0 | 0.15375E-04 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020121 | 0 | 0.15375E-04 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020122 | 0 | 0.15375E-04 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020123 | 0 | 0.15375E-04 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020124 | 0 | 0.15375E-04 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020125 | 0 | 0.15375E-04 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020126 | 0 | 0.15375E-04 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020127 | 0 | 0.15375E-04 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020128 | 0 | 0.10000E-04 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020129 | 0 | 0.10000E-04 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020130 | 0 | 0.10000E-04 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020131 | 0 | 0.10000E-04 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020132 | 0 | 0.10000E-04 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020133 | 0 | 0.10000E-04 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020134 | 0 | 0.10000E-04 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020135 | 0 | 0.10000E-04 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020136 | 0 | 0.10000E-04 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020137 | 0 | 0.10000E-04 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020138 | 0 | 0.22654E-04 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020139 | 0 | 0.22654E-04 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020140 | 0 | 0.22654E-04 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020141 | 0 | 0.22654E-04 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020142 | 0 | 0.22654E-04 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020143 | 0 | 0.22654E-04 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020144 | 0 | 0.22654E-04 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020145 | 0 | 0.22654E-04 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020146 | 0 | 0.22654E-04 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020147 | 0 | 0.22654E-04 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020148 | 0 | 0.22654E-04 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020149 | 0 | 0.22654E-04 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020150 | 0 | 0.22654E-04 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020151 | 0 | 0.22654E-04 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020152 | 0 | 0.22654E-04 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020153 | 0 | 0.22654E-04 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020154 | 0 | 0.22654E-04 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020155 | 0 | 0.22654E-04 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020156 | 0 | 0.22654E-04 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020157 | 0 | 0.22654E-04 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020158 | 0 | 0.22654E-04 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020159 | 0 | 0.22654E-04 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020160 | 0 | 0.22654E-04 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020161 | 0 | 0.22654E-04 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020162 | 0 | 0.22654E-04 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020163 | 0 | 0.22654E-04 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020164 | 0 | 0.23684E-04 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020165 | 0 | 0.23684E-04 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020166 | 0 | 0.23684E-04 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020167 | 0 | 0.23684E-04 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020168 | 0 | 0.23684E-04 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020169 | 0 | 0.23684E-04 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020170 | 0 | 0.23684E-04 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020171 | 0 | 0.23684E-04 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020172 | 0 | 0.23684E-04 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020173 | 0 | 0.23684E-04 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020174 | 0 | 0.23684E-04 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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FASTALL

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020175 | 0 | 0.23684E-04 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020176 | 0 | 0.23684E-04 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020177 | 0 | 0.23684E-04 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020178 | 0 | 0.23684E-04 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020179 | 0 | 0.23684E-04 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020180 | 0 | 0.23684E-04 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020181 | 0 | 0.23684E-04 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020182 | 0 | 0.23684E-04 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020183 | 0 | 0.58871E-04 | 267629.2 | 4047768.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020184 | 0 | 0.58871E-04 | 267621.9 | 4047768.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020185 | 0 | 0.58871E-04 | 267614.6 | 4047768.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020186 | 0 | 0.58871E-04 | 267607.4 | 4047768.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020187 | 0 | 0.58871E-04 | 267600.1 | 4047768.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020188 | 0 | 0.58871E-04 | 267592.8 | 4047767.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020189 | 0 | 0.58871E-04 | 267585.5 | 4047767.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020190 | 0 | 0.58871E-04 | 267578.3 | 4047767.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020191 | 0 | 0.58871E-04 | 267571.0 | 4047767.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020192 | 0 | 0.58871E-04 | 267563.7 | 4047767.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020193 | 0 | 0.58871E-04 | 267556.5 | 4047767.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020194 | 0 | 0.58871E-04 | 267549.2 | 4047767.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020195 | 0 | 0.58871E-04 | 267541.9 | 4047767.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020196 | 0 | 0.58871E-04 | 267534.6 | 4047766.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020197 | 0 | 0.58871E-04 | 267527.4 | 4047766.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020198 | 0 | 0.58871E-04 | 267520.1 | 4047766.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020199 | 0 | 0.58871E-04 | 267512.8 | 4047766.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020200 | 0 | 0.58871E-04 | 267505.6 | 4047766.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020201 | 0 | 0.58871E-04 | 267498.3 | 4047766.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020202 | 0 | 0.58871E-04 | 267491.0 | 4047766.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020203 | 0 | 0.58871E-04 | 267483.8 | 4047766.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020204 | 0 | 0.58871E-04 | 267476.5 | 4047765.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020205 | 0 | 0.58871E-04 | 267469.2 | 4047765.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020206 | 0 | 0.58871E-04 | 267461.9 | 4047765.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020207 | 0 | 0.58871E-04 | 267454.7 | 4047765.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020208 | 0 | 0.58871E-04 | 267448.6 | 4047764.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020209 | 0 | 0.58871E-04 | 267452.0 | 4047758.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020210 | 0 | 0.58871E-04 | 267455.4 | 4047751.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020211 | 0 | 0.58871E-04 | 267458.9 | 4047745.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020212 | 0 | 0.58871E-04 | 267462.3 | 4047739.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020213 | 0 | 0.58871E-04 | 267465.7 | 4047732.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020214 | 0 | 0.58871E-04 | 267469.1 | 4047726.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0020215 | 0 | 0.58871E-04 | 267472.5 | 4047719.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020216 | 0 | 0.58871E-04 | 267475.9 | 4047713.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020217 | 0 | 0.58871E-04 | 267479.3 | 4047706.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020218 | 0 | 0.58871E-04 | 267482.8 | 4047700.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020219 | 0 | 0.58871E-04 | 267486.2 | 4047694.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020220 | 0 | 0.58871E-04 | 267489.6 | 4047687.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020221 | 0 | 0.58871E-04 | 267492.3 | 4047681.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020222 | 0 | 0.58871E-04 | 267492.0 | 4047673.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020223 | 0 | 0.58871E-04 | 267491.8 | 4047666.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020224 | 0 | 0.58871E-04 | 267491.5 | 4047659.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020225 | 0 | 0.58871E-04 | 267491.2 | 4047652.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020226 | 0 | 0.58871E-04 | 267490.9 | 4047644.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020227 | 0 | 0.58871E-04 | 267490.6 | 4047637.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020228 | 0 | 0.58871E-04 | 267495.7 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020229 | 0 | 0.58871E-04 | 267502.8 | 4047633.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020230 | 0 | 0.58871E-04 | 267510.0 | 4047632.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020231 | 0 | 0.58871E-04 | 267517.2 | 4047631.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020232 | 0 | 0.58871E-04 | 267524.4 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020233 | 0 | 0.58871E-04 | 267531.6 | 4047629.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020234 | 0 | 0.58871E-04 | 267538.8 | 4047627.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020235 | 0 | 0.58871E-04 | 267546.0 | 4047626.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020236 | 0 | 0.58871E-04 | 267553.1 | 4047625.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020237 | 0 | 0.58871E-04 | 267560.3 | 4047624.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020238 | 0 | 0.58871E-04 | 267567.5 | 4047623.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020239 | 0 | 0.58871E-04 | 267574.1 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020240 | 0 | 0.58871E-04 | 267579.6 | 4047616.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020241 | 0 | 0.58871E-04 | 267585.2 | 4047611.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020242 | 0 | 0.58871E-04 | 267590.7 | 4047606.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020243 | 0 | 0.58871E-04 | 267596.3 | 4047602.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020244 | 0 | 0.58871E-04 | 267601.8 | 4047597.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020245 | 0 | 0.55984E-04 | 267637.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020246 | 0 | 0.55984E-04 | 267630.6 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020247 | 0 | 0.55984E-04 | 267623.3 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020248 | 0 | 0.55984E-04 | 267616.0 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020249 | 0 | 0.55984E-04 | 267608.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020250 | 0 | 0.55984E-04 | 267601.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020251 | 0 | 0.55984E-04 | 267594.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020252 | 0 | 0.55984E-04 | 267586.9 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020253 | 0 | 0.55984E-04 | 267579.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020254 | 0 | 0.55984E-04 | 267572.3 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020255 | 0 | 0.55984E-04 | 267565.0 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020256 | 0 | 0.55984E-04 | 267557.8 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020257 | 0 | 0.55984E-04 | 267550.5 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020258 | 0 | 0.55984E-04 | 267543.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020259 | 0 | 0.55984E-04 | 267535.9 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020260 | 0 | 0.55984E-04 | 267528.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020261 | 0 | 0.55984E-04 | 267521.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020262 | 0 | 0.55984E-04 | 267514.1 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020263 | 0 | 0.55984E-04 | 267506.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020264 | 0 | 0.55984E-04 | 267499.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020265 | 0 | 0.55984E-04 | 267492.2 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020266 | 0 | 0.55984E-04 | 267484.9 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020267 | 0 | 0.55984E-04 | 267477.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020268 | 0 | 0.55984E-04 | 267470.4 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020269 | 0 | 0.55984E-04 | 267463.1 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020270 | 0 | 0.55984E-04 | 267455.8 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020271 | 0 | 0.55984E-04 | 267448.5 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020272 | 0 | 0.55984E-04 | 267447.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020273 | 0 | 0.55984E-04 | 267450.9 | 4047757.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020274 | 0 | 0.55984E-04 | 267454.1 | 4047751.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020275 | 0 | 0.55984E-04 | 267457.3 | 4047744.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020276 | 0 | 0.55984E-04 | 267460.5 | 4047738.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020277 | 0 | 0.55984E-04 | 267463.7 | 4047731.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020278 | 0 | 0.55984E-04 | 267466.9 | 4047725.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020279 | 0 | 0.55984E-04 | 267470.1 | 4047718.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020280 | 0 | 0.55984E-04 | 267473.3 | 4047712.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020281 | 0 | 0.55984E-04 | 267476.5 | 4047705.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020282 | 0 | 0.55984E-04 | 267479.7 | 4047699.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020283 | 0 | 0.55984E-04 | 267482.9 | 4047692.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020284 | 0 | 0.55984E-04 | 267486.1 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020285 | 0 | 0.55984E-04 | 267488.8 | 4047679.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020286 | 0 | 0.55984E-04 | 267489.1 | 4047672.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020287 | 0 | 0.55984E-04 | 267489.4 | 4047664.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020288 | 0 | 0.55984E-04 | 267489.7 | 4047657.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020289 | 0 | 0.55984E-04 | 267490.0 | 4047650.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020290 | 0 | 0.55984E-04 | 267490.3 | 4047642.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020291 | 0 | 0.55984E-04 | 267492.1 | 4047636.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020292 | 0 | 0.55984E-04 | 267499.3 | 4047635.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020293 | 0 | 0.55984E-04 | 267506.5 | 4047634.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020294 | 0 | 0.55984E-04 | 267513.7 | 4047633.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020295 | 0 | 0.55984E-04 | 267520.8 | 4047632.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020296 | 0 | 0.55984E-04 | 267528.0 | 4047631.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020297 | 0 | 0.55984E-04 | 267535.2 | 4047629.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020298 | 0 | 0.55984E-04 | 267542.4 | 4047628.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020299 | 0 | 0.55984E-04 | 267549.6 | 4047627.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020300 | 0 | 0.55984E-04 | 267556.8 | 4047626.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020301 | 0 | 0.55984E-04 | 267564.0 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020302 | 0 | 0.55984E-04 | 267570.6 | 4047622.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020303 | 0 | 0.55984E-04 | 267576.4 | 4047618.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020304 | 0 | 0.55984E-04 | 267582.2 | 4047614.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020305 | 0 | 0.55984E-04 | 267588.0 | 4047609.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020306 | 0 | 0.55984E-04 | 267593.8 | 4047605.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020307 | 0 | 0.55984E-04 | 267599.6 | 4047600.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020308 | 0 | 0.55984E-04 | 267605.4 | 4047596.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020309 | 0 | 0.55984E-04 | 267611.3 | 4047592.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020310 | 0 | 0.55984E-04 | 267617.1 | 4047587.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020311 | 0 | 0.55984E-04 | 267622.9 | 4047583.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020312 | 0 | 0.55984E-04 | 267628.7 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020313 | 0 | 0.55984E-04 | 267634.5 | 4047574.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020314 | 0 | 0.55984E-04 | 267640.3 | 4047570.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020315 | 0 | 0.55984E-04 | 267646.1 | 4047565.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020316 | 0 | 0.55984E-04 | 267651.9 | 4047561.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020317 | 0 | 0.55984E-04 | 267657.7 | 4047556.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020318 | 0 | 0.55984E-04 | 267663.5 | 4047552.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020319 | 0 | 0.55984E-04 | 267669.3 | 4047548.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020320 | 0 | 0.55984E-04 | 267675.1 | 4047543.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020321 | 0 | 0.55984E-04 | 267680.9 | 4047539.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020322 | 0 | 0.55984E-04 | 267686.0 | 4047534.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020323 | 0 | 0.55984E-04 | 267691.2 | 4047528.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020324 | 0 | 0.55984E-04 | 267696.3 | 4047523.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020325 | 0 | 0.55984E-04 | 267701.5 | 4047518.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020326 | 0 | 0.55984E-04 | 267706.6 | 4047513.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020327 | 0 | 0.55984E-04 | 267711.8 | 4047508.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020328 | 0 | 0.55984E-04 | 267716.9 | 4047503.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020329 | 0 | 0.55984E-04 | 267722.1 | 4047498.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020330 | 0 | 0.55984E-04 | 267727.2 | 4047492.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020331 | 0 | 0.55984E-04 | 267732.4 | 4047487.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020332 | 0 | 0.55984E-04 | 267737.5 | 4047482.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020333 | 0 | 0.55984E-04 | 267742.7 | 4047477.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020334 | 0 | 0.55984E-04 | 267747.8 | 4047472.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020335 | 0 | 0.55984E-04 | 267753.0 | 4047467.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020336 | 0 | 0.55984E-04 | 267758.1 | 4047462.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020337 | 0 | 0.55984E-04 | 267763.3 | 4047456.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020338 | 0 | 0.55984E-04 | 267768.4 | 4047451.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020339 | 0 | 0.55984E-04 | 267773.6 | 4047446.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020340 | 0 | 0.55984E-04 | 267778.7 | 4047441.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020341 | 0 | 0.55984E-04 | 267783.9 | 4047436.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020342 | 0 | 0.55984E-04 | 267789.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020343 | 0 | 0.55984E-04 | 267789.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020344 | 0 | 0.55984E-04 | 267789.5 | 4047416.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020345 | 0 | 0.55984E-04 | 267789.5 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020346 | 0 | 0.55984E-04 | 267789.6 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020347 | 0 | 0.55984E-04 | 267789.6 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020348 | 0 | 0.55984E-04 | 267789.7 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020349 | 0 | 0.55984E-04 | 267789.7 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020350 | 0 | 0.55984E-04 | 267789.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020351 | 0 | 0.55984E-04 | 267789.8 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020352 | 0 | 0.55984E-04 | 267789.9 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020353 | 0 | 0.55984E-04 | 267789.9 | 4047351.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020354 | 0 | 0.55984E-04 | 267790.0 | 4047343.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020355 | 0 | 0.55984E-04 | 267790.1 | 4047336.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020356 | 0 | 0.55984E-04 | 267790.1 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020357 | 0 | 0.55984E-04 | 267790.2 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020358 | 0 | 0.55984E-04 | 267790.2 | 4047314.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020359 | 0 | 0.55984E-04 | 267790.3 | 4047307.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020360 | 0 | 0.55984E-04 | 267790.3 | 4047300.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020361 | 0 | 0.55984E-04 | 267790.4 | 4047292.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020362 | 0 | 0.55984E-04 | 267790.4 | 4047285.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020363 | 0 | 0.55984E-04 | 267790.5 | 4047278.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020364 | 0 | 0.55984E-04 | 267790.5 | 4047271.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020365 | 0 | 0.55984E-04 | 267790.6 | 4047263.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020366 | 0 | 0.55984E-04 | 267790.7 | 4047256.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020367 | 0 | 0.55984E-04 | 267790.7 | 4047249.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020368 | 0 | 0.55984E-04 | 267790.8 | 4047241.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020369 | 0 | 0.55984E-04 | 267790.8 | 4047234.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020370 | 0 | 0.55984E-04 | 267790.9 | 4047227.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020371 | 0 | 0.55984E-04 | 267790.9 | 4047220.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020372 | 0 | 0.18468E-04 | 267634.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020373 | 0 | 0.18468E-04 | 267627.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020374 | 0 | 0.18468E-04 | 267619.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0020375 | 0 | 0.18468E-04 | 267612.4 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020376 | 0 | 0.18468E-04 | 267605.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020377 | 0 | 0.18468E-04 | 267597.8 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020378 | 0 | 0.18468E-04 | 267590.5 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020379 | 0 | 0.18468E-04 | 267583.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020380 | 0 | 0.18468E-04 | 267575.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020381 | 0 | 0.18468E-04 | 267568.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020382 | 0 | 0.18468E-04 | 267561.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020383 | 0 | 0.18468E-04 | 267554.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020384 | 0 | 0.18468E-04 | 267546.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020385 | 0 | 0.18468E-04 | 267539.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020386 | 0 | 0.18468E-04 | 267532.1 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020387 | 0 | 0.18468E-04 | 267524.8 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020388 | 0 | 0.18468E-04 | 267517.5 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020389 | 0 | 0.18468E-04 | 267510.2 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020390 | 0 | 0.18468E-04 | 267502.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020391 | 0 | 0.18468E-04 | 267495.6 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020392 | 0 | 0.18468E-04 | 267488.3 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020393 | 0 | 0.18468E-04 | 267481.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020394 | 0 | 0.18468E-04 | 267473.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020395 | 0 | 0.18468E-04 | 267466.4 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020396 | 0 | 0.18468E-04 | 267459.1 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020397 | 0 | 0.18468E-04 | 267451.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020398 | 0 | 0.18468E-04 | 267449.8 | 4047760.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020399 | 0 | 0.18468E-04 | 267453.0 | 4047753.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020400 | 0 | 0.18468E-04 | 267456.2 | 4047746.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020401 | 0 | 0.18468E-04 | 267459.4 | 4047740.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020402 | 0 | 0.18468E-04 | 267462.6 | 4047733.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020403 | 0 | 0.18468E-04 | 267465.9 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020404 | 0 | 0.18468E-04 | 267469.1 | 4047720.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020405 | 0 | 0.18468E-04 | 267472.3 | 4047714.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020406 | 0 | 0.18468E-04 | 267475.5 | 4047707.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020407 | 0 | 0.18468E-04 | 267478.7 | 4047701.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020408 | 0 | 0.18468E-04 | 267481.9 | 4047694.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020409 | 0 | 0.18468E-04 | 267485.1 | 4047687.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020410 | 0 | 0.18468E-04 | 267487.2 | 4047681.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020411 | 0 | 0.18468E-04 | 267487.8 | 4047673.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020412 | 0 | 0.18468E-04 | 267488.4 | 4047666.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020413 | 0 | 0.18468E-04 | 267488.9 | 4047659.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020414 | 0 | 0.18468E-04 | 267489.5 | 4047651.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020415 | 0 | 0.18468E-04 | 267490.1 | 4047644.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020416 | 0 | 0.18468E-04 | 267492.1 | 4047638.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020417 | 0 | 0.18468E-04 | 267499.2 | 4047637.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020418 | 0 | 0.18468E-04 | 267506.4 | 4047635.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020419 | 0 | 0.18468E-04 | 267513.5 | 4047633.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020420 | 0 | 0.18468E-04 | 267520.6 | 4047632.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020421 | 0 | 0.18468E-04 | 267527.7 | 4047630.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020422 | 0 | 0.18468E-04 | 267534.9 | 4047629.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020423 | 0 | 0.18468E-04 | 267542.0 | 4047627.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020424 | 0 | 0.18468E-04 | 267549.1 | 4047625.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020425 | 0 | 0.18468E-04 | 267556.2 | 4047624.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020426 | 0 | 0.18468E-04 | 267563.3 | 4047622.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020427 | 0 | 0.18468E-04 | 267570.5 | 4047621.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020428 | 0 | 0.18468E-04 | 267577.6 | 4047619.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020429 | 0 | 0.18468E-04 | 267583.6 | 4047615.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020430 | 0 | 0.18468E-04 | 267589.3 | 4047611.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020431 | 0 | 0.18468E-04 | 267595.0 | 4047606.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020432 | 0 | 0.18468E-04 | 267600.6 | 4047601.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020433 | 0 | 0.18468E-04 | 267606.3 | 4047597.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020434 | 0 | 0.18468E-04 | 267612.0 | 4047592.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020435 | 0 | 0.18468E-04 | 267617.6 | 4047588.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020436 | 0 | 0.18468E-04 | 267623.3 | 4047583.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020437 | 0 | 0.18468E-04 | 267629.0 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020438 | 0 | 0.18468E-04 | 267634.7 | 4047574.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020439 | 0 | 0.18468E-04 | 267640.3 | 4047569.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020440 | 0 | 0.18468E-04 | 267646.0 | 4047565.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020441 | 0 | 0.18468E-04 | 267651.7 | 4047560.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020442 | 0 | 0.18468E-04 | 267657.4 | 4047555.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020443 | 0 | 0.18468E-04 | 267663.0 | 4047551.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020444 | 0 | 0.18468E-04 | 267668.7 | 4047546.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020445 | 0 | 0.18468E-04 | 267674.4 | 4047542.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020446 | 0 | 0.18468E-04 | 267680.1 | 4047537.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020447 | 0 | 0.18468E-04 | 267685.7 | 4047532.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020448 | 0 | 0.18468E-04 | 267691.4 | 4047528.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020449 | 0 | 0.18468E-04 | 267696.8 | 4047523.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020450 | 0 | 0.18468E-04 | 267702.1 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020451 | 0 | 0.18468E-04 | 267707.4 | 4047513.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020452 | 0 | 0.18468E-04 | 267712.7 | 4047508.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020453 | 0 | 0.18468E-04 | 267718.0 | 4047503.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020454 | 0 | 0.18468E-04 | 267723.3 | 4047498.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020455 | 0 | 0.18468E-04 | 267728.6 | 4047493.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020456 | 0 | 0.18468E-04 | 267733.9 | 4047488.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020457 | 0 | 0.18468E-04 | 267739.2 | 4047483.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020458 | 0 | 0.18468E-04 | 267744.5 | 4047478.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020459 | 0 | 0.18468E-04 | 267749.8 | 4047473.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020460 | 0 | 0.18468E-04 | 267755.1 | 4047468.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020461 | 0 | 0.18468E-04 | 267760.4 | 4047463.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020462 | 0 | 0.18468E-04 | 267765.7 | 4047458.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020463 | 0 | 0.18468E-04 | 267771.0 | 4047453.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020464 | 0 | 0.18468E-04 | 267776.3 | 4047448.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020465 | 0 | 0.18468E-04 | 267781.6 | 4047443.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020466 | 0 | 0.18468E-04 | 267786.9 | 4047438.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020467 | 0 | 0.18468E-04 | 267792.2 | 4047433.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020468 | 0 | 0.18468E-04 | 267797.5 | 4047428.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020469 | 0 | 0.18468E-04 | 267802.8 | 4047423.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020470 | 0 | 0.18468E-04 | 267808.1 | 4047418.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020471 | 0 | 0.18468E-04 | 267813.4 | 4047413.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020472 | 0 | 0.18468E-04 | 267818.7 | 4047408.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020473 | 0 | 0.18468E-04 | 267824.0 | 4047403.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020474 | 0 | 0.18468E-04 | 267829.3 | 4047397.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020475 | 0 | 0.18468E-04 | 267834.6 | 4047392.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020476 | 0 | 0.18468E-04 | 267839.9 | 4047387.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020477 | 0 | 0.18468E-04 | 267845.2 | 4047382.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020478 | 0 | 0.18468E-04 | 267850.5 | 4047377.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020479 | 0 | 0.18468E-04 | 267855.8 | 4047372.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020480 | 0 | 0.18468E-04 | 267861.1 | 4047367.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020481 | 0 | 0.18468E-04 | 267866.4 | 4047362.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020482 | 0 | 0.18468E-04 | 267871.7 | 4047357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020483 | 0 | 0.18468E-04 | 267877.0 | 4047352.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020484 | 0 | 0.18468E-04 | 267882.3 | 4047347.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020485 | 0 | 0.18468E-04 | 267887.6 | 4047342.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020486 | 0 | 0.18468E-04 | 267892.9 | 4047337.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020487 | 0 | 0.18468E-04 | 267898.2 | 4047332.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020488 | 0 | 0.18468E-04 | 267904.9 | 4047331.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020489 | 0 | 0.18468E-04 | 267912.2 | 4047330.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020490 | 0 | 0.18468E-04 | 267919.5 | 4047330.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020491 | 0 | 0.18468E-04 | 267926.8 | 4047330.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020492 | 0 | 0.18468E-04 | 267934.1 | 4047330.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020493 | 0 | 0.18468E-04 | 267941.3 | 4047329.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020494 | 0 | 0.18468E-04 | 267948.6 | 4047329.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020495 | 0 | 0.18468E-04 | 267955.9 | 4047329.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020496 | 0 | 0.14919E-04 | 267449.8 | 4047758.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020497 | 0 | 0.14919E-04 | 267453.5 | 4047752.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020498 | 0 | 0.14919E-04 | 267457.2 | 4047746.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020499 | 0 | 0.14919E-04 | 267460.9 | 4047739.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020500 | 0 | 0.14919E-04 | 267464.5 | 4047733.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020501 | 0 | 0.14919E-04 | 267468.2 | 4047727.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020502 | 0 | 0.14919E-04 | 267471.9 | 4047721.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020503 | 0 | 0.14919E-04 | 267475.6 | 4047714.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020504 | 0 | 0.14919E-04 | 267479.2 | 4047708.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020505 | 0 | 0.14919E-04 | 267482.9 | 4047702.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020506 | 0 | 0.14919E-04 | 267486.6 | 4047696.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020507 | 0 | 0.14919E-04 | 267490.3 | 4047689.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020508 | 0 | 0.14919E-04 | 267491.9 | 4047683.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020509 | 0 | 0.14919E-04 | 267490.8 | 4047675.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020510 | 0 | 0.14919E-04 | 267489.7 | 4047668.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020511 | 0 | 0.14919E-04 | 267488.6 | 4047661.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020512 | 0 | 0.14919E-04 | 267487.5 | 4047654.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020513 | 0 | 0.14919E-04 | 267486.4 | 4047647.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020514 | 0 | 0.14919E-04 | 267485.3 | 4047639.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020515 | 0 | 0.14919E-04 | 267491.4 | 4047637.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020516 | 0 | 0.14919E-04 | 267498.5 | 4047636.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020517 | 0 | 0.14919E-04 | 267505.6 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020518 | 0 | 0.14919E-04 | 267512.7 | 4047633.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020519 | 0 | 0.14919E-04 | 267519.9 | 4047631.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020520 | 0 | 0.14919E-04 | 267527.0 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020521 | 0 | 0.14919E-04 | 267534.1 | 4047628.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020522 | 0 | 0.14919E-04 | 267541.2 | 4047627.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020523 | 0 | 0.14919E-04 | 267548.3 | 4047625.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020524 | 0 | 0.14919E-04 | 267555.4 | 4047624.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020525 | 0 | 0.14919E-04 | 267562.6 | 4047622.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020526 | 0 | 0.14919E-04 | 267569.7 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020527 | 0 | 0.14919E-04 | 267575.3 | 4047616.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020528 | 0 | 0.14919E-04 | 267580.8 | 4047611.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020529 | 0 | 0.14919E-04 | 267586.3 | 4047607.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020530 | 0 | 0.14919E-04 | 267591.8 | 4047602.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020531 | 0 | 0.14919E-04 | 267597.3 | 4047597.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020532 | 0 | 0.14919E-04 | 267602.8 | 4047592.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020533 | 0 | 0.14919E-04 | 267608.3 | 4047588.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020534 | 0 | 0.14919E-04 | 267613.8 | 4047583.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020535 | 0 | 0.14919E-04 | 267619.3 | 4047578.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020536 | 0 | 0.14919E-04 | 267624.9 | 4047573.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020537 | 0 | 0.14919E-04 | 267630.4 | 4047568.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020538 | 0 | 0.14919E-04 | 267635.9 | 4047564.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020539 | 0 | 0.14919E-04 | 267641.4 | 4047559.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020540 | 0 | 0.14919E-04 | 267646.9 | 4047554.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020541 | 0 | 0.14919E-04 | 267652.4 | 4047549.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020542 | 0 | 0.14919E-04 | 267657.9 | 4047545.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020543 | 0 | 0.14919E-04 | 267663.4 | 4047540.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020544 | 0 | 0.14919E-04 | 267668.9 | 4047535.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020545 | 0 | 0.14919E-04 | 267674.4 | 4047530.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020546 | 0 | 0.14919E-04 | 267679.9 | 4047526.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020547 | 0 | 0.14919E-04 | 267685.4 | 4047521.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020548 | 0 | 0.14919E-04 | 267690.9 | 4047516.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020549 | 0 | 0.14919E-04 | 267696.4 | 4047511.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020550 | 0 | 0.14919E-04 | 267701.9 | 4047507.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020551 | 0 | 0.14919E-04 | 267707.4 | 4047502.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020552 | 0 | 0.14919E-04 | 267712.9 | 4047497.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020553 | 0 | 0.14919E-04 | 267718.4 | 4047492.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020554 | 0 | 0.14919E-04 | 267723.9 | 4047488.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020555 | 0 | 0.14919E-04 | 267729.5 | 4047483.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020556 | 0 | 0.14919E-04 | 267735.0 | 4047478.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020557 | 0 | 0.14919E-04 | 267740.5 | 4047473.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020558 | 0 | 0.14919E-04 | 267746.0 | 4047469.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020559 | 0 | 0.14919E-04 | 267751.5 | 4047464.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020560 | 0 | 0.14919E-04 | 267757.0 | 4047459.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020561 | 0 | 0.14919E-04 | 267762.5 | 4047454.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020562 | 0 | 0.14919E-04 | 267768.0 | 4047450.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020563 | 0 | 0.14919E-04 | 267773.5 | 4047445.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020564 | 0 | 0.14919E-04 | 267779.0 | 4047440.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020565 | 0 | 0.14919E-04 | 267784.5 | 4047435.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020566 | 0 | 0.14919E-04 | 267790.0 | 4047431.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020567 | 0 | 0.14919E-04 | 267795.5 | 4047426.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020568 | 0 | 0.14919E-04 | 267801.0 | 4047421.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020569 | 0 | 0.14919E-04 | 267806.5 | 4047416.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020570 | 0 | 0.14919E-04 | 267812.0 | 4047411.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020571 | 0 | 0.14919E-04 | 267817.5 | 4047407.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020572 | 0 | 0.14919E-04 | 267823.0 | 4047402.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020573 | 0 | 0.14919E-04 | 267828.6 | 4047397.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020574 | 0 | 0.14919E-04 | 267834.1 | 4047392.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020575 | 0 | 0.14919E-04 | 267839.6 | 4047388.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020576 | 0 | 0.14919E-04 | 267845.1 | 4047383.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020577 | 0 | 0.14919E-04 | 267850.6 | 4047378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020578 | 0 | 0.14919E-04 | 267856.1 | 4047373.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020579 | 0 | 0.14919E-04 | 267861.6 | 4047369.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020580 | 0 | 0.14919E-04 | 267867.1 | 4047364.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020581 | 0 | 0.14919E-04 | 267872.6 | 4047359.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020582 | 0 | 0.14919E-04 | 267878.1 | 4047354.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020583 | 0 | 0.14919E-04 | 267883.6 | 4047350.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020584 | 0 | 0.14919E-04 | 267889.1 | 4047345.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020585 | 0 | 0.14919E-04 | 267894.6 | 4047340.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020586 | 0 | 0.14919E-04 | 267900.1 | 4047335.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020587 | 0 | 0.14919E-04 | 267903.7 | 4047330.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020588 | 0 | 0.14919E-04 | 267904.2 | 4047322.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0020589 | 0 | 0.14919E-04 | 267904.8 | 4047315.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020590 | 0 | 0.14919E-04 | 267905.3 | 4047308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020591 | 0 | 0.14919E-04 | 267905.9 | 4047301.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020592 | 0 | 0.14919E-04 | 267906.5 | 4047293.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020593 | 0 | 0.14919E-04 | 267907.0 | 4047286.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020594 | 0 | 0.14919E-04 | 267907.6 | 4047279.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020595 | 0 | 0.14919E-04 | 267908.1 | 4047272.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020596 | 0 | 0.14919E-04 | 267908.7 | 4047264.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020597 | 0 | 0.14919E-04 | 267909.2 | 4047257.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020598 | 0 | 0.14919E-04 | 267909.8 | 4047250.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020599 | 0 | 0.14919E-04 | 267910.4 | 4047243.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020600 | 0 | 0.14919E-04 | 267913.7 | 4047238.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020601 | 0 | 0.14919E-04 | 267921.0 | 4047238.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020602 | 0 | 0.14919E-04 | 267928.3 | 4047238.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020603 | 0 | 0.14919E-04 | 267935.5 | 4047238.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020604 | 0 | 0.14919E-04 | 267942.8 | 4047238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020605 | 0 | 0.14919E-04 | 267950.1 | 4047237.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020606 | 0 | 0.14919E-04 | 267957.4 | 4047237.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020607 | 0 | 0.14919E-04 | 267964.6 | 4047237.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020608 | 0 | 0.14919E-04 | 267971.9 | 4047237.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020609 | 0 | 0.14919E-04 | 267979.2 | 4047237.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020610 | 0 | 0.14919E-04 | 267986.5 | 4047236.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020611 | 0 | 0.14919E-04 | 267993.7 | 4047236.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020612 | 0 | 0.14919E-04 | 268001.0 | 4047236.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020613 | 0 | 0.14919E-04 | 268008.3 | 4047236.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0020614 | 0 | 0.14919E-04 | 268015.5 | 4047236.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0020615 | 0 | 0.14919E-04 | 268022.8 | 4047235.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020616 | 0 | 0.14919E-04 | 268030.1 | 4047235.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020617 | 0 | 0.14919E-04 | 268037.4 | 4047235.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020618 | 0 | 0.14919E-04 | 268044.6 | 4047235.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020619 | 0 | 0.14919E-04 | 268051.9 | 4047235.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020620 | 0 | 0.63034E-05 | 267639.3 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020621 | 0 | 0.63034E-05 | 267632.0 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020622 | 0 | 0.63034E-05 | 267624.8 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020623 | 0 | 0.63034E-05 | 267617.5 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020624 | 0 | 0.63034E-05 | 267610.3 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020625 | 0 | 0.63034E-05 | 267603.0 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020626 | 0 | 0.63034E-05 | 267595.8 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020627 | 0 | 0.63034E-05 | 267588.5 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020628 | 0 | 0.63034E-05 | 267581.3 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020629 | 0 | 0.63034E-05 | 267574.0 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020630 | 0 | 0.63034E-05 | 267566.8 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020631 | 0 | 0.63034E-05 | 267559.5 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020632 | 0 | 0.63034E-05 | 267552.3 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020633 | 0 | 0.63034E-05 | 267545.0 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020634 | 0 | 0.63034E-05 | 267537.8 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020635 | 0 | 0.63034E-05 | 267530.5 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020636 | 0 | 0.63034E-05 | 267523.2 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020637 | 0 | 0.63034E-05 | 267516.0 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020638 | 0 | 0.63034E-05 | 267508.7 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020639 | 0 | 0.63034E-05 | 267501.5 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020640 | 0 | 0.63034E-05 | 267494.2 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020641 | 0 | 0.63034E-05 | 267487.0 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020642 | 0 | 0.63034E-05 | 267479.7 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020643 | 0 | 0.63034E-05 | 267472.5 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020644 | 0 | 0.63034E-05 | 267465.2 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020645 | 0 | 0.63034E-05 | 267458.0 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020646 | 0 | 0.63034E-05 | 267450.7 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020647 | 0 | 0.63034E-05 | 267447.5 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020648 | 0 | 0.63034E-05 | 267450.7 | 4047759.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020649 | 0 | 0.63034E-05 | 267453.9 | 4047752.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020650 | 0 | 0.63034E-05 | 267457.1 | 4047746.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020651 | 0 | 0.63034E-05 | 267460.3 | 4047739.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020652 | 0 | 0.63034E-05 | 267463.6 | 4047733.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020653 | 0 | 0.63034E-05 | 267466.8 | 4047726.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020654 | 0 | 0.63034E-05 | 267470.0 | 4047720.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0020655 | 0 | 0.63034E-05 | 267473.2 | 4047713.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020656 | 0 | 0.63034E-05 | 267476.4 | 4047707.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020657 | 0 | 0.63034E-05 | 267479.7 | 4047700.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020658 | 0 | 0.63034E-05 | 267482.9 | 4047694.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020659 | 0 | 0.63034E-05 | 267485.4 | 4047687.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020660 | 0 | 0.63034E-05 | 267486.2 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020661 | 0 | 0.63034E-05 | 267487.0 | 4047673.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020662 | 0 | 0.63034E-05 | 267487.8 | 4047665.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020663 | 0 | 0.63034E-05 | 267488.7 | 4047658.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020664 | 0 | 0.63034E-05 | 267489.5 | 4047651.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020665 | 0 | 0.63034E-05 | 267490.3 | 4047644.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020666 | 0 | 0.63034E-05 | 267491.1 | 4047637.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020667 | 0 | 0.63034E-05 | 267492.0 | 4047629.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020668 | 0 | 0.63034E-05 | 267492.6 | 4047622.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020669 | 0 | 0.63034E-05 | 267493.0 | 4047615.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020670 | 0 | 0.63034E-05 | 267493.4 | 4047608.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020671 | 0 | 0.63034E-05 | 267493.8 | 4047600.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020672 | 0 | 0.63034E-05 | 267494.3 | 4047593.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0020673 | 0 | 0.63034E-05 | 267494.7 | 4047586.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020674 | 0 | 0.63034E-05 | 267495.1 | 4047579.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020675 | 0 | 0.63034E-05 | 267495.5 | 4047572.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020676 | 0 | 0.63034E-05 | 267496.0 | 4047564.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020677 | 0 | 0.63034E-05 | 267496.4 | 4047557.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020678 | 0 | 0.63034E-05 | 267496.8 | 4047550.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020679 | 0 | 0.63034E-05 | 267497.2 | 4047543.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020680 | 0 | 0.63034E-05 | 267497.7 | 4047535.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020681 | 0 | 0.63034E-05 | 267498.1 | 4047528.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020682 | 0 | 0.63034E-05 | 267498.5 | 4047521.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020683 | 0 | 0.63034E-05 | 267498.9 | 4047514.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020684 | 0 | 0.63034E-05 | 267499.3 | 4047506.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020685 | 0 | 0.63034E-05 | 267499.8 | 4047499.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020686 | 0 | 0.63034E-05 | 267500.2 | 4047492.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020687 | 0 | 0.63034E-05 | 267500.6 | 4047485.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020688 | 0 | 0.63034E-05 | 267501.0 | 4047477.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020689 | 0 | 0.63034E-05 | 267501.5 | 4047470.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020690 | 0 | 0.63034E-05 | 267501.9 | 4047463.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020691 | 0 | 0.63034E-05 | 267502.3 | 4047456.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020692 | 0 | 0.63034E-05 | 267502.7 | 4047448.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020693 | 0 | 0.63034E-05 | 267503.1 | 4047441.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020694 | 0 | 0.63034E-05 | 267503.6 | 4047434.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0020695 | 0 | 0.63034E-05 | 267504.0 | 4047427.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020696 | 0 | 0.63034E-05 | 267504.4 | 4047419.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020697 | 0 | 0.63034E-05 | 267504.8 | 4047412.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020698 | 0 | 0.63034E-05 | 267505.3 | 4047405.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020699 | 0 | 0.63034E-05 | 267505.7 | 4047398.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020700 | 0 | 0.63034E-05 | 267506.1 | 4047391.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020701 | 0 | 0.63034E-05 | 267506.5 | 4047383.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020702 | 0 | 0.63034E-05 | 267508.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020703 | 0 | 0.63034E-05 | 267515.8 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020704 | 0 | 0.63034E-05 | 267523.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020705 | 0 | 0.63034E-05 | 267530.3 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020706 | 0 | 0.63034E-05 | 267537.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020707 | 0 | 0.63034E-05 | 267544.9 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020708 | 0 | 0.63034E-05 | 267552.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020709 | 0 | 0.81477E-05 | 267637.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020710 | 0 | 0.81477E-05 | 267629.9 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020711 | 0 | 0.81477E-05 | 267622.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020712 | 0 | 0.81477E-05 | 267615.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020713 | 0 | 0.81477E-05 | 267608.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020714 | 0 | 0.81477E-05 | 267600.8 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020715 | 0 | 0.81477E-05 | 267593.5 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020716 | 0 | 0.81477E-05 | 267586.2 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020717 | 0 | 0.81477E-05 | 267578.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020718 | 0 | 0.81477E-05 | 267571.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020719 | 0 | 0.81477E-05 | 267564.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020720 | 0 | 0.81477E-05 | 267557.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020721 | 0 | 0.81477E-05 | 267549.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020722 | 0 | 0.81477E-05 | 267542.5 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020723 | 0 | 0.81477E-05 | 267535.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020724 | 0 | 0.81477E-05 | 267528.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020725 | 0 | 0.81477E-05 | 267520.7 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020726 | 0 | 0.81477E-05 | 267513.4 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020727 | 0 | 0.81477E-05 | 267506.1 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020728 | 0 | 0.81477E-05 | 267498.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020729 | 0 | 0.81477E-05 | 267491.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020730 | 0 | 0.81477E-05 | 267484.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020731 | 0 | 0.81477E-05 | 267477.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020732 | 0 | 0.81477E-05 | 267469.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020733 | 0 | 0.81477E-05 | 267462.5 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020734 | 0 | 0.81477E-05 | 267455.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020735 | 0 | 0.81477E-05 | 267447.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020736 | 0 | 0.81477E-05 | 267450.7 | 4047756.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020737 | 0 | 0.81477E-05 | 267454.1 | 4047750.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020738 | 0 | 0.81477E-05 | 267457.5 | 4047744.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020739 | 0 | 0.81477E-05 | 267460.8 | 4047737.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020740 | 0 | 0.81477E-05 | 267464.2 | 4047731.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020741 | 0 | 0.81477E-05 | 267467.6 | 4047724.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020742 | 0 | 0.81477E-05 | 267471.0 | 4047718.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020743 | 0 | 0.81477E-05 | 267474.4 | 4047711.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020744 | 0 | 0.81477E-05 | 267477.8 | 4047705.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020745 | 0 | 0.81477E-05 | 267481.2 | 4047698.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020746 | 0 | 0.81477E-05 | 267484.6 | 4047692.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020747 | 0 | 0.81477E-05 | 267487.0 | 4047685.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020748 | 0 | 0.81477E-05 | 267487.4 | 4047678.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020749 | 0 | 0.81477E-05 | 267487.8 | 4047671.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020750 | 0 | 0.81477E-05 | 267488.2 | 4047663.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020751 | 0 | 0.81477E-05 | 267488.5 | 4047656.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020752 | 0 | 0.81477E-05 | 267488.9 | 4047649.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020753 | 0 | 0.81477E-05 | 267489.3 | 4047642.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020754 | 0 | 0.81477E-05 | 267489.6 | 4047634.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020755 | 0 | 0.81477E-05 | 267490.0 | 4047627.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020756 | 0 | 0.81477E-05 | 267490.4 | 4047620.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020757 | 0 | 0.81477E-05 | 267490.7 | 4047613.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020758 | 0 | 0.81477E-05 | 267491.1 | 4047605.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020759 | 0 | 0.81477E-05 | 267491.5 | 4047598.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020760 | 0 | 0.81477E-05 | 267491.8 | 4047591.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020761 | 0 | 0.81477E-05 | 267492.2 | 4047583.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020762 | 0 | 0.81477E-05 | 267492.6 | 4047576.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020763 | 0 | 0.81477E-05 | 267493.0 | 4047569.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020764 | 0 | 0.81477E-05 | 267493.3 | 4047562.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020765 | 0 | 0.81477E-05 | 267493.7 | 4047554.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020766 | 0 | 0.81477E-05 | 267494.1 | 4047547.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020767 | 0 | 0.81477E-05 | 267494.4 | 4047540.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020768 | 0 | 0.81477E-05 | 267494.8 | 4047533.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020769 | 0 | 0.81477E-05 | 267495.2 | 4047525.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020770 | 0 | 0.81477E-05 | 267495.5 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020771 | 0 | 0.81477E-05 | 267495.9 | 4047511.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020772 | 0 | 0.81477E-05 | 267496.3 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020773 | 0 | 0.81477E-05 | 267496.7 | 4047496.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020774 | 0 | 0.81477E-05 | 267497.0 | 4047489.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020775 | 0 | 0.81477E-05 | 267497.4 | 4047482.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020776 | 0 | 0.81477E-05 | 267497.8 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020777 | 0 | 0.81477E-05 | 267498.1 | 4047467.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020778 | 0 | 0.81477E-05 | 267498.5 | 4047460.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020779 | 0 | 0.81477E-05 | 267498.9 | 4047452.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020780 | 0 | 0.81477E-05 | 267499.2 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020781 | 0 | 0.81477E-05 | 267499.6 | 4047438.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020782 | 0 | 0.81477E-05 | 267500.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020783 | 0 | 0.81477E-05 | 267500.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020784 | 0 | 0.81477E-05 | 267500.7 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020785 | 0 | 0.81477E-05 | 267501.1 | 4047409.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020786 | 0 | 0.81477E-05 | 267501.5 | 4047402.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020787 | 0 | 0.81477E-05 | 267501.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020788 | 0 | 0.81477E-05 | 267502.2 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020789 | 0 | 0.81477E-05 | 267502.6 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020790 | 0 | 0.81477E-05 | 267502.9 | 4047372.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020791 | 0 | 0.81477E-05 | 267501.5 | 4047367.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020792 | 0 | 0.81477E-05 | 267494.3 | 4047368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020793 | 0 | 0.81477E-05 | 267487.0 | 4047368.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020794 | 0 | 0.81477E-05 | 267479.7 | 4047369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020795 | 0 | 0.81477E-05 | 267472.5 | 4047369.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020796 | 0 | 0.81477E-05 | 267465.2 | 4047370.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020797 | 0 | 0.16289E-04 | 267637.2 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020798 | 0 | 0.16289E-04 | 267630.0 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020799 | 0 | 0.16289E-04 | 267622.7 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020800 | 0 | 0.16289E-04 | 267615.4 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020801 | 0 | 0.16289E-04 | 267608.1 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020802 | 0 | 0.16289E-04 | 267600.8 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020803 | 0 | 0.16289E-04 | 267593.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020804 | 0 | 0.16289E-04 | 267586.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020805 | 0 | 0.16289E-04 | 267579.0 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020806 | 0 | 0.16289E-04 | 267571.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020807 | 0 | 0.16289E-04 | 267564.4 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020808 | 0 | 0.16289E-04 | 267557.1 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020809 | 0 | 0.16289E-04 | 267549.9 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020810 | 0 | 0.16289E-04 | 267542.6 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020811 | 0 | 0.16289E-04 | 267535.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020812 | 0 | 0.16289E-04 | 267528.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020813 | 0 | 0.16289E-04 | 267520.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020814 | 0 | 0.16289E-04 | 267513.5 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020815 | 0 | 0.16289E-04 | 267506.2 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020816 | 0 | 0.16289E-04 | 267498.9 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020817 | 0 | 0.16289E-04 | 267491.6 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020818 | 0 | 0.16289E-04 | 267484.3 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020819 | 0 | 0.16289E-04 | 267477.0 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020820 | 0 | 0.16289E-04 | 267469.8 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020821 | 0 | 0.16289E-04 | 267462.5 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020822 | 0 | 0.16289E-04 | 267455.2 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020823 | 0 | 0.16289E-04 | 267447.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020824 | 0 | 0.16289E-04 | 267440.6 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020825 | 0 | 0.16289E-04 | 267433.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020826 | 0 | 0.16289E-04 | 267426.1 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020827 | 0 | 0.16289E-04 | 267418.8 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020828 | 0 | 0.16289E-04 | 267411.5 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020829 | 0 | 0.16289E-04 | 267404.2 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020830 | 0 | 0.16289E-04 | 267396.9 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020831 | 0 | 0.16289E-04 | 267389.7 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020832 | 0 | 0.16289E-04 | 267382.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020833 | 0 | 0.16289E-04 | 267375.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020834 | 0 | 0.16289E-04 | 267367.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020835 | 0 | 0.16289E-04 | 267360.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020836 | 0 | 0.16289E-04 | 267353.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020837 | 0 | 0.16289E-04 | 267346.0 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020838 | 0 | 0.16289E-04 | 267338.7 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020839 | 0 | 0.16289E-04 | 267331.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020840 | 0 | 0.16289E-04 | 267324.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020841 | 0 | 0.16289E-04 | 267316.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020842 | 0 | 0.16289E-04 | 267309.6 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020843 | 0 | 0.16289E-04 | 267302.3 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020844 | 0 | 0.16289E-04 | 267295.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020845 | 0 | 0.16289E-04 | 267287.7 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020846 | 0 | 0.16289E-04 | 267280.4 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020847 | 0 | 0.16289E-04 | 267273.1 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020848 | 0 | 0.16289E-04 | 267265.9 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020849 | 0 | 0.16289E-04 | 267258.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020850 | 0 | 0.16289E-04 | 267251.3 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020851 | 0 | 0.16289E-04 | 267244.0 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020852 | 0 | 0.16289E-04 | 267236.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020853 | 0 | 0.16289E-04 | 267229.5 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020854 | 0 | 0.16289E-04 | 267222.2 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020855 | 0 | 0.16289E-04 | 267214.9 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020856 | 0 | 0.16289E-04 | 267207.6 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020857 | 0 | 0.16289E-04 | 267200.3 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020858 | 0 | 0.16289E-04 | 267193.0 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020859 | 0 | 0.16289E-04 | 267185.8 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020860 | 0 | 0.16289E-04 | 267178.5 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020861 | 0 | 0.16289E-04 | 267171.2 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020862 | 0 | 0.16289E-04 | 267163.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020863 | 0 | 0.16289E-04 | 267156.6 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020864 | 0 | 0.16289E-04 | 267149.4 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020865 | 0 | 0.16289E-04 | 267142.1 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020866 | 0 | 0.16289E-04 | 267134.8 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020867 | 0 | 0.16289E-04 | 267127.5 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020868 | 0 | 0.16289E-04 | 267120.2 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020869 | 0 | 0.16289E-04 | 267112.9 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020870 | 0 | 0.16289E-04 | 267105.7 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020871 | 0 | 0.16289E-04 | 267098.4 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020872 | 0 | 0.16289E-04 | 267094.4 | 4047758.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020873 | 0 | 0.16289E-04 | 267094.5 | 4047751.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020874 | 0 | 0.16289E-04 | 267094.6 | 4047744.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020875 | 0 | 0.16289E-04 | 267094.7 | 4047736.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020876 | 0 | 0.16289E-04 | 267094.8 | 4047729.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020877 | 0 | 0.16289E-04 | 267094.9 | 4047722.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020878 | 0 | 0.16289E-04 | 267094.9 | 4047715.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020879 | 0 | 0.16289E-04 | 267095.0 | 4047707.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020880 | 0 | 0.16289E-04 | 267095.1 | 4047700.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020881 | 0 | 0.16289E-04 | 267095.2 | 4047693.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020882 | 0 | 0.16289E-04 | 267095.3 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020883 | 0 | 0.16289E-04 | 267095.4 | 4047678.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020884 | 0 | 0.16289E-04 | 267095.5 | 4047671.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020885 | 0 | 0.16289E-04 | 267095.6 | 4047664.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020886 | 0 | 0.16289E-04 | 267095.7 | 4047656.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020887 | 0 | 0.16289E-04 | 267095.8 | 4047649.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020888 | 0 | 0.16289E-04 | 267095.8 | 4047642.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020889 | 0 | 0.16289E-04 | 267095.9 | 4047635.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020890 | 0 | 0.16289E-04 | 267096.0 | 4047627.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020891 | 0 | 0.16289E-04 | 267096.1 | 4047620.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020892 | 0 | 0.16289E-04 | 267096.2 | 4047613.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020893 | 0 | 0.16289E-04 | 267096.3 | 4047605.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020894 | 0 | 0.16289E-04 | 267096.4 | 4047598.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020895 | 0 | 0.16289E-04 | 267096.5 | 4047591.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020896 | 0 | 0.16289E-04 | 267096.6 | 4047584.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020897 | 0 | 0.16289E-04 | 267096.7 | 4047576.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020898 | 0 | 0.16289E-04 | 267096.7 | 4047569.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020899 | 0 | 0.16289E-04 | 267096.8 | 4047562.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020900 | 0 | 0.16289E-04 | 267096.9 | 4047554.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020901 | 0 | 0.16289E-04 | 267097.0 | 4047547.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020902 | 0 | 0.16289E-04 | 267097.1 | 4047540.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020903 | 0 | 0.16289E-04 | 267097.2 | 4047533.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020904 | 0 | 0.16289E-04 | 267097.3 | 4047525.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020905 | 0 | 0.16289E-04 | 267097.4 | 4047518.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020906 | 0 | 0.16289E-04 | 267097.6 | 4047511.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020907 | 0 | 0.16289E-04 | 267097.9 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020908 | 0 | 0.16289E-04 | 267098.2 | 4047496.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020909 | 0 | 0.16289E-04 | 267098.5 | 4047489.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020910 | 0 | 0.16289E-04 | 267098.9 | 4047482.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020911 | 0 | 0.16289E-04 | 267099.2 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020912 | 0 | 0.16289E-04 | 267099.5 | 4047467.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020913 | 0 | 0.16289E-04 | 267099.8 | 4047460.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020914 | 0 | 0.16289E-04 | 267100.2 | 4047453.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020915 | 0 | 0.16289E-04 | 267100.5 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020916 | 0 | 0.16289E-04 | 267100.8 | 4047438.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020917 | 0 | 0.16289E-04 | 267101.2 | 4047431.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020918 | 0 | 0.16289E-04 | 267101.5 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020919 | 0 | 0.16289E-04 | 267101.8 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020920 | 0 | 0.16289E-04 | 267102.1 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020921 | 0 | 0.16289E-04 | 267102.5 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020922 | 0 | 0.16289E-04 | 267102.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020923 | 0 | 0.16289E-04 | 267103.1 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020924 | 0 | 0.16289E-04 | 267103.4 | 4047380.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0020925 | 0 | 0.16289E-04 | 267103.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020926 | 0 | 0.16289E-04 | 267104.1 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020927 | 0 | 0.16289E-04 | 267104.4 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020928 | 0 | 0.16289E-04 | 267104.7 | 4047351.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020929 | 0 | 0.16289E-04 | 267105.1 | 4047343.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020930 | 0 | 0.16289E-04 | 267105.4 | 4047336.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020931 | 0 | 0.16289E-04 | 267105.7 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020932 | 0 | 0.16289E-04 | 267106.0 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020933 | 0 | 0.16289E-04 | 267106.4 | 4047314.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020934 | 0 | 0.16289E-04 | 267106.7 | 4047307.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020935 | 0 | 0.16289E-04 | 267107.0 | 4047300.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020936 | 0 | 0.16289E-04 | 267110.5 | 4047296.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020937 | 0 | 0.16289E-04 | 267117.8 | 4047296.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020938 | 0 | 0.16289E-04 | 267125.1 | 4047296.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020939 | 0 | 0.16289E-04 | 267132.4 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020940 | 0 | 0.16289E-04 | 267139.6 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020941 | 0 | 0.16289E-04 | 267146.9 | 4047296.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020942 | 0 | 0.16289E-04 | 267154.2 | 4047296.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020943 | 0 | 0.16289E-04 | 267161.5 | 4047296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020944 | 0 | 0.16289E-04 | 267168.8 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020945 | 0 | 0.16289E-04 | 267176.1 | 4047297.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020946 | 0 | 0.16289E-04 | 267183.3 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020947 | 0 | 0.16289E-04 | 267190.6 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020948 | 0 | 0.16289E-04 | 267197.9 | 4047297.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020949 | 0 | 0.16289E-04 | 267205.2 | 4047297.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020950 | 0 | 0.16289E-04 | 267212.5 | 4047297.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020951 | 0 | 0.16289E-04 | 267219.7 | 4047297.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020952 | 0 | 0.16289E-04 | 267227.0 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020953 | 0 | 0.16289E-04 | 267234.3 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020954 | 0 | 0.16289E-04 | 267241.6 | 4047297.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020955 | 0 | 0.16289E-04 | 267248.9 | 4047297.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020956 | 0 | 0.78247E-04 | 267635.6 | 4047768.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020957 | 0 | 0.78247E-04 | 267628.3 | 4047768.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020958 | 0 | 0.78247E-04 | 267621.1 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020959 | 0 | 0.78247E-04 | 267613.9 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020960 | 0 | 0.78247E-04 | 267606.6 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020961 | 0 | 0.78247E-04 | 267599.4 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020962 | 0 | 0.78247E-04 | 267592.1 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020963 | 0 | 0.78247E-04 | 267584.9 | 4047766.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020964 | 0 | 0.78247E-04 | 267577.6 | 4047766.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020965 | 0 | 0.78247E-04 | 267570.4 | 4047766.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020966 | 0 | 0.78247E-04 | 267563.2 | 4047766.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020967 | 0 | 0.78247E-04 | 267555.9 | 4047765.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020968 | 0 | 0.78247E-04 | 267548.7 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020969 | 0 | 0.78247E-04 | 267541.4 | 4047765.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020970 | 0 | 0.78247E-04 | 267534.2 | 4047765.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020971 | 0 | 0.78247E-04 | 267526.9 | 4047764.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020972 | 0 | 0.78247E-04 | 267519.7 | 4047764.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020973 | 0 | 0.78247E-04 | 267512.5 | 4047764.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020974 | 0 | 0.78247E-04 | 267505.2 | 4047764.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020975 | 0 | 0.78247E-04 | 267498.0 | 4047764.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020976 | 0 | 0.78247E-04 | 267490.7 | 4047763.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020977 | 0 | 0.78247E-04 | 267483.5 | 4047763.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020978 | 0 | 0.78247E-04 | 267476.2 | 4047763.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020979 | 0 | 0.78247E-04 | 267469.0 | 4047763.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020980 | 0 | 0.78247E-04 | 267461.8 | 4047762.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020981 | 0 | 0.78247E-04 | 267454.5 | 4047762.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020982 | 0 | 0.78247E-04 | 267447.3 | 4047762.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020983 | 0 | 0.78247E-04 | 267450.7 | 4047756.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020984 | 0 | 0.78247E-04 | 267454.3 | 4047749.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020985 | 0 | 0.78247E-04 | 267457.9 | 4047743.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020986 | 0 | 0.78247E-04 | 267461.5 | 4047737.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020987 | 0 | 0.78247E-04 | 267465.1 | 4047731.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020988 | 0 | 0.78247E-04 | 267468.7 | 4047724.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020989 | 0 | 0.78247E-04 | 267472.4 | 4047718.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020990 | 0 | 0.78247E-04 | 267476.0 | 4047712.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020991 | 0 | 0.78247E-04 | 267479.6 | 4047705.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020992 | 0 | 0.78247E-04 | 267483.2 | 4047699.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020993 | 0 | 0.78247E-04 | 267486.8 | 4047693.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020994 | 0 | 0.78247E-04 | 267488.1 | 4047686.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020995 | 0 | 0.78247E-04 | 267489.0 | 4047679.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020996 | 0 | 0.78247E-04 | 267489.9 | 4047671.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020997 | 0 | 0.78247E-04 | 267490.8 | 4047664.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020998 | 0 | 0.78247E-04 | 267491.6 | 4047657.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020999 | 0 | 0.78247E-04 | 267492.5 | 4047650.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021000 | 0 | 0.78247E-04 | 267493.4 | 4047643.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021001 | 0 | 0.78247E-04 | 267494.3 | 4047635.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021002 | 0 | 0.78247E-04 | 267493.2 | 4047630.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021003 | 0 | 0.78247E-04 | 267486.0 | 4047629.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021004 | 0 | 0.78247E-04 | 267478.7 | 4047629.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021005 | 0 | 0.78247E-04 | 267471.5 | 4047628.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021006 | 0 | 0.78247E-04 | 267464.3 | 4047628.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021007 | 0 | 0.78247E-04 | 267457.0 | 4047627.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021008 | 0 | 0.78247E-04 | 267449.8 | 4047627.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021009 | 0 | 0.78247E-04 | 267442.6 | 4047627.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021010 | 0 | 0.78247E-04 | 267435.4 | 4047626.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021011 | 0 | 0.78247E-04 | 267428.1 | 4047626.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021012 | 0 | 0.78247E-04 | 267421.2 | 4047624.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021013 | 0 | 0.78247E-04 | 267414.5 | 4047621.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021014 | 0 | 0.78247E-04 | 267407.8 | 4047618.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021015 | 0 | 0.78247E-04 | 267401.1 | 4047615.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021016 | 0 | 0.78247E-04 | 267394.3 | 4047613.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021017 | 0 | 0.78247E-04 | 267387.6 | 4047610.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021018 | 0 | 0.78247E-04 | 267380.9 | 4047607.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021019 | 0 | 0.78247E-04 | 267374.2 | 4047605.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021020 | 0 | 0.78247E-04 | 267367.5 | 4047602.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021021 | 0 | 0.78247E-04 | 267360.8 | 4047599.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021022 | 0 | 0.78247E-04 | 267354.0 | 4047596.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021023 | 0 | 0.78247E-04 | 267347.3 | 4047594.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021024 | 0 | 0.78247E-04 | 267340.6 | 4047591.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021025 | 0 | 0.78247E-04 | 267333.9 | 4047588.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021026 | 0 | 0.78247E-04 | 267327.2 | 4047586.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021027 | 0 | 0.78247E-04 | 267320.4 | 4047583.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021028 | 0 | 0.78247E-04 | 267314.1 | 4047581.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021029 | 0 | 0.78247E-04 | 267314.1 | 4047588.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021030 | 0 | 0.78247E-04 | 267314.2 | 4047595.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021031 | 0 | 0.78247E-04 | 267314.2 | 4047602.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021032 | 0 | 0.78247E-04 | 267314.2 | 4047610.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021033 | 0 | 0.78247E-04 | 267314.3 | 4047617.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021034 | 0 | 0.78247E-04 | 267314.3 | 4047624.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021035 | 0 | 0.78247E-04 | 267314.4 | 4047631.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021036 | 0 | 0.78247E-04 | 267314.4 | 4047639.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021037 | 0 | 0.78247E-04 | 267314.5 | 4047646.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021038 | 0 | 0.78247E-04 | 267314.5 | 4047653.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021039 | 0 | 0.78247E-04 | 267314.5 | 4047660.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021040 | 0 | 0.78247E-04 | 267314.6 | 4047668.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021041 | 0 | 0.78247E-04 | 267314.6 | 4047675.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021042 | 0 | 0.78247E-04 | 267312.8 | 4047680.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021043 | 0 | 0.78247E-04 | 267305.5 | 4047680.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021044 | 0 | 0.78247E-04 | 267298.3 | 4047680.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021045 | 0 | 0.78247E-04 | 267291.0 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021046 | 0 | 0.78247E-04 | 267283.8 | 4047680.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021047 | 0 | 0.78247E-04 | 267276.5 | 4047680.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021048 | 0 | 0.78247E-04 | 267269.3 | 4047679.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021049 | 0 | 0.78247E-04 | 267262.0 | 4047679.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021050 | 0 | 0.78247E-04 | 267254.8 | 4047679.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021051 | 0 | 0.78247E-04 | 267247.5 | 4047679.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021052 | 0 | 0.78247E-04 | 267240.3 | 4047679.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021053 | 0 | 0.16032E-04 | 267635.3 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021054 | 0 | 0.16032E-04 | 267628.0 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021055 | 0 | 0.16032E-04 | 267620.7 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021056 | 0 | 0.16032E-04 | 267613.4 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021057 | 0 | 0.16032E-04 | 267606.1 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021058 | 0 | 0.16032E-04 | 267598.8 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021059 | 0 | 0.16032E-04 | 267591.5 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021060 | 0 | 0.16032E-04 | 267584.2 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021061 | 0 | 0.16032E-04 | 267577.0 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021062 | 0 | 0.16032E-04 | 267569.7 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021063 | 0 | 0.16032E-04 | 267562.4 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021064 | 0 | 0.16032E-04 | 267555.1 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021065 | 0 | 0.16032E-04 | 267547.8 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021066 | 0 | 0.16032E-04 | 267540.5 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021067 | 0 | 0.16032E-04 | 267533.2 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021068 | 0 | 0.16032E-04 | 267525.9 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021069 | 0 | 0.16032E-04 | 267518.6 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021070 | 0 | 0.16032E-04 | 267511.3 | 4047771.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021071 | 0 | 0.16032E-04 | 267504.0 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021072 | 0 | 0.16032E-04 | 267496.7 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021073 | 0 | 0.16032E-04 | 267489.4 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021074 | 0 | 0.16032E-04 | 267482.2 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021075 | 0 | 0.16032E-04 | 267474.9 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021076 | 0 | 0.16032E-04 | 267467.6 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021077 | 0 | 0.16032E-04 | 267460.3 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021078 | 0 | 0.16032E-04 | 267453.0 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021079 | 0 | 0.16032E-04 | 267445.7 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021080 | 0 | 0.16032E-04 | 267438.4 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021081 | 0 | 0.16032E-04 | 267431.1 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021082 | 0 | 0.16032E-04 | 267423.8 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021083 | 0 | 0.16032E-04 | 267416.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021084 | 0 | 0.16032E-04 | 267409.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021085 | 0 | 0.16032E-04 | 267401.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021086 | 0 | 0.16032E-04 | 267394.7 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021087 | 0 | 0.16032E-04 | 267387.4 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021088 | 0 | 0.16032E-04 | 267380.1 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021089 | 0 | 0.16032E-04 | 267372.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021090 | 0 | 0.16032E-04 | 267365.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021091 | 0 | 0.16032E-04 | 267358.2 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021092 | 0 | 0.16032E-04 | 267350.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0021093 | 0 | 0.16032E-04 | 267343.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021094 | 0 | 0.16032E-04 | 267336.3 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0021095 | 0 | 0.16032E-04 | 267329.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021096 | 0 | 0.16032E-04 | 267321.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021097 | 0 | 0.16032E-04 | 267314.4 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021098 | 0 | 0.16032E-04 | 267307.1 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021099 | 0 | 0.16032E-04 | 267299.9 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021100 | 0 | 0.16032E-04 | 267292.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021101 | 0 | 0.16032E-04 | 267285.3 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021102 | 0 | 0.16032E-04 | 267278.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021103 | 0 | 0.16032E-04 | 267270.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021104 | 0 | 0.16032E-04 | 267263.4 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021105 | 0 | 0.16032E-04 | 267256.1 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021106 | 0 | 0.16032E-04 | 267248.8 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021107 | 0 | 0.16032E-04 | 267241.5 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021108 | 0 | 0.16032E-04 | 267234.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021109 | 0 | 0.16032E-04 | 267226.9 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021110 | 0 | 0.16032E-04 | 267219.6 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021111 | 0 | 0.16032E-04 | 267212.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021112 | 0 | 0.16032E-04 | 267205.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021113 | 0 | 0.16032E-04 | 267197.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021114 | 0 | 0.16032E-04 | 267190.5 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021115 | 0 | 0.16032E-04 | 267183.2 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021116 | 0 | 0.16032E-04 | 267175.9 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021117 | 0 | 0.16032E-04 | 267168.6 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021118 | 0 | 0.16032E-04 | 267161.3 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021119 | 0 | 0.16032E-04 | 267154.0 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021120 | 0 | 0.16032E-04 | 267146.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021121 | 0 | 0.16032E-04 | 267139.4 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021122 | 0 | 0.16032E-04 | 267132.1 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021123 | 0 | 0.16032E-04 | 267124.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021124 | 0 | 0.16032E-04 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021125 | 0 | 0.16032E-04 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021126 | 0 | 0.16032E-04 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021127 | 0 | 0.16032E-04 | 267095.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021128 | 0 | 0.16032E-04 | 267090.2 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021129 | 0 | 0.16032E-04 | 267090.3 | 4047756.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021130 | 0 | 0.16032E-04 | 267090.4 | 4047749.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021131 | 0 | 0.16032E-04 | 267090.5 | 4047741.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021132 | 0 | 0.16032E-04 | 267090.6 | 4047734.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021133 | 0 | 0.16032E-04 | 267090.8 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021134 | 0 | 0.16032E-04 | 267090.9 | 4047719.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0021135 | 0 | 0.16032E-04 | 267091.0 | 4047712.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021136 | 0 | 0.16032E-04 | 267091.1 | 4047705.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021137 | 0 | 0.16032E-04 | 267091.2 | 4047698.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021138 | 0 | 0.16032E-04 | 267091.3 | 4047690.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021139 | 0 | 0.16032E-04 | 267091.4 | 4047683.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021140 | 0 | 0.16032E-04 | 267091.5 | 4047676.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021141 | 0 | 0.16032E-04 | 267091.6 | 4047668.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021142 | 0 | 0.16032E-04 | 267091.7 | 4047661.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021143 | 0 | 0.16032E-04 | 267091.8 | 4047654.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021144 | 0 | 0.16032E-04 | 267091.9 | 4047647.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021145 | 0 | 0.16032E-04 | 267092.0 | 4047639.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021146 | 0 | 0.16032E-04 | 267092.1 | 4047632.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021147 | 0 | 0.16032E-04 | 267092.2 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021148 | 0 | 0.16032E-04 | 267092.3 | 4047617.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021149 | 0 | 0.16032E-04 | 267092.5 | 4047610.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021150 | 0 | 0.16032E-04 | 267092.6 | 4047603.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021151 | 0 | 0.16032E-04 | 267092.7 | 4047596.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021152 | 0 | 0.16032E-04 | 267092.8 | 4047588.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021153 | 0 | 0.16032E-04 | 267092.9 | 4047581.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021154 | 0 | 0.16032E-04 | 267093.0 | 4047574.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021155 | 0 | 0.16032E-04 | 267093.1 | 4047566.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021156 | 0 | 0.16032E-04 | 267093.2 | 4047559.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021157 | 0 | 0.16032E-04 | 267093.3 | 4047552.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021158 | 0 | 0.16032E-04 | 267093.4 | 4047544.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021159 | 0 | 0.16032E-04 | 267093.5 | 4047537.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021160 | 0 | 0.16032E-04 | 267093.6 | 4047530.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021161 | 0 | 0.16032E-04 | 267093.7 | 4047523.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021162 | 0 | 0.16032E-04 | 267093.8 | 4047515.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021163 | 0 | 0.16032E-04 | 267093.9 | 4047508.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021164 | 0 | 0.16032E-04 | 267094.0 | 4047501.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021165 | 0 | 0.16032E-04 | 267094.2 | 4047493.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021166 | 0 | 0.16032E-04 | 267094.3 | 4047486.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021167 | 0 | 0.16032E-04 | 267094.4 | 4047479.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021168 | 0 | 0.16032E-04 | 267094.5 | 4047472.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021169 | 0 | 0.16032E-04 | 267094.6 | 4047464.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021170 | 0 | 0.16032E-04 | 267094.7 | 4047457.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021171 | 0 | 0.16032E-04 | 267094.8 | 4047450.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021172 | 0 | 0.16032E-04 | 267094.9 | 4047442.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021173 | 0 | 0.16032E-04 | 267095.0 | 4047435.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021174 | 0 | 0.16032E-04 | 267095.1 | 4047428.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021175 | 0 | 0.16032E-04 | 267095.2 | 4047421.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021176 | 0 | 0.16032E-04 | 267095.3 | 4047413.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021177 | 0 | 0.16032E-04 | 267095.4 | 4047406.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021178 | 0 | 0.16032E-04 | 267095.5 | 4047399.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021179 | 0 | 0.16032E-04 | 267095.6 | 4047391.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021180 | 0 | 0.16032E-04 | 267095.7 | 4047384.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021181 | 0 | 0.16032E-04 | 267095.9 | 4047377.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021182 | 0 | 0.16032E-04 | 267096.0 | 4047369.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021183 | 0 | 0.16032E-04 | 267096.1 | 4047362.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021184 | 0 | 0.16032E-04 | 267096.2 | 4047355.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021185 | 0 | 0.16032E-04 | 267096.3 | 4047348.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021186 | 0 | 0.16032E-04 | 267096.4 | 4047340.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021187 | 0 | 0.16032E-04 | 267096.5 | 4047333.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021188 | 0 | 0.16032E-04 | 267096.6 | 4047326.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021189 | 0 | 0.16032E-04 | 267096.7 | 4047318.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021190 | 0 | 0.16032E-04 | 267096.8 | 4047311.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021191 | 0 | 0.16032E-04 | 267096.9 | 4047304.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021192 | 0 | 0.16032E-04 | 267097.0 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021193 | 0 | 0.16032E-04 | 267097.1 | 4047289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021194 | 0 | 0.16032E-04 | 267097.2 | 4047282.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021195 | 0 | 0.16032E-04 | 267097.3 | 4047275.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021196 | 0 | 0.16032E-04 | 267097.4 | 4047267.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021197 | 0 | 0.16032E-04 | 267097.6 | 4047260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021198 | 0 | 0.16032E-04 | 267097.7 | 4047253.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021199 | 0 | 0.16032E-04 | 267097.8 | 4047246.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021200 | 0 | 0.16032E-04 | 267097.9 | 4047238.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021201 | 0 | 0.16032E-04 | 267098.0 | 4047231.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021202 | 0 | 0.16032E-04 | 267098.1 | 4047224.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021203 | 0 | 0.16032E-04 | 267098.2 | 4047216.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021204 | 0 | 0.16032E-04 | 267098.3 | 4047209.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021205 | 0 | 0.16032E-04 | 267098.4 | 4047202.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021206 | 0 | 0.16032E-04 | 267098.5 | 4047194.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021207 | 0 | 0.16032E-04 | 267098.6 | 4047187.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021208 | 0 | 0.16032E-04 | 267098.7 | 4047180.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021209 | 0 | 0.16032E-04 | 267098.8 | 4047173.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021210 | 0 | 0.16032E-04 | 267098.9 | 4047165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021211 | 0 | 0.16032E-04 | 267099.0 | 4047158.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021212 | 0 | 0.16032E-04 | 267099.1 | 4047151.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021213 | 0 | 0.16032E-04 | 267099.7 | 4047144.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021214 | 0 | 0.16032E-04 | 267107.0 | 4047144.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021215 | 0 | 0.16032E-04 | 267114.3 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021216 | 0 | 0.16032E-04 | 267121.6 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021217 | 0 | 0.16032E-04 | 267128.9 | 4047144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021218 | 0 | 0.16032E-04 | 267136.2 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021219 | 0 | 0.16032E-04 | 267143.4 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021220 | 0 | 0.16032E-04 | 267150.7 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021221 | 0 | 0.16032E-04 | 267158.0 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021222 | 0 | 0.16032E-04 | 267165.3 | 4047144.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021223 | 0 | 0.16032E-04 | 267172.6 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021224 | 0 | 0.16032E-04 | 267179.9 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021225 | 0 | 0.16032E-04 | 267187.2 | 4047145.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021226 | 0 | 0.16032E-04 | 267194.5 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021227 | 0 | 0.16032E-04 | 267201.8 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021228 | 0 | 0.16032E-04 | 267209.1 | 4047145.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021229 | 0 | 0.16032E-04 | 267216.4 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021230 | 0 | 0.16032E-04 | 267223.7 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021231 | 0 | 0.16032E-04 | 267231.0 | 4047145.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021232 | 0 | 0.16032E-04 | 267238.2 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021233 | 0 | 0.16032E-04 | 267245.5 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021234 | 0 | 0.16032E-04 | 267252.8 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021235 | 0 | 0.16032E-04 | 267260.1 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021236 | 0 | 0.16032E-04 | 267267.4 | 4047145.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021237 | 0 | 0.16032E-04 | 267274.7 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021238 | 0 | 0.16032E-04 | 267282.0 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021239 | 0 | 0.16032E-04 | 267289.3 | 4047146.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021240 | 0 | 0.16032E-04 | 267296.6 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021241 | 0 | 0.16032E-04 | 267303.9 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021242 | 0 | 0.18250E-04 | 267636.4 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021243 | 0 | 0.18250E-04 | 267629.2 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021244 | 0 | 0.18250E-04 | 267621.9 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021245 | 0 | 0.18250E-04 | 267614.6 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021246 | 0 | 0.18250E-04 | 267607.3 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021247 | 0 | 0.18250E-04 | 267600.0 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021248 | 0 | 0.18250E-04 | 267592.8 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021249 | 0 | 0.18250E-04 | 267585.5 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021250 | 0 | 0.18250E-04 | 267578.2 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021251 | 0 | 0.18250E-04 | 267570.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021252 | 0 | 0.18250E-04 | 267563.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021253 | 0 | 0.18250E-04 | 267556.4 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021254 | 0 | 0.18250E-04 | 267549.1 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021255 | 0 | 0.18250E-04 | 267541.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021256 | 0 | 0.18250E-04 | 267534.5 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021257 | 0 | 0.18250E-04 | 267527.3 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021258 | 0 | 0.18250E-04 | 267520.0 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021259 | 0 | 0.18250E-04 | 267512.7 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021260 | 0 | 0.18250E-04 | 267505.4 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021261 | 0 | 0.18250E-04 | 267498.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021262 | 0 | 0.18250E-04 | 267490.9 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021263 | 0 | 0.18250E-04 | 267483.6 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021264 | 0 | 0.18250E-04 | 267476.3 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021265 | 0 | 0.18250E-04 | 267469.0 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021266 | 0 | 0.18250E-04 | 267461.7 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021267 | 0 | 0.18250E-04 | 267454.5 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021268 | 0 | 0.18250E-04 | 267447.2 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021269 | 0 | 0.18250E-04 | 267439.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021270 | 0 | 0.18250E-04 | 267432.6 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021271 | 0 | 0.18250E-04 | 267425.4 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021272 | 0 | 0.18250E-04 | 267418.1 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021273 | 0 | 0.18250E-04 | 267410.8 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021274 | 0 | 0.18250E-04 | 267403.5 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021275 | 0 | 0.18250E-04 | 267396.2 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021276 | 0 | 0.18250E-04 | 267389.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021277 | 0 | 0.18250E-04 | 267381.7 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021278 | 0 | 0.18250E-04 | 267374.4 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021279 | 0 | 0.18250E-04 | 267367.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021280 | 0 | 0.18250E-04 | 267359.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021281 | 0 | 0.18250E-04 | 267352.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021282 | 0 | 0.18250E-04 | 267345.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021283 | 0 | 0.18250E-04 | 267338.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021284 | 0 | 0.18250E-04 | 267330.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021285 | 0 | 0.18250E-04 | 267323.4 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021286 | 0 | 0.18250E-04 | 267316.2 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021287 | 0 | 0.18250E-04 | 267308.9 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021288 | 0 | 0.18250E-04 | 267301.6 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021289 | 0 | 0.18250E-04 | 267294.3 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021290 | 0 | 0.18250E-04 | 267287.1 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021291 | 0 | 0.18250E-04 | 267279.8 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021292 | 0 | 0.18250E-04 | 267272.5 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021293 | 0 | 0.18250E-04 | 267265.2 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021294 | 0 | 0.18250E-04 | 267257.9 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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FASTALL

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0021295 | 0 | 0.18250E-04 | 267250.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021296 | 0 | 0.18250E-04 | 267243.4 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021297 | 0 | 0.18250E-04 | 267236.1 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021298 | 0 | 0.18250E-04 | 267228.8 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021299 | 0 | 0.18250E-04 | 267221.5 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021300 | 0 | 0.18250E-04 | 267214.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021301 | 0 | 0.18250E-04 | 267207.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021302 | 0 | 0.18250E-04 | 267199.7 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021303 | 0 | 0.18250E-04 | 267192.4 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021304 | 0 | 0.18250E-04 | 267185.1 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021305 | 0 | 0.18250E-04 | 267177.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021306 | 0 | 0.18250E-04 | 267170.6 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021307 | 0 | 0.18250E-04 | 267163.3 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021308 | 0 | 0.18250E-04 | 267156.0 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021309 | 0 | 0.18250E-04 | 267148.8 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021310 | 0 | 0.18250E-04 | 267141.5 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021311 | 0 | 0.18250E-04 | 267134.2 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021312 | 0 | 0.18250E-04 | 267126.9 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021313 | 0 | 0.18250E-04 | 267119.6 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021314 | 0 | 0.18250E-04 | 267112.4 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021315 | 0 | 0.18250E-04 | 267105.1 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021316 | 0 | 0.18250E-04 | 267097.8 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021317 | 0 | 0.18250E-04 | 267090.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021318 | 0 | 0.18250E-04 | 267083.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021319 | 0 | 0.18250E-04 | 267076.0 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021320 | 0 | 0.18250E-04 | 267068.7 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021321 | 0 | 0.18250E-04 | 267061.4 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021322 | 0 | 0.18250E-04 | 267054.1 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021323 | 0 | 0.18250E-04 | 267046.8 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021324 | 0 | 0.18250E-04 | 267039.6 | 4047761.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021325 | 0 | 0.18250E-04 | 267032.3 | 4047761.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021326 | 0 | 0.18250E-04 | 267025.0 | 4047761.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021327 | 0 | 0.18250E-04 | 267017.7 | 4047761.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021328 | 0 | 0.18250E-04 | 267010.5 | 4047761.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021329 | 0 | 0.18250E-04 | 267003.2 | 4047760.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021330 | 0 | 0.18250E-04 | 266995.9 | 4047760.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021331 | 0 | 0.18250E-04 | 266988.6 | 4047760.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021332 | 0 | 0.18250E-04 | 266981.3 | 4047760.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021333 | 0 | 0.18250E-04 | 266974.1 | 4047760.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021334 | 0 | 0.18250E-04 | 266966.8 | 4047760.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|

| SOURCE ID | PART. CATS. | (GRAMS/SEC) | X (METERS) | Y (METERS) | ELEV. (METERS) | HEIGHT (METERS) | SY (METERS) | SZ (METERS) | SOURCE BY | SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021335 | 0 | 0.18250E-04 | 266959.5 | 4047760.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021336 | 0 | 0.18250E-04 | 266956.1 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021337 | 0 | 0.18250E-04 | 266956.0 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021338 | 0 | 0.18250E-04 | 266956.0 | 4047778.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021339 | 0 | 0.18250E-04 | 266956.0 | 4047786.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021340 | 0 | 0.18250E-04 | 266955.9 | 4047793.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021341 | 0 | 0.18250E-04 | 266955.9 | 4047800.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021342 | 0 | 0.18250E-04 | 266955.8 | 4047807.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021343 | 0 | 0.18250E-04 | 266955.8 | 4047815.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021344 | 0 | 0.18250E-04 | 266955.7 | 4047822.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021345 | 0 | 0.18250E-04 | 266955.7 | 4047829.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021346 | 0 | 0.18250E-04 | 266955.6 | 4047836.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021347 | 0 | 0.18250E-04 | 266955.6 | 4047844.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021348 | 0 | 0.18250E-04 | 266955.5 | 4047851.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021349 | 0 | 0.18250E-04 | 266955.5 | 4047858.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021350 | 0 | 0.18250E-04 | 266955.4 | 4047866.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021351 | 0 | 0.18250E-04 | 266955.4 | 4047873.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021352 | 0 | 0.18250E-04 | 266955.3 | 4047880.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021353 | 0 | 0.18250E-04 | 266955.3 | 4047887.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021354 | 0 | 0.18250E-04 | 266955.2 | 4047895.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021355 | 0 | 0.18250E-04 | 266955.2 | 4047902.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021356 | 0 | 0.18250E-04 | 266955.1 | 4047909.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021357 | 0 | 0.18250E-04 | 266955.1 | 4047917.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021358 | 0 | 0.18250E-04 | 266955.0 | 4047924.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021359 | 0 | 0.18250E-04 | 266955.0 | 4047931.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021360 | 0 | 0.18250E-04 | 266955.0 | 4047938.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021361 | 0 | 0.18250E-04 | 266954.9 | 4047946.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021362 | 0 | 0.91824E-05 | 267636.4 | 4047771.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021363 | 0 | 0.91824E-05 | 267629.1 | 4047771.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021364 | 0 | 0.91824E-05 | 267621.8 | 4047771.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021365 | 0 | 0.91824E-05 | 267614.5 | 4047771.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021366 | 0 | 0.91824E-05 | 267607.2 | 4047771.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021367 | 0 | 0.91824E-05 | 267599.9 | 4047770.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021368 | 0 | 0.91824E-05 | 267592.6 | 4047770.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021369 | 0 | 0.91824E-05 | 267585.3 | 4047770.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021370 | 0 | 0.91824E-05 | 267578.0 | 4047770.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021371 | 0 | 0.91824E-05 | 267570.7 | 4047770.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021372 | 0 | 0.91824E-05 | 267563.4 | 4047770.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021373 | 0 | 0.91824E-05 | 267556.1 | 4047770.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021374 | 0 | 0.91824E-05 | 267548.7 | 4047770.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | PART. CATS. | (GRAMS/SEC) | X (METERS) | Y (METERS) | ELEV. (METERS) | HEIGHT (METERS) | SY (METERS) | SZ (METERS) | SOURCE BY | SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021375 | 0 | 0.91824E-05 | 267541.4 | 4047770.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021376 | 0 | 0.91824E-05 | 267534.1 | 4047770.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021377 | 0 | 0.91824E-05 | 267526.8 | 4047770.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021378 | 0 | 0.91824E-05 | 267519.5 | 4047770.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021379 | 0 | 0.91824E-05 | 267512.2 | 4047770.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021380 | 0 | 0.91824E-05 | 267504.9 | 4047769.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021381 | 0 | 0.91824E-05 | 267497.6 | 4047769.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021382 | 0 | 0.91824E-05 | 267490.3 | 4047769.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021383 | 0 | 0.91824E-05 | 267483.0 | 4047769.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021384 | 0 | 0.91824E-05 | 267475.7 | 4047769.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021385 | 0 | 0.91824E-05 | 267468.4 | 4047769.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021386 | 0 | 0.91824E-05 | 267461.1 | 4047769.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021387 | 0 | 0.91824E-05 | 267453.7 | 4047769.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021388 | 0 | 0.91824E-05 | 267446.4 | 4047769.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021389 | 0 | 0.91824E-05 | 267439.1 | 4047769.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021390 | 0 | 0.91824E-05 | 267431.8 | 4047769.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021391 | 0 | 0.91824E-05 | 267424.5 | 4047769.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021392 | 0 | 0.91824E-05 | 267417.2 | 4047769.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021393 | 0 | 0.91824E-05 | 267409.9 | 4047768.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021394 | 0 | 0.91824E-05 | 267402.6 | 4047768.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021395 | 0 | 0.91824E-05 | 267395.3 | 4047768.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021396 | 0 | 0.91824E-05 | 267388.0 | 4047768.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021397 | 0 | 0.91824E-05 | 267380.7 | 4047768.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021398 | 0 | 0.91824E-05 | 267373.4 | 4047768.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021399 | 0 | 0.91824E-05 | 267366.1 | 4047768.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021400 | 0 | 0.91824E-05 | 267358.8 | 4047768.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021401 | 0 | 0.91824E-05 | 267351.4 | 4047768.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021402 | 0 | 0.91824E-05 | 267344.1 | 4047768.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021403 | 0 | 0.91824E-05 | 267336.8 | 4047768.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021404 | 0 | 0.91824E-05 | 267329.5 | 4047768.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021405 | 0 | 0.91824E-05 | 267322.2 | 4047768.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021406 | 0 | 0.91824E-05 | 267314.9 | 4047767.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021407 | 0 | 0.91824E-05 | 267307.6 | 4047767.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021408 | 0 | 0.91824E-05 | 267300.3 | 4047767.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021409 | 0 | 0.91824E-05 | 267293.0 | 4047767.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021410 | 0 | 0.91824E-05 | 267285.7 | 4047767.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021411 | 0 | 0.91824E-05 | 267278.4 | 4047767.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021412 | 0 | 0.91824E-05 | 267271.1 | 4047767.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021413 | 0 | 0.91824E-05 | 267263.8 | 4047767.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021414 | 0 | 0.91824E-05 | 267256.4 | 4047767.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | PART. CATS. | (GRAMS/SEC) | X (METERS) | Y (METERS) | ELEV. (METERS) | HEIGHT (METERS) | SY (METERS) | SZ (METERS) | SOURCE BY | SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021415 | 0 | 0.91824E-05 | 267249.1 | 4047767.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021416 | 0 | 0.91824E-05 | 267241.8 | 4047767.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021417 | 0 | 0.91824E-05 | 267234.5 | 4047767.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021418 | 0 | 0.91824E-05 | 267227.2 | 4047767.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021419 | 0 | 0.91824E-05 | 267219.9 | 4047766.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021420 | 0 | 0.91824E-05 | 267212.6 | 4047766.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021421 | 0 | 0.91824E-05 | 267205.3 | 4047766.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021422 | 0 | 0.91824E-05 | 267198.0 | 4047766.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021423 | 0 | 0.91824E-05 | 267190.7 | 4047766.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021424 | 0 | 0.91824E-05 | 267183.4 | 4047766.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021425 | 0 | 0.91824E-05 | 267176.1 | 4047766.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021426 | 0 | 0.91824E-05 | 267168.8 | 4047766.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021427 | 0 | 0.91824E-05 | 267161.4 | 4047766.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021428 | 0 | 0.91824E-05 | 267154.1 | 4047766.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021429 | 0 | 0.91824E-05 | 267146.8 | 4047766.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021430 | 0 | 0.91824E-05 | 267139.5 | 4047766.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021431 | 0 | 0.91824E-05 | 267132.2 | 4047766.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021432 | 0 | 0.91824E-05 | 267124.9 | 4047766.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021433 | 0 | 0.91824E-05 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021434 | 0 | 0.91824E-05 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021435 | 0 | 0.91824E-05 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021436 | 0 | 0.91824E-05 | 267095.7 | 4047765.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021437 | 0 | 0.91824E-05 | 267088.4 | 4047765.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021438 | 0 | 0.91824E-05 | 267081.1 | 4047765.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021439 | 0 | 0.91824E-05 | 267073.8 | 4047765.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021440 | 0 | 0.91824E-05 | 267066.4 | 4047765.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021441 | 0 | 0.91824E-05 | 267059.1 | 4047765.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021442 | 0 | 0.91824E-05 | 267051.8 | 4047765.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021443 | 0 | 0.91824E-05 | 267044.5 | 4047765.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021444 | 0 | 0.91824E-05 | 267037.2 | 4047765.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021445 | 0 | 0.91824E-05 | 267029.9 | 4047765.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021446 | 0 | 0.91824E-05 | 267022.6 | 4047764.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021447 | 0 | 0.91824E-05 | 267015.3 | 4047764.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021448 | 0 | 0.91824E-05 | 267008.0 | 4047764.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021449 | 0 | 0.91824E-05 | 267000.7 | 4047764.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021450 | 0 | 0.91824E-05 | 266993.4 | 4047764.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021451 | 0 | 0.91824E-05 | 266986.1 | 4047764.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021452 | 0 | 0.91824E-05 | 266978.8 | 4047764.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021453 | 0 | 0.91824E-05 | 266971.4 | 4047764.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021454 | 0 | 0.91824E-05 | 266964.1 | 4047764.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021455 | 0 | 0.91824E-05 | 266956.8 | 4047764.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021456 | 0 | 0.91824E-05 | 266949.5 | 4047764.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021457 | 0 | 0.91824E-05 | 266942.2 | 4047764.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021458 | 0 | 0.91824E-05 | 266934.9 | 4047764.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021459 | 0 | 0.91824E-05 | 266927.6 | 4047763.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021460 | 0 | 0.91824E-05 | 266920.3 | 4047763.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021461 | 0 | 0.91824E-05 | 266913.0 | 4047763.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021462 | 0 | 0.91824E-05 | 266905.7 | 4047763.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021463 | 0 | 0.91824E-05 | 266898.4 | 4047763.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021464 | 0 | 0.91824E-05 | 266891.1 | 4047763.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021465 | 0 | 0.91824E-05 | 266883.8 | 4047763.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021466 | 0 | 0.91824E-05 | 266876.4 | 4047763.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021467 | 0 | 0.91824E-05 | 266869.1 | 4047763.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021468 | 0 | 0.91824E-05 | 266861.8 | 4047763.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021469 | 0 | 0.91824E-05 | 266854.5 | 4047763.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021470 | 0 | 0.91824E-05 | 266847.2 | 4047763.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021471 | 0 | 0.91824E-05 | 266839.9 | 4047763.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021472 | 0 | 0.91824E-05 | 266832.6 | 4047762.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021473 | 0 | 0.91824E-05 | 266825.3 | 4047762.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021474 | 0 | 0.91824E-05 | 266818.0 | 4047762.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021475 | 0 | 0.91824E-05 | 266810.7 | 4047762.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021476 | 0 | 0.91824E-05 | 266803.4 | 4047762.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021477 | 0 | 0.91824E-05 | 266796.1 | 4047762.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021478 | 0 | 0.91824E-05 | 266788.8 | 4047762.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021479 | 0 | 0.91824E-05 | 266781.4 | 4047762.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021480 | 0 | 0.91824E-05 | 266774.1 | 4047762.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021481 | 0 | 0.91824E-05 | 266766.8 | 4047762.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021482 | 0 | 0.91824E-05 | 266759.5 | 4047762.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021483 | 0 | 0.91824E-05 | 266752.2 | 4047762.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021484 | 0 | 0.91824E-05 | 266744.9 | 4047762.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021485 | 0 | 0.91824E-05 | 266737.6 | 4047761.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021486 | 0 | 0.91824E-05 | 266730.3 | 4047761.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021487 | 0 | 0.91824E-05 | 266723.0 | 4047761.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021488 | 0 | 0.91824E-05 | 266715.7 | 4047761.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021489 | 0 | 0.91824E-05 | 266708.4 | 4047761.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021490 | 0 | 0.91824E-05 | 266701.1 | 4047761.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021491 | 0 | 0.91824E-05 | 266693.8 | 4047761.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021492 | 0 | 0.91824E-05 | 266692.5 | 4047767.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021493 | 0 | 0.91824E-05 | 266692.8 | 4047774.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021494 | 0 | 0.91824E-05 | 266693.1 | 4047782.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021495 | 0 | 0.91824E-05 | 266693.3 | 4047789.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021496 | 0 | 0.91824E-05 | 266693.6 | 4047796.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021497 | 0 | 0.91824E-05 | 266693.8 | 4047803.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021498 | 0 | 0.91824E-05 | 266694.1 | 4047811.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021499 | 0 | 0.91824E-05 | 266694.3 | 4047818.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021500 | 0 | 0.91824E-05 | 266694.6 | 4047825.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021501 | 0 | 0.91824E-05 | 266694.8 | 4047833.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021502 | 0 | 0.91824E-05 | 266695.1 | 4047840.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021503 | 0 | 0.91824E-05 | 266695.3 | 4047847.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021504 | 0 | 0.91824E-05 | 266695.6 | 4047855.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021505 | 0 | 0.91824E-05 | 266695.8 | 4047862.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021506 | 0 | 0.91824E-05 | 266696.1 | 4047869.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021507 | 0 | 0.91824E-05 | 266696.4 | 4047876.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021508 | 0 | 0.91824E-05 | 266696.6 | 4047884.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021509 | 0 | 0.91824E-05 | 266696.9 | 4047891.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021510 | 0 | 0.91824E-05 | 266697.1 | 4047898.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021511 | 0 | 0.91824E-05 | 266700.8 | 4047902.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021512 | 0 | 0.91824E-05 | 266708.1 | 4047902.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021513 | 0 | 0.91824E-05 | 266715.4 | 4047902.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021514 | 0 | 0.91824E-05 | 266722.7 | 4047902.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021515 | 0 | 0.91824E-05 | 266730.0 | 4047902.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021516 | 0 | 0.91824E-05 | 266737.4 | 4047901.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021517 | 0 | 0.91824E-05 | 266744.7 | 4047901.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021518 | 0 | 0.91824E-05 | 266752.0 | 4047901.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021519 | 0 | 0.91824E-05 | 266759.3 | 4047901.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021520 | 0 | 0.91824E-05 | 266766.6 | 4047901.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021521 | 0 | 0.12634E-04 | 267637.7 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021522 | 0 | 0.12634E-04 | 267630.4 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021523 | 0 | 0.12634E-04 | 267623.1 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021524 | 0 | 0.12634E-04 | 267615.8 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021525 | 0 | 0.12634E-04 | 267608.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021526 | 0 | 0.12634E-04 | 267601.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021527 | 0 | 0.12634E-04 | 267593.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021528 | 0 | 0.12634E-04 | 267586.6 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021529 | 0 | 0.12634E-04 | 267579.3 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021530 | 0 | 0.12634E-04 | 267572.0 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021531 | 0 | 0.12634E-04 | 267564.7 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021532 | 0 | 0.12634E-04 | 267557.4 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021533 | 0 | 0.12634E-04 | 267550.1 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021534 | 0 | 0.12634E-04 | 267542.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021535 | 0 | 0.12634E-04 | 267535.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021536 | 0 | 0.12634E-04 | 267528.2 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021537 | 0 | 0.12634E-04 | 267520.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021538 | 0 | 0.12634E-04 | 267513.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021539 | 0 | 0.12634E-04 | 267506.4 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021540 | 0 | 0.12634E-04 | 267499.1 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021541 | 0 | 0.12634E-04 | 267491.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021542 | 0 | 0.12634E-04 | 267484.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021543 | 0 | 0.12634E-04 | 267477.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021544 | 0 | 0.12634E-04 | 267469.9 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021545 | 0 | 0.12634E-04 | 267462.6 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021546 | 0 | 0.12634E-04 | 267455.3 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021547 | 0 | 0.12634E-04 | 267448.0 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021548 | 0 | 0.12634E-04 | 267440.7 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021549 | 0 | 0.12634E-04 | 267433.4 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021550 | 0 | 0.12634E-04 | 267426.1 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021551 | 0 | 0.12634E-04 | 267418.8 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021552 | 0 | 0.12634E-04 | 267411.5 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021553 | 0 | 0.12634E-04 | 267404.2 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021554 | 0 | 0.12634E-04 | 267396.9 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021555 | 0 | 0.12634E-04 | 267389.6 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021556 | 0 | 0.12634E-04 | 267382.3 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021557 | 0 | 0.12634E-04 | 267375.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021558 | 0 | 0.12634E-04 | 267367.7 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021559 | 0 | 0.12634E-04 | 267360.4 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021560 | 0 | 0.12634E-04 | 267353.2 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021561 | 0 | 0.12634E-04 | 267345.9 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021562 | 0 | 0.12634E-04 | 267338.6 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021563 | 0 | 0.12634E-04 | 267331.3 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021564 | 0 | 0.12634E-04 | 267324.0 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021565 | 0 | 0.12634E-04 | 267316.7 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021566 | 0 | 0.12634E-04 | 267309.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021567 | 0 | 0.12634E-04 | 267302.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021568 | 0 | 0.12634E-04 | 267294.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021569 | 0 | 0.12634E-04 | 267287.5 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021570 | 0 | 0.12634E-04 | 267280.2 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021571 | 0 | 0.12634E-04 | 267272.9 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021572 | 0 | 0.12634E-04 | 267265.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021573 | 0 | 0.12634E-04 | 267258.3 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021574 | 0 | 0.12634E-04 | 267251.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021575 | 0 | 0.12634E-04 | 267243.7 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021576 | 0 | 0.12634E-04 | 267236.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021577 | 0 | 0.12634E-04 | 267229.1 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021578 | 0 | 0.12634E-04 | 267221.8 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021579 | 0 | 0.12634E-04 | 267214.5 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021580 | 0 | 0.12634E-04 | 267207.2 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021581 | 0 | 0.12634E-04 | 267200.0 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021582 | 0 | 0.12634E-04 | 267192.7 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021583 | 0 | 0.12634E-04 | 267185.4 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021584 | 0 | 0.12634E-04 | 267178.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021585 | 0 | 0.12634E-04 | 267170.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021586 | 0 | 0.12634E-04 | 267163.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021587 | 0 | 0.12634E-04 | 267156.2 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021588 | 0 | 0.12634E-04 | 267148.9 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021589 | 0 | 0.12634E-04 | 267141.6 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021590 | 0 | 0.12634E-04 | 267134.3 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021591 | 0 | 0.12634E-04 | 267127.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021592 | 0 | 0.12634E-04 | 267119.7 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021593 | 0 | 0.12634E-04 | 267112.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021594 | 0 | 0.12634E-04 | 267105.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021595 | 0 | 0.12634E-04 | 267097.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021596 | 0 | 0.12634E-04 | 267090.5 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021597 | 0 | 0.12634E-04 | 267083.2 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021598 | 0 | 0.12634E-04 | 267075.9 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021599 | 0 | 0.12634E-04 | 267068.6 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021600 | 0 | 0.12634E-04 | 267061.3 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021601 | 0 | 0.12634E-04 | 267054.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021602 | 0 | 0.12634E-04 | 267046.8 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021603 | 0 | 0.12634E-04 | 267039.5 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021604 | 0 | 0.12634E-04 | 267032.2 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021605 | 0 | 0.12634E-04 | 267024.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021606 | 0 | 0.12634E-04 | 267017.6 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021607 | 0 | 0.12634E-04 | 267010.3 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021608 | 0 | 0.12634E-04 | 267003.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021609 | 0 | 0.12634E-04 | 266995.7 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021610 | 0 | 0.12634E-04 | 266988.4 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021611 | 0 | 0.12634E-04 | 266981.1 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021612 | 0 | 0.12634E-04 | 266973.8 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021613 | 0 | 0.12634E-04 | 266966.5 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021614 | 0 | 0.12634E-04 | 266959.2 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021615 | 0 | 0.12634E-04 | 266951.9 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021616 | 0 | 0.12634E-04 | 266944.6 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021617 | 0 | 0.12634E-04 | 266937.3 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021618 | 0 | 0.12634E-04 | 266930.0 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021619 | 0 | 0.12634E-04 | 266922.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021620 | 0 | 0.12634E-04 | 266915.4 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021621 | 0 | 0.12634E-04 | 266908.1 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021622 | 0 | 0.12634E-04 | 266900.8 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021623 | 0 | 0.12634E-04 | 266893.5 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021624 | 0 | 0.12634E-04 | 266886.3 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021625 | 0 | 0.12634E-04 | 266879.0 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021626 | 0 | 0.12634E-04 | 266871.7 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021627 | 0 | 0.12634E-04 | 266864.4 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021628 | 0 | 0.12634E-04 | 266857.1 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021629 | 0 | 0.12634E-04 | 266849.8 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021630 | 0 | 0.12634E-04 | 266842.5 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021631 | 0 | 0.12634E-04 | 266835.2 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021632 | 0 | 0.12634E-04 | 266827.9 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021633 | 0 | 0.12634E-04 | 266820.6 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021634 | 0 | 0.12634E-04 | 266813.3 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021635 | 0 | 0.12634E-04 | 266806.0 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021636 | 0 | 0.12634E-04 | 266798.7 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021637 | 0 | 0.12634E-04 | 266791.4 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021638 | 0 | 0.12634E-04 | 266784.1 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021639 | 0 | 0.12634E-04 | 266776.8 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021640 | 0 | 0.12634E-04 | 266769.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021641 | 0 | 0.12634E-04 | 266762.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021642 | 0 | 0.12634E-04 | 266754.9 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021643 | 0 | 0.12634E-04 | 266747.6 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021644 | 0 | 0.12634E-04 | 266740.3 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021645 | 0 | 0.12634E-04 | 266733.1 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021646 | 0 | 0.12634E-04 | 266725.8 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021647 | 0 | 0.12634E-04 | 266718.5 | 4047761.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021648 | 0 | 0.12634E-04 | 266711.2 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021649 | 0 | 0.12634E-04 | 266703.9 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021650 | 0 | 0.12634E-04 | 266696.6 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021651 | 0 | 0.12634E-04 | 266691.1 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021652 | 0 | 0.12634E-04 | 266691.2 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021653 | 0 | 0.12634E-04 | 266691.3 | 4047777.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021654 | 0 | 0.12634E-04 | 266691.3 | 4047785.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021655 | 0 | 0.12634E-04 | 266691.4 | 4047792.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021656 | 0 | 0.12634E-04 | 266691.5 | 4047799.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021657 | 0 | 0.12634E-04 | 266691.6 | 4047807.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021658 | 0 | 0.12634E-04 | 266691.6 | 4047814.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021659 | 0 | 0.12634E-04 | 266691.7 | 4047821.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021660 | 0 | 0.12634E-04 | 266691.8 | 4047829.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021661 | 0 | 0.12634E-04 | 266691.9 | 4047836.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021662 | 0 | 0.12634E-04 | 266691.9 | 4047843.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021663 | 0 | 0.12634E-04 | 266692.0 | 4047850.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021664 | 0 | 0.12634E-04 | 266692.1 | 4047858.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021665 | 0 | 0.12634E-04 | 266692.1 | 4047865.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021666 | 0 | 0.12634E-04 | 266692.2 | 4047872.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021667 | 0 | 0.12634E-04 | 266692.3 | 4047880.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021668 | 0 | 0.12634E-04 | 266692.4 | 4047887.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021669 | 0 | 0.12634E-04 | 266692.4 | 4047894.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021670 | 0 | 0.12634E-04 | 266692.5 | 4047901.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021671 | 0 | 0.12634E-04 | 266692.6 | 4047909.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021672 | 0 | 0.12634E-04 | 266692.6 | 4047916.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021673 | 0 | 0.12634E-04 | 266692.7 | 4047923.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021674 | 0 | 0.12634E-04 | 266692.8 | 4047931.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021675 | 0 | 0.12634E-04 | 266692.9 | 4047938.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021676 | 0 | 0.12634E-04 | 266692.9 | 4047945.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021677 | 0 | 0.12634E-04 | 266693.0 | 4047953.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021678 | 0 | 0.12634E-04 | 266693.1 | 4047960.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021679 | 0 | 0.12634E-04 | 266693.1 | 4047967.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021680 | 0 | 0.12634E-04 | 266693.2 | 4047974.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021681 | 0 | 0.12634E-04 | 266693.3 | 4047982.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021682 | 0 | 0.12634E-04 | 266693.4 | 4047989.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021683 | 0 | 0.12634E-04 | 266693.4 | 4047996.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021684 | 0 | 0.12634E-04 | 266693.5 | 4048004.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021685 | 0 | 0.12634E-04 | 266693.6 | 4048011.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021686 | 0 | 0.12634E-04 | 266693.7 | 4048018.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021687 | 0 | 0.12634E-04 | 266693.7 | 4048025.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021688 | 0 | 0.12634E-04 | 266693.8 | 4048033.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021689 | 0 | 0.12634E-04 | 266693.9 | 4048040.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021690 | 0 | 0.12634E-04 | 266693.9 | 4048047.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021691 | 0 | 0.12634E-04 | 266694.0 | 4048055.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021692 | 0 | 0.12634E-04 | 266694.1 | 4048062.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021693 | 0 | 0.12634E-04 | 266694.2 | 4048069.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021694 | 0 | 0.12634E-04 | 266694.2 | 4048077.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021695 | 0 | 0.12634E-04 | 266694.3 | 4048084.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021696 | 0 | 0.12634E-04 | 266694.4 | 4048091.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021697 | 0 | 0.12634E-04 | 266694.4 | 4048098.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021698 | 0 | 0.12634E-04 | 266694.5 | 4048106.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021699 | 0 | 0.12634E-04 | 266694.6 | 4048113.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021700 | 0 | 0.12634E-04 | 266694.7 | 4048120.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021701 | 0 | 0.12634E-04 | 266694.7 | 4048128.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021702 | 0 | 0.12634E-04 | 266695.7 | 4048134.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021703 | 0 | 0.12634E-04 | 266703.0 | 4048134.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021704 | 0 | 0.12634E-04 | 266710.3 | 4048134.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021705 | 0 | 0.12634E-04 | 266717.6 | 4048134.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021706 | 0 | 0.12634E-04 | 266724.9 | 4048134.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021707 | 0 | 0.12634E-04 | 266732.2 | 4048134.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021708 | 0 | 0.12634E-04 | 266739.5 | 4048134.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021709 | 0 | 0.12634E-04 | 266746.8 | 4048134.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021710 | 0 | 0.12634E-04 | 266754.1 | 4048134.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021711 | 0 | 0.12634E-04 | 266761.4 | 4048134.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021712 | 0 | 0.12634E-04 | 266768.7 | 4048135.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021713 | 0 | 0.12634E-04 | 266776.0 | 4048135.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021714 | 0 | 0.12634E-04 | 266783.3 | 4048135.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021715 | 0 | 0.12634E-04 | 266790.5 | 4048135.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021716 | 0 | 0.12634E-04 | 266797.8 | 4048135.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021717 | 0 | 0.12634E-04 | 266805.1 | 4048135.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021718 | 0 | 0.12634E-04 | 266812.4 | 4048135.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021719 | 0 | 0.12634E-04 | 266819.7 | 4048135.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021720 | 0 | 0.12634E-04 | 266827.0 | 4048135.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021721 | 0 | 0.12634E-04 | 266834.3 | 4048135.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021722 | 0 | 0.12634E-04 | 266841.6 | 4048135.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021723 | 0 | 0.12634E-04 | 266848.9 | 4048135.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021724 | 0 | 0.12634E-04 | 266856.2 | 4048135.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021725 | 0 | 0.12634E-04 | 266863.5 | 4048135.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021726 | 0 | 0.98630E-05 | 267636.3 | 4047774.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021727 | 0 | 0.98630E-05 | 267629.0 | 4047774.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021728 | 0 | 0.98630E-05 | 267621.7 | 4047774.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021729 | 0 | 0.98630E-05 | 267614.4 | 4047773.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021730 | 0 | 0.98630E-05 | 267607.1 | 4047773.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021731 | 0 | 0.98630E-05 | 267599.8 | 4047773.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021732 | 0 | 0.98630E-05 | 267592.5 | 4047773.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021733 | 0 | 0.98630E-05 | 267585.2 | 4047773.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021734 | 0 | 0.98630E-05 | 267578.0 | 4047773.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021735 | 0 | 0.98630E-05 | 267570.7 | 4047773.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021736 | 0 | 0.98630E-05 | 267563.4 | 4047773.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021737 | 0 | 0.98630E-05 | 267556.1 | 4047773.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021738 | 0 | 0.98630E-05 | 267548.8 | 4047772.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021739 | 0 | 0.98630E-05 | 267541.5 | 4047772.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021740 | 0 | 0.98630E-05 | 267534.2 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021741 | 0 | 0.98630E-05 | 267526.9 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021742 | 0 | 0.98630E-05 | 267519.6 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021743 | 0 | 0.98630E-05 | 267512.3 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021744 | 0 | 0.98630E-05 | 267505.0 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021745 | 0 | 0.98630E-05 | 267497.7 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021746 | 0 | 0.98630E-05 | 267490.4 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021747 | 0 | 0.98630E-05 | 267483.1 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021748 | 0 | 0.98630E-05 | 267475.8 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021749 | 0 | 0.98630E-05 | 267468.5 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021750 | 0 | 0.98630E-05 | 267461.2 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021751 | 0 | 0.98630E-05 | 267453.9 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021752 | 0 | 0.98630E-05 | 267446.6 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021753 | 0 | 0.98630E-05 | 267439.3 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021754 | 0 | 0.98630E-05 | 267432.0 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021755 | 0 | 0.98630E-05 | 267424.7 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021756 | 0 | 0.98630E-05 | 267417.4 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021757 | 0 | 0.98630E-05 | 267410.1 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021758 | 0 | 0.98630E-05 | 267402.8 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021759 | 0 | 0.98630E-05 | 267395.5 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021760 | 0 | 0.98630E-05 | 267388.2 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021761 | 0 | 0.98630E-05 | 267380.9 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021762 | 0 | 0.98630E-05 | 267373.6 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021763 | 0 | 0.98630E-05 | 267366.3 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021764 | 0 | 0.98630E-05 | 267359.0 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021765 | 0 | 0.98630E-05 | 267351.8 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021766 | 0 | 0.98630E-05 | 267344.5 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021767 | 0 | 0.98630E-05 | 267337.2 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021768 | 0 | 0.98630E-05 | 267329.9 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021769 | 0 | 0.98630E-05 | 267322.6 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021770 | 0 | 0.98630E-05 | 267315.3 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021771 | 0 | 0.98630E-05 | 267308.0 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021772 | 0 | 0.98630E-05 | 267300.7 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021773 | 0 | 0.98630E-05 | 267293.4 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021774 | 0 | 0.98630E-05 | 267286.1 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021775 | 0 | 0.98630E-05 | 267278.8 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021776 | 0 | 0.98630E-05 | 267271.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021777 | 0 | 0.98630E-05 | 267264.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021778 | 0 | 0.98630E-05 | 267256.9 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021779 | 0 | 0.98630E-05 | 267249.6 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021780 | 0 | 0.98630E-05 | 267242.3 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021781 | 0 | 0.98630E-05 | 267235.0 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021782 | 0 | 0.98630E-05 | 267227.7 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021783 | 0 | 0.98630E-05 | 267220.4 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021784 | 0 | 0.98630E-05 | 267213.1 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021785 | 0 | 0.98630E-05 | 267205.8 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021786 | 0 | 0.98630E-05 | 267198.5 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021787 | 0 | 0.98630E-05 | 267191.2 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021788 | 0 | 0.98630E-05 | 267183.9 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021789 | 0 | 0.98630E-05 | 267176.6 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021790 | 0 | 0.98630E-05 | 267169.3 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021791 | 0 | 0.98630E-05 | 267162.0 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021792 | 0 | 0.98630E-05 | 267154.7 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021793 | 0 | 0.98630E-05 | 267147.4 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021794 | 0 | 0.98630E-05 | 267140.1 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021795 | 0 | 0.98630E-05 | 267132.9 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021796 | 0 | 0.98630E-05 | 267125.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021797 | 0 | 0.98630E-05 | 267118.3 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021798 | 0 | 0.98630E-05 | 267111.0 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021799 | 0 | 0.98630E-05 | 267103.7 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021800 | 0 | 0.98630E-05 | 267096.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021801 | 0 | 0.98630E-05 | 267089.1 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021802 | 0 | 0.98630E-05 | 267081.8 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021803 | 0 | 0.98630E-05 | 267074.5 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021804 | 0 | 0.98630E-05 | 267067.2 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021805 | 0 | 0.98630E-05 | 267059.9 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021806 | 0 | 0.98630E-05 | 267052.6 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021807 | 0 | 0.98630E-05 | 267045.3 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021808 | 0 | 0.98630E-05 | 267038.0 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021809 | 0 | 0.98630E-05 | 267030.7 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021810 | 0 | 0.98630E-05 | 267023.4 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021811 | 0 | 0.98630E-05 | 267016.1 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021812 | 0 | 0.98630E-05 | 267008.8 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021813 | 0 | 0.98630E-05 | 267001.5 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021814 | 0 | 0.98630E-05 | 266994.2 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021815 | 0 | 0.98630E-05 | 266986.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021816 | 0 | 0.98630E-05 | 266979.6 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021817 | 0 | 0.98630E-05 | 266972.3 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021818 | 0 | 0.98630E-05 | 266965.0 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021819 | 0 | 0.98630E-05 | 266957.7 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021820 | 0 | 0.98630E-05 | 266950.4 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021821 | 0 | 0.98630E-05 | 266943.1 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021822 | 0 | 0.98630E-05 | 266935.8 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021823 | 0 | 0.98630E-05 | 266928.5 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021824 | 0 | 0.98630E-05 | 266921.2 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021825 | 0 | 0.98630E-05 | 266913.9 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021826 | 0 | 0.98630E-05 | 266906.7 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021827 | 0 | 0.98630E-05 | 266899.4 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021828 | 0 | 0.98630E-05 | 266892.1 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021829 | 0 | 0.98630E-05 | 266884.8 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021830 | 0 | 0.98630E-05 | 266877.5 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021831 | 0 | 0.98630E-05 | 266870.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021832 | 0 | 0.98630E-05 | 266862.9 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021833 | 0 | 0.98630E-05 | 266855.6 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021834 | 0 | 0.98630E-05 | 266848.3 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021835 | 0 | 0.98630E-05 | 266841.0 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021836 | 0 | 0.98630E-05 | 266833.7 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021837 | 0 | 0.98630E-05 | 266826.4 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021838 | 0 | 0.98630E-05 | 266819.1 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021839 | 0 | 0.98630E-05 | 266811.8 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021840 | 0 | 0.98630E-05 | 266804.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021841 | 0 | 0.98630E-05 | 266797.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021842 | 0 | 0.98630E-05 | 266789.9 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021843 | 0 | 0.98630E-05 | 266782.6 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021844 | 0 | 0.98630E-05 | 266775.3 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021845 | 0 | 0.98630E-05 | 266768.0 | 4047761.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021846 | 0 | 0.98630E-05 | 266760.7 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021847 | 0 | 0.98630E-05 | 266753.4 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021848 | 0 | 0.98630E-05 | 266746.1 | 4047761.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021849 | 0 | 0.98630E-05 | 266738.8 | 4047761.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021850 | 0 | 0.98630E-05 | 266731.5 | 4047761.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021851 | 0 | 0.98630E-05 | 266724.2 | 4047761.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021852 | 0 | 0.98630E-05 | 266716.9 | 4047761.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021853 | 0 | 0.98630E-05 | 266709.6 | 4047760.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021854 | 0 | 0.98630E-05 | 266702.3 | 4047760.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021855 | 0 | 0.98630E-05 | 266695.0 | 4047760.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021856 | 0 | 0.98630E-05 | 266692.4 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021857 | 0 | 0.98630E-05 | 266692.5 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021858 | 0 | 0.98630E-05 | 266692.6 | 4047779.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021859 | 0 | 0.98630E-05 | 266692.8 | 4047787.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021860 | 0 | 0.98630E-05 | 266692.9 | 4047794.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021861 | 0 | 0.98630E-05 | 266693.0 | 4047801.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021862 | 0 | 0.98630E-05 | 266693.1 | 4047809.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021863 | 0 | 0.98630E-05 | 266693.3 | 4047816.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021864 | 0 | 0.98630E-05 | 266693.4 | 4047823.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021865 | 0 | 0.98630E-05 | 266693.5 | 4047830.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021866 | 0 | 0.98630E-05 | 266693.7 | 4047838.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021867 | 0 | 0.98630E-05 | 266693.8 | 4047845.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021868 | 0 | 0.98630E-05 | 266693.9 | 4047852.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021869 | 0 | 0.98630E-05 | 266694.0 | 4047860.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021870 | 0 | 0.98630E-05 | 266694.2 | 4047867.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021871 | 0 | 0.98630E-05 | 266694.3 | 4047874.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021872 | 0 | 0.98630E-05 | 266694.4 | 4047881.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021873 | 0 | 0.98630E-05 | 266694.5 | 4047889.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021874 | 0 | 0.98630E-05 | 266694.7 | 4047896.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021875 | 0 | 0.98630E-05 | 266694.8 | 4047903.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021876 | 0 | 0.98630E-05 | 266694.9 | 4047911.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021877 | 0 | 0.98630E-05 | 266695.1 | 4047918.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021878 | 0 | 0.98630E-05 | 266695.2 | 4047925.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021879 | 0 | 0.98630E-05 | 266695.3 | 4047933.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021880 | 0 | 0.98630E-05 | 266695.4 | 4047940.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021881 | 0 | 0.98630E-05 | 266695.6 | 4047947.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021882 | 0 | 0.98630E-05 | 266695.7 | 4047954.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021883 | 0 | 0.98630E-05 | 266695.8 | 4047962.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021884 | 0 | 0.98630E-05 | 266695.9 | 4047969.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021885 | 0 | 0.98630E-05 | 266696.1 | 4047976.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021886 | 0 | 0.98630E-05 | 266696.2 | 4047984.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021887 | 0 | 0.98630E-05 | 266696.3 | 4047991.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021888 | 0 | 0.98630E-05 | 266696.4 | 4047998.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021889 | 0 | 0.98630E-05 | 266696.6 | 4048006.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021890 | 0 | 0.98630E-05 | 266696.7 | 4048013.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021891 | 0 | 0.98630E-05 | 266696.8 | 4048020.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021892 | 0 | 0.98630E-05 | 266697.0 | 4048027.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021893 | 0 | 0.98630E-05 | 266697.1 | 4048035.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021894 | 0 | 0.98630E-05 | 266697.2 | 4048042.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021895 | 0 | 0.98630E-05 | 266697.3 | 4048049.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021896 | 0 | 0.98630E-05 | 266697.5 | 4048057.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021897 | 0 | 0.98630E-05 | 266697.6 | 4048064.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021898 | 0 | 0.98630E-05 | 266697.7 | 4048071.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021899 | 0 | 0.98630E-05 | 266697.8 | 4048078.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021900 | 0 | 0.98630E-05 | 266698.0 | 4048086.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021901 | 0 | 0.98630E-05 | 266698.1 | 4048093.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021902 | 0 | 0.98630E-05 | 266698.2 | 4048100.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021903 | 0 | 0.98630E-05 | 266698.4 | 4048108.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021904 | 0 | 0.98630E-05 | 266698.5 | 4048115.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021905 | 0 | 0.98630E-05 | 266698.6 | 4048122.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021906 | 0 | 0.98630E-05 | 266698.7 | 4048130.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021907 | 0 | 0.98630E-05 | 266698.9 | 4048137.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021908 | 0 | 0.98630E-05 | 266699.0 | 4048144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021909 | 0 | 0.98630E-05 | 266699.1 | 4048151.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021910 | 0 | 0.98630E-05 | 266699.2 | 4048159.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021911 | 0 | 0.98630E-05 | 266699.4 | 4048166.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021912 | 0 | 0.98630E-05 | 266699.5 | 4048173.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021913 | 0 | 0.98630E-05 | 266699.6 | 4048181.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021914 | 0 | 0.98630E-05 | 266699.8 | 4048188.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021915 | 0 | 0.98630E-05 | 266699.9 | 4048195.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021916 | 0 | 0.98630E-05 | 266700.0 | 4048203.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021917 | 0 | 0.98630E-05 | 266700.1 | 4048210.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021918 | 0 | 0.98630E-05 | 266700.3 | 4048217.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0021919 | 0 | 0.98630E-05 | 266700.4 | 4048224.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021920 | 0 | 0.98630E-05 | 266700.5 | 4048232.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021921 | 0 | 0.98630E-05 | 266700.6 | 4048239.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021922 | 0 | 0.98630E-05 | 266700.8 | 4048246.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021923 | 0 | 0.98630E-05 | 266705.6 | 4048251.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021924 | 0 | 0.98630E-05 | 266711.4 | 4048256.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021925 | 0 | 0.98630E-05 | 266717.1 | 4048260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021926 | 0 | 0.98630E-05 | 266722.9 | 4048265.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021927 | 0 | 0.98630E-05 | 266728.7 | 4048269.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021928 | 0 | 0.98630E-05 | 266734.5 | 4048274.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021929 | 0 | 0.98630E-05 | 266740.8 | 4048277.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021930 | 0 | 0.98630E-05 | 266748.1 | 4048277.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021931 | 0 | 0.98630E-05 | 266755.3 | 4048277.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021932 | 0 | 0.98630E-05 | 266762.6 | 4048278.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021933 | 0 | 0.98630E-05 | 266769.9 | 4048278.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021934 | 0 | 0.98630E-05 | 266777.2 | 4048279.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021935 | 0 | 0.98630E-05 | 266784.5 | 4048279.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021936 | 0 | 0.98630E-05 | 266791.8 | 4048279.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021937 | 0 | 0.98630E-05 | 266799.1 | 4048280.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021938 | 0 | 0.98630E-05 | 266806.3 | 4048280.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021939 | 0 | 0.98630E-05 | 266813.6 | 4048281.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021940 | 0 | 0.98630E-05 | 266820.9 | 4048281.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021941 | 0 | 0.98630E-05 | 266828.2 | 4048281.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021942 | 0 | 0.98630E-05 | 266835.5 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021943 | 0 | 0.98630E-05 | 266842.8 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021944 | 0 | 0.98630E-05 | 266850.1 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.80900E-07 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |
| LOT2 | 0 | 0.22100E-06 | 267198.0 | 4047680.2 | 101.0 | 0.91 | 28 | 0.00 | NO | |
| LOT3 | 0 | 0.18300E-06 | 266699.1 | 4048531.6 | 101.0 | 1.00 | 19 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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L0021216 , L0021217 , L0021218 , L0021219 , L0021220 , L0021221 , L0021222 , L0021223 ,
L0021224 , L0021225 , L0021226 , L0021227 , L0021228 , L0021229 , L0021230 , L0021231 ,
L0021232 , L0021233 , L0021234 , L0021235 , L0021236 , L0021237 , L0021238 , L0021239 ,
L0021240 , L0021241 , LOT2 , STCKCC1 , STCKCC2 , STCKCC3 , STCKCC4 , STCKCC5 ,

STCKPP1 , STCKPP2 , STCKPP3 , STCKPP4 , STCKAM1 , STCKAM2 , STCKAM3 , STCKAM4 ,
STCKAM5 , STCKAM6 , STCKAM7 , STCKQM8 , STCKAM9 , STCKAM10 , STCKHOT1 , STCKHOT2 ,
STCKWP1 , STCKAAA1 , STCKWW1 , BBBCCC1 , BBBCCC2 , DDDEEE1 , DDDEEE2 , L0021242 ,
L0021243 , L0021244 , L0021245 , L0021246 , L0021247 , L0021248 , L0021249 , L0021250 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0021251 , L0021252 , L0021253 , L0021254 , L0021255 , L0021256 , L0021257 , L0021258 ,
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L0021387 , L0021388 , L0021389 , L0021390 , L0021391 , L0021392 , L0021393 , L0021394 ,
L0021395 , L0021396 , L0021397 , L0021398 , L0021399 , L0021400 , L0021401 , L0021402 ,
L0021403 , L0021404 , L0021405 , L0021406 , L0021407 , L0021408 , L0021409 , L0021410 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0021411 , L0021412 , L0021413 , L0021414 , L0021415 , L0021416 , L0021417 , L0021418 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0021571 , L0021572 , L0021573 , L0021574 , L0021575 , L0021576 , L0021577 , L0021578 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0021731 , L0021732 , L0021733 , L0021734 , L0021735 , L0021736 , L0021737 , L0021738 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0021891 , L0021892 , L0021893 , L0021894 , L0021895 , L0021896 , L0021897 , L0021898 ,
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L0021915 , L0021916 , L0021917 , L0021918 , L0021919 , L0021920 , L0021921 , L0021922 ,
L0021923 , L0021924 , L0021925 , L0021926 , L0021927 , L0021928 , L0021929 , L0021930 ,
L0021931 , L0021932 , L0021933 , L0021934 , L0021935 , L0021936 , L0021937 , L0021938 ,
L0021939 , L0021940 , L0021941 , L0021942 , L0021943 , L0021944 , LOT3 , IDDDDHHHH1 ,
IDDDDHHHH2 , IDDDDHHHH3 , IDDDDHHHH4 , ICCCCFFFF1 , ICCCCFFFF2 , IWWWAAAA1 , IWWWAAAA2 , IWWWAAAA3 ,
IWWWAAAA4 , ISSSUUU1 , ISSSUUU2 , ISSSUUU3 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -42.4, | -29.3, | 2 | 9.1, | 289.6, | 297.5, | -53.7, | -5.9, |
| 3 | 9.1, | 291.8, | 321.4, | -63.3, | 17.7, | 4 | 9.1, | 285.1, | 335.4, | -71.1, | 40.8, |
| 5 | 9.1, | 269.8, | 339.3, | -76.7, | 62.6, | 6 | 9.1, | 246.3, | 332.9, | -79.9, | 82.6, |
| 7 | 9.1, | 229.5, | 316.3, | -80.7, | 92.9, | 8 | 9.1, | 227.5, | 290.2, | -79.1, | 89.5, |
| 9 | 9.1, | 223.8, | 259.1, | -77.7, | 82.1, | 10 | 9.1, | 264.7, | 278.6, | -110.0, | 90.0, |
| 11 | 9.1, | 297.5, | 289.6, | -138.9, | 95.1, | 12 | 9.1, | 321.4, | 291.8, | -163.6, | 97.3, |
| 13 | 9.1, | 335.4, | 285.1, | -183.4, | 96.6, | 14 | 9.1, | 339.3, | 269.8, | -197.5, | 93.0, |
| 15 | 9.1, | 332.9, | 246.3, | -205.7, | 86.5, | 16 | 9.1, | 316.3, | 229.5, | -207.6, | 77.4, |
| 17 | 9.1, | 290.2, | 227.5, | -203.2, | 66.0, | 18 | 9.1, | 259.1, | 223.8, | -194.0, | 51.8, |
| 19 | 9.1, | 278.6, | 264.7, | -222.3, | 29.3, | 20 | 9.1, | 289.6, | 297.5, | -243.9, | 5.9, |
| 21 | 9.1, | 291.8, | 321.4, | -258.0, | -17.7, | 22 | 9.1, | 285.1, | 335.4, | -264.4, | -40.8, |
| 23 | 9.1, | 269.8, | 339.3, | -262.6, | -62.6, | 24 | 9.1, | 246.3, | 332.9, | -253.0, | -82.6, |
| 25 | 9.1, | 229.5, | 316.3, | -235.6, | -92.9, | 26 | 9.1, | 227.5, | 290.2, | -211.0, | -89.5, |
| 27 | 9.1, | 223.8, | 259.1, | -181.4, | -82.1, | 28 | 9.1, | 264.7, | 278.6, | -168.6, | -90.0, |
| 29 | 9.1, | 297.5, | 289.6, | -150.7, | -95.1, | 30 | 9.1, | 321.4, | 291.8, | -128.2, | -97.3, |
| 31 | 9.1, | 335.4, | 285.1, | -101.8, | -96.6, | 32 | 9.1, | 339.3, | 269.8, | -72.3, | -93.0, |
| 33 | 9.1, | 332.9, | 246.3, | -40.6, | -86.5, | 34 | 9.1, | 316.3, | 229.5, | -21.9, | -77.4, |
| 35 | 9.1, | 290.2, | 227.5, | -24.3, | -66.0, | 36 | 9.1, | 259.1, | 223.8, | -29.8, | -51.8, |

SOURCE ID: STCKCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -110.8, | -36.5, | 2 | 9.1, | 289.6, | 297.5, | -119.8, | -24.8, |
| 3 | 9.1, | 291.8, | 321.4, | -125.2, | -12.4, | 4 | 9.1, | 285.1, | 335.4, | -126.7, | 0.4, |
| 5 | 9.1, | 269.8, | 339.3, | -124.5, | 13.2, | 6 | 9.1, | 246.3, | 332.9, | -118.4, | 25.6, |
| 7 | 9.1, | 229.5, | 316.3, | -108.7, | 30.0, | 8 | 9.1, | 227.5, | 290.2, | -95.8, | 22.8, |
| 9 | 9.1, | 223.8, | 259.1, | -82.5, | 13.5, | 10 | 9.1, | 264.7, | 278.6, | -102.8, | 21.6, |
| 11 | 9.1, | 297.5, | 289.6, | -120.0, | 29.0, | 12 | 9.1, | 321.4, | 291.8, | -133.5, | 35.5, |
| 13 | 9.1, | 335.4, | 285.1, | -143.0, | 41.0, | 14 | 9.1, | 339.3, | 269.8, | -148.1, | 45.2, |
| 15 | 9.1, | 332.9, | 246.3, | -148.7, | 48.0, | 16 | 9.1, | 316.3, | 229.5, | -144.8, | 49.4, |
| 17 | 9.1, | 290.2, | 227.5, | -136.5, | 49.3, | 18 | 9.1, | 259.1, | 223.8, | -125.4, | 47.0, |
| 19 | 9.1, | 278.6, | 264.7, | -153.9, | 36.5, | 20 | 9.1, | 289.6, | 297.5, | -177.8, | 24.8, |
| 21 | 9.1, | 291.8, | 321.4, | -196.2, | 12.4, | 22 | 9.1, | 285.1, | 335.4, | -208.7, | -0.4, |
| 23 | 9.1, | 269.8, | 339.3, | -214.8, | -13.2, | 24 | 9.1, | 246.3, | 332.9, | -214.5, | -25.6, |
| 25 | 9.1, | 229.5, | 316.3, | -207.6, | -30.0, | 26 | 9.1, | 227.5, | 290.2, | -194.4, | -22.8, |
| 27 | 9.1, | 223.8, | 259.1, | -176.6, | -13.5, | 28 | 9.1, | 264.7, | 278.6, | -175.8, | -21.6, |
| 29 | 9.1, | 297.5, | 289.6, | -169.6, | -29.0, | 30 | 9.1, | 321.4, | 291.8, | -158.3, | -35.5, |
| 31 | 9.1, | 335.4, | 285.1, | -142.2, | -41.0, | 32 | 9.1, | 339.3, | 269.8, | -121.7, | -45.2, |
| 33 | 9.1, | 332.9, | 246.3, | -97.6, | -48.0, | 34 | 9.1, | 316.3, | 229.5, | -84.7, | -49.4, |
| 35 | 9.1, | 290.2, | 227.5, | -91.0, | -49.3, | 36 | 9.1, | 259.1, | 223.8, | -98.4, | -47.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKCC3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -163.1, | -41.6, | 2 | 9.1, | 289.6, | 297.5, | -170.4, | -39.0, |
| 3 | 9.1, | 291.8, | 321.4, | -172.6, | -35.2, | 4 | 9.1, | 285.1, | 335.4, | -169.5, | -30.2, |
| 5 | 9.1, | 269.8, | 339.3, | -161.2, | -24.4, | 6 | 9.1, | 246.3, | 332.9, | -148.1, | -17.9, |
| 7 | 9.1, | 229.5, | 316.3, | -130.4, | -17.9, | 8 | 9.1, | 227.5, | 290.2, | -108.8, | -28.2, |
| 9 | 9.1, | 223.8, | 259.1, | -86.5, | -38.9, | 10 | 9.1, | 264.7, | 278.6, | -97.6, | -30.8, |
| 11 | 9.1, | 297.5, | 289.6, | -105.8, | -21.7, | 12 | 9.1, | 321.4, | 291.8, | -110.7, | -11.9, |
| 13 | 9.1, | 335.4, | 285.1, | -112.3, | -1.8, | 14 | 9.1, | 339.3, | 269.8, | -110.5, | 8.4, |
| 15 | 9.1, | 332.9, | 246.3, | -105.3, | 18.4, | 16 | 9.1, | 316.3, | 229.5, | -96.9, | 27.7, |
| 17 | 9.1, | 290.2, | 227.5, | -85.5, | 36.3, | 18 | 9.1, | 259.1, | 223.8, | -72.9, | 43.0, |
| 19 | 9.1, | 278.6, | 264.7, | -101.6, | 41.6, | 20 | 9.1, | 289.6, | 297.5, | -127.1, | 39.0, |
| 21 | 9.1, | 291.8, | 321.4, | -148.8, | 35.2, | 22 | 9.1, | 285.1, | 335.4, | -166.0, | 30.2, |
| 23 | 9.1, | 269.8, | 339.3, | -178.1, | 24.4, | 24 | 9.1, | 246.3, | 332.9, | -184.8, | 17.9, |
| 25 | 9.1, | 229.5, | 316.3, | -185.9, | 17.9, | 26 | 9.1, | 227.5, | 290.2, | -181.3, | 28.2, |
| 27 | 9.1, | 223.8, | 259.1, | -172.6, | 38.9, | 28 | 9.1, | 264.7, | 278.6, | -180.9, | 30.8, |
| 29 | 9.1, | 297.5, | 289.6, | -183.8, | 21.7, | 30 | 9.1, | 321.4, | 291.8, | -181.1, | 11.9, |
| 31 | 9.1, | 335.4, | 285.1, | -172.8, | 1.8, | 32 | 9.1, | 339.3, | 269.8, | -159.3, | -8.4, |
| 33 | 9.1, | 332.9, | 246.3, | -141.0, | -18.4, | 34 | 9.1, | 316.3, | 229.5, | -132.6, | -27.7, |
| 35 | 9.1, | 290.2, | 227.5, | -141.9, | -36.3, | 36 | 9.1, | 259.1, | 223.8, | -150.8, | -43.0, |

SOURCE ID: STCKCC4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -176.6, | 49.5, | 2 | 9.1, | 289.6, | 297.5, | -199.5, | 48.5, |
| 3 | 9.1, | 291.8, | 321.4, | -216.4, | 45.9, | 4 | 9.1, | 285.1, | 335.4, | -226.7, | 42.0, |
| 5 | 9.1, | 269.8, | 339.3, | -230.1, | 36.8, | 6 | 9.1, | 246.3, | 332.9, | -226.6, | 30.5, |
| 7 | 9.1, | 229.5, | 316.3, | -216.1, | 16.1, | 8 | 9.1, | 227.5, | 290.2, | -199.1, | -9.6, |
| 9 | 9.1, | 223.8, | 259.1, | -178.7, | -36.3, | 10 | 9.1, | 264.7, | 278.6, | -188.8, | -44.2, |
| 11 | 9.1, | 297.5, | 289.6, | -193.3, | -50.7, | 12 | 9.1, | 321.4, | 291.8, | -191.8, | -55.7, |
| 13 | 9.1, | 335.4, | 285.1, | -184.6, | -59.0, | 14 | 9.1, | 339.3, | 269.8, | -171.7, | -60.5, |
| 15 | 9.1, | 332.9, | 246.3, | -153.6, | -60.1, | 16 | 9.1, | 316.3, | 229.5, | -130.9, | -58.0, |
| 17 | 9.1, | 290.2, | 227.5, | -104.1, | -54.0, | 18 | 9.1, | 259.1, | 223.8, | -75.5, | -49.1, |
| 19 | 9.1, | 278.6, | 264.7, | -88.1, | -49.5, | 20 | 9.1, | 289.6, | 297.5, | -98.0, | -48.5, |
| 21 | 9.1, | 291.8, | 321.4, | -105.0, | -45.9, | 22 | 9.1, | 285.1, | 335.4, | -108.7, | -42.0, |
| 23 | 9.1, | 269.8, | 339.3, | -109.2, | -36.8, | 24 | 9.1, | 246.3, | 332.9, | -106.3, | -30.5, |
| 25 | 9.1, | 229.5, | 316.3, | -100.2, | -16.1, | 26 | 9.1, | 227.5, | 290.2, | -91.0, | 9.6, |
| 27 | 9.1, | 223.8, | 259.1, | -80.4, | 36.3, | 28 | 9.1, | 264.7, | 278.6, | -89.7, | 44.2, |

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | 9.1, | 297.5, | 289.6, | -96.3, | 50.7, | 30 | 9.1, | 321.4, | 291.8, | -99.9, | 55.7, |
| 31 | 9.1, | 335.4, | 285.1, | -100.5, | 59.0, | 32 | 9.1, | 339.3, | 269.8, | -98.1, | 60.5, |
| 33 | 9.1, | 332.9, | 246.3, | -92.7, | 60.1, | 34 | 9.1, | 316.3, | 229.5, | -98.7, | 58.0, |
| 35 | 9.1, | 290.2, | 227.5, | -123.4, | 54.0, | 36 | 9.1, | 259.1, | 223.8, | -148.2, | 49.1, |

SOURCE ID: STCKCC5

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -124.8, | 63.1, | 2 | 9.1, | 289.6, | 297.5, | -150.9, | 70.8, |
| 3 | 9.1, | 291.8, | 321.4, | -172.4, | 76.3, | 4 | 9.1, | 285.1, | 335.4, | -188.7, | 79.6, |
| 5 | 9.1, | 269.8, | 339.3, | -199.2, | 80.4, | 6 | 9.1, | 246.3, | 332.9, | -203.7, | 78.8, |
| 7 | 9.1, | 229.5, | 316.3, | -202.0, | 67.6, | 8 | 9.1, | 227.5, | 290.2, | -194.1, | 43.6, |
| 9 | 9.1, | 223.8, | 259.1, | -183.0, | 16.9, | 10 | 9.1, | 264.7, | 278.6, | -202.4, | 7.5, |
| 11 | 9.1, | 297.5, | 289.6, | -215.6, | -2.2, | 12 | 9.1, | 321.4, | 291.8, | -222.2, | -11.8, |
| 13 | 9.1, | 335.4, | 285.1, | -222.1, | -21.0, | 14 | 9.1, | 339.3, | 269.8, | -215.3, | -29.6, |
| 15 | 9.1, | 332.9, | 246.3, | -201.9, | -37.3, | 16 | 9.1, | 316.3, | 229.5, | -182.4, | -43.8, |
| 17 | 9.1, | 290.2, | 227.5, | -157.3, | -49.0, | 18 | 9.1, | 259.1, | 223.8, | -128.8, | -53.4, |
| 19 | 9.1, | 278.6, | 264.7, | -139.8, | -63.1, | 20 | 9.1, | 289.6, | 297.5, | -146.6, | -70.8, |
| 21 | 9.1, | 291.8, | 321.4, | -148.9, | -76.3, | 22 | 9.1, | 285.1, | 335.4, | -146.7, | -79.6, |
| 23 | 9.1, | 269.8, | 339.3, | -140.1, | -80.4, | 24 | 9.1, | 246.3, | 332.9, | -129.2, | -78.8, |
| 25 | 9.1, | 229.5, | 316.3, | -114.3, | -67.6, | 26 | 9.1, | 227.5, | 290.2, | -96.0, | -43.6, |
| 27 | 9.1, | 223.8, | 259.1, | -76.1, | -16.9, | 28 | 9.1, | 264.7, | 278.6, | -76.2, | -7.5, |
| 29 | 9.1, | 297.5, | 289.6, | -74.0, | 2.2, | 30 | 9.1, | 321.4, | 291.8, | -69.6, | 11.8, |
| 31 | 9.1, | 335.4, | 285.1, | -63.0, | 21.0, | 32 | 9.1, | 339.3, | 269.8, | -54.5, | 29.6, |
| 33 | 9.1, | 332.9, | 246.3, | -44.4, | 37.3, | 34 | 9.1, | 316.3, | 229.5, | -47.1, | 43.8, |
| 35 | 9.1, | 290.2, | 227.5, | -70.2, | 49.0, | 36 | 9.1, | 259.1, | 223.8, | -95.0, | 53.4, |

SOURCE ID: STCKPP1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 38.6, | 36.5, | -10.2, | 14.0, | 2 | 9.1, | 38.5, | 33.6, | -11.4, | 15.2, |
| 3 | 9.1, | 37.1, | 29.8, | -12.2, | 15.9, | 4 | 9.1, | 34.7, | 25.1, | -12.6, | 16.1, |
| 5 | 9.1, | 33.4, | 23.0, | -14.3, | 15.8, | 6 | 9.1, | 36.3, | 28.0, | -19.6, | 15.1, |
| 7 | 9.1, | 38.1, | 32.2, | -24.2, | 13.9, | 8 | 9.1, | 38.7, | 35.5, | -28.1, | 12.3, |
| 9 | 9.1, | 38.2, | 37.6, | -31.2, | 10.3, | 10 | 9.1, | 36.5, | 38.6, | -33.3, | 8.0, |
| 11 | 9.1, | 33.6, | 38.5, | -34.4, | 5.5, | 12 | 9.1, | 29.8, | 37.1, | -34.4, | 2.7, |
| 13 | 9.1, | 25.1, | 34.7, | -33.4, | -0.1, | 14 | 9.1, | 23.0, | 33.4, | -32.5, | -2.9, |
| 15 | 9.1, | 28.0, | 36.3, | -33.2, | -5.6, | 16 | 9.1, | 32.2, | 38.1, | -32.9, | -8.1, |
| 17 | 9.1, | 35.5, | 38.7, | -31.6, | -10.4, | 18 | 9.1, | 37.6, | 38.2, | -29.4, | -12.4, |
| 19 | 9.1, | 38.6, | 36.5, | -26.2, | -14.0, | 20 | 9.1, | 38.5, | 33.6, | -22.3, | -15.2, |
| 21 | 9.1, | 37.1, | 29.8, | -17.6, | -15.9, | 22 | 9.1, | 34.7, | 25.1, | -12.5, | -16.1, |
| 23 | 9.1, | 33.4, | 23.0, | -8.6, | -15.8, | 24 | 9.1, | 36.3, | 28.0, | -8.5, | -15.1, |
| 25 | 9.1, | 38.1, | 32.2, | -8.0, | -13.9, | 26 | 9.1, | 38.7, | 35.5, | -7.3, | -12.3, |
| 27 | 9.1, | 38.2, | 37.6, | -6.4, | -10.3, | 28 | 9.1, | 36.5, | 38.6, | -5.3, | -8.0, |
| 29 | 9.1, | 33.6, | 38.5, | -4.1, | -5.5, | 30 | 9.1, | 29.8, | 37.1, | -2.7, | -2.7, |
| 31 | 9.1, | 25.1, | 34.7, | -1.2, | 0.1, | 32 | 9.1, | 23.0, | 33.4, | -0.9, | 2.9, |
| 33 | 9.1, | 28.0, | 36.3, | -3.0, | 5.6, | 34 | 9.1, | 32.2, | 38.1, | -5.1, | 8.1, |
| 35 | 9.1, | 35.5, | 38.7, | -7.1, | 10.4, | 36 | 9.1, | 37.6, | 38.2, | -8.8, | 12.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKPP2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 39.9, | 36.1, | -35.6, | 14.8, | 2 | 9.1, | 41.8, | 31.6, | -35.7, | 11.5, |
| 3 | 9.1, | 42.5, | 26.2, | -34.7, | 7.8, | 4 | 9.1, | 41.8, | 20.0, | -32.6, | 4.0, |
| 5 | 9.1, | 40.4, | 14.6, | -30.3, | 0.0, | 6 | 9.1, | 42.0, | 21.3, | -33.3, | -4.0, |
| 7 | 9.1, | 42.4, | 27.4, | -35.3, | -7.9, | 8 | 9.1, | 41.6, | 32.6, | -36.2, | -11.5, |
| 9 | 9.1, | 39.4, | 36.8, | -36.0, | -14.8, | 10 | 9.1, | 36.1, | 39.9, | -34.7, | -17.6, |
| 11 | 9.1, | 31.6, | 41.8, | -32.4, | -19.9, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 9.1, | 32.6, | 41.6, | -9.3, | -19.9, | 18 | 9.1, | 36.8, | 39.4, | -4.9, | -17.6, |
| 19 | 9.1, | 39.9, | 36.1, | -0.4, | -14.8, | 20 | 9.1, | 41.8, | 31.6, | 4.1, | -11.5, |
| 21 | 9.1, | 42.5, | 26.2, | 8.5, | -7.8, | 22 | 9.1, | 41.8, | 20.0, | 12.6, | -4.0, |
| 23 | 9.1, | 40.4, | 14.6, | 15.7, | 0.0, | 24 | 9.1, | 42.0, | 21.3, | 12.0, | 4.0, |
| 25 | 10.7, | 30.4, | 31.5, | -65.1, | 18.4, | 26 | 10.7, | 31.4, | 31.5, | -67.6, | 9.5, |
| 27 | 10.7, | 31.6, | 30.7, | -68.0, | 0.4, | 28 | 10.7, | 30.7, | 28.8, | -66.4, | -8.8, |
| 29 | 10.7, | 29.0, | 26.1, | -62.7, | -17.7, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 9.1, | 32.6, | 41.6, | -32.3, | 19.9, | 36 | 9.1, | 36.8, | 39.4, | -34.5, | 17.6, |

SOURCE ID: STCKPP3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 7 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 9.1, | 36.8, | 39.4, | -65.1, | 20.0, |
| 19 | 9.1, | 39.9, | 36.1, | -66.2, | 11.8, | 20 | 9.1, | 41.8, | 31.6, | -65.3, | 3.3, |
| 21 | 9.1, | 42.5, | 26.2, | -62.4, | -5.4, | 22 | 9.1, | 41.8, | 20.0, | -57.6, | -13.8, |
| 23 | 9.1, | 40.4, | 14.6, | -51.8, | -21.9, | 24 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 25 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 26 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKPP4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 28.8, | 30.7, | 5.3, | -4.1, | 2 | 10.7, | 26.1, | 29.0, | 6.6, | -0.4, |
| 3 | 10.7, | 22.6, | 26.3, | 7.7, | 3.3, | 4 | 10.7, | 21.8, | 25.7, | 7.1, | 6.8, |
| 5 | 10.7, | 25.5, | 28.5, | 4.2, | 10.2, | 6 | 10.7, | 28.4, | 30.4, | 1.2, | 13.2, |
| 7 | 10.7, | 30.4, | 31.5, | -1.9, | 15.9, | 8 | 10.7, | 31.4, | 31.5, | -4.9, | 18.1, |
| 9 | 10.7, | 31.6, | 30.7, | -7.7, | 19.7, | 10 | 9.1, | 36.1, | 39.9, | -82.6, | -5.7, |
| 11 | 9.1, | 31.6, | 41.8, | -81.7, | -16.5, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 28.5, | 25.5, | -22.9, | 18.5, |
| 15 | 10.7, | 30.4, | 28.4, | -27.4, | 16.4, | 16 | 10.7, | 31.5, | 30.4, | -31.1, | 13.9, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 10.7, | 31.5, | 31.4, | -33.8, | 10.9, | 18 | 10.7, | 30.7, | 31.6, | -35.5, | 7.6, |
| 19 | 10.7, | 28.8, | 30.7, | -36.1, | 4.1, | 20 | 10.7, | 26.1, | 29.0, | -35.6, | 0.4, |
| 21 | 10.7, | 22.6, | 26.3, | -34.0, | -3.3, | 22 | 10.7, | 21.8, | 25.7, | -32.8, | -6.8, |
| 23 | 10.7, | 25.5, | 28.5, | -32.7, | -10.2, | 24 | 10.7, | 28.4, | 30.4, | -31.6, | -13.2, |
| 25 | 10.7, | 30.4, | 31.5, | -29.6, | -15.9, | 26 | 10.7, | 31.4, | 31.5, | -26.7, | -18.1, |
| 27 | 10.7, | 31.6, | 30.7, | -22.9, | -19.7, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 28.5, | 25.5, | -2.5, | -18.5, |
| 33 | 10.7, | 30.4, | 28.4, | -0.9, | -16.4, | 34 | 10.7, | 31.5, | 30.4, | 0.7, | -13.9, |
| 35 | 10.7, | 31.5, | 31.4, | 2.3, | -10.9, | 36 | 10.7, | 30.7, | 31.6, | 3.9, | -7.6, |

SOURCE ID: STCKHOT1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 88.9, | 60.3, | -6.0, | 0.9, | 2 | 12.2, | 85.0, | 62.0, | -8.9, | 3.3, |
| 3 | 12.2, | 78.6, | 61.9, | -11.5, | 5.7, | 4 | 12.2, | 69.7, | 62.7, | -16.5, | 7.9, |
| 5 | 12.2, | 62.2, | 68.3, | -23.7, | 8.2, | 6 | 12.2, | 61.4, | 77.5, | -30.2, | 12.0, |
| 7 | 12.2, | 61.7, | 84.3, | -35.7, | 17.1, | 8 | 12.2, | 60.1, | 88.5, | -40.2, | 21.6, |
| 9 | 12.2, | 56.7, | 90.1, | -43.4, | 25.4, | 10 | 12.2, | 60.3, | 88.9, | -45.3, | 24.2, |
| 11 | 12.2, | 62.0, | 85.0, | -45.9, | 22.2, | 12 | 12.2, | 61.9, | 78.6, | -45.0, | 19.5, |
| 13 | 12.2, | 62.7, | 69.7, | -42.8, | 14.8, | 14 | 12.2, | 68.3, | 62.2, | -39.3, | 10.4, |
| 15 | 12.2, | 77.5, | 61.4, | -42.7, | 8.6, | 16 | 12.2, | 84.3, | 61.7, | -47.9, | 6.4, |
| 17 | 12.2, | 88.5, | 60.1, | -51.6, | 4.1, | 18 | 12.2, | 90.1, | 56.7, | -53.8, | 1.6, |
| 19 | 12.2, | 88.9, | 60.3, | -54.3, | -0.9, | 20 | 12.2, | 85.0, | 62.0, | -53.2, | -3.3, |
| 21 | 12.2, | 78.6, | 61.9, | -50.4, | -5.7, | 22 | 12.2, | 69.7, | 62.7, | -46.2, | -7.9, |
| 23 | 12.2, | 62.2, | 68.3, | -44.6, | -8.2, | 24 | 12.2, | 61.4, | 77.5, | -47.3, | -12.0, |
| 25 | 12.2, | 61.7, | 84.3, | -48.6, | -17.1, | 26 | 12.2, | 60.1, | 88.5, | -48.4, | -21.6, |
| 27 | 12.2, | 56.7, | 90.1, | -46.7, | -25.4, | 28 | 12.2, | 60.3, | 88.9, | -43.6, | -24.2, |
| 29 | 12.2, | 62.0, | 85.0, | -39.2, | -22.2, | 30 | 12.2, | 61.9, | 78.6, | -33.6, | -19.5, |
| 31 | 12.2, | 62.7, | 69.7, | -26.9, | -14.8, | 32 | 12.2, | 68.3, | 62.2, | -23.0, | -10.4, |
| 33 | 12.2, | 77.5, | 61.4, | -18.7, | -8.6, | 34 | 12.2, | 79.6, | 54.4, | -104.8, | -9.6, |
| 35 | 12.2, | 77.7, | 43.4, | -96.5, | -22.9, | 36 | 12.2, | 73.4, | 31.1, | -85.2, | -35.6, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKHOT2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 77.7, | 43.4, | -41.7, | 1.1, | 2 | 12.2, | 79.6, | 54.4, | -47.1, | -2.4, |
| 3 | 12.2, | 79.1, | 63.7, | -51.0, | -5.8, | 4 | 12.2, | 76.2, | 71.0, | -53.4, | -9.1, |
| 5 | 12.2, | 71.0, | 76.2, | -54.2, | -12.1, | 6 | 12.2, | 63.7, | 79.1, | -53.3, | -14.7, |
| 7 | 12.2, | 54.4, | 79.6, | -50.8, | -16.8, | 8 | 12.2, | 43.4, | 77.7, | -46.7, | -18.4, |
| 9 | 12.2, | 31.1, | 73.4, | -41.2, | -19.5, | 10 | 12.2, | 43.4, | 77.7, | -39.9, | -20.0, |
| 11 | 12.2, | 54.4, | 79.6, | -37.4, | -19.9, | 12 | 12.2, | 63.7, | 79.1, | -33.7, | -19.2, |
| 13 | 12.2, | 62.7, | 69.7, | -105.8, | 27.5, | 14 | 12.2, | 68.3, | 62.2, | -103.5, | 12.0, |
| 15 | 12.2, | 77.5, | 61.4, | -106.2, | -1.1, | 16 | 12.2, | 79.6, | 54.4, | -10.4, | -11.0, |
| 17 | 12.2, | 77.7, | 43.4, | -3.2, | -7.9, | 18 | 12.2, | 73.4, | 31.1, | 4.0, | -4.5, |
| 19 | 12.2, | 77.7, | 43.4, | -1.7, | -1.1, | 20 | 12.2, | 79.6, | 54.4, | -7.3, | 2.4, |
| 21 | 12.2, | 79.1, | 63.7, | -12.6, | 5.8, | 22 | 12.2, | 76.2, | 71.0, | -17.6, | 9.1, |
| 23 | 12.2, | 71.0, | 76.2, | -22.1, | 12.1, | 24 | 12.2, | 63.7, | 79.1, | -25.9, | 14.7, |
| 25 | 12.2, | 54.4, | 79.6, | -28.9, | 16.8, | 26 | 12.2, | 43.4, | 77.7, | -31.0, | 18.4, |
| 27 | 12.2, | 31.1, | 73.4, | -32.2, | 19.5, | 28 | 12.2, | 43.4, | 77.7, | -37.8, | 20.0, |
| 29 | 12.2, | 54.4, | 79.6, | -42.2, | 19.9, | 30 | 12.2, | 63.7, | 79.1, | -45.4, | 19.2, |
| 31 | 12.2, | 71.0, | 76.2, | -47.2, | 17.9, | 32 | 12.2, | 76.2, | 71.0, | -47.6, | 16.0, |
| 33 | 12.2, | 79.1, | 63.7, | -46.5, | 13.7, | 34 | 12.2, | 79.6, | 54.4, | -44.0, | 11.0, |
| 35 | 12.2, | 77.7, | 43.4, | -40.2, | 7.9, | 36 | 12.2, | 73.4, | 31.1, | -35.1, | 4.5, |

SOURCE ID: STCKAAA1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 103.8, | 72.0, | 0.1, | -3.3, | 2 | 10.7, | 109.0, | 85.5, | -6.6, | 3.0, |
| 3 | 10.7, | 110.9, | 96.5, | -13.2, | 9.3, | 4 | 10.7, | 109.3, | 104.5, | -19.3, | 15.2, |
| 5 | 10.7, | 104.5, | 109.3, | -24.9, | 20.7, | 6 | 10.7, | 96.5, | 110.9, | -29.7, | 25.6, |
| 7 | 10.7, | 85.5, | 109.0, | -33.6, | 29.7, | 8 | 10.7, | 72.0, | 103.8, | -36.5, | 32.8, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 72.0, | 103.8, | -48.6, | 36.1, |
| 11 | 10.7, | 85.5, | 109.0, | -57.5, | 36.2, | 12 | 10.7, | 96.5, | 110.9, | -64.7, | 35.1, |
| 13 | 10.7, | 104.5, | 109.3, | -69.9, | 32.9, | 14 | 10.7, | 109.3, | 104.5, | -73.0, | 29.8, |
| 15 | 10.7, | 110.9, | 96.5, | -73.8, | 25.8, | 16 | 10.7, | 109.0, | 85.5, | -72.4, | 20.9, |
| 17 | 10.7, | 103.8, | 72.0, | -68.8, | 15.5, | 18 | 10.7, | 95.5, | 56.3, | -63.1, | 9.5, |
| 19 | 10.7, | 103.8, | 72.0, | -72.1, | 3.3, | 20 | 10.7, | 109.0, | 85.5, | -78.9, | -3.0, |
| 21 | 10.7, | 110.9, | 96.5, | -83.3, | -9.3, | 22 | 10.7, | 109.3, | 104.5, | -85.2, | -15.2, |
| 23 | 10.7, | 104.5, | 109.3, | -84.5, | -20.7, | 24 | 10.7, | 96.5, | 110.9, | -81.2, | -25.6, |
| 25 | 10.7, | 85.5, | 109.0, | -75.4, | -29.7, | 26 | 10.7, | 72.0, | 103.8, | -67.4, | -32.8, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 72.0, | 103.8, | -55.2, | -36.1, |
| 29 | 10.7, | 85.5, | 109.0, | -51.5, | -36.2, | 30 | 10.7, | 96.5, | 110.9, | -46.2, | -35.1, |
| 31 | 10.7, | 104.5, | 109.3, | -39.5, | -32.9, | 32 | 10.7, | 109.3, | 104.5, | -31.6, | -29.8, |
| 33 | 10.7, | 110.9, | 96.5, | -22.7, | -25.8, | 34 | 10.7, | 109.0, | 85.5, | -13.1, | -20.9, |
| 35 | 10.7, | 103.8, | 72.0, | -3.2, | -15.5, | 36 | 10.7, | 95.5, | 56.3, | 6.9, | -9.5, |

SOURCE ID: STCKWW1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 122.9, | 137.8, | -3.6, | 35.4, | 2 | 10.7, | 138.8, | 149.7, | -16.7, | 46.2, |
| 3 | 10.7, | 150.4, | 157.1, | -29.3, | 55.6, | 4 | 10.7, | 157.4, | 159.7, | -41.0, | 63.3, |
| 5 | 10.7, | 159.7, | 157.4, | -51.4, | 69.1, | 6 | 10.7, | 157.1, | 150.4, | -60.3, | 72.8, |
| 7 | 10.7, | 149.7, | 138.8, | -67.4, | 74.3, | 8 | 10.7, | 137.8, | 122.9, | -72.4, | 73.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 137.8, | 122.9, | -96.9, | 65.3, |
| 11 | 10.7, | 149.7, | 138.8, | -115.6, | 58.2, | 12 | 10.7, | 157.1, | 150.4, | -130.8, | 49.2, |
| 13 | 10.7, | 159.7, | 157.4, | -142.1, | 38.8, | 14 | 10.7, | 157.4, | 159.7, | -149.0, | 27.3, |
| 15 | 10.7, | 150.4, | 157.1, | -151.4, | 14.8, | 16 | 10.7, | 138.8, | 149.7, | -149.1, | 2.0, |
| 17 | 10.7, | 122.9, | 137.8, | -142.4, | -11.0, | 18 | 10.7, | 103.4, | 121.7, | -131.3, | -23.6, |
| 19 | 10.7, | 122.9, | 137.8, | -134.2, | -35.4, | 20 | 10.7, | 138.8, | 149.7, | -133.0, | -46.2, |
| 21 | 10.7, | 150.4, | 157.1, | -127.8, | -55.6, | 22 | 10.7, | 157.4, | 159.7, | -118.7, | -63.3, |
| 23 | 10.7, | 159.7, | 157.4, | -106.0, | -69.1, | 24 | 10.7, | 157.1, | 150.4, | -90.0, | -72.8, |
| 25 | 10.7, | 149.7, | 138.8, | -71.4, | -74.3, | 26 | 10.7, | 137.8, | 122.9, | -50.5, | -73.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 137.8, | 122.9, | -26.0, | -65.3, |
| 29 | 10.7, | 149.7, | 138.8, | -23.2, | -58.2, | 30 | 10.7, | 157.1, | 150.4, | -19.6, | -49.2, |
| 31 | 10.7, | 159.7, | 157.4, | -15.4, | -38.8, | 32 | 10.7, | 157.4, | 159.7, | -10.7, | -27.3, |
| 33 | 10.7, | 150.4, | 157.1, | -5.7, | -14.8, | 34 | 10.7, | 138.8, | 149.7, | -0.6, | -2.0, |
| 35 | 10.7, | 122.9, | 137.8, | 4.6, | 11.0, | 36 | 10.7, | 103.4, | 121.7, | 9.6, | 23.6, |

SOURCE ID: BBBCCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 196.1, | 142.0, | -2.5, | 4.8, | 2 | 10.7, | 207.0, | 167.1, | -16.9, | 16.7, |
| 3 | 10.7, | 211.5, | 187.1, | -30.8, | 28.0, | 4 | 10.7, | 209.7, | 201.5, | -43.8, | 38.4, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 10.7, | 201.5, | 209.7, | -55.4, | 47.7, | 6 | 10.7, | 187.1, | 211.5, | -65.4, | 55.6, |
| 7 | 10.7, | 167.1, | 207.0, | -73.4, | 61.8, | 8 | 10.7, | 142.0, | 196.1, | -79.1, | 66.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | 22.1, | -35.0, |
| 11 | 10.7, | 167.1, | 207.0, | -120.1, | 66.6, | 12 | 10.7, | 187.1, | 211.5, | -133.7, | 62.7, |
| 13 | 10.7, | 201.5, | 209.7, | -143.3, | 56.9, | 14 | 10.7, | 209.7, | 201.5, | -148.5, | 49.4, |
| 15 | 10.7, | 211.5, | 187.1, | -149.1, | 40.3, | 16 | 10.7, | 207.0, | 167.1, | -145.3, | 30.1, |
| 17 | 10.7, | 196.1, | 142.0, | -137.0, | 18.9, | 18 | 10.7, | 179.3, | 112.5, | -124.6, | 7.1, |
| 19 | 10.7, | 196.1, | 142.0, | -139.5, | -4.8, | 20 | 10.7, | 207.0, | 167.1, | -150.2, | -16.7, |
| 21 | 10.7, | 211.5, | 187.1, | -156.3, | -28.0, | 22 | 10.7, | 209.7, | 201.5, | -157.7, | -38.4, |
| 23 | 10.7, | 201.5, | 209.7, | -154.2, | -47.7, | 24 | 10.7, | 187.1, | 211.5, | -146.1, | -55.6, |
| 25 | 10.7, | 167.1, | 207.0, | -133.6, | -61.8, | 26 | 10.7, | 142.0, | 196.1, | -117.0, | -66.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -167.3, | 35.0, |
| 29 | 12.2, | 82.6, | 151.1, | -176.4, | 11.6, | 30 | 12.2, | 101.0, | 152.5, | -180.2, | -5.1, |
| 31 | 12.2, | 116.3, | 149.3, | -178.5, | -21.7, | 32 | 12.2, | 128.1, | 141.5, | -171.3, | -37.6, |
| 33 | 12.2, | 136.0, | 129.4, | -159.0, | -52.3, | 34 | 12.2, | 139.7, | 113.4, | -141.9, | -65.5, |
| 35 | 10.7, | 196.1, | 142.0, | -4.9, | -18.9, | 36 | 10.7, | 179.3, | 112.5, | 12.1, | -7.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: BBBCCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 145.2, | 76.0, | -74.2, | 0.0, | 2 | 12.2, | 151.1, | 82.6, | -70.5, | -7.7, |
| 3 | 12.2, | 152.5, | 101.0, | -78.8, | -15.3, | 4 | 12.2, | 149.3, | 116.3, | -84.8, | -22.4, |
| 5 | 12.2, | 141.5, | 128.1, | -88.2, | -28.8, | 6 | 12.2, | 129.4, | 136.0, | -89.0, | -34.3, |
| 7 | 12.2, | 113.4, | 139.7, | -87.0, | -38.8, | 8 | 12.2, | 93.9, | 139.2, | -82.4, | -42.1, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | -72.6, | -36.2, |
| 11 | 12.2, | 82.6, | 151.1, | -67.8, | -29.2, | 12 | 12.2, | 101.0, | 152.5, | -61.0, | -28.3, |
| 13 | 12.2, | 116.3, | 149.3, | -52.2, | -26.7, | 14 | 12.2, | 128.1, | 141.5, | -41.9, | -24.2, |
| 15 | 12.2, | 136.0, | 129.4, | -30.4, | -21.0, | 16 | 12.2, | 139.7, | 113.4, | -17.9, | -17.1, |
| 17 | 12.2, | 139.2, | 93.9, | -4.8, | -12.8, | 18 | 12.2, | 134.8, | 71.6, | 8.4, | -7.8, |
| 19 | 12.2, | 145.2, | 76.0, | -1.8, | 0.0, | 20 | 12.2, | 151.1, | 82.6, | -12.2, | 7.7, |
| 21 | 12.2, | 152.5, | 101.0, | -22.2, | 15.3, | 22 | 12.2, | 149.3, | 116.3, | -31.5, | 22.4, |
| 23 | 12.2, | 141.5, | 128.1, | -39.8, | 28.8, | 24 | 12.2, | 129.4, | 136.0, | -47.0, | 34.3, |
| 25 | 12.2, | 113.4, | 139.7, | -52.7, | 38.8, | 26 | 12.2, | 93.9, | 139.2, | -56.9, | 42.1, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -72.5, | 36.2, |
| 29 | 12.2, | 82.6, | 151.1, | -83.3, | 29.2, | 30 | 12.2, | 101.0, | 152.5, | -91.6, | 28.3, |
| 31 | 12.2, | 116.3, | 149.3, | -97.0, | 26.7, | 32 | 12.2, | 128.1, | 141.5, | -99.5, | 24.2, |
| 33 | 12.2, | 136.0, | 129.4, | -99.0, | 21.0, | 34 | 12.2, | 139.7, | 113.4, | -95.5, | 17.1, |
| 35 | 12.2, | 139.2, | 93.9, | -89.1, | 12.8, | 36 | 12.2, | 134.8, | 71.6, | -80.0, | 7.8, |

SOURCE ID: DDDEEE1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 153.0, | 109.3, | -109.3, | 16.7, | 2 | 12.2, | 164.0, | 114.0, | -106.9, | 5.6, |
| 3 | 12.2, | 170.0, | 115.1, | -101.2, | -5.7, | 4 | 12.2, | 170.9, | 125.9, | -105.6, | -16.8, |
| 5 | 12.2, | 166.5, | 136.4, | -110.4, | -27.4, | 6 | 12.2, | 157.1, | 142.8, | -111.8, | -37.1, |
| 7 | 12.2, | 142.9, | 144.8, | -109.8, | -45.8, | 8 | 12.2, | 124.4, | 142.5, | -104.5, | -53.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 109.3, | 153.0, | -93.2, | -54.6, |
| 11 | 12.2, | 114.0, | 164.0, | -87.6, | -49.9, | 12 | 12.2, | 115.1, | 170.0, | -79.3, | -43.7, |
| 13 | 12.2, | 125.9, | 170.9, | -68.6, | -42.7, | 14 | 12.2, | 136.4, | 166.5, | -55.9, | -42.2, |
| 15 | 12.2, | 142.8, | 157.1, | -41.4, | -40.4, | 16 | 12.2, | 144.8, | 142.9, | -25.7, | -37.4, |
| 17 | 12.2, | 142.5, | 124.4, | -9.2, | -33.2, | 18 | 12.2, | 137.4, | 102.7, | 6.9, | -27.3, |
| 19 | 12.2, | 153.0, | 109.3, | -0.1, | -16.7, | 20 | 12.2, | 164.0, | 114.0, | -7.1, | -5.6, |
| 21 | 12.2, | 170.0, | 115.1, | -13.9, | 5.7, | 22 | 12.2, | 170.9, | 125.9, | -20.3, | 16.8, |
| 23 | 12.2, | 166.5, | 136.4, | -26.0, | 27.4, | 24 | 12.2, | 157.1, | 142.8, | -31.0, | 37.1, |
| 25 | 12.2, | 142.9, | 144.8, | -35.0, | 45.8, | 26 | 12.2, | 124.4, | 142.5, | -38.0, | 53.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 109.3, | 153.0, | -59.8, | 54.6, |
| 29 | 12.2, | 114.0, | 164.0, | -76.4, | 49.9, | 30 | 12.2, | 115.1, | 170.0, | -90.7, | 43.7, |
| 31 | 12.2, | 125.9, | 170.9, | -102.2, | 42.7, | 32 | 12.2, | 136.4, | 166.5, | -110.6, | 42.2, |
| 33 | 12.2, | 142.8, | 157.1, | -115.7, | 40.4, | 34 | 12.2, | 144.8, | 142.9, | -117.2, | 37.4, |
| 35 | 12.2, | 142.5, | 124.4, | -115.2, | 33.2, | 36 | 12.2, | 137.4, | 102.7, | -109.6, | 27.3, |

SOURCE ID: DDDEEE2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 110.7, | 136.8, | -61.1, | -36.3, | 2 | 12.2, | 123.8, | 129.8, | -51.4, | -34.5, |
| 3 | 12.2, | 133.1, | 119.0, | -40.2, | -31.7, | 4 | 12.2, | 138.4, | 104.5, | -27.8, | -27.8, |
| 5 | 12.2, | 139.4, | 86.9, | -14.5, | -23.2, | 6 | 12.2, | 136.3, | 66.6, | -0.8, | -17.8, |
| 7 | 12.2, | 132.4, | 53.4, | 8.4, | -11.9, | 8 | 12.2, | 138.0, | 75.0, | -0.8, | -5.6, |
| 9 | 12.2, | 139.5, | 94.3, | -10.1, | 0.9, | 10 | 12.2, | 136.8, | 110.7, | -19.0, | 7.3, |
| 11 | 12.2, | 129.8, | 123.8, | -27.4, | 13.5, | 12 | 12.2, | 119.0, | 133.1, | -34.9, | 19.3, |
| 13 | 12.2, | 104.5, | 138.4, | -41.3, | 24.5, | 14 | 12.2, | 86.9, | 139.4, | -46.5, | 28.9, |
| 15 | 12.2, | 66.6, | 136.3, | -50.3, | 32.5, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 12.2, | 75.0, | 138.0, | -63.4, | 36.6, | 18 | 12.2, | 94.3, | 139.5, | -70.6, | 37.1, |
| 19 | 12.2, | 110.7, | 136.8, | -75.6, | 36.3, | 20 | 12.2, | 123.8, | 129.8, | -78.4, | 34.5, |
| 21 | 12.2, | 133.1, | 119.0, | -78.8, | 31.7, | 22 | 12.2, | 138.4, | 104.5, | -76.7, | 27.8, |
| 23 | 12.2, | 139.4, | 86.9, | -72.4, | 23.2, | 24 | 12.2, | 136.3, | 66.6, | -65.8, | 17.8, |
| 25 | 12.2, | 132.4, | 53.4, | -61.8, | 11.9, | 26 | 12.2, | 138.0, | 75.0, | -74.1, | 5.6, |
| 27 | 12.2, | 139.5, | 94.3, | -84.2, | -0.9, | 28 | 12.2, | 136.8, | 110.7, | -91.7, | -7.3, |
| 29 | 12.2, | 129.8, | 123.8, | -96.4, | -13.5, | 30 | 12.2, | 119.0, | 133.1, | -98.2, | -19.3, |
| 31 | 12.2, | 104.5, | 138.4, | -97.0, | -24.5, | 32 | 12.2, | 86.9, | 139.4, | -92.9, | -28.9, |
| 33 | 12.2, | 66.6, | 136.3, | -85.9, | -32.5, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 12.2, | 75.0, | 138.0, | -74.6, | -36.6, | 36 | 12.2, | 94.3, | 139.5, | -68.9, | -37.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | |
|---|---|---|---|---|---|
| ( 268070.6, 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, 4047810.5, | 101.0, | 101.0, | 0.0); |

( 267222.2, 4047875.3, 101.0, 101.0, 0.0); ( 267147.6, 4047788.9, 101.0, 101.0, 0.0);
( 267118.1, 4047847.8, 101.0, 101.0, 0.0); ( 267037.6, 4047547.3, 101.0, 101.0, 0.0);
( 267082.1, 4047366.7, 101.0, 101.0, 0.0); ( 267129.9, 4047042.6, 101.0, 101.0, 0.0);
( 267423.4, 4048609.3, 101.0, 101.0, 0.0); ( 267490.2, 4048539.3, 101.0, 101.0, 0.0);
( 267557.0, 4048469.2, 101.0, 101.0, 0.0); ( 267623.8, 4048399.2, 101.0, 101.0, 0.0);
( 267690.6, 4048329.1, 101.0, 101.0, 0.0); ( 267757.4, 4048259.1, 101.0, 101.0, 0.0);
( 267824.2, 4048189.0, 101.0, 101.0, 0.0); ( 267891.0, 4048119.0, 101.0, 101.0, 0.0);
( 267957.8, 4048048.9, 101.0, 101.0, 0.0); ( 268024.6, 4047978.9, 101.0, 101.0, 0.0);
( 267496.9, 4048778.3, 101.0, 101.0, 0.0); ( 267635.0, 4048677.3, 101.0, 101.0, 0.0);
( 267701.8, 4048607.2, 101.0, 101.0, 0.0); ( 267768.6, 4048537.2, 101.0, 101.0, 0.0);
( 267835.4, 4048467.1, 101.0, 101.0, 0.0); ( 267902.2, 4048397.1, 101.0, 101.0, 0.0);
( 267969.0, 4048327.0, 101.0, 101.0, 0.0); ( 268035.8, 4048257.0, 101.0, 101.0, 0.0);
( 268102.5, 4048186.9, 101.0, 101.0, 0.0); ( 268169.3, 4048116.9, 101.0, 101.0, 0.0);
( 267670.7, 4048953.9, 101.0, 101.0, 0.0); ( 267513.9, 4049022.1, 101.0, 101.0, 0.0);
( 267815.9, 4048849.8, 101.0, 101.0, 0.0); ( 267882.7, 4048779.8, 101.0, 101.0, 0.0);
( 267949.5, 4048709.7, 101.0, 101.0, 0.0); ( 268016.3, 4048639.7, 101.0, 101.0, 0.0);
( 268083.1, 4048569.6, 101.0, 101.0, 0.0); ( 268149.9, 4048499.6, 101.0, 101.0, 0.0);
( 268216.7, 4048429.5, 101.0, 101.0, 0.0); ( 268283.5, 4048359.5, 101.0, 101.0, 0.0);
( 268350.3, 4048289.4, 101.0, 101.0, 0.0); ( 267848.6, 4049127.8, 101.0, 101.0, 0.0);
( 267685.7, 4049198.6, 101.0, 101.0, 0.0); ( 267522.8, 4049269.4, 101.0, 101.0, 0.0);
( 267996.8, 4049022.3, 101.0, 101.0, 0.0); ( 268063.6, 4048952.3, 101.0, 101.0, 0.0);
( 268130.4, 4048882.2, 101.0, 101.0, 0.0); ( 268197.2, 4048812.2, 101.0, 101.0, 0.0);
( 268264.0, 4048742.1, 101.0, 101.0, 0.0); ( 268330.8, 4048672.1, 101.0, 101.0, 0.0);
( 268397.6, 4048602.0, 101.0, 101.0, 0.0); ( 268464.4, 4048532.0, 101.0, 101.0, 0.0);
( 268531.2, 4048461.9, 101.0, 101.0, 0.0); ( 268207.6, 4049474.1, 101.0, 101.0, 0.0);
( 268123.4, 4049510.7, 101.0, 101.0, 0.0); ( 268039.2, 4049547.3, 101.0, 101.0, 0.0);
( 267955.0, 4049583.9, 101.0, 101.0, 0.0); ( 267870.8, 4049620.5, 101.0, 101.0, 0.0);
( 267786.6, 4049657.1, 101.0, 101.0, 0.0); ( 267702.4, 4049693.8, 101.0, 101.0, 0.0);
( 267618.1, 4049730.4, 101.0, 101.0, 0.0); ( 267533.9, 4049767.0, 101.0, 101.0, 0.0);
( 267449.7, 4049803.6, 101.0, 101.0, 0.0); ( 268291.9, 4049437.4, 101.0, 101.0, 0.0);
( 268358.7, 4049367.4, 101.0, 101.0, 0.0); ( 268425.5, 4049297.3, 101.0, 101.0, 0.0);
( 268492.3, 4049227.3, 101.0, 101.0, 0.0); ( 268559.1, 4049157.2, 101.0, 101.0, 0.0);
( 268625.9, 4049087.2, 101.0, 101.0, 0.0); ( 268692.7, 4049017.1, 101.0, 101.0, 0.0);
( 268759.5, 4048947.1, 101.0, 101.0, 0.0); ( 268826.3, 4048877.0, 101.0, 101.0, 0.0);
( 268893.1, 4048807.0, 101.0, 101.0, 0.0); ( 268568.2, 4049819.7, 101.0, 101.0, 0.0);
( 268482.7, 4049856.9, 101.0, 101.0, 0.0); ( 268397.2, 4049894.0, 101.0, 101.0, 0.0);
( 268311.7, 4049931.2, 101.0, 101.0, 0.0); ( 268226.2, 4049968.4, 101.0, 101.0, 0.0);
( 268140.6, 4050005.6, 101.0, 101.0, 0.0); ( 268055.1, 4050042.8, 101.0, 101.0, 0.0);
( 267969.6, 4050079.9, 101.0, 101.0, 0.0); ( 267884.1, 4050117.1, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267798.6, 4050154.3, 101.0, 101.0, 0.0); ( 267713.1, 4050191.5, 101.0, 101.0, 0.0);
( 267627.6, 4050228.7, 101.0, 101.0, 0.0); ( 267542.1, 4050265.8, 101.0, 101.0, 0.0);
( 267456.6, 4050303.0, 101.0, 101.0, 0.0); ( 268653.7, 4049782.5, 101.0, 101.0, 0.0);
( 268720.5, 4049712.4, 101.0, 101.0, 0.0); ( 268787.3, 4049642.4, 101.0, 101.0, 0.0);
( 268854.1, 4049572.3, 101.0, 101.0, 0.0); ( 268920.9, 4049502.3, 101.0, 101.0, 0.0);
( 268987.7, 4049432.2, 101.0, 101.0, 0.0); ( 269054.5, 4049362.2, 101.0, 101.0, 0.0);
( 269121.3, 4049292.1, 101.0, 101.0, 0.0); ( 269188.1, 4049222.1, 101.0, 101.0, 0.0);
( 269254.9, 4049152.0, 101.0, 101.0, 0.0); ( 268049.5, 4047836.8, 101.0, 101.0, 0.0);
( 268231.3, 4047953.0, 101.0, 101.0, 0.0); ( 268249.4, 4047829.2, 101.0, 101.0, 0.0);
( 268480.2, 4047945.9, 101.0, 101.0, 0.0); ( 268436.9, 4048060.4, 101.0, 101.0, 0.0);
( 268393.6, 4048174.9, 101.0, 101.0, 0.0); ( 268499.2, 4047819.5, 101.0, 101.0, 0.0);
( 268729.6, 4047937.4, 101.0, 101.0, 0.0); ( 268685.5, 4048053.9, 101.0, 101.0, 0.0);

( 268641.4, 4048170.5, 101.0, 101.0, 0.0); ( 268597.3, 4048287.1, 101.0, 101.0, 0.0);
( 268749.0, 4047809.9, 101.0, 101.0, 0.0); ( 269227.4, 4047923.0, 101.0, 101.0, 0.0);
( 269179.6, 4048049.3, 101.0, 101.0, 0.0); ( 269131.9, 4048175.6, 101.0, 101.0, 0.0);
( 269084.1, 4048301.9, 101.0, 101.0, 0.0); ( 269036.3, 4048428.1, 101.0, 101.0, 0.0);
( 268988.6, 4048554.4, 101.0, 101.0, 0.0); ( 268940.8, 4048680.7, 101.0, 101.0, 0.0);
( 269248.6, 4047790.7, 101.0, 101.0, 0.0); ( 269727.3, 4047903.1, 101.0, 101.0, 0.0);
( 269680.0, 4048028.0, 101.0, 101.0, 0.0); ( 269632.8, 4048152.9, 101.0, 101.0, 0.0);
( 269585.6, 4048277.8, 101.0, 101.0, 0.0); ( 269538.3, 4048402.7, 101.0, 101.0, 0.0);
( 269491.1, 4048527.6, 101.0, 101.0, 0.0); ( 269443.9, 4048652.5, 101.0, 101.0, 0.0);
( 269396.6, 4048777.4, 101.0, 101.0, 0.0); ( 269349.4, 4048902.3, 101.0, 101.0, 0.0);
( 269302.1, 4049027.1, 101.0, 101.0, 0.0); ( 269748.2, 4047771.5, 101.0, 101.0, 0.0);
( 267983.3, 4047685.9, 101.0, 101.0, 0.0); ( 267877.6, 4047669.8, 101.0, 101.0, 0.0);
( 267733.9, 4047666.2, 101.0, 101.0, 0.0); ( 268005.1, 4047493.2, 101.0, 101.0, 0.0);
( 268106.8, 4047536.4, 101.0, 101.0, 0.0); ( 268179.9, 4047608.5, 101.0, 101.0, 0.0);
( 268224.4, 4047709.5, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);
( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);
( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267459.8, 4047820.1, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267084.9, 4047228.9, 101.0, 101.0, 0.0); ( 267116.2, 4046645.9, 101.0, 101.0, 0.0);
( 267278.0, 4046601.1, 101.0, 101.0, 0.0); ( 267439.9, 4046556.3, 101.0, 101.0, 0.0);
( 267601.7, 4046511.4, 101.0, 101.0, 0.0); ( 266962.6, 4046714.4, 101.0, 101.0, 0.0);
( 266817.1, 4046806.6, 101.0, 101.0, 0.0); ( 266845.1, 4046224.6, 101.0, 101.0, 0.0);
( 267000.2, 4046181.6, 101.0, 101.0, 0.0); ( 267155.4, 4046138.6, 101.0, 101.0, 0.0);
( 267310.5, 4046095.7, 101.0, 101.0, 0.0); ( 267465.6, 4046052.7, 101.0, 101.0, 0.0);
( 267620.8, 4046009.7, 101.0, 101.0, 0.0); ( 266694.8, 4046292.2, 101.0, 101.0, 0.0);
( 266549.4, 4046384.4, 101.0, 101.0, 0.0); ( 267349.5, 4047926.9, 101.0, 101.0, 0.0);
( 267031.3, 4047608.8, 101.0, 101.0, 0.0); ( 266993.4, 4047302.2, 101.0, 101.0, 0.0);
( 266901.0, 4047385.4, 101.0, 101.0, 0.0); ( 266638.6, 4046949.6, 101.0, 101.0, 0.0);

( 266727.9, 4046878.1, 101.0, 101.0, 0.0); ( 266547.5, 4047031.9, 101.0, 101.0, 0.0);
( 266284.6, 4046596.5, 101.0, 101.0, 0.0); ( 266372.9, 4046525.8, 101.0, 101.0, 0.0);
( 266461.1, 4046455.1, 101.0, 101.0, 0.0); ( 266193.9, 4046678.4, 101.0, 101.0, 0.0);
( 267123.7, 4048028.3, 101.0, 101.0, 0.0); ( 267149.7, 4047840.8, 101.0, 101.0, 0.0);
( 266913.7, 4047720.2, 101.0, 101.0, 0.0); ( 266805.4, 4047478.3, 101.0, 101.0, 0.0);
( 266677.7, 4047599.6, 101.0, 101.0, 0.0); ( 266550.0, 4047720.9, 101.0, 101.0, 0.0);
( 266461.0, 4047115.8, 101.0, 101.0, 0.0); ( 266333.3, 4047237.1, 101.0, 101.0, 0.0);
( 266205.6, 4047358.4, 101.0, 101.0, 0.0); ( 266116.6, 4046753.3, 101.0, 101.0, 0.0);
( 265989.0, 4046874.6, 101.0, 101.0, 0.0); ( 265861.3, 4046995.9, 101.0, 101.0, 0.0);
( 267004.6, 4048386.0, 101.0, 101.0, 0.0); ( 267011.7, 4048547.4, 101.0, 101.0, 0.0);
( 266811.9, 4048556.1, 101.0, 101.0, 0.0); ( 266580.0, 4048254.6, 101.0, 101.0, 0.0);
( 266636.8, 4048113.6, 101.0, 101.0, 0.0); ( 266555.1, 4048405.7, 101.0, 101.0, 0.0);
( 266562.2, 4048567.1, 101.0, 101.0, 0.0); ( 266329.3, 4048267.7, 101.0, 101.0, 0.0);
( 266345.9, 4048065.3, 101.0, 101.0, 0.0); ( 266323.9, 4047905.5, 101.0, 101.0, 0.0);
( 266494.8, 4047857.6, 101.0, 101.0, 0.0); ( 266305.3, 4048416.7, 101.0, 101.0, 0.0);
( 266312.4, 4048578.1, 101.0, 101.0, 0.0); ( 265831.1, 4048286.6, 101.0, 101.0, 0.0);
( 265888.7, 4048143.8, 101.0, 101.0, 0.0); ( 265946.3, 4048001.0, 101.0, 101.0, 0.0);
( 266003.9, 4047858.2, 101.0, 101.0, 0.0); ( 266061.6, 4047715.4, 101.0, 101.0, 0.0);
( 266119.2, 4047572.6, 101.0, 101.0, 0.0); ( 265805.8, 4048438.7, 101.0, 101.0, 0.0);
( 265812.9, 4048600.0, 101.0, 101.0, 0.0); ( 265332.1, 4048307.1, 101.0, 101.0, 0.0);
( 265390.9, 4048161.4, 101.0, 101.0, 0.0); ( 265449.7, 4048015.7, 101.0, 101.0, 0.0);
( 265508.5, 4047870.0, 101.0, 101.0, 0.0); ( 265567.3, 4047724.3, 101.0, 101.0, 0.0);
( 265626.1, 4047578.6, 101.0, 101.0, 0.0); ( 265684.9, 4047432.9, 101.0, 101.0, 0.0);
( 265743.7, 4047287.2, 101.0, 101.0, 0.0); ( 265802.5, 4047141.6, 101.0, 101.0, 0.0);
( 265306.3, 4048460.6, 101.0, 101.0, 0.0); ( 265313.4, 4048622.0, 101.0, 101.0, 0.0);
( 267112.7, 4048643.0, 101.0, 101.0, 0.0); ( 267272.3, 4048641.2, 101.0, 101.0, 0.0);
( 267045.1, 4048815.6, 101.0, 101.0, 0.0); ( 266874.2, 4048692.6, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267194.8, 4048842.1, 101.0, 101.0, 0.0); ( 267354.4, 4048840.3, 101.0, 101.0, 0.0);
( 267053.7, 4049067.8, 101.0, 101.0, 0.0); ( 266925.6, 4049017.7, 101.0, 101.0, 0.0);
( 266797.6, 4048967.5, 101.0, 101.0, 0.0); ( 266705.0, 4048879.9, 101.0, 101.0, 0.0);
( 266647.9, 4048754.8, 101.0, 101.0, 0.0); ( 267197.5, 4049092.0, 101.0, 101.0, 0.0);
( 267357.2, 4049090.3, 101.0, 101.0, 0.0); ( 267050.7, 4049315.6, 101.0, 101.0, 0.0);
( 266911.0, 4049260.8, 101.0, 101.0, 0.0); ( 266771.3, 4049206.1, 101.0, 101.0, 0.0);
( 266631.6, 4049151.4, 101.0, 101.0, 0.0); ( 266530.6, 4049055.8, 101.0, 101.0, 0.0);
( 266468.2, 4048919.3, 101.0, 101.0, 0.0); ( 266405.9, 4048782.8, 101.0, 101.0, 0.0);
( 267200.3, 4049342.0, 101.0, 101.0, 0.0); ( 267359.9, 4049340.3, 101.0, 101.0, 0.0);
( 267056.2, 4049815.5, 101.0, 101.0, 0.0); ( 266916.5, 4049760.8, 101.0, 101.0, 0.0);
( 266776.8, 4049706.1, 101.0, 101.0, 0.0); ( 266637.1, 4049651.3, 101.0, 101.0, 0.0);
( 266497.4, 4049596.6, 101.0, 101.0, 0.0); ( 266357.7, 4049541.9, 101.0, 101.0, 0.0);
( 266186.9, 4049418.9, 101.0, 101.0, 0.0); ( 266124.5, 4049282.4, 101.0, 101.0, 0.0);
( 266062.2, 4049146.0, 101.0, 101.0, 0.0); ( 265999.9, 4049009.5, 101.0, 101.0, 0.0);
( 265937.5, 4048873.0, 101.0, 101.0, 0.0); ( 265875.2, 4048736.5, 101.0, 101.0, 0.0);
( 267205.9, 4049842.0, 101.0, 101.0, 0.0); ( 267365.5, 4049840.2, 101.0, 101.0, 0.0);
( 267057.7, 4050313.9, 101.0, 101.0, 0.0); ( 266909.8, 4050255.9, 101.0, 101.0, 0.0);
( 266761.8, 4050198.0, 101.0, 101.0, 0.0); ( 266613.9, 4050140.0, 101.0, 101.0, 0.0);
( 266466.0, 4050082.1, 101.0, 101.0, 0.0); ( 266318.1, 4050024.1, 101.0, 101.0, 0.0);
( 266170.2, 4049966.2, 101.0, 101.0, 0.0); ( 266022.2, 4049908.2, 101.0, 101.0, 0.0);
( 265841.3, 4049778.0, 101.0, 101.0, 0.0); ( 265775.3, 4049633.5, 101.0, 101.0, 0.0);
( 265709.3, 4049489.0, 101.0, 101.0, 0.0); ( 265643.3, 4049344.5, 101.0, 101.0, 0.0);
( 265577.3, 4049200.0, 101.0, 101.0, 0.0); ( 265511.4, 4049055.5, 101.0, 101.0, 0.0);
( 265445.4, 4048911.0, 101.0, 101.0, 0.0); ( 265379.4, 4048766.5, 101.0, 101.0, 0.0);

( 267211.4, 4050342.0, 101.0, 101.0, 0.0); ( 267371.0, 4050340.2, 101.0, 101.0, 0.0);

( 266227.0, 4047703.0, 101.0, 101.0, 0.0); ( 266336.0, 4047616.8, 101.0, 101.0, 0.0);

( 267475.9, 4046685.8, 101.0, 101.0, 0.0); ( 266916.5, 4047837.0, 101.0, 101.0, 0.0);

( 266987.8, 4047831.9, 101.0, 101.0, 0.0); ( 266916.5, 4047978.0, 101.0, 101.0, 0.0);

( 266982.7, 4047979.7, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 268149.19 | 4048568.58 | 36.50861 | (06122418) | 267721.04 | 4048574.48 | 44.07576 | (06012506) |
| 267281.11 | 4048576.44 | 52.04779 | (07011621) | 267157.38 | 4048570.55 | 41.77276 | (07021607) |
| 267074.89 | 4048517.52 | 32.94314 | (06120707) | 267228.08 | 4047810.49 | 49.59349 | (07021804) |
| 267222.19 | 4047875.30 | 44.29663 | (08011718) | 267147.56 | 4047788.88 | 60.54277 | (09040123) |
| 267118.10 | 4047847.80 | 40.26749 | (08122102) | 267037.57 | 4047547.31 | 61.90433 | (07012221) |
| 267082.14 | 4047366.70 | 62.02816 | (06120322) | 267129.88 | 4047042.57 | 100.96203 | (08041724) |
| 267423.42 | 4048609.32 | 56.63341 | (09082203) | 267490.22 | 4048539.27 | 60.04662 | (07021619) |
| 267557.02 | 4048469.22 | 60.73983 | (07121417) | 267623.82 | 4048399.17 | 54.16012 | (06010720) |
| 267690.62 | 4048329.12 | 52.78599 | (06012506) | 267757.42 | 4048259.07 | 43.61159 | (07010205) |
| 267824.21 | 4048189.01 | 43.41962 | (07011222) | 267891.01 | 4048118.96 | 53.99390 | (07120905) |
| 267957.81 | 4048048.91 | 52.80769 | (07120905) | 268024.61 | 4047978.86 | 50.47818 | (06121005) |
| 267496.90 | 4048778.33 | 53.16882 | (05020119) | 267634.96 | 4048677.29 | 46.01633 | (05121704) |
| 267701.76 | 4048607.24 | 44.91884 | (06012506) | 267768.56 | 4048537.19 | 42.39657 | (08022022) |
| 267835.36 | 4048467.14 | 47.91803 | (06122418) | 267902.16 | 4048397.09 | 38.13184 | (07011222) |
| 267968.96 | 4048327.04 | 43.38085 | (06122418) | 268035.75 | 4048256.98 | 45.55400 | (08021422) |
| 268102.55 | 4048186.93 | 41.88560 | (07120905) | 268169.35 | 4048116.88 | 43.81342 | (08122620) |
| 267670.70 | 4048953.95 | 39.57380 | (06011204) | 267513.93 | 4049022.11 | 46.14803 | (08011718) |
| 267815.89 | 4048849.82 | 38.93590 | (08022022) | 267882.69 | 4048779.77 | 39.00085 | (07010205) |
| 267949.49 | 4048709.72 | 37.84483 | (06010907) | 268016.28 | 4048639.66 | 40.26212 | (06021205) |
| 268083.08 | 4048569.61 | 34.02460 | (05021605) | 268149.88 | 4048499.56 | 37.21783 | (06021205) |
| 268216.68 | 4048429.51 | 40.41886 | (08021422) | 268283.48 | 4048359.46 | 36.25491 | (07120905) |
| 268350.28 | 4048289.41 | 35.34175 | (08121119) | 267848.58 | 4049127.81 | 38.41998 | (06012506) |
| 267685.70 | 4049198.62 | 37.87697 | (06011204) | 267522.82 | 4049269.44 | 43.40686 | (08011718) |
| 267996.81 | 4049022.34 | 37.17119 | (07010205) | 268063.61 | 4048952.29 | 35.11136 | (05021605) |
| 268130.41 | 4048882.24 | 37.67063 | (06122418) | 268197.21 | 4048812.19 | 31.76914 | (06021205) |
| 268264.01 | 4048742.14 | 32.09880 | (06122418) | 268330.81 | 4048672.09 | 30.77544 | (06021205) |
| 268397.61 | 4048602.04 | 36.53037 | (08021422) | 268464.41 | 4048531.99 | 34.39462 | (07120905) |
| 268531.21 | 4048461.94 | 31.23698 | (07120905) | 268207.65 | 4049474.07 | 32.48792 | (07010205) |
| 268123.44 | 4049510.68 | 30.75358 | (05031420) | 268039.22 | 4049547.30 | 33.11321 | (05040123) |
| 267955.00 | 4049583.92 | 34.13958 | (06012506) | 267870.79 | 4049620.53 | 34.66841 | (06010720) |
| 267786.57 | 4049657.15 | 32.24355 | (08120521) | 267702.36 | 4049693.76 | 32.69287 | (07121624) |
| 267618.14 | 4049730.38 | 32.51061 | (05021424) | 267533.92 | 4049767.00 | 35.08769 | (08011718) |
| 267449.71 | 4049803.61 | 35.61437 | (05020119) | 268291.87 | 4049437.45 | 29.77541 | (07011222) |
| 268358.67 | 4049367.40 | 29.34946 | (06010907) | 268425.47 | 4049297.35 | 30.90572 | (06122418) |
| 268492.27 | 4049227.30 | 30.16154 | (06021205) | 268559.06 | 4049157.25 | 28.43311 | (06021205) |
| 268625.86 | 4049087.19 | 27.93996 | (08031302) | 268692.66 | 4049017.14 | 28.04827 | (07122217) |
| 268759.46 | 4048947.09 | 31.35503 | (08021422) | 268826.26 | 4048877.04 | 29.78818 | (06040121) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268893.06 | 4048806.99 | 29.69262 | (07120905) | 268568.21 | 4049819.68 | 26.69364 | (05021605) |
| 268482.70 | 4049856.86 | 28.46467 | (07011222) | 268397.19 | 4049894.04 | 28.28241 | (07010205) |
| 268311.68 | 4049931.22 | 27.02408 | (05031420) | 268226.16 | 4049968.40 | 30.56217 | (05031420) |
| 268140.65 | 4050005.58 | 30.29379 | (05040123) | 268055.14 | 4050042.76 | 30.29048 | (06012506) |
| 267969.63 | 4050079.94 | 30.73530 | (06010720) | 267884.12 | 4050117.12 | 28.32093 | (08120521) |
| 267798.61 | 4050154.30 | 27.64536 | (06011204) | 267713.09 | 4050191.48 | 27.63760 | (07121624) |
| 267627.58 | 4050228.66 | 28.27275 | (07122517) | 267542.07 | 4050265.84 | 29.30004 | (08011718) |
| 267456.56 | 4050303.02 | 28.15083 | (05020119) | 268653.72 | 4049782.50 | 26.51644 | (06010907) |
| 268720.52 | 4049712.45 | 26.49912 | (05031321) | 268787.32 | 4049642.40 | 26.26441 | (06122418) |
| 268854.12 | 4049572.35 | 26.38010 | (06021205) | 268920.92 | 4049502.30 | 26.53402 | (06021205) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 268987.72 | 4049432.25 | 25.91017 | (08031302) | 269054.52 | 4049362.20 | 25.79385 | (07122217) |
| 269121.31 | 4049292.15 | 27.90114 | (08021422) | 269188.11 | 4049222.09 | 24.66770 | (08021422) |
| 269254.91 | 4049152.04 | 26.71060 | (06040121) | 268049.51 | 4047836.85 | 54.72634 | (06121817) |
| 268231.35 | 4047952.96 | 45.13703 | (07121021) | 268249.36 | 4047829.16 | 42.91842 | (06020405) |
| 268480.18 | 4047945.95 | 40.69642 | (06121806) | 268436.88 | 4048060.44 | 40.26373 | (07121021) |
| 268393.58 | 4048174.92 | 37.37182 | (06011907) | 268499.17 | 4047819.55 | 36.16962 | (06020405) |
| 268729.60 | 4047937.39 | 34.41223 | (05022322) | 268685.52 | 4048053.95 | 34.29154 | (06122517) |
| 268641.43 | 4048170.52 | 34.42555 | (08021923) | 268597.34 | 4048287.09 | 33.34707 | (06011907) |
| 268748.99 | 4047809.94 | 30.93629 | (08020420) | 269227.40 | 4047923.03 | 26.91082 | (06020405) |
| 269179.64 | 4048049.31 | 28.09456 | (06121817) | 269131.87 | 4048175.59 | 27.33965 | (08013008) |
| 269084.11 | 4048301.87 | 29.61015 | (07121021) | 269036.35 | 4048428.15 | 28.00732 | (06121005) |
| 268988.58 | 4048554.43 | 27.43704 | (06011907) | 268940.82 | 4048680.71 | 26.78519 | (08121119) |
| 269248.62 | 4047790.73 | 24.16060 | (05040501) | 269727.29 | 4047903.12 | 22.04953 | (05040501) |
| 269680.05 | 4048028.01 | 23.60168 | (05021705) | 269632.82 | 4048152.90 | 23.77403 | (05030224) |
| 269585.58 | 4048277.79 | 23.92620 | (08013008) | 269538.34 | 4048402.69 | 24.64910 | (07121021) |
| 269491.10 | 4048527.58 | 24.69217 | (06011206) | 269443.86 | 4048652.47 | 24.22746 | (05012118) |
| 269396.63 | 4048777.37 | 24.60164 | (07010818) | 269349.39 | 4048902.26 | 24.68310 | (06040522) |
| 269302.15 | 4049027.15 | 24.58876 | (06033106) | 269748.25 | 4047771.51 | 22.08123 | (07010319) |
| 267983.27 | 4047685.95 | 45.84045 | (07012119) | 267877.56 | 4047669.79 | 48.65489 | (06012003) |
| 267733.92 | 4047666.24 | 58.20615 | (06020405) | 268005.14 | 4047493.20 | 38.65656 | (07010204) |
| 268106.77 | 4047536.36 | 40.34930 | (07012119) | 268179.87 | 4047608.46 | 40.68675 | (07012620) |
| 268224.42 | 4047709.49 | 38.21734 | (06012003) | 268146.82 | 4047300.83 | 43.25070 | (07020123) |
| 268271.04 | 4047353.58 | 33.56213 | (05010606) | 268360.37 | 4047441.69 | 33.68907 | (06022022) |
| 268414.83 | 4047565.17 | 33.95232 | (05013119) | 268469.29 | 4047688.65 | 33.90497 | (06012003) |
| 268026.89 | 4046997.35 | 39.04987 | (08022602) | 268147.34 | 4047048.50 | 38.07726 | (07032221) |
| 268267.80 | 4047099.66 | 39.44953 | (08010919) | 268388.25 | 4047150.81 | 40.08036 | (07122106) |
| 268535.10 | 4047261.84 | 30.12219 | (05010606) | 268587.91 | 4047381.57 | 29.65050 | (06021319) |
| 268640.72 | 4047501.31 | 29.74832 | (08120919) | 268693.52 | 4047621.05 | 30.84227 | (08012822) |
| 267894.84 | 4046970.00 | 43.56335 | (06022003) | 267751.20 | 4046966.45 | 45.78272 | (08121403) |
| 268041.92 | 4046498.64 | 31.67997 | (07020607) | 268167.75 | 4046552.08 | 31.71997 | (08041122) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268293.58 | 4046605.52 | 38.33757 | (06020922) | 268419.41 | 4046658.96 | 30.76529 | (08082921) |
| 268545.24 | 4046712.40 | 27.99956 | (06082223) | 268671.07 | 4046765.83 | 29.70333 | (08012821) |
| 268796.90 | 4046819.27 | 30.80584 | (08040201) | 268887.40 | 4046908.53 | 32.30184 | (06010918) |
| 268942.56 | 4047033.61 | 28.99513 | (08010123) | 268997.72 | 4047158.70 | 25.39501 | (05010606) |
| 269052.89 | 4047283.78 | 25.06523 | (05022402) | 269108.05 | 4047408.86 | 24.56869 | (08120919) |
| 269163.21 | 4047533.94 | 25.12639 | (05022405) | 269218.38 | 4047659.03 | 24.89256 | (05040423) |
| 267907.18 | 4046470.15 | 35.05825 | (08021903) | 267763.54 | 4046466.61 | 38.63688 | (06012418) |
| 268055.54 | 4045999.34 | 29.47448 | (08032424) | 268183.91 | 4046053.86 | 27.17299 | (07030418) |
| 268312.29 | 4046108.38 | 28.66216 | (08041122) | 268440.67 | 4046162.90 | 31.74126 | (07043003) |
| 268569.04 | 4046217.42 | 31.05766 | (07032221) | 268697.42 | 4046271.94 | 27.84298 | (09090204) |
| 268825.80 | 4046326.45 | 24.58599 | (09051601) | 268954.17 | 4046380.97 | 25.67045 | (06020718) |
| 269082.55 | 4046435.49 | 27.01921 | (05042002) | 269239.07 | 4046553.82 | 28.45058 | (06021119) |
| 269295.35 | 4046681.43 | 29.56686 | (06010919) | 269351.63 | 4046809.05 | 27.57494 | (07020123) |
| 269407.91 | 4046936.66 | 25.28829 | (06122021) | 269464.19 | 4047064.28 | 23.66758 | (06021319) |
| 269520.47 | 4047191.89 | 22.53607 | (05022402) | 269576.75 | 4047319.51 | 22.19545 | (06020920) |
| 269633.03 | 4047447.12 | 21.83981 | (07042620) | 269689.31 | 4047574.74 | 21.22097 | (08012822) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 267919.53 | 4045970.31 | 29.04433 | (07030603) | 267775.88 | 4045966.76 | 29.83322 | (07013101) |
| 267459.76 | 4047820.08 | 59.31303 | (07021619) | 267554.14 | 4046962.90 | 59.07739 | (05022202) |
| 267084.90 | 4047228.91 | 88.81325 | (08041724) | 267116.21 | 4046645.91 | 88.34408 | (08041724) |
| 267278.04 | 4046601.08 | 57.13890 | (08040401) | 267439.87 | 4046556.26 | 42.46659 | (07022523) |
| 267601.70 | 4046511.43 | 45.10282 | (07013024) | 266962.58 | 4046714.43 | 68.03300 | (08041724) |
| 266817.15 | 4046806.64 | 40.34248 | (05020406) | 266845.10 | 4046224.57 | 59.38952 | (08041724) |
| 267000.23 | 4046181.60 | 60.59020 | (08040401) | 267155.36 | 4046138.63 | 41.80302 | (08040401) |
| 267310.49 | 4046095.66 | 32.57713 | (06121720) | 267465.62 | 4046052.70 | 33.43210 | (06120318) |
| 267620.75 | 4046009.73 | 33.23718 | (07013024) | 266694.82 | 4046292.16 | 34.99594 | (06123022) |
| 266549.40 | 4046384.37 | 32.95404 | (07010120) | 267349.50 | 4047926.93 | 46.14956 | (07022406) |
| 267031.28 | 4047608.75 | 65.69877 | (06020907) | 266993.36 | 4047302.22 | 52.88602 | (06022104) |
| 266901.04 | 4047385.43 | 50.07487 | (07121121) | 266638.65 | 4046949.60 | 38.06054 | (06123007) |
| 266727.90 | 4046878.12 | 38.60750 | (05022620) | 266547.47 | 4047031.90 | 38.06252 | (07010723) |
| 266284.58 | 4046596.46 | 32.20990 | (07121123) | 266372.86 | 4046525.76 | 31.04829 | (05120502) |
| 266461.13 | 4046455.07 | 32.92349 | (05022620) | 266193.90 | 4046678.36 | 32.00077 | (05042123) |
| 267123.74 | 4048028.27 | 36.83560 | (07011803) | 267149.74 | 4047840.79 | 47.69497 | (06020923) |
| 266913.72 | 4047720.18 | 42.53547 | (07012504) | 266805.38 | 4047478.28 | 49.68454 | (08020504) |
| 266677.69 | 4047599.58 | 47.22411 | (08041724) | 266550.00 | 4047720.88 | 36.82863 | (05013002) |
| 266461.01 | 4047115.78 | 36.18145 | (07120520) | 266333.32 | 4047237.08 | 36.94306 | (06020601) |
| 266205.63 | 4047358.38 | 36.70465 | (06020907) | 266116.64 | 4046753.27 | 31.58081 | (05013105) |
| 265988.95 | 4046874.57 | 29.42299 | (07120520) | 265861.26 | 4046995.87 | 29.77130 | (07120224) |
| 267004.63 | 4048385.97 | 30.55797 | (07021522) | 267011.73 | 4048547.36 | 31.01084 | (07021522) |
| 266811.92 | 4048556.14 | 25.83426 | (06120802) | 266579.96 | 4048254.56 | 38.99485 | (07121003) |
| 266636.85 | 4048113.59 | 36.92018 | (06121124) | 266555.07 | 4048405.73 | 35.66476 | (07011721) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266562.16 | 4048567.12 | 35.43560 | (06020321) | 266329.34 | 4048267.67 | 33.52196 | (07123122) |
| 266345.91 | 4048065.35 | 40.49731 | (06120707) | 266323.87 | 4047905.50 | 34.34059 | (06121921) |
| 266494.84 | 4047857.58 | 37.62212 | (06121921) | 266305.31 | 4048416.71 | 28.26080 | (07021422) |
| 266312.40 | 4048578.10 | 28.64691 | (07021422) | 265831.06 | 4048286.57 | 32.38465 | (07021522) |
| 265888.68 | 4048143.77 | 31.85083 | (06012221) | 265946.31 | 4048000.97 | 30.06553 | (06022422) |
| 266003.94 | 4047858.18 | 28.65144 | (06012424) | 266061.56 | 4047715.38 | 30.54836 | (05021306) |
| 266119.19 | 4047572.58 | 33.20170 | (08021601) | 265805.79 | 4048438.67 | 30.73795 | (06012721) |
| 265812.88 | 4048600.05 | 28.10654 | (07123122) | 265332.12 | 4048307.08 | 27.19993 | (07120402) |
| 265390.92 | 4048161.39 | 26.42139 | (06022422) | 265449.71 | 4048015.70 | 25.84306 | (05021619) |
| 265508.50 | 4047870.01 | 25.27109 | (07042705) | 265567.29 | 4047724.32 | 26.07809 | (05021306) |
| 265626.09 | 4047578.63 | 26.56896 | (07012323) | 265684.88 | 4047432.94 | 28.60200 | (06022403) |
| 265743.67 | 4047287.25 | 29.77787 | (08021706) | 265802.47 | 4047141.56 | 29.71342 | (08021623) |
| 265306.27 | 4048460.62 | 27.60510 | (05021218) | 265313.37 | 4048622.01 | 27.50594 | (07020604) |
| 267112.74 | 4048642.96 | 36.55554 | (07021607) | 267272.35 | 4048641.19 | 47.12577 | (08012104) |
| 267045.11 | 4048815.59 | 36.19832 | (05021701) | 266874.25 | 4048692.62 | 32.25378 | (08122806) |
| 267194.77 | 4048842.06 | 44.30040 | (08091206) | 267354.38 | 4048840.29 | 51.32981 | (09082203) |
| 267053.71 | 4049067.85 | 39.81354 | (06030421) | 266925.65 | 4049017.68 | 31.47603 | (05071305) |
| 266797.60 | 4048967.52 | 26.14972 | (07070504) | 266705.00 | 4048879.88 | 32.28977 | (07021607) |
| 266647.86 | 4048754.78 | 29.31001 | (07012503) | 267197.55 | 4049092.05 | 48.29765 | (07031023) |
| 267357.16 | 4049090.28 | 46.36239 | (06042201) | 267050.67 | 4049315.56 | 40.82645 | (06020204) |
| 266910.97 | 4049260.83 | 36.57345 | (08011923) | 266771.27 | 4049206.10 | 27.24477 | (05031201) |
| 266631.57 | 4049151.37 | 24.00020 | (07070501) | 266530.56 | 4049055.77 | 25.26608 | (07021607) |
| 266468.23 | 4048919.29 | 29.65879 | (08011802) | 266405.90 | 4048782.81 | 29.80445 | (06020321) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 267200.32 | 4049342.03 | 43.00864 | (06041524) | 267359.94 | 4049340.26 | 44.08777 | (07021619) |
| 267056.22 | 4049815.53 | 35.66932 | (06041524) | 266916.52 | 4049760.80 | 37.12396 | (07031023) |
| 266776.83 | 4049706.07 | 34.85648 | (08122102) | 266637.13 | 4049651.34 | 30.10879 | (08031803) |
| 266497.43 | 4049596.61 | 24.11030 | (05031106) | 266357.73 | 4049541.88 | 22.84531 | (06030120) |
| 266186.87 | 4049418.91 | 22.88682 | (08011802) | 266124.54 | 4049282.44 | 24.57855 | (05021219) |
| 266062.20 | 4049145.96 | 24.76435 | (05031201) | 265999.87 | 4049009.48 | 25.56806 | (05021701) |
| 265937.54 | 4048873.01 | 25.81278 | (05033119) | 265875.21 | 4048736.53 | 25.83127 | (08042605) |
| 267205.88 | 4049842.00 | 34.28577 | (06122417) | 267365.49 | 4049840.23 | 33.23000 | (08122304) |
| 267057.67 | 4050313.88 | 26.47724 | (05012019) | 266909.75 | 4050255.94 | 29.85191 | (06041524) |
| 266761.84 | 4050197.99 | 30.75119 | (07031023) | 266613.92 | 4050140.04 | 29.40665 | (07012503) |
| 266466.00 | 4050082.09 | 25.95125 | (08022805) | 266318.09 | 4050024.14 | 25.07196 | (08031803) |
| 266170.17 | 4049966.20 | 22.69113 | (05031106) | 266022.25 | 4049908.25 | 21.61476 | (06030120) |
| 265841.34 | 4049778.05 | 21.26812 | (08031803) | 265775.34 | 4049633.54 | 22.81210 | (06020321) |
| 265709.35 | 4049489.04 | 23.39783 | (06030120) | 265643.35 | 4049344.53 | 23.85190 | (06032422) |
| 265577.35 | 4049200.03 | 24.66715 | (05033119) | 265511.36 | 4049055.52 | 24.31598 | (08042605) |
| 265445.36 | 4048911.02 | 25.48553 | (06121124) | 265379.36 | 4048766.51 | 26.63884 | (06021003) |
| 267211.43 | 4050341.97 | 30.69032 | (07021619) | 267371.05 | 4050340.20 | 30.16027 | (05020119) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266227.04 | 4047703.04 | 32.57657 | (05021306) | 266336.03 | 4047616.75 | 34.91732 | (07012122) |
| 267475.89 | 4046685.79 | 47.68946 | (06120318) | 266916.45 | 4047837.05 | 49.81747 | (07020604) |
| 266987.78 | 4047831.95 | 49.73095 | (06122905) | 266916.46 | 4047977.99 | 31.03595 | (08013103) |
| 266982.68 | 4047979.69 | 30.21021 | (05120605) | | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 23.48052c | (07121024) | 268200.25 | 4047792.81 | 20.06169c | (08010924) |
| 267927.26 | 4048332.91 | 19.43146c | (05010408) | 267886.01 | 4048503.77 | 12.11894c | (08052524) |
| 267941.00 | 4048515.56 | 13.51340c | (05010408) | 267937.08 | 4048570.55 | 11.30761c | (08052524) |
| 268149.19 | 4048568.58 | 11.97704c | (05010408) | 267721.04 | 4048574.48 | 13.87614c | (05012124) |
| 267281.11 | 4048576.44 | 18.70674 | (06101308) | 267157.38 | 4048570.55 | 20.33000c | (06032008) |
| 267074.89 | 4048517.52 | 17.33354c | (08122708) | 267228.08 | 4047810.49 | 34.57924c | (08120524) |
| 267222.19 | 4047875.30 | 23.43369c | (08120524) | 267147.56 | 4047788.88 | 37.65727c | (05102724) |
| 267118.10 | 4047847.80 | 27.13382c | (05122724) | 267037.57 | 4047547.31 | 38.12060c | (07022808) |
| 267082.14 | 4047366.70 | 28.21496c | (05030724) | 267129.88 | 4047042.57 | 25.29041c | (06120324) |
| 267423.42 | 4048609.32 | 21.79372c | (05011624) | 267490.22 | 4048539.27 | 21.46199c | (05011624) |
| 267557.02 | 4048469.22 | 17.32514c | (08052524) | 267623.82 | 4048399.17 | 18.81940c | (08120524) |
| 267690.62 | 4048329.12 | 16.53365c | (09012608) | 267757.42 | 4048259.07 | 24.13766c | (05010408) |
| 267824.21 | 4048189.01 | 21.36191c | (05010408) | 267891.01 | 4048118.96 | 32.57663c | (05010408) |
| 267957.81 | 4048048.91 | 29.94034c | (05010408) | 268024.61 | 4047978.86 | 22.68569c | (05010408) |
| 267496.90 | 4048778.33 | 12.64188c | (05011624) | 267634.96 | 4048677.29 | 13.81760c | (05011624) |
| 267701.76 | 4048607.24 | 12.38160c | (05012124) | 267768.56 | 4048537.19 | 14.36635c | (05012124) |

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|---|---|---|---|---|---|
| 267835.36 | 4048467.14 | 12.36897c (06011024) | 267902.16 | 4048397.09 | 15.65085c (05010408) |
| 267968.96 | 4048327.04 | 17.50511c (05010408) | 268035.75 | 4048256.98 | 19.25629c (05010408) |
| 268102.55 | 4048186.93 | 21.02322c (05010408) | 268169.35 | 4048116.88 | 20.69924c (05010408) |
| 267670.70 | 4048953.95 | 10.54645c (05021424) | 267513.93 | 4049022.11 | 11.39762c (05011624) |
| 267815.89 | 4048849.82 | 11.01785c (08052524) | 267882.69 | 4048779.77 | 10.52138c (08052524) |
| 267949.49 | 4048709.72 | 11.44526c (06011024) | 268016.28 | 4048639.66 | 11.13250c (05010408) |
| 268083.08 | 4048569.61 | 11.89701c (05010408) | 268149.88 | 4048499.56 | 15.57621c (05010408) |
| 268216.68 | 4048429.51 | 15.37595c (05010408) | 268283.48 | 4048359.46 | 17.55023c (05010408) |
| 268350.28 | 4048289.41 | 16.25601c (05010408) | 267848.58 | 4049127.81 | 9.47983c (09012608) |
| 267685.70 | 4049198.62 | 9.38079c (09012608) | 267522.82 | 4049269.44 | 8.74813c (08052524) |
| 267996.81 | 4049022.34 | 9.21654c (08052524) | 268063.61 | 4048952.29 | 8.24712c (06011024) |
| 268130.41 | 4048882.24 | 8.14565c (05010408) | 268197.21 | 4048812.19 | 10.74423c (05010408) |
| 268264.01 | 4048742.14 | 12.27027c (05010408) | 268330.81 | 4048672.09 | 12.67947c (05010408) |
| 268397.61 | 4048602.04 | 13.07525c (05010408) | 268464.41 | 4048531.99 | 12.00841c (05010408) |
| 268531.21 | 4048461.94 | 12.64863c (05010408) | 268207.65 | 4049474.07 | 5.72812c (08052524) |
| 268123.44 | 4049510.68 | 5.98325c (09012608) | 268039.22 | 4049547.30 | 7.39724c (09012608) |
| 267955.00 | 4049583.92 | 8.73320c (09012608) | 267870.79 | 4049620.53 | 9.13039c (09012608) |
| 267786.57 | 4049657.15 | 8.64701c (08120524) | 267702.36 | 4049693.76 | 7.56445c (07122524) |
| 267618.14 | 4049730.38 | 7.99021c (07122524) | 267533.92 | 4049767.00 | 6.27256c (08052524) |
| 267449.71 | 4049803.61 | 6.53091c (08120424) | 268291.87 | 4049437.45 | 6.43686c (08052524) |
| 268358.67 | 4049367.40 | 6.37308c (08052524) | 268425.47 | 4049297.35 | 6.35351c (08052524) |
| 268492.27 | 4049227.30 | 7.22212c (05010408) | 268559.06 | 4049157.25 | 9.24239c (05010408) |
| 268625.86 | 4049087.19 | 11.07255c (05010408) | 268692.66 | 4049017.14 | 11.00508c (05010408) |
| 268759.46 | 4048947.09 | 10.87179c (05010408) | 268826.26 | 4048877.04 | 9.30340c (05010408) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 268893.06 | 4048806.99 | 8.78115c (05010408) | 268568.21 | 4049819.68 | 5.16429c (08052524) |
| 268482.70 | 4049856.86 | 4.97915c (08052524) | 268397.19 | 4049894.04 | 4.59940c (05022224) |
| 268311.68 | 4049931.22 | 4.62409c (05011708) | 268226.16 | 4049968.40 | 5.59971c (09012608) |
| 268140.65 | 4050005.58 | 6.87237c (09012608) | 268055.14 | 4050042.76 | 7.83624c (09012608) |
| 267969.63 | 4050079.94 | 8.04412c (09012608) | 267884.12 | 4050117.12 | 7.65974c (08120524) |
| 267798.61 | 4050154.30 | 6.61493c (07122524) | 267713.09 | 4050191.48 | 6.67474c (07122524) |
| 267627.58 | 4050228.66 | 6.20605c (07122524) | 267542.07 | 4050265.84 | 5.31328c (08120424) |
| 267456.56 | 4050303.02 | 5.77633c (08120424) | 268653.72 | 4049782.50 | 5.26652c (08052524) |
| 268720.52 | 4049712.45 | 4.94094c (08052524) | 268787.32 | 4049642.40 | 4.62328c (08052524) |
| 268854.12 | 4049572.35 | 6.32542c (05010408) | 268920.92 | 4049502.30 | 7.85374c (05010408) |
| 268987.72 | 4049432.25 | 9.32496c (05010408) | 269054.52 | 4049362.20 | 9.85539c (05010408) |
| 269121.31 | 4049292.15 | 9.53488c (05010408) | 269188.11 | 4049222.09 | 7.88688c (05010408) |
| 269254.91 | 4049152.04 | 7.32220c (05010408) | 268049.51 | 4047836.85 | 24.77130c (07121024) |
| 268231.35 | 4047952.96 | 19.36488c (07121024) | 268249.36 | 4047829.16 | 15.60721c (08010924) |
| 268480.18 | 4047945.95 | 15.67947c (05011524) | 268436.88 | 4048060.44 | 13.59209c (05022408) |
| 268393.58 | 4048174.92 | 12.62190c (05011524) | 268499.17 | 4047819.55 | 11.78961c (09113024) |
| 268729.60 | 4047937.39 | 12.25912c (05022408) | 268685.52 | 4048053.95 | 13.21473c (05022408) |
| 268641.43 | 4048170.52 | 10.76544c (05012124) | 268597.34 | 4048287.09 | 10.48695c (05010408) |
| 268748.99 | 4047809.94 | 10.24235c (05030224) | 269227.40 | 4047923.03 | 10.56206c (05022408) |
| 269179.64 | 4048049.31 | 10.03546c (05022408) | 269131.87 | 4048175.59 | 7.88533c (09082924) |
| 269084.11 | 4048301.87 | 8.90878c (09082924) | 269036.35 | 4048428.15 | 9.09252c (09082924) |
| 268988.58 | 4048554.43 | 9.18684c (09082924) | 268940.82 | 4048680.71 | 9.33578c (09082924) |

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|---|---|---|---|---|---|
| 269248.62 | 4047790.73 | 11.49952c (05022408) | 269727.29 | 4047903.12 | 9.18280c (05022408) |
| 269680.05 | 4048028.01 | 6.81226c (05022408) | 269632.82 | 4048152.90 | 6.37244c (07122508) |
| 269585.58 | 4048277.79 | 6.46361c (09082924) | 269538.34 | 4048402.69 | 7.13863c (09082924) |
| 269491.10 | 4048527.58 | 7.99808c (09082924) | 269443.86 | 4048652.47 | 8.04602c (09082924) |
| 269396.63 | 4048777.37 | 8.10536c (09082924) | 269349.39 | 4048902.26 | 7.78934c (09082924) |
| 269302.15 | 4049027.15 | 7.59511c (05010408) | 269748.25 | 4047771.51 | 10.20071c (05022408) |
| 267983.27 | 4047685.95 | 22.13135c (08011008) | 267877.56 | 4047669.79 | 23.00598c (05121024) |
| 267733.92 | 4047666.24 | 26.04574c (05022408) | 268005.14 | 4047493.20 | 22.15109c (05022408) |
| 268106.77 | 4047536.36 | 23.31039c (05022408) | 268179.87 | 4047608.46 | 18.80195c (05022408) |
| 268224.42 | 4047709.49 | 20.93067c (08010924) | 268146.82 | 4047300.83 | 18.90049c (08010924) |
| 268271.04 | 4047353.58 | 15.60590c (08011008) | 268360.37 | 4047441.69 | 18.22222c (05022408) |
| 268414.83 | 4047565.17 | 17.92337c (08010924) | 268469.29 | 4047688.65 | 13.70112c (07121024) |
| 268026.89 | 4046997.35 | 17.60851c (08011308) | 268147.34 | 4047048.50 | 19.12896c (08010924) |
| 268267.80 | 4047099.66 | 26.03373c (08010924) | 268388.25 | 4047150.81 | 16.26543c (06010924) |
| 268535.10 | 4047261.84 | 14.35758c (07120808) | 268587.91 | 4047381.57 | 16.02868c (08010924) |
| 268640.72 | 4047501.31 | 15.19085c (05022408) | 268693.52 | 4047621.05 | 12.54148c (07121024) |
| 267894.84 | 4046970.00 | 16.23457c (05082208) | 267751.20 | 4046966.45 | 15.72707c (09032108) |
| 268041.92 | 4046498.64 | 11.58041c (08051908) | 268167.75 | 4046552.08 | 13.54177c (05082208) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268293.58 | 4046605.52 | 14.94514c | (08020324) | 268419.41 | 4046658.96 | 14.12180c | (06042908) |
| 268545.24 | 4046712.40 | 15.61579c | (08010924) | 268671.07 | 4046765.83 | 19.30874c | (08010924) |
| 268796.90 | 4046819.27 | 15.28232c | (07121024) | 268887.40 | 4046908.53 | 13.41959c | (09113024) |
| 268942.56 | 4047033.61 | 14.84885c | (08010924) | 268997.72 | 4047158.70 | 14.52413c | (08010924) |
| 269052.89 | 4047283.78 | 13.39780c | (05022408) | 269108.05 | 4047408.86 | 12.28349c | (05022408) |
| 269163.21 | 4047533.94 | 10.47496c | (05022408) | 269218.38 | 4047659.03 | 8.25151c | (05022408) |
| 267907.18 | 4046470.15 | 10.93292c | (06040808) | 267763.54 | 4046466.61 | 11.04636c | (07120824) |
| 268055.54 | 4045999.34 | 9.16672c | (06110508) | 268183.91 | 4046053.86 | 10.16872c | (08051908) |
| 268312.29 | 4046108.38 | 11.21748c | (08021308) | 268440.67 | 4046162.90 | 11.60947c | (08020324) |
| 268569.04 | 4046217.42 | 12.24516c | (06042908) | 268697.42 | 4046271.94 | 12.09998c | (06042908) |
| 268825.80 | 4046326.45 | 11.67122c | (06011924) | 268954.17 | 4046380.97 | 13.64214c | (08010924) |
| 269082.55 | 4046435.49 | 16.52952c | (08010924) | 269239.07 | 4046553.82 | 13.48447c | (08010924) |
| 269295.35 | 4046681.43 | 13.01591c | (07121024) | 269351.63 | 4046809.05 | 15.19650c | (08010924) |
| 269407.91 | 4046936.66 | 12.52577c | (08010924) | 269464.19 | 4047064.28 | 9.98806c | (07120808) |
| 269520.47 | 4047191.89 | 12.14706c | (05022408) | 269576.75 | 4047319.51 | 11.18734c | (05022408) |
| 269633.03 | 4047447.12 | 10.27797c | (05022408) | 269689.31 | 4047574.74 | 9.51137c | (05022408) |
| 267919.53 | 4045970.31 | 8.94247c | (06040808) | 267775.88 | 4045966.76 | 8.00985c | (06012724) |
| 267459.76 | 4047820.08 | 29.42503c | (05012024) | 267554.14 | 4046962.90 | 20.02030c | (05020924) |
| 267084.90 | 4047228.91 | 21.88479c | (05030608) | 267116.21 | 4046645.91 | 14.72401c | (08041724) |
| 267278.04 | 4046601.08 | 13.23943c | (05020924) | 267439.87 | 4046556.26 | 18.39390c | (06031524) |
| 267601.70 | 4046511.43 | 13.33825c | (05020924) | 266962.58 | 4046714.43 | 13.92562c | (06120324) |
| 266817.15 | 4046806.64 | 13.02453c | (07012008) | 266845.10 | 4046224.57 | 9.89825c | (08041724) |
| 267000.23 | 4046181.60 | 10.14197c | (08040408) | 267155.36 | 4046138.63 | 10.68711c | (06031524) |
| 267310.49 | 4046095.66 | 11.71763c | (05020924) | 267465.62 | 4046052.70 | 12.16515c | (06031524) |
| 267620.75 | 4046009.73 | 10.22573c | (05020924) | 266694.82 | 4046292.16 | 10.78805c | (06120324) |
| 266549.40 | 4046384.37 | 10.11537c | (07012008) | 267349.50 | 4047926.93 | 24.69185c | (08120524) |
| 267031.28 | 4047608.75 | 46.82575c | (05120708) | 266993.36 | 4047302.22 | 24.10870c | (05030724) |
| 266901.04 | 4047385.43 | 22.05361c | (06121224) | 266638.65 | 4046949.60 | 15.38758c | (09040524) |
| 266727.90 | 4046878.12 | 14.30378c | (09040524) | 266547.47 | 4047031.90 | 17.59550c | (05030724) |

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|---|---|---|---|---|---|
| 266284.58 | 4046596.46 | 11.50825c (09040524) | 266372.86 | 4046525.76 | 9.92174c (07012008) |
| 266461.13 | 4046455.07 | 10.74140c (06120324) | 266193.90 | 4046678.36 | 14.13253c (05030724) |
| 267123.74 | 4048028.27 | 19.79622c (08042608) | 267149.74 | 4047840.79 | 27.09086c (08013108) |
| 266913.72 | 4047720.18 | 33.57244c (05120708) | 266805.38 | 4047478.28 | 26.92735c (07022808) |
| 266677.69 | 4047599.58 | 28.12645c (05120708) | 266550.00 | 4047720.88 | 27.49200c (05120708) |
| 266461.01 | 4047115.78 | 13.52914c (06121224) | 266333.32 | 4047237.08 | 14.63786c (07022808) |
| 266205.63 | 4047358.38 | 14.45352c (07022808) | 266116.64 | 4046753.27 | 12.92229c (05030724) |
| 265988.95 | 4046874.57 | 10.33566c (05122724) | 265861.26 | 4046995.87 | 11.28160c (07022808) |
| 267004.63 | 4048385.97 | 17.56410c (05120708) | 267011.73 | 4048547.36 | 16.39424c (08122708) |
| 266811.92 | 4048556.14 | 14.42058c (08122708) | 266579.96 | 4048254.56 | 23.84849c (05120708) |
| 266636.85 | 4048113.59 | 21.21252c (07011808) | 266555.07 | 4048405.73 | 20.10511c (08013108) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266562.16 | 4048567.12 | 19.90887c | (08013108) | 266329.34 | 4048267.67 | 18.00923c | (05120708) |
| 266345.91 | 4048065.35 | 17.96432c | (09021224) | 266323.87 | 4047905.50 | 16.49279c | (07120108) |
| 266494.84 | 4047857.58 | 20.68074c | (05120708) | 266305.31 | 4048416.71 | 15.85232c | (08013108) |
| 266312.40 | 4048578.10 | 15.50483c | (08013108) | 265831.06 | 4048286.57 | 14.19784c | (06040708) |
| 265888.68 | 4048143.77 | 16.09760c | (05120708) | 265946.31 | 4048000.97 | 15.67824c | (05120708) |
| 266003.94 | 4047858.18 | 15.42214c | (05120708) | 266061.56 | 4047715.38 | 20.99093c | (05120708) |
| 266119.19 | 4047572.58 | 18.19191c | (05120708) | 265805.79 | 4048438.67 | 11.51589c | (06122224) |
| 265812.88 | 4048600.05 | 11.92894c | (08122708) | 265332.12 | 4048307.08 | 13.12349c | (05120708) |
| 265390.92 | 4048161.39 | 14.99352c | (05120708) | 265449.71 | 4048015.70 | 13.19711c | (05120708) |
| 265508.50 | 4047870.01 | 14.02669c | (05120708) | 265567.29 | 4047724.32 | 17.23557c | (05120708) |
| 265626.09 | 4047578.63 | 16.95527c | (05120708) | 265684.88 | 4047432.94 | 11.85667c | (07022808) |
| 265743.67 | 4047287.25 | 12.11717c | (07022808) | 265802.47 | 4047141.56 | 10.87801c | (09021808) |
| 265306.27 | 4048460.62 | 10.94527c | (06040708) | 265313.37 | 4048622.01 | 10.55578c | (06122224) |
| 267112.74 | 4048642.96 | 15.97175c | (06032008) | 267272.35 | 4048641.19 | 20.92416c | (05010108) |
| 267045.11 | 4048815.59 | 12.61796c | (05012024) | 266874.25 | 4048692.62 | 16.46078c | (06032008) |
| 267194.77 | 4048842.06 | 14.06395c | (08122108) | 267354.38 | 4048840.29 | 15.31914c | (05011624) |
| 267053.71 | 4049067.85 | 12.11507c | (08122108) | 266925.65 | 4049017.68 | 13.27018c | (05012024) |
| 266797.60 | 4048967.52 | 11.00660c | (08013108) | 266705.00 | 4048879.88 | 12.69811c | (06032008) |
| 266647.86 | 4048754.78 | 13.62405c | (09021224) | 267197.55 | 4049092.05 | 14.63188c | (09010824) |
| 267357.16 | 4049090.28 | 12.50979c | (05012024) | 267050.67 | 4049315.56 | 13.65319c | (09010824) |
| 266910.97 | 4049260.83 | 9.61278c | (05011624) | 266771.27 | 4049206.10 | 10.47799c | (05012024) |
| 266631.57 | 4049151.37 | 8.81398c | (08013108) | 266530.56 | 4049055.77 | 9.81136c | (08013108) |
| 266468.23 | 4048919.29 | 13.13958c | (08120524) | 266405.90 | 4048782.81 | 12.80570c | (08012108) |
| 267200.32 | 4049342.03 | 10.29885c | (06010824) | 267359.94 | 4049340.26 | 8.64404c | (05012024) |
| 267056.22 | 4049815.53 | 8.22672c | (06010824) | 266916.52 | 4049760.80 | 10.79607c | (09010824) |
| 266776.83 | 4049706.07 | 9.94141c | (09010824) | 266637.13 | 4049651.34 | 7.42517c | (08120308) |
| 266497.43 | 4049596.61 | 9.00000c | (05010108) | 266357.73 | 4049541.88 | 8.13817c | (06010824) |
| 266186.87 | 4049418.91 | 9.37233c | (08013108) | 266124.54 | 4049282.44 | 9.05130c | (08012108) |
| 266062.20 | 4049145.96 | 12.68042c | (08012108) | 265999.87 | 4049009.48 | 12.17251c | (08012108) |
| 265937.54 | 4048873.01 | 12.59283c | (08122708) | 265875.21 | 4048736.53 | 13.16254c | (08122708) |
| 267205.88 | 4049842.00 | 9.01605c | (05012024) | 267365.49 | 4049840.23 | 6.30709c | (05102724) |
| 267057.67 | 4050313.88 | 7.79673c | (05012024) | 266909.75 | 4050255.94 | 6.79345c | (06010824) |
| 266761.84 | 4050197.99 | 8.40906c | (09010824) | 266613.92 | 4050140.04 | 8.54579c | (09010824) |
| 266466.00 | 4050082.09 | 7.90906c | (08122108) | 266318.09 | 4050024.14 | 7.11964c | (08120308) |
| 266170.17 | 4049966.20 | 8.07606c | (05010108) | 266022.25 | 4049908.25 | 7.27291c | (05010108) |

| | | | | | |
|---|---|---|---|---|---|
| 265841.34 | 4049778.05 | 9.29279c (08013108) | 265775.34 | 4049633.54 | 8.97406c (08012108) |
| 265709.35 | 4049489.04 | 10.55915c (08012108) | 265643.35 | 4049344.53 | 10.85800c (08012108) |
| 265577.35 | 4049200.03 | 9.65146c (06032008) | 265511.36 | 4049055.52 | 10.90729c (08122708) |
| 265445.36 | 4048911.02 | 12.34527c (08122708) | 265379.36 | 4048766.51 | 9.46302c (08122708) |
| 267211.43 | 4050341.97 | 6.06304c (05012024) | 267371.05 | 4050340.20 | 4.90311c (05102724) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266227.04 | 4047703.04 | 23.09632c | (05120708) | 266336.03 | 4047616.75 | 22.38116c | (05120708) |
| 267475.89 | 4046685.79 | 18.59070c | (06031524) | 266916.45 | 4047837.05 | 23.08616c | (09021224) |
| 266987.78 | 4047831.95 | 24.06503c | (06032008) | 266916.46 | 4047977.99 | 19.50428c | (08012108) |
| 266982.68 | 4047979.69 | 19.73141c | (05122724) | | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| NETWORK GROUP ID | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE GRID-ID |
|---|---|---|---|---|
| ALL | HIGH 1ST HIGH VALUE IS | 100.96203 | ON 08041724: AT ( 267129.88, 4047042.57, 101.00, 101.00, 0.00) | DC |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

| NETWORK GROUP ID | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE GRID-ID |
|---|---|---|---|---|
| ALL | HIGH 1ST HIGH VALUE IS | 46.82575c | ON 05120708: AT ( 267031.28, 4047608.75, 101.00, 101.00, 0.00) | DC |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 56 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

```
   ********   WARNING MESSAGES   ********
SO W320    3274  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3275  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3276  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3277  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3278  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3279  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3280  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3281  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3282  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3283  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3284  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3285  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3286  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3287  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4371  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4372  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4373  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4374  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4375  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4376  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4377  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4378  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4379  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4380  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4381  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4382  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4383  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4384  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4385  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4386  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4387  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4388  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4389  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4390  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4391  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4392  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4393  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4394  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4395  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4396  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4397  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    4398  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5113  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5114  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5115  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5116  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5117  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5118  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5119  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5120  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5121  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5122  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5123  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5124  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    5125  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
ME W396    6950 MEOPEN:Met data from outdated version of AERMET, version:       06341

   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
```

```
** Output created by Lakes Environmental AERMOD MPI
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 7.4.0
** Lakes Environmental Software Inc.
** Date: 3/7/2012
** File: C:\MBA\Selma\Revision 1\Phase 3\Phase 3_AERMOD\P3_NOx\P3_NOx.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE Selma Crossing - Phase 1, Phase 2, and Phase 3 (2024) - Rural
   TITLETWO NOx
   MODELOPT CONC FLAT  FASTALL OLM
   AVERTIME 1
   POLLUTID NO2
   RUNORNOT RUN
** NO2 Conversion Options
   NO2STACK 0.1
   NO2EQUIL 0.9
** Hourly Ozone Data File: C:\MBA\Selma\Revision 1\Phase 2\Phase 2_AERMOD\P2_NOx\Fresno-2005_2009 Parlier.ozn
   OZONEFIL "Fresno-2005_2009 Parlier.ozn" PPB
   ERRORFIL P3_NOx.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00138
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
** ----------------------------------------------------------------------
   LOCATION L0019695     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0019696     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0019697     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0019698     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0019699     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0019700     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0019701     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0019702     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0019703     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0019704     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0019705     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0019706     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0019707     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0019708     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0019709     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0019710     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0019711     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0019712     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0019713     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0019714     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0019715     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0019716     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0019717     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0019718     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0019719     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0019720     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0019721     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0019722     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0019723     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0019724     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0019725     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0019726     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0019727     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0019728     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0019729     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0019730     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0019731     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0019732     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0019733     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0019734     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0019735     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0019736     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0019737     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0019738     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0019739     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0019740     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0019741     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0019742     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0019743     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0019744     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0019745     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0019746     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0019747     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0019748     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0019749     VOLUME   267134.713 4048316.991 0.0
```

```
   LOCATION L0019750     VOLUME   267129.894 4048322.458 0.0
   LOCATION L0019751     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0019752     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0019753     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0019754     VOLUME   267118.307 4048347.154 0.0
   LOCATION L0019755     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0019756     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0019757     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0019758     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0019759     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0019760     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0019761     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0019762     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0019763     VOLUME   267119.483 4048412.734 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEH
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00196
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.50, 4048475.14, 0.00, 1.83, 3.38
** 267187.76, 4048258.22, 0.00, 1.83, 3.38
** 267267.49, 4048181.36, 0.00, 1.83, 3.38
** ------------------------------------------------------------------------
   LOCATION L0019764     VOLUME   267413.177 4048473.875 0.0
   LOCATION L0019765     VOLUME   267407.934 4048468.859 0.0
   LOCATION L0019766     VOLUME   267402.690 4048463.843 0.0
   LOCATION L0019767     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0019768     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0019769     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0019770     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0019771     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0019772     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0019773     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0019774     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0019775     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0019776     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0019777     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0019778     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0019779     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0019780     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0019781     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0019782     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0019783     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0019784     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0019785     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0019786     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0019787     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0019788     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0019789     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0019790     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0019791     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0019792     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0019793     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0019794     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0019795     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0019796     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0019797     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0019798     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0019799     VOLUME   267229.661 4048298.300 0.0
   LOCATION L0019800     VOLUME   267224.418 4048293.283 0.0
   LOCATION L0019801     VOLUME   267219.174 4048288.267 0.0
   LOCATION L0019802     VOLUME   267213.931 4048283.251 0.0
   LOCATION L0019803     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0019804     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0019805     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0019806     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0019807     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0019808     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0019809     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0019810     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0019811     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0019812     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0019813     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0019814     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0019815     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0019816     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0019817     VOLUME   267240.056 4048207.806 0.0
   LOCATION L0019818     VOLUME   267245.281 4048202.770 0.0
   LOCATION L0019819     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0019820     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0019821     VOLUME   267260.954 4048187.661 0.0
   LOCATION L0019822     VOLUME   267266.178 4048182.625 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** Length of Side = 3.66
** Emission Rate = 0.00084
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
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** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
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   LOCATION L0019823     VOLUME   267689.606 4048173.761 0.0
   LOCATION L0019824     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0019825     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0019826     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0019827     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0019828     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0019829     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0019830     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0019831     VOLUME   267644.259 4048138.205 0.0
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   LOCATION L0019832     VOLUME   267638.591 4048133.761 0.0
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   LOCATION L0019834     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0019835     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0019836     VOLUME   267615.917 4048115.983 0.0
   LOCATION L0019837     VOLUME   267610.249 4048111.538 0.0
   LOCATION L0019838     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0019839     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0019840     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0019841     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0019842     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0019843     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0019844     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0019845     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0019846     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0019847     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0019848     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0019849     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0019850     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0019851     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0019852     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0019853     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0019854     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0019855     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0019856     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0019857     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0019858     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0019859     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0019860     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0019861     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0019862     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0019863     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0019864     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0019865     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0019866     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0019867     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0019868     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0019869     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0019870     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0019871     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0019872     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0019873     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0019874     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0019875     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0019876     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0019877     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0019878     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0019879     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0019880     VOLUME   267378.555 4048079.064 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEAABB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00134
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
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** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
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   LOCATION L0019882     VOLUME   267875.726 4047986.011 0.0
   LOCATION L0019883     VOLUME   267880.184 4047980.305 0.0
   LOCATION L0019884     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0019885     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0019886     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0019887     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0019888     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0019889     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0019890     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0019891     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0019892     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0019893     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0019894     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0019895     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0019896     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0019897     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0019898     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0019899     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0019900     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0019901     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0019902     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0019903     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0019904     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0019905     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0019906     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0019907     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0019908     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0019909     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0019910     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0019911     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0019912     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0019913     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0019914     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0019915     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0019916     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0019917     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0019918     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0019919     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0019920     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0019921     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0019922     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0019923     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0019924     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0019925     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0019926     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0019927     VOLUME   267829.170 4047785.091 0.0
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   LOCATION L0019928     VOLUME   267821.928 4047785.091 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00309
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
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** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
** 267662.07, 4047845.67, 0.00, 1.83, 3.37
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   LOCATION L0019929     VOLUME   267860.531 4047997.776 0.0
   LOCATION L0019930     VOLUME   267853.764 4047995.198 0.0
   LOCATION L0019931     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0019932     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0019933     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0019934     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0019935     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0019936     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0019937     VOLUME   267806.884 4047976.789 0.0
   LOCATION L0019938     VOLUME   267806.291 4047969.573 0.0
   LOCATION L0019939     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0019940     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0019941     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0019942     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0019943     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0019944     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0019945     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0019946     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0019947     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0019948     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0019949     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0019950     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0019951     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0019952     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0019953     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0019954     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0019955     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0019956     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0019957     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0019958     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0019959     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0019960     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0019961     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0019962     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0019963     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0019964     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0019965     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0019966     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0019967     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0019968     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0019969     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0019970     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0019971     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0019972     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0019973     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0019974     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0019975     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0019976     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0019977     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0019978     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0019979     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0019980     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0019981     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0019982     VOLUME   267670.283 4047841.814 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** DESCRSRC
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** Emission Rate = 0.00171
** Elevated
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** SZINIT = 0.43
** Nodes = 4
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** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0019985     VOLUME   267676.144 4048166.506 0.0
   LOCATION L0019986     VOLUME   267670.558 4048161.917 0.0
   LOCATION L0019987     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0019988     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0019989     VOLUME   267653.798 4048148.151 0.0
   LOCATION L0019990     VOLUME   267648.212 4048143.562 0.0
   LOCATION L0019991     VOLUME   267642.626 4048138.973 0.0
   LOCATION L0019992     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0019993     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0019994     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0019995     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0019996     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0019997     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0019998     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0019999     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0020000     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0020001     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0020002     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0020003     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0020004     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0020005     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0020006     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0020007     VOLUME   267553.244 4048065.553 0.0
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   LOCATION L0020008     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0020009     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0020010     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0020011     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0020012     VOLUME   267525.312 4048042.609 0.0
   LOCATION L0020013     VOLUME   267519.726 4048038.020 0.0
   LOCATION L0020014     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0020015     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0020016     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0020017     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0020018     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0020019     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0020020     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0020021     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0020022     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0020023     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0020024     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0020025     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0020026     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0020027     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0020028     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0020029     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0020030     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0020031     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0020032     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0020033     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0020034     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0020035     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0020036     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0020037     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0020038     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0020039     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0020040     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0020041     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0020042     VOLUME   267560.543 4047899.462 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** Emission Rate = 0.00015
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
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** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0020044     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0020045     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0020046     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0020047     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0020048     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0020049     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0020050     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0020051     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0020052     VOLUME   267369.865 4048491.944 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINECDE
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000664
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.84, 4048476.07, 0.00, 1.83, 3.38
** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
** ------------------------------------------------------------------------
   LOCATION L0020053     VOLUME   267412.589 4048474.739 0.0
   LOCATION L0020054     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0020055     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0020056     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0020057     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0020058     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0020059     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0020060     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0020061     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0020062     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0020063     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0020064     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0020065     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0020066     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0020067     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0020068     VOLUME   267469.919 4048399.802 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEFG
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000752
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
** ------------------------------------------------------------------------
   LOCATION L0020069     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0020070     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0020071     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0020072     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0020073     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0020074     VOLUME   267416.989 4048450.427 0.0
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   LOCATION L0020075     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0020076     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0020077     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0020078     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0020079     VOLUME   267442.081 4048424.907 0.0
   LOCATION L0020080     VOLUME   267447.099 4048419.803 0.0
   LOCATION L0020081     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0020082     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0020083     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0020084     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0020085     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0020086     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0020087     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0020088     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0020089     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0020090     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0020091     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0020092     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0020093     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0020094     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0020095     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0020096     VOLUME   267527.393 4048338.140 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEIJ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000633
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
** ------------------------------------------------------------------------
   LOCATION L0020097     VOLUME   267689.541 4048175.890 0.0
   LOCATION L0020098     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0020099     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0020100     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0020101     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0020102     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0020103     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0020104     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0020105     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0020106     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0020107     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0020108     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0020109     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0020110     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0020111     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0020112     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0020113     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0020114     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0020115     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0020116     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0020117     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0020118     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0020119     VOLUME   267574.505 4048283.911 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINENO
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00022
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.72, 4048177.51, 0.00, 1.83, 3.37
** 267649.97, 4048215.55, 0.00, 1.83, 3.37
** ------------------------------------------------------------------------
   LOCATION L0020120     VOLUME   267687.416 4048178.790 0.0
   LOCATION L0020121     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0020122     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0020123     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0020124     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0020125     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0020126     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0020127     VOLUME   267651.271 4048214.265 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEQ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00013
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
** ------------------------------------------------------------------------
   LOCATION L0020128     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0020129     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0020130     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0020131     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0020132     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0020133     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0020134     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0020135     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0020136     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0020137     VOLUME   267735.150 4048128.078 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINERU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.000767
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** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.25, 4048180.33, 0.00, 1.83, 3.37
** 267814.74, 4048045.59, 0.00, 1.83, 3.37
** ------------------------------------------------------------------------
   LOCATION LO020138     VOLUME   267689.497 4048179.000 0.0
   LOCATION LO020139     VOLUME   267694.457 4048173.717 0.0
   LOCATION LO020140     VOLUME   267699.416 4048168.434 0.0
   LOCATION LO020141     VOLUME   267704.376 4048163.151 0.0
   LOCATION LO020142     VOLUME   267709.335 4048157.869 0.0
   LOCATION LO020143     VOLUME   267714.295 4048152.586 0.0
   LOCATION LO020144     VOLUME   267719.254 4048147.303 0.0
   LOCATION LO020145     VOLUME   267724.214 4048142.020 0.0
   LOCATION LO020146     VOLUME   267729.173 4048136.737 0.0
   LOCATION LO020147     VOLUME   267734.132 4048131.454 0.0
   LOCATION LO020148     VOLUME   267739.092 4048126.171 0.0
   LOCATION LO020149     VOLUME   267744.051 4048120.888 0.0
   LOCATION LO020150     VOLUME   267749.011 4048115.605 0.0
   LOCATION LO020151     VOLUME   267753.970 4048110.323 0.0
   LOCATION LO020152     VOLUME   267758.930 4048105.040 0.0
   LOCATION LO020153     VOLUME   267763.889 4048099.757 0.0
   LOCATION LO020154     VOLUME   267768.849 4048094.474 0.0
   LOCATION LO020155     VOLUME   267773.808 4048089.191 0.0
   LOCATION LO020156     VOLUME   267778.767 4048083.908 0.0
   LOCATION LO020157     VOLUME   267783.727 4048078.625 0.0
   LOCATION LO020158     VOLUME   267788.686 4048073.342 0.0
   LOCATION LO020159     VOLUME   267793.646 4048068.059 0.0
   LOCATION LO020160     VOLUME   267798.605 4048062.777 0.0
   LOCATION LO020161     VOLUME   267803.565 4048057.494 0.0
   LOCATION LO020162     VOLUME   267808.524 4048052.211 0.0
   LOCATION LO020163     VOLUME   267813.484 4048046.928 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINELMP
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00053
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048176.21, 0.00, 1.83, 3.39
** 267586.50, 4048090.97, 0.00, 1.83, 3.39
** ------------------------------------------------------------------------
   LOCATION LO020164     VOLUME   267689.578 4048175.053 0.0
   LOCATION LO020165     VOLUME   267683.931 4048170.445 0.0
   LOCATION LO020166     VOLUME   267678.283 4048165.838 0.0
   LOCATION LO020167     VOLUME   267672.636 4048161.231 0.0
   LOCATION LO020168     VOLUME   267666.988 4048156.624 0.0
   LOCATION LO020169     VOLUME   267661.340 4048152.016 0.0
   LOCATION LO020170     VOLUME   267655.693 4048147.409 0.0
   LOCATION LO020171     VOLUME   267650.045 4048142.802 0.0
   LOCATION LO020172     VOLUME   267644.398 4048138.195 0.0
   LOCATION LO020173     VOLUME   267638.750 4048133.587 0.0
   LOCATION LO020174     VOLUME   267633.102 4048128.980 0.0
   LOCATION LO020175     VOLUME   267627.455 4048124.373 0.0
   LOCATION LO020176     VOLUME   267621.807 4048119.765 0.0
   LOCATION LO020177     VOLUME   267616.159 4048115.158 0.0
   LOCATION LO020178     VOLUME   267610.512 4048110.551 0.0
   LOCATION LO020179     VOLUME   267604.864 4048105.944 0.0
   LOCATION LO020180     VOLUME   267599.217 4048101.336 0.0
   LOCATION LO020181     VOLUME   267593.569 4048096.729 0.0
   LOCATION LO020182     VOLUME   267587.921 4048092.122 0.0
** End of Line Source
   LOCATION STCKA        POINT      267365.870  4048495.170          0.0
   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLPPQQRRTTUU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00503
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 6
** 267631.00, 4047768.60, 0.00, 1.83, 3.38
** 267448.23, 4047765.44, 0.00, 1.83, 3.38
** 267492.36, 4047682.46, 0.00, 1.83, 3.38
** 267490.55, 4047635.37, 0.00, 1.83, 3.38
** 267572.04, 4047622.70, 0.00, 1.83, 3.38
** 267603.22, 4047596.26, 0.00, 1.83, 3.38
** ------------------------------------------------------------------------
   LOCATION LO020183     VOLUME   267629.172 4047768.571 0.0
   LOCATION LO020184     VOLUME   267621.901 4047768.445 0.0
   LOCATION LO020185     VOLUME   267614.630 4047768.320 0.0
   LOCATION LO020186     VOLUME   267607.359 4047768.194 0.0
   LOCATION LO020187     VOLUME   267600.088 4047768.068 0.0
   LOCATION LO020188     VOLUME   267592.817 4047767.942 0.0
   LOCATION LO020189     VOLUME   267585.546 4047767.816 0.0
   LOCATION LO020190     VOLUME   267578.275 4047767.690 0.0
   LOCATION LO020191     VOLUME   267571.004 4047767.564 0.0
   LOCATION LO020192     VOLUME   267563.733 4047767.438 0.0
   LOCATION LO020193     VOLUME   267556.462 4047767.312 0.0
   LOCATION LO020194     VOLUME   267549.191 4047767.186 0.0
   LOCATION LO020195     VOLUME   267541.920 4047767.061 0.0
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   LOCATION L0020196     VOLUME   267534.649 4047766.935 0.0
   LOCATION L0020197     VOLUME   267527.378 4047766.809 0.0
   LOCATION L0020198     VOLUME   267520.107 4047766.683 0.0
   LOCATION L0020199     VOLUME   267512.836 4047766.557 0.0
   LOCATION L0020200     VOLUME   267505.565 4047766.431 0.0
   LOCATION L0020201     VOLUME   267498.295 4047766.305 0.0
   LOCATION L0020202     VOLUME   267491.024 4047766.179 0.0
   LOCATION L0020203     VOLUME   267483.753 4047766.053 0.0
   LOCATION L0020204     VOLUME   267476.482 4047765.928 0.0
   LOCATION L0020205     VOLUME   267469.211 4047765.802 0.0
   LOCATION L0020206     VOLUME   267461.940 4047765.676 0.0
   LOCATION L0020207     VOLUME   267454.669 4047765.550 0.0
   LOCATION L0020208     VOLUME   267448.617 4047764.706 0.0
   LOCATION L0020209     VOLUME   267452.032 4047758.285 0.0
   LOCATION L0020210     VOLUME   267455.446 4047751.865 0.0
   LOCATION L0020211     VOLUME   267458.861 4047745.445 0.0
   LOCATION L0020212     VOLUME   267462.276 4047739.024 0.0
   LOCATION L0020213     VOLUME   267465.691 4047732.604 0.0
   LOCATION L0020214     VOLUME   267469.106 4047726.183 0.0
   LOCATION L0020215     VOLUME   267472.521 4047719.763 0.0
   LOCATION L0020216     VOLUME   267475.935 4047713.342 0.0
   LOCATION L0020217     VOLUME   267479.350 4047706.922 0.0
   LOCATION L0020218     VOLUME   267482.765 4047700.502 0.0
   LOCATION L0020219     VOLUME   267486.180 4047694.081 0.0
   LOCATION L0020220     VOLUME   267489.595 4047687.661 0.0
   LOCATION L0020221     VOLUME   267492.310 4047681.080 0.0
   LOCATION L0020222     VOLUME   267492.030 4047673.813 0.0
   LOCATION L0020223     VOLUME   267491.751 4047666.547 0.0
   LOCATION L0020224     VOLUME   267491.471 4047659.280 0.0
   LOCATION L0020225     VOLUME   267491.192 4047652.013 0.0
   LOCATION L0020226     VOLUME   267490.912 4047644.747 0.0
   LOCATION L0020227     VOLUME   267490.633 4047637.480 0.0
   LOCATION L0020228     VOLUME   267495.654 4047634.579 0.0
   LOCATION L0020229     VOLUME   267502.840 4047633.462 0.0
   LOCATION L0020230     VOLUME   267510.025 4047632.344 0.0
   LOCATION L0020231     VOLUME   267517.211 4047631.226 0.0
   LOCATION L0020232     VOLUME   267524.397 4047630.108 0.0
   LOCATION L0020233     VOLUME   267531.582 4047628.991 0.0
   LOCATION L0020234     VOLUME   267538.768 4047627.873 0.0
   LOCATION L0020235     VOLUME   267545.954 4047626.755 0.0
   LOCATION L0020236     VOLUME   267553.139 4047625.637 0.0
   LOCATION L0020237     VOLUME   267560.325 4047624.519 0.0
   LOCATION L0020238     VOLUME   267567.511 4047623.402 0.0
   LOCATION L0020239     VOLUME   267574.091 4047620.960 0.0
   LOCATION L0020240     VOLUME   267579.638 4047616.257 0.0
   LOCATION L0020241     VOLUME   267585.184 4047611.554 0.0
   LOCATION L0020242     VOLUME   267590.731 4047606.851 0.0
   LOCATION L0020243     VOLUME   267596.277 4047602.148 0.0
   LOCATION L0020244     VOLUME   267601.824 4047597.445 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEAUTO
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.0147
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 8
** 267639.70, 4047769.07, 0.00, 1.83, 3.39
** 267445.76, 4047768.52, 0.00, 1.83, 3.39
** 267488.74, 4047680.65, 0.00, 1.83, 3.39
** 267490.55, 4047637.18, 0.00, 1.83, 3.39
** 267568.42, 4047624.51, 0.00, 1.83, 3.39
** 267680.70, 4047539.39, 0.00, 1.83, 3.39
** 267789.35, 4047430.74, 0.00, 1.83, 3.39
** 267790.94, 4047218.20, 0.00, 1.83, 3.39
** ------------------------------------------------------------------------
   LOCATION L0020245     VOLUME   267637.870 4047769.068 0.0
   LOCATION L0020246     VOLUME   267630.588 4047769.048 0.0
   LOCATION L0020247     VOLUME   267623.305 4047769.027 0.0
   LOCATION L0020248     VOLUME   267616.023 4047769.006 0.0
   LOCATION L0020249     VOLUME   267608.740 4047768.986 0.0
   LOCATION L0020250     VOLUME   267601.458 4047768.965 0.0
   LOCATION L0020251     VOLUME   267594.175 4047768.945 0.0
   LOCATION L0020252     VOLUME   267586.892 4047768.924 0.0
   LOCATION L0020253     VOLUME   267579.610 4047768.903 0.0
   LOCATION L0020254     VOLUME   267572.327 4047768.883 0.0
   LOCATION L0020255     VOLUME   267565.045 4047768.862 0.0
   LOCATION L0020256     VOLUME   267557.762 4047768.841 0.0
   LOCATION L0020257     VOLUME   267550.480 4047768.821 0.0
   LOCATION L0020258     VOLUME   267543.197 4047768.800 0.0
   LOCATION L0020259     VOLUME   267535.915 4047768.779 0.0
   LOCATION L0020260     VOLUME   267528.632 4047768.759 0.0
   LOCATION L0020261     VOLUME   267521.350 4047768.738 0.0
   LOCATION L0020262     VOLUME   267514.067 4047768.717 0.0
   LOCATION L0020263     VOLUME   267506.785 4047768.697 0.0
   LOCATION L0020264     VOLUME   267499.502 4047768.676 0.0
   LOCATION L0020265     VOLUME   267492.220 4047768.655 0.0
   LOCATION L0020266     VOLUME   267484.937 4047768.635 0.0
   LOCATION L0020267     VOLUME   267477.655 4047768.614 0.0
   LOCATION L0020268     VOLUME   267470.372 4047768.594 0.0
   LOCATION L0020269     VOLUME   267463.090 4047768.573 0.0
   LOCATION L0020270     VOLUME   267455.807 4047768.552 0.0
   LOCATION L0020271     VOLUME   267448.525 4047768.532 0.0
   LOCATION L0020272     VOLUME   267447.740 4047764.468 0.0
   LOCATION L0020273     VOLUME   267450.940 4047757.926 0.0
   LOCATION L0020274     VOLUME   267454.140 4047751.385 0.0
   LOCATION L0020275     VOLUME   267457.340 4047744.843 0.0
   LOCATION L0020276     VOLUME   267460.540 4047738.301 0.0
   LOCATION L0020277     VOLUME   267463.740 4047731.759 0.0
   LOCATION L0020278     VOLUME   267466.940 4047725.217 0.0
   LOCATION L0020279     VOLUME   267470.139 4047718.675 0.0
   LOCATION L0020280     VOLUME   267473.339 4047712.133 0.0
   LOCATION L0020281     VOLUME   267476.539 4047705.591 0.0
   LOCATION L0020282     VOLUME   267479.739 4047699.050 0.0
   LOCATION L0020283     VOLUME   267482.939 4047692.508 0.0
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   LOCATION L0020285     VOLUME   267488.797 4047679.287 0.0
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** Line Source represented by Separated Volume Sources
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** Elevated
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LOCATION L0020387     VOLUME   267524.811 4047765.604 0.0
LOCATION L0020388     VOLUME   267517.516 4047765.382 0.0
LOCATION L0020389     VOLUME   267510.220 4047765.159 0.0
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LOCATION L0020403     VOLUME   267465.860 4047727.237 0.0
LOCATION L0020404     VOLUME   267469.073 4047720.683 0.0
LOCATION L0020405     VOLUME   267472.287 4047714.130 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** 267903.44, 4047332.95, 0.00, 1.83, 3.38
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   LOCATION L0020501     VOLUME   267468.203 4047727.351 0.0
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   LOCATION L0020521     VOLUME   267534.085 4047628.577 0.0
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   LOCATION L0020541     VOLUME   267652.378 4047549.901 0.0
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   LOCATION L0020572     VOLUME   267823.045 4047402.422 0.0
   LOCATION L0020573     VOLUME   267828.551 4047397.665 0.0
   LOCATION L0020574     VOLUME   267834.056 4047392.907 0.0
   LOCATION L0020575     VOLUME   267839.561 4047388.150 0.0
   LOCATION L0020576     VOLUME   267845.067 4047383.393 0.0
   LOCATION L0020577     VOLUME   267850.572 4047378.635 0.0
   LOCATION L0020578     VOLUME   267856.078 4047373.878 0.0
   LOCATION L0020579     VOLUME   267861.583 4047369.120 0.0
   LOCATION L0020580     VOLUME   267867.089 4047364.363 0.0
   LOCATION L0020581     VOLUME   267872.594 4047359.606 0.0
   LOCATION L0020582     VOLUME   267878.099 4047354.848 0.0
   LOCATION L0020583     VOLUME   267883.605 4047350.091 0.0
   LOCATION L0020584     VOLUME   267889.110 4047345.334 0.0
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   LOCATION L0020585     VOLUME   267894.616 4047340.576 0.0
   LOCATION L0020586     VOLUME   267900.121 4047335.819 0.0
   LOCATION L0020587     VOLUME   267903.662 4047330.070 0.0
   LOCATION L0020588     VOLUME   267904.220 4047322.815 0.0
   LOCATION L0020589     VOLUME   267904.778 4047315.560 0.0
   LOCATION L0020590     VOLUME   267905.336 4047308.306 0.0
   LOCATION L0020591     VOLUME   267905.894 4047301.051 0.0
   LOCATION L0020592     VOLUME   267906.453 4047293.796 0.0
   LOCATION L0020593     VOLUME   267907.011 4047286.542 0.0
   LOCATION L0020594     VOLUME   267907.569 4047279.287 0.0
   LOCATION L0020595     VOLUME   267908.127 4047272.032 0.0
   LOCATION L0020596     VOLUME   267908.685 4047264.777 0.0
   LOCATION L0020597     VOLUME   267909.243 4047257.523 0.0
   LOCATION L0020598     VOLUME   267909.801 4047250.268 0.0
   LOCATION L0020599     VOLUME   267910.359 4047243.013 0.0
   LOCATION L0020600     VOLUME   267913.716 4047238.706 0.0
   LOCATION L0020601     VOLUME   267920.990 4047238.521 0.0
   LOCATION L0020602     VOLUME   267928.264 4047238.337 0.0
   LOCATION L0020603     VOLUME   267935.538 4047238.153 0.0
   LOCATION L0020604     VOLUME   267942.811 4047237.969 0.0
   LOCATION L0020605     VOLUME   267950.085 4047237.785 0.0
   LOCATION L0020606     VOLUME   267957.359 4047237.601 0.0
   LOCATION L0020607     VOLUME   267964.633 4047237.417 0.0
   LOCATION L0020608     VOLUME   267971.907 4047237.232 0.0
   LOCATION L0020609     VOLUME   267979.180 4047237.048 0.0
   LOCATION L0020610     VOLUME   267986.454 4047236.864 0.0
   LOCATION L0020611     VOLUME   267993.728 4047236.680 0.0
   LOCATION L0020612     VOLUME   268001.002 4047236.496 0.0
   LOCATION L0020613     VOLUME   268008.276 4047236.312 0.0
   LOCATION L0020614     VOLUME   268015.549 4047236.128 0.0
   LOCATION L0020615     VOLUME   268022.823 4047235.943 0.0
   LOCATION L0020616     VOLUME   268030.097 4047235.759 0.0
   LOCATION L0020617     VOLUME   268037.371 4047235.575 0.0
   LOCATION L0020618     VOLUME   268044.645 4047235.391 0.0
   LOCATION L0020619     VOLUME   268051.919 4047235.207 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEAAA
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.00127
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 7
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** 267639.77, 4047767.14, 0.00, 1.83, 3.37
** 267446.23, 4047768.17, 0.00, 1.83, 3.37
** 267485.12, 4047689.70, 0.00, 1.83, 3.37
** 267492.36, 4047626.32, 0.00, 1.83, 3.37
** 267506.85, 4047378.22, 0.00, 1.83, 3.37
** 267553.93, 4047378.22, 0.00, 1.83, 3.37
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   LOCATION L0020621     VOLUME   267632.031 4047767.179 0.0
   LOCATION L0020622     VOLUME   267624.779 4047767.217 0.0
   LOCATION L0020623     VOLUME   267617.526 4047767.256 0.0
   LOCATION L0020624     VOLUME   267610.274 4047767.294 0.0
   LOCATION L0020625     VOLUME   267603.022 4047767.333 0.0
   LOCATION L0020626     VOLUME   267595.770 4047767.372 0.0
   LOCATION L0020627     VOLUME   267588.518 4047767.410 0.0
   LOCATION L0020628     VOLUME   267581.266 4047767.449 0.0
   LOCATION L0020629     VOLUME   267574.014 4047767.487 0.0
   LOCATION L0020630     VOLUME   267566.762 4047767.526 0.0
   LOCATION L0020631     VOLUME   267559.510 4047767.565 0.0
   LOCATION L0020632     VOLUME   267552.258 4047767.603 0.0
   LOCATION L0020633     VOLUME   267545.006 4047767.642 0.0
   LOCATION L0020634     VOLUME   267537.754 4047767.680 0.0
   LOCATION L0020635     VOLUME   267530.502 4047767.719 0.0
   LOCATION L0020636     VOLUME   267523.249 4047767.757 0.0
   LOCATION L0020637     VOLUME   267515.997 4047767.796 0.0
   LOCATION L0020638     VOLUME   267508.745 4047767.835 0.0
   LOCATION L0020639     VOLUME   267501.493 4047767.873 0.0
   LOCATION L0020640     VOLUME   267494.241 4047767.912 0.0
   LOCATION L0020641     VOLUME   267486.989 4047767.950 0.0
   LOCATION L0020642     VOLUME   267479.737 4047767.989 0.0
   LOCATION L0020643     VOLUME   267472.485 4047768.028 0.0
   LOCATION L0020644     VOLUME   267465.233 4047768.066 0.0
   LOCATION L0020645     VOLUME   267457.981 4047768.105 0.0
   LOCATION L0020646     VOLUME   267450.729 4047768.143 0.0
   LOCATION L0020647     VOLUME   267447.459 4047765.696 0.0
   LOCATION L0020648     VOLUME   267450.679 4047759.198 0.0
   LOCATION L0020649     VOLUME   267453.899 4047752.700 0.0
   LOCATION L0020650     VOLUME   267457.120 4047746.202 0.0
   LOCATION L0020651     VOLUME   267460.340 4047739.704 0.0
   LOCATION L0020652     VOLUME   267463.560 4047733.206 0.0
   LOCATION L0020653     VOLUME   267466.780 4047726.708 0.0
   LOCATION L0020654     VOLUME   267470.000 4047720.210 0.0
   LOCATION L0020655     VOLUME   267473.220 4047713.712 0.0
   LOCATION L0020656     VOLUME   267476.440 4047707.214 0.0
   LOCATION L0020657     VOLUME   267479.661 4047700.716 0.0
   LOCATION L0020658     VOLUME   267482.881 4047694.217 0.0
   LOCATION L0020659     VOLUME   267485.370 4047687.504 0.0
   LOCATION L0020660     VOLUME   267486.194 4047680.298 0.0
   LOCATION L0020661     VOLUME   267487.017 4047673.093 0.0
   LOCATION L0020662     VOLUME   267487.840 4047665.888 0.0
   LOCATION L0020663     VOLUME   267488.664 4047658.683 0.0
   LOCATION L0020664     VOLUME   267489.487 4047651.477 0.0
   LOCATION L0020665     VOLUME   267490.311 4047644.272 0.0
   LOCATION L0020666     VOLUME   267491.134 4047637.067 0.0
   LOCATION L0020667     VOLUME   267491.958 4047629.862 0.0
   LOCATION L0020668     VOLUME   267492.578 4047622.639 0.0
   LOCATION L0020669     VOLUME   267493.000 4047615.399 0.0
   LOCATION L0020670     VOLUME   267493.423 4047608.159 0.0
   LOCATION L0020671     VOLUME   267493.846 4047600.919 0.0
   LOCATION L0020672     VOLUME   267494.269 4047593.679 0.0
   LOCATION L0020673     VOLUME   267494.691 4047586.439 0.0
   LOCATION L0020674     VOLUME   267495.114 4047579.200 0.0
   LOCATION L0020675     VOLUME   267495.537 4047571.960 0.0
   LOCATION L0020676     VOLUME   267495.960 4047564.720 0.0
   LOCATION L0020677     VOLUME   267496.382 4047557.480 0.0
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   LOCATION L0020679     VOLUME   267497.228 4047543.000 0.0
   LOCATION L0020680     VOLUME   267497.651 4047535.761 0.0
   LOCATION L0020681     VOLUME   267498.073 4047528.521 0.0
   LOCATION L0020682     VOLUME   267498.496 4047521.281 0.0
   LOCATION L0020683     VOLUME   267498.919 4047514.041 0.0
   LOCATION L0020684     VOLUME   267499.342 4047506.801 0.0
   LOCATION L0020685     VOLUME   267499.765 4047499.561 0.0
   LOCATION L0020686     VOLUME   267500.187 4047492.321 0.0
   LOCATION L0020687     VOLUME   267500.610 4047485.082 0.0
   LOCATION L0020688     VOLUME   267501.033 4047477.842 0.0
   LOCATION L0020689     VOLUME   267501.456 4047470.602 0.0
   LOCATION L0020690     VOLUME   267501.878 4047463.362 0.0
   LOCATION L0020691     VOLUME   267502.301 4047456.122 0.0
   LOCATION L0020692     VOLUME   267502.724 4047448.882 0.0
   LOCATION L0020693     VOLUME   267503.147 4047441.643 0.0
   LOCATION L0020694     VOLUME   267503.569 4047434.403 0.0
   LOCATION L0020695     VOLUME   267503.992 4047427.163 0.0
   LOCATION L0020696     VOLUME   267504.415 4047419.923 0.0
   LOCATION L0020697     VOLUME   267504.838 4047412.683 0.0
   LOCATION L0020698     VOLUME   267505.260 4047405.443 0.0
   LOCATION L0020699     VOLUME   267505.683 4047398.203 0.0
   LOCATION L0020700     VOLUME   267506.106 4047390.964 0.0
   LOCATION L0020701     VOLUME   267506.529 4047383.724 0.0
   LOCATION L0020702     VOLUME   267508.592 4047378.223 0.0
   LOCATION L0020703     VOLUME   267515.844 4047378.223 0.0
   LOCATION L0020704     VOLUME   267523.096 4047378.223 0.0
   LOCATION L0020705     VOLUME   267530.348 4047378.223 0.0
   LOCATION L0020706     VOLUME   267537.601 4047378.223 0.0
   LOCATION L0020707     VOLUME   267544.853 4047378.223 0.0
   LOCATION L0020708     VOLUME   267552.105 4047378.223 0.0
** End of Line Source
** Line Source represened by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEWW
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 0.0017
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 5
** 267638.99, 4047768.67, 0.00, 1.83, 3.39
** 267447.49, 4047762.95, 0.00, 1.83, 3.39
** 267486.93, 4047687.89, 0.00, 1.83, 3.39
** 267503.23, 4047367.36, 0.00, 1.83, 3.39
** 267463.39, 4047370.17, 0.00, 1.83, 3.39
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   LOCATION L0020709     VOLUME   267637.165 4047768.620 0.0
   LOCATION L0020710     VOLUME   267629.885 4047768.402 0.0
   LOCATION L0020711     VOLUME   267622.606 4047768.185 0.0
   LOCATION L0020712     VOLUME   267615.326 4047767.967 0.0
   LOCATION L0020713     VOLUME   267608.046 4047767.749 0.0
   LOCATION L0020714     VOLUME   267600.767 4047767.531 0.0
   LOCATION L0020715     VOLUME   267593.487 4047767.314 0.0
   LOCATION L0020716     VOLUME   267586.207 4047767.096 0.0
   LOCATION L0020717     VOLUME   267578.928 4047766.878 0.0
   LOCATION L0020718     VOLUME   267571.648 4047766.661 0.0
   LOCATION L0020719     VOLUME   267564.369 4047766.443 0.0
   LOCATION L0020720     VOLUME   267557.089 4047766.225 0.0
   LOCATION L0020721     VOLUME   267549.809 4047766.007 0.0
   LOCATION L0020722     VOLUME   267542.530 4047765.790 0.0
   LOCATION L0020723     VOLUME   267535.250 4047765.572 0.0
   LOCATION L0020724     VOLUME   267527.970 4047765.354 0.0
   LOCATION L0020725     VOLUME   267520.691 4047765.136 0.0
   LOCATION L0020726     VOLUME   267513.411 4047764.919 0.0
   LOCATION L0020727     VOLUME   267506.131 4047764.701 0.0
   LOCATION L0020728     VOLUME   267498.852 4047764.483 0.0
   LOCATION L0020729     VOLUME   267491.572 4047764.265 0.0
   LOCATION L0020730     VOLUME   267484.293 4047764.048 0.0
   LOCATION L0020731     VOLUME   267477.013 4047763.830 0.0
   LOCATION L0020732     VOLUME   267469.733 4047763.612 0.0
   LOCATION L0020733     VOLUME   267462.454 4047763.395 0.0
   LOCATION L0020734     VOLUME   267455.174 4047763.177 0.0
   LOCATION L0020735     VOLUME   267447.894 4047762.959 0.0
   LOCATION L0020736     VOLUME   267450.684 4047756.862 0.0
   LOCATION L0020737     VOLUME   267454.072 4047750.415 0.0
   LOCATION L0020738     VOLUME   267457.460 4047743.968 0.0
   LOCATION L0020739     VOLUME   267460.848 4047737.521 0.0
   LOCATION L0020740     VOLUME   267464.236 4047731.074 0.0
   LOCATION L0020741     VOLUME   267467.624 4047724.627 0.0
   LOCATION L0020742     VOLUME   267471.012 4047718.180 0.0
   LOCATION L0020743     VOLUME   267474.400 4047711.733 0.0
   LOCATION L0020744     VOLUME   267477.788 4047705.287 0.0
   LOCATION L0020745     VOLUME   267481.175 4047698.840 0.0
   LOCATION L0020746     VOLUME   267484.563 4047692.393 0.0
   LOCATION L0020747     VOLUME   267487.041 4047685.697 0.0
   LOCATION L0020748     VOLUME   267487.411 4047678.423 0.0
   LOCATION L0020749     VOLUME   267487.781 4047671.150 0.0
   LOCATION L0020750     VOLUME   267488.151 4047663.876 0.0
   LOCATION L0020751     VOLUME   267488.521 4047656.603 0.0
   LOCATION L0020752     VOLUME   267488.891 4047649.329 0.0
   LOCATION L0020753     VOLUME   267489.260 4047642.056 0.0
   LOCATION L0020754     VOLUME   267489.630 4047634.782 0.0
   LOCATION L0020755     VOLUME   267490.000 4047627.509 0.0
   LOCATION L0020756     VOLUME   267490.370 4047620.235 0.0
   LOCATION L0020757     VOLUME   267490.740 4047612.962 0.0
   LOCATION L0020758     VOLUME   267491.110 4047605.688 0.0
   LOCATION L0020759     VOLUME   267491.479 4047598.415 0.0
   LOCATION L0020760     VOLUME   267491.849 4047591.141 0.0
   LOCATION L0020761     VOLUME   267492.219 4047583.868 0.0
   LOCATION L0020762     VOLUME   267492.589 4047576.594 0.0
   LOCATION L0020763     VOLUME   267492.959 4047569.321 0.0
   LOCATION L0020764     VOLUME   267493.329 4047562.047 0.0
   LOCATION L0020765     VOLUME   267493.699 4047554.774 0.0
   LOCATION L0020766     VOLUME   267494.068 4047547.500 0.0
   LOCATION L0020767     VOLUME   267494.438 4047540.227 0.0
   LOCATION L0020768     VOLUME   267494.808 4047532.954 0.0
   LOCATION L0020769     VOLUME   267495.178 4047525.680 0.0
   LOCATION L0020770     VOLUME   267495.548 4047518.407 0.0
   LOCATION L0020771     VOLUME   267495.918 4047511.133 0.0
   LOCATION L0020772     VOLUME   267496.287 4047503.860 0.0
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   LOCATION L0020773     VOLUME   267496.657 4047496.586 0.0
   LOCATION L0020774     VOLUME   267497.027 4047489.313 0.0
   LOCATION L0020775     VOLUME   267497.397 4047482.039 0.0
   LOCATION L0020776     VOLUME   267497.767 4047474.766 0.0
   LOCATION L0020777     VOLUME   267498.137 4047467.492 0.0
   LOCATION L0020778     VOLUME   267498.506 4047460.219 0.0
   LOCATION L0020779     VOLUME   267498.876 4047452.945 0.0
   LOCATION L0020780     VOLUME   267499.246 4047445.672 0.0
   LOCATION L0020781     VOLUME   267499.616 4047438.398 0.0
   LOCATION L0020782     VOLUME   267499.986 4047431.125 0.0
   LOCATION L0020783     VOLUME   267500.356 4047423.851 0.0
   LOCATION L0020784     VOLUME   267500.725 4047416.578 0.0
   LOCATION L0020785     VOLUME   267501.095 4047409.304 0.0
   LOCATION L0020786     VOLUME   267501.465 4047402.031 0.0
   LOCATION L0020787     VOLUME   267501.835 4047394.757 0.0
   LOCATION L0020788     VOLUME   267502.205 4047387.484 0.0
   LOCATION L0020789     VOLUME   267502.575 4047380.210 0.0
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   LOCATION L0020791     VOLUME   267501.536 4047367.477 0.0
   LOCATION L0020792     VOLUME   267494.271 4047367.991 0.0
   LOCATION L0020793     VOLUME   267487.007 4047368.504 0.0
   LOCATION L0020794     VOLUME   267479.742 4047369.017 0.0
   LOCATION L0020795     VOLUME   267472.477 4047369.531 0.0
   LOCATION L0020796     VOLUME   267465.212 4047370.044 0.0
** End of Line Source
** Line Source represened by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEBBBCCC
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** Elevated
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** SZINIT = 0.43
** Nodes = 5
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** 267097.42, 4047514.44, 0.00, 1.83, 3.39
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   LOCATION L0020800     VOLUME   267615.398 4047769.139 0.0
   LOCATION L0020801     VOLUME   267608.116 4047769.040 0.0
   LOCATION L0020802     VOLUME   267600.834 4047768.941 0.0
   LOCATION L0020803     VOLUME   267593.552 4047768.842 0.0
   LOCATION L0020804     VOLUME   267586.270 4047768.743 0.0
   LOCATION L0020805     VOLUME   267578.988 4047768.644 0.0
   LOCATION L0020806     VOLUME   267571.706 4047768.545 0.0
   LOCATION L0020807     VOLUME   267564.424 4047768.446 0.0
   LOCATION L0020808     VOLUME   267557.142 4047768.347 0.0
   LOCATION L0020809     VOLUME   267549.860 4047768.248 0.0
   LOCATION L0020810     VOLUME   267542.579 4047768.149 0.0
   LOCATION L0020811     VOLUME   267535.297 4047768.050 0.0
   LOCATION L0020812     VOLUME   267528.015 4047767.951 0.0
   LOCATION L0020813     VOLUME   267520.733 4047767.852 0.0
   LOCATION L0020814     VOLUME   267513.451 4047767.753 0.0
   LOCATION L0020815     VOLUME   267506.169 4047767.654 0.0
   LOCATION L0020816     VOLUME   267498.887 4047767.555 0.0
   LOCATION L0020817     VOLUME   267491.605 4047767.456 0.0
   LOCATION L0020818     VOLUME   267484.323 4047767.357 0.0
   LOCATION L0020819     VOLUME   267477.041 4047767.258 0.0
   LOCATION L0020820     VOLUME   267469.759 4047767.160 0.0
   LOCATION L0020821     VOLUME   267462.477 4047767.061 0.0
   LOCATION L0020822     VOLUME   267455.195 4047766.962 0.0
   LOCATION L0020823     VOLUME   267447.913 4047766.863 0.0
   LOCATION L0020824     VOLUME   267440.631 4047766.764 0.0
   LOCATION L0020825     VOLUME   267433.349 4047766.665 0.0
   LOCATION L0020826     VOLUME   267426.067 4047766.566 0.0
   LOCATION L0020827     VOLUME   267418.785 4047766.467 0.0
   LOCATION L0020828     VOLUME   267411.503 4047766.368 0.0
   LOCATION L0020829     VOLUME   267404.221 4047766.269 0.0
   LOCATION L0020830     VOLUME   267396.939 4047766.170 0.0
   LOCATION L0020831     VOLUME   267389.658 4047766.071 0.0
   LOCATION L0020832     VOLUME   267382.376 4047765.972 0.0
   LOCATION L0020833     VOLUME   267375.094 4047765.873 0.0
   LOCATION L0020834     VOLUME   267367.812 4047765.774 0.0
   LOCATION L0020835     VOLUME   267360.530 4047765.675 0.0
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   LOCATION L0020837     VOLUME   267345.966 4047765.477 0.0
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   LOCATION L0020839     VOLUME   267331.402 4047765.279 0.0
   LOCATION L0020840     VOLUME   267324.120 4047765.180 0.0
   LOCATION L0020841     VOLUME   267316.838 4047765.081 0.0
   LOCATION L0020842     VOLUME   267309.556 4047764.982 0.0
   LOCATION L0020843     VOLUME   267302.274 4047764.883 0.0
   LOCATION L0020844     VOLUME   267294.992 4047764.784 0.0
   LOCATION L0020845     VOLUME   267287.710 4047764.685 0.0
   LOCATION L0020846     VOLUME   267280.428 4047764.586 0.0
   LOCATION L0020847     VOLUME   267273.146 4047764.487 0.0
   LOCATION L0020848     VOLUME   267265.864 4047764.388 0.0
   LOCATION L0020849     VOLUME   267258.582 4047764.289 0.0
   LOCATION L0020850     VOLUME   267251.300 4047764.190 0.0
   LOCATION L0020851     VOLUME   267244.018 4047764.091 0.0
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** Line Source represented by Separated Volume Sources
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** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
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LOCATION L0021149     VOLUME   267092.453 4047610.569 0.0
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LOCATION L0021161     VOLUME   267093.729 4047523.067 0.0
LOCATION L0021162     VOLUME   267093.835 4047515.775 0.0
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   LOCATION L0021217     VOLUME   267128.859 4047144.591 0.0
   LOCATION L0021218     VOLUME   267136.151 4047144.655 0.0
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   LOCATION L0021223     VOLUME   267172.613 4047144.975 0.0
   LOCATION L0021224     VOLUME   267179.905 4047145.039 0.0
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   LOCATION L0021227     VOLUME   267201.782 4047145.231 0.0
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   LOCATION L0021230     VOLUME   267223.659 4047145.423 0.0
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   LOCATION L0021232     VOLUME   267238.243 4047145.551 0.0
   LOCATION L0021233     VOLUME   267245.536 4047145.615 0.0
   LOCATION L0021234     VOLUME   267252.828 4047145.679 0.0
   LOCATION L0021235     VOLUME   267260.120 4047145.743 0.0
   LOCATION L0021236     VOLUME   267267.413 4047145.807 0.0
   LOCATION L0021237     VOLUME   267274.705 4047145.871 0.0
   LOCATION L0021238     VOLUME   267281.997 4047145.935 0.0
   LOCATION L0021239     VOLUME   267289.290 4047145.999 0.0
   LOCATION L0021240     VOLUME   267296.582 4047146.062 0.0
   LOCATION L0021241     VOLUME   267303.874 4047146.126 0.0
** End of Line Source
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   LOCATION STCKCC2      POINT      267192.806  4047628.460          0.0
   LOCATION STCKCC3      POINT      267196.788  4047680.895          0.0
   LOCATION STCKCC4      POINT      267288.936  4047678.297          0.0
   LOCATION STCKCC5      POINT      267293.271  4047625.039          0.0
   LOCATION STCKPP1      POINT      267528.919  4047715.287          0.0
   LOCATION STCKPP2      POINT      267571.536  4047665.149          0.0
   LOCATION STCKPP3      POINT      267533.933  4047604.984          0.0
   LOCATION STCKPP4      POINT      267616.660  4047645.094          0.0
   LOCATION STCKAM1      POINT      267754.539  4047492.173          0.0
   LOCATION STCKAM2      POINT      267842.281  4047414.460          0.0
   LOCATION STCKAM3      POINT      267759.553  4047376.856          0.0
   LOCATION STCKAM4      POINT      267804.677  4047291.622          0.0
   LOCATION STCKAM5      POINT      267769.581  4047156.249          0.0
   LOCATION STCKAM6      POINT      267879.884  4047178.811          0.0
   LOCATION STCKAM7      POINT      267930.022  4047168.784          0.0
   LOCATION STCKQM8      POINT      267804.677  4047060.987          0.0
   LOCATION STCKAM9      POINT      267749.526  4047068.508          0.0
   LOCATION STCKAM10     POINT      267762.060  4047264.046          0.0
   LOCATION STCKHOT1     POINT      267937.543  4047356.801          0.0
   LOCATION STCKHOT2     POINT      267977.653  4047306.663          0.0
   LOCATION STCKWP1      POINT      268052.860  4047218.922          0.0
   LOCATION STCKAAA1     POINT      267575.115  4047380.545          0.0
   LOCATION STCKWW1      POINT      267445.931  4047368.647          0.0
   LOCATION BBBCCC1      POINT      267221.559  4047295.555          0.0
   LOCATION BBBCCC2      POINT      267315.047  4047280.257          0.0
   LOCATION DDDEEE1      POINT      267223.258  4047130.676          0.0
   LOCATION DDDEEE2      POINT      267352.442  4047103.479          0.0
** Line Source represented by Separated Volume Sources
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** Emission Rate = 0.00453
** Elevated
** Vertical Dimension = 1.83
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** 266954.89, 4047947.95, 0.00, 1.83, 3.39
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   LOCATION L0021244     VOLUME   267621.882 4047769.820 0.0
   LOCATION L0021245     VOLUME   267614.603 4047769.715 0.0
   LOCATION L0021246     VOLUME   267607.324 4047769.610 0.0
   LOCATION L0021247     VOLUME   267600.045 4047769.505 0.0
   LOCATION L0021248     VOLUME   267592.767 4047769.401 0.0
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   LOCATION L0021257     VOLUME   267527.257 4047768.458 0.0
   LOCATION L0021258     VOLUME   267519.978 4047768.353 0.0
   LOCATION L0021259     VOLUME   267512.699 4047768.249 0.0
   LOCATION L0021260     VOLUME   267505.420 4047768.144 0.0
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   LOCATION L0021262     VOLUME   267490.862 4047767.934 0.0
   LOCATION L0021263     VOLUME   267483.583 4047767.830 0.0
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   LOCATION L0021266     VOLUME   267461.747 4047767.515 0.0
   LOCATION L0021267     VOLUME   267454.468 4047767.411 0.0
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   LOCATION L0021270     VOLUME   267432.631 4047767.096 0.0
   LOCATION L0021271     VOLUME   267425.352 4047766.992 0.0
   LOCATION L0021272     VOLUME   267418.073 4047766.887 0.0
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   LOCATION L0021274     VOLUME   267403.515 4047766.678 0.0
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   LOCATION L0021278     VOLUME   267374.400 4047766.259 0.0
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   LOCATION L0021280     VOLUME   267359.842 4047766.049 0.0
   LOCATION L0021281     VOLUME   267352.563 4047765.944 0.0
   LOCATION L0021282     VOLUME   267345.284 4047765.840 0.0
   LOCATION L0021283     VOLUME   267338.005 4047765.735 0.0
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   LOCATION L0021291     VOLUME   267279.774 4047764.897 0.0
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   LOCATION L0021302     VOLUME   267199.707 4047763.745 0.0
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   LOCATION L0021318     VOLUME   267083.244 4047762.069 0.0
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   LOCATION L0021337     VOLUME   266956.048 4047771.417 0.0
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   LOCATION L0021340     VOLUME   266955.906 4047793.255 0.0
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   LOCATION L0021357     VOLUME   266955.097 4047917.007 0.0
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   LOCATION L0021359     VOLUME   266955.002 4047931.566 0.0
   LOCATION L0021360     VOLUME   266954.954 4047938.845 0.0
   LOCATION L0021361     VOLUME   266954.906 4047946.125 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
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** Emission Rate = 0.00301
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
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** 266692.34, 4047761.47, 0.00, 1.83, 3.40
** 266697.25, 4047902.56, 0.00, 1.83, 3.40
** 266768.41, 4047901.33, 0.00, 1.83, 3.40
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   LOCATION L0021392     VOLUME   267417.211 4047768.988 0.0
   LOCATION L0021393     VOLUME   267409.903 4047768.913 0.0
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   LOCATION L0021398     VOLUME   267373.365 4047768.534 0.0
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** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** Emission Rate = 0.00528
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
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   LOCATION ICCCCFFFF2   POINT      266707.585  4047969.504          0.0
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SRCPARAM STCKCDE         0.0283     3.658   366.483  51.70000     0.100
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AREAVERT LOT1         267120.418 4048530.358 267120.418 4048476.500
AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976
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SRCPARAM L0020240     0.000081129      1.83      3.38      0.43
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AREAVERT LOT2         267115.281 4047509.722 267115.281 4047432.008
AREAVERT LOT2         267333.381 4047426.994 267333.381 4047299.142
AREAVERT LOT2         267205.529 4047296.635 267208.036 4047196.360
AREAVERT LOT2         267112.774 4047201.373 267125.309 4047128.673
AREAVERT LOT2         267275.722 4047131.180 267278.229 4047020.877
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AREAVERT LOT2         267235.612 4047281.594 267388.533 4047281.594
AREAVERT LOT2         267396.053 4047366.828 267358.450 4047369.335
AREAVERT LOT2         267358.450 4047527.270 267498.891 4047520.981
AREAVERT LOT2         267504.640 4047452.832 267669.305 4047452.063
AREAVERT LOT2         267637.423 4047538.123 267476.274 4047617.518
AREAVERT LOT2         267293.271 4047564.873 267295.777 4047680.191
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   SRCPARAM L0021940     0.0000241096      1.83      3.39       0.43
   SRCPARAM L0021941     0.0000241096      1.83      3.39       0.43
   SRCPARAM L0021942     0.0000241096      1.83      3.39       0.43
   SRCPARAM L0021943     0.0000241096      1.83      3.39       0.43
   SRCPARAM L0021944     0.0000241096      1.83      3.39       0.43
   SRCPARAM LOT3          4.16E-07     1.000       19
   AREAVERT LOT3         266699.095 4048531.582 266705.887 4048142.712
   AREAVERT LOT3         266931.737 4048130.826 266931.737 4048037.429
   AREAVERT LOT3         266753.434 4048013.655 266760.227 4047789.503
   AREAVERT LOT3         266887.586 4047789.503 266894.379 4047852.334
   AREAVERT LOT3         266853.624 4047865.919 266853.624 4047972.900
   AREAVERT LOT3         266884.190 4047971.202 266894.379 4048022.146
   AREAVERT LOT3         266967.398 4048030.636 266974.190 4048168.184
   AREAVERT LOT3         266896.077 4048297.241 266816.265 4048312.525
   AREAVERT LOT3         266729.661 4048395.732 266792.491 4048465.355
   AREAVERT LOT3         266738.151 4048545.167
   SRCPARAM IDDDDHHHH1     0.00268     3.658   366.483  51.70000     0.100
   SRCPARAM IDDDDHHHH2     0.00268     3.658   366.483  51.70000     0.100
   SRCPARAM IDDDDHHHH3     0.00268     3.658   366.483  51.70000     0.100
   SRCPARAM IDDDDHHHH4     0.00268     3.658   366.483  51.70000     0.100
   SRCPARAM ICCCCFFFF1     0.00268     3.658   366.483  51.70000     0.100
   SRCPARAM ICCCCFFFF2     0.00268     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA1      0.00343     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA2      0.00343     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA3      0.00343     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA4      0.00343     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU1       0.00368     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU2       0.00368     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU3       0.00368     3.658   366.483  51.70000     0.100

** Building Downwash **
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         0.00     0.00     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
                                                          Page 46
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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKCDE | 0.00 | 0.00 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 0.00 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 0.00 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKH | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKH | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
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| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKQ | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKQ | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
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| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |

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|---|---|---|---|---|---|---|
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
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| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
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| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 |
| BUILDHGT STCKPP3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
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| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
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| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |

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|---|---|---|---|---|---|---|---|
| BUILDHGT | STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC1 | 12.19 | 12.19 | 12.19 | 12.19 | 10.67 | 10.67 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT | DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |

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|---|---|---|---|---|---|---|
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 42.45 | 41.56 | 39.41 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 30.35 | 31.43 | 31.56 | 30.73 | 28.96 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.82 |
| BUILDWID STCKPP3 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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|---|---|---|---|---|---|---|
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 84.29 | 88.54 | 90.10 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 71.04 | 76.25 | 79.14 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 167.07 | 187.10 |
| BUILDWID BBBCCC1 | 201.45 | 209.68 | 211.53 | 206.96 | 196.10 | 179.28 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC1 | 116.32 | 128.10 | 135.98 | 139.73 | 196.10 | 179.28 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |

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|---|---|---|---|---|---|---|
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |

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|---|---|---|---|---|---|---|
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 27.36 | 32.58 | 36.82 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 31.48 | 31.54 | 30.65 | 28.83 | 26.13 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.41 |
| BUILDLEN STCKPP3 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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|---|---|---|---|---|---|---|---|
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 61.67 | 60.11 | 56.72 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.15 |
| BUILDLEN | STCKHOT2 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.14 |
| BUILDLEN | STCKHOT2 | 76.25 | 71.04 | 63.67 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 206.96 | 211.53 |
| BUILDLEN | BBBCCC1 | 209.68 | 201.45 | 187.10 | 167.07 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC1 | 149.27 | 141.48 | 129.40 | 113.38 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |

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|---|---|---|---|---|---|---|---|
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKCC1 | -42.37 | -53.67 | -63.34 | -71.08 | -76.66 | -79.92 |
| XBADJ | STCKCC1 | -80.74 | -79.11 | -77.70 | -109.97 | -138.91 | -163.62 |
| XBADJ | STCKCC1 | -183.36 | -197.53 | -205.70 | -207.62 | -203.23 | -193.97 |
| XBADJ | STCKCC1 | -222.30 | -243.87 | -258.03 | -264.35 | -262.64 | -252.95 |
| XBADJ | STCKCC1 | -235.57 | -211.04 | -181.40 | -168.59 | -150.66 | -128.16 |
| XBADJ | STCKCC1 | -101.76 | -72.26 | -40.57 | -21.91 | -24.26 | -29.79 |
| XBADJ | STCKCC2 | -110.77 | -119.79 | -125.16 | -126.74 | -124.46 | -118.40 |
| XBADJ | STCKCC2 | -108.74 | -95.78 | -82.53 | -102.82 | -119.98 | -133.50 |
| XBADJ | STCKCC2 | -142.97 | -148.08 | -148.70 | -144.81 | -136.51 | -125.37 |
| XBADJ | STCKCC2 | -153.90 | -177.75 | -196.20 | -208.69 | -214.84 | -214.46 |
| XBADJ | STCKCC2 | -207.57 | -194.37 | -176.57 | -175.75 | -169.59 | -158.27 |
| XBADJ | STCKCC2 | -142.15 | -121.71 | -97.57 | -84.72 | -90.98 | -98.39 |
| XBADJ | STCKCC3 | -163.11 | -170.43 | -172.57 | -169.47 | -161.22 | -148.07 |
| XBADJ | STCKCC3 | -130.42 | -108.81 | -86.51 | -97.63 | -105.79 | -110.73 |
| XBADJ | STCKCC3 | -112.31 | -110.47 | -105.28 | -96.89 | -85.55 | -72.93 |
| XBADJ | STCKCC3 | -101.56 | -127.11 | -148.80 | -165.96 | -178.09 | -184.80 |
| XBADJ | STCKCC3 | -185.89 | -181.34 | -172.59 | -180.94 | -183.78 | -181.05 |
| XBADJ | STCKCC3 | -172.81 | -159.32 | -140.99 | -132.63 | -141.93 | -150.83 |
| XBADJ | STCKCC4 | -176.55 | -199.50 | -216.39 | -226.71 | -230.13 | -226.57 |
| XBADJ | STCKCC4 | -216.12 | -199.11 | -178.66 | -188.83 | -193.27 | -191.83 |
| XBADJ | STCKCC4 | -184.57 | -171.70 | -153.61 | -130.85 | -104.12 | -75.53 |
| XBADJ | STCKCC4 | -88.12 | -98.04 | -104.98 | -108.72 | -109.17 | -106.29 |
| XBADJ | STCKCC4 | -100.19 | -91.04 | -80.44 | -89.73 | -96.30 | -99.94 |
| XBADJ | STCKCC4 | -100.55 | -98.10 | -92.67 | -98.67 | -123.37 | -148.23 |
| XBADJ | STCKCC5 | -124.85 | -150.93 | -172.43 | -188.69 | -199.22 | -203.69 |
| XBADJ | STCKCC5 | -201.97 | -194.12 | -182.99 | -202.35 | -215.56 | -222.21 |
| XBADJ | STCKCC5 | -222.12 | -215.28 | -201.90 | -182.38 | -157.32 | -128.79 |
| XBADJ | STCKCC5 | -139.82 | -146.61 | -148.94 | -146.74 | -140.08 | -129.17 |
| XBADJ | STCKCC5 | -114.34 | -96.03 | -76.11 | -76.22 | -74.02 | -69.56 |
| XBADJ | STCKCC5 | -63.00 | -54.51 | -44.38 | -47.14 | -70.16 | -94.97 |
| XBADJ | STCKPP1 | -10.23 | -11.38 | -12.17 | -12.60 | -14.34 | -19.58 |
| XBADJ | STCKPP1 | -24.22 | -28.13 | -31.18 | -33.29 | -34.38 | -34.43 |
| XBADJ | STCKPP1 | -33.43 | -32.53 | -33.24 | -32.94 | -31.64 | -29.38 |
| XBADJ | STCKPP1 | -26.22 | -22.27 | -17.64 | -12.48 | -8.63 | -8.45 |
| XBADJ | STCKPP1 | -8.02 | -7.34 | -6.44 | -5.34 | -4.08 | -2.70 |
| XBADJ | STCKPP1 | -1.24 | -0.85 | -3.03 | -5.12 | -7.06 | -8.78 |
| XBADJ | STCKPP2 | -35.64 | -35.71 | -34.70 | -32.63 | -30.27 | -33.27 |
| XBADJ | STCKPP2 | -35.26 | -36.18 | -36.00 | -34.73 | -32.40 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -9.28 | -4.93 |
| XBADJ | STCKPP2 | -0.43 | 4.09 | 8.48 | 12.61 | 15.67 | 11.97 |
| XBADJ | STCKPP2 | -65.14 | -67.62 | -68.04 | -66.39 | -62.73 | 0.00 |

P3_NOx

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -32.28 | -34.48 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -65.10 |
| XBADJ | STCKPP3 | -66.21 | -65.32 | -62.43 | -57.65 | -51.81 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 5.34 | 6.61 | 7.68 | 7.11 | 4.22 | 1.19 |
| XBADJ | STCKPP4 | -1.87 | -4.87 | -7.73 | -82.64 | -81.66 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -22.93 | -27.42 | -31.07 | -33.78 | -35.46 |
| XBADJ | STCKPP4 | -36.06 | -35.57 | -34.00 | -32.80 | -32.72 | -31.64 |
| XBADJ | STCKPP4 | -29.61 | -26.67 | -22.92 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -2.55 | -0.93 | 0.72 | 2.35 | 3.90 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKHOT1 | -5.99 | -8.86 | -11.46 | -16.53 | -23.71 | -30.17 |
| XBADJ | STCKHOT1 | -35.71 | -40.17 | -43.41 | -45.33 | -45.87 | -45.02 |
| XBADJ | STCKHOT1 | -42.80 | -39.28 | -42.69 | -47.88 | -51.62 | -53.78 |
| XBADJ | STCKHOT1 | -54.31 | -53.19 | -50.45 | -46.19 | -44.60 | -47.30 |
| XBADJ | STCKHOT1 | -48.57 | -48.37 | -46.69 | -43.59 | -39.17 | -33.56 |
| XBADJ | STCKHOT1 | -26.93 | -22.97 | -18.66 | -104.83 | -96.50 | -85.25 |
| XBADJ | STCKHOT2 | -41.74 | -47.10 | -51.03 | -53.41 | -54.17 | -53.28 |
| XBADJ | STCKHOT2 | -50.77 | -46.72 | -41.25 | -39.93 | -37.40 | -33.74 |
| XBADJ | STCKHOT2 | -105.75 | -103.47 | -106.17 | -10.38 | -3.25 | 3.97 |
| XBADJ | STCKHOT2 | -1.67 | -7.27 | -12.64 | -17.63 | -22.08 | -25.87 |
| XBADJ | STCKHOT2 | -28.86 | -30.98 | -32.16 | -37.77 | -42.23 | -45.41 |
| XBADJ | STCKHOT2 | -47.20 | -47.57 | -46.49 | -43.99 | -40.16 | -35.11 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAAA1 | 0.14 | -6.61 | -13.16 | -19.31 | -24.87 | -29.68 |
| XBADJ | STCKAAA1 | -33.58 | -36.46 | 0.00 | -48.62 | -57.53 | -64.69 |
| XBADJ | STCKAAA1 | -69.89 | -72.96 | -73.81 | -72.42 | -68.83 | -63.15 |
| XBADJ | STCKAAA1 | -72.14 | -78.93 | -83.33 | -85.19 | -84.47 | -81.18 |
| XBADJ | STCKAAA1 | -75.42 | -67.38 | 0.00 | -55.22 | -51.47 | -46.17 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKAAA1 | -39.46 | -31.55 | -22.68 | -13.13 | -3.17 | 6.88 |
| XBADJ | STCKWW1 | -3.59 | -16.69 | -29.29 | -40.99 | -51.45 | -60.35 |
| XBADJ | STCKWW1 | -67.41 | -72.43 | 0.00 | -96.90 | -115.62 | -130.82 |
| XBADJ | STCKWW1 | -142.05 | -148.96 | -151.35 | -149.13 | -142.39 | -131.32 |
| XBADJ | STCKWW1 | -134.21 | -133.02 | -127.80 | -118.69 | -105.97 | -90.03 |
| XBADJ | STCKWW1 | -71.36 | -50.52 | 0.00 | -26.04 | -23.15 | -19.56 |
| XBADJ | STCKWW1 | -15.37 | -10.72 | -5.74 | -0.58 | 4.59 | 9.62 |
| XBADJ | BBBCCC1 | -2.46 | -16.89 | -30.81 | -43.79 | -55.45 | -65.41 |
| XBADJ | BBBCCC1 | -73.39 | -79.14 | 0.00 | 22.10 | -120.13 | -133.73 |
| XBADJ | BBBCCC1 | -143.28 | -148.47 | -149.14 | -145.29 | -137.02 | -124.59 |
| XBADJ | BBBCCC1 | -139.50 | -150.18 | -156.29 | -157.66 | -154.23 | -146.12 |
| XBADJ | BBBCCC1 | -133.57 | -116.95 | 0.00 | -167.26 | -176.40 | -180.17 |
| XBADJ | BBBCCC1 | -178.47 | -171.34 | -159.01 | -141.85 | -4.94 | 12.05 |
| XBADJ | BBBCCC2 | -74.23 | -70.47 | -78.85 | -84.83 | -88.24 | -88.97 |
| XBADJ | BBBCCC2 | -86.99 | -82.37 | 0.00 | -72.63 | -67.83 | -60.97 |
| XBADJ | BBBCCC2 | -52.25 | -41.95 | -30.38 | -17.88 | -4.84 | 8.35 |
| XBADJ | BBBCCC2 | -1.80 | -12.17 | -22.16 | -31.49 | -39.85 | -47.01 |
| XBADJ | BBBCCC2 | -52.74 | -56.86 | 0.00 | -72.54 | -83.31 | -91.56 |
| XBADJ | BBBCCC2 | -97.02 | -99.53 | -99.02 | -95.50 | -89.08 | -79.95 |
| XBADJ | DDDEEE1 | -109.27 | -106.88 | -101.24 | -105.60 | -110.36 | -111.78 |
| XBADJ | DDDEEE1 | -109.80 | -104.48 | 0.00 | -93.19 | -87.58 | -79.31 |
| XBADJ | DDDEEE1 | -68.64 | -55.88 | -41.42 | -25.70 | -9.20 | 6.94 |
| XBADJ | DDDEEE1 | -0.08 | -7.10 | -13.90 | -20.28 | -26.04 | -31.02 |
| XBADJ | DDDEEE1 | -35.04 | -38.01 | 0.00 | -59.85 | -76.44 | -90.71 |
| XBADJ | DDDEEE1 | -102.23 | -110.63 | -115.68 | -117.21 | -115.18 | -109.65 |
| XBADJ | DDDEEE2 | -61.10 | -51.44 | -40.22 | -27.78 | -14.49 | -0.76 |
| XBADJ | DDDEEE2 | 8.43 | -0.83 | -10.07 | -19.00 | -27.35 | -34.88 |
| XBADJ | DDDEEE2 | -41.34 | -46.54 | -50.34 | 0.00 | -63.42 | -70.61 |
| XBADJ | DDDEEE2 | -75.65 | -78.40 | -78.77 | -76.74 | -72.37 | -65.82 |
| XBADJ | DDDEEE2 | -61.82 | -74.13 | -84.20 | -91.71 | -96.43 | -98.22 |
| XBADJ | DDDEEE2 | -97.03 | -92.88 | -85.92 | 0.00 | -74.61 | -68.90 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |
| YBADJ | STCKFG | 0.00 | 30.79 | 29.46 | 27.23 | 24.17 | 20.38 |
| YBADJ | STCKH | -41.77 | -28.96 | -15.26 | 0.00 | 0.00 | 26.89 |
| YBADJ | STCKH | 39.86 | 51.63 | 61.83 | 70.15 | 76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | 71.25 | 63.25 | 53.32 |
| YBADJ | STCKH | 41.77 | 28.96 | 15.26 | 1.10 | -13.09 | -26.89 |
| YBADJ | STCKH | -39.86 | -51.63 | -61.83 | -70.15 | -76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | -71.25 | -63.25 | -53.32 |
| YBADJ | STCKIJ | -4.39 | -9.42 | -14.18 | -18.50 | -22.25 | -25.33 |
| YBADJ | STCKIJ | -27.65 | -29.12 | -29.71 | -29.39 | -28.18 | -26.12 |
| YBADJ | STCKIJ | -23.26 | -19.70 | -15.53 | -10.90 | -5.93 | -0.78 |
| YBADJ | STCKIJ | 4.39 | 9.42 | 14.18 | 18.50 | 22.25 | 25.33 |
| YBADJ | STCKIJ | 27.65 | 29.12 | 29.71 | 29.39 | 28.18 | 26.12 |
| YBADJ | STCKIJ | 23.26 | 19.70 | 15.53 | 10.90 | 5.93 | 0.78 |
| YBADJ | STCKK | -58.88 | -52.84 | -45.19 | -36.16 | -26.05 | -15.13 |
| YBADJ | STCKK | -3.76 | 7.72 | 18.98 | 29.65 | 39.42 | 48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 65.47 | 63.13 |
| YBADJ | STCKK | 58.88 | 52.84 | 45.19 | 36.16 | 26.05 | 15.13 |
| YBADJ | STCKK | 3.76 | -7.72 | -18.98 | -29.65 | -39.42 | -48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -65.47 | -63.13 |
| YBADJ | STCKLMP | -0.83 | 0.08 | 0.99 | 1.87 | 3.52 | 6.41 |
| YBADJ | STCKLMP | 9.09 | 11.50 | 13.57 | 15.03 | 12.81 | 10.20 |
| YBADJ | STCKLMP | 7.28 | 4.50 | 3.96 | 3.31 | 2.55 | 1.72 |
| YBADJ | STCKLMP | 0.83 | -0.08 | -0.99 | -1.87 | -3.52 | -6.41 |
| YBADJ | STCKLMP | -9.09 | -11.50 | -13.57 | -15.03 | -12.81 | -10.20 |
| YBADJ | STCKLMP | -7.28 | -4.50 | -3.96 | -3.31 | -2.55 | -1.71 |
| YBADJ | STCKNO | 11.13 | 6.84 | 2.35 | -2.22 | -6.72 | -11.01 |
| YBADJ | STCKNO | -14.97 | -18.48 | -21.42 | -23.71 | -25.29 | -26.09 |
| YBADJ | STCKNO | -26.10 | -25.32 | -23.77 | -21.50 | -18.57 | -15.08 |
| YBADJ | STCKNO | -11.13 | -6.84 | -2.35 | 2.22 | 6.72 | 11.01 |
| YBADJ | STCKNO | 14.97 | 18.48 | 21.42 | 23.71 | 25.29 | 26.09 |
| YBADJ | STCKNO | 26.10 | 25.32 | 23.77 | 21.50 | 18.57 | 15.08 |
| YBADJ | STCKQ | 11.99 | 8.13 | 4.02 | -0.22 | -4.44 | -8.53 |
| YBADJ | STCKQ | -12.36 | -15.82 | -18.79 | -21.20 | -22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | -22.81 | -20.98 | -18.52 | -15.49 |
| YBADJ | STCKQ | -11.99 | -8.13 | -4.02 | 0.22 | 4.44 | 8.53 |
| YBADJ | STCKQ | 12.36 | 15.82 | 18.79 | 21.20 | 22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | 22.81 | 20.98 | 18.52 | 15.49 |
| YBADJ | STCKRU | 10.35 | 8.73 | 6.84 | 4.75 | 2.52 | 0.21 |
| YBADJ | STCKRU | -2.12 | -4.37 | -6.50 | -8.42 | -10.09 | -11.45 |
| YBADJ | STCKRU | -12.47 | -13.11 | -13.34 | -13.18 | -12.61 | -11.65 |
| YBADJ | STCKRU | -10.35 | -8.73 | -6.84 | -4.75 | -2.52 | -0.21 |
| YBADJ | STCKRU | 2.12 | 4.37 | 6.50 | 8.42 | 10.09 | 11.45 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKRU | 12.47 | 13.11 | 13.34 | 13.18 | 12.61 | 11.65 |
| YBADJ | STCKT | 4.47 | 17.01 | 29.02 | 40.16 | 50.08 | 58.47 |
| YBADJ | STCKT | 65.09 | 69.73 | 72.25 | 72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | 52.72 | 43.23 | 32.42 | 20.62 | 8.20 |
| YBADJ | STCKT | -4.47 | -17.01 | -29.02 | -40.16 | -50.08 | -58.47 |
| YBADJ | STCKT | -65.09 | -69.73 | -72.25 | -72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | -52.72 | -43.23 | -32.42 | -20.62 | -8.20 |
| YBADJ | STCKVWXY | -42.06 | -32.05 | 0.00 | 0.00 | 2.49 | 14.33 |
| YBADJ | STCKVWXY | 25.73 | 36.35 | 45.87 | 53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | 66.93 | 63.43 | 57.99 | 50.80 |
| YBADJ | STCKVWXY | 42.06 | 32.05 | 21.06 | 9.43 | -2.49 | -14.33 |
| YBADJ | STCKVWXY | -25.73 | -36.35 | -45.87 | -53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | -66.93 | -63.43 | -57.99 | -50.80 |
| YBADJ | STCKAABB | -51.30 | -42.02 | -31.46 | -19.94 | -7.82 | 4.54 |
| YBADJ | STCKAABB | 16.76 | 28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 51.30 | 42.02 | 31.46 | 19.94 | 7.82 | -4.54 |
| YBADJ | STCKAABB | -16.76 | -28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKCC1 | -29.31 | -5.88 | 17.73 | 40.80 | 62.63 | 82.56 |
| YBADJ | STCKCC1 | 92.86 | 89.48 | 82.09 | 89.96 | 95.10 | 97.34 |
| YBADJ | STCKCC1 | 96.63 | 92.99 | 86.52 | 77.41 | 65.96 | 51.85 |
| YBADJ | STCKCC1 | 29.31 | 5.88 | -17.73 | -40.80 | -62.63 | -82.56 |
| YBADJ | STCKCC1 | -92.86 | -89.48 | -82.09 | -89.96 | -95.10 | -97.34 |
| YBADJ | STCKCC1 | -96.63 | -92.99 | -86.52 | -77.41 | -65.96 | -51.85 |
| YBADJ | STCKCC2 | -36.47 | -24.80 | -12.39 | 0.41 | 13.19 | 25.57 |
| YBADJ | STCKCC2 | 30.04 | 22.77 | 13.49 | 21.56 | 28.98 | 35.52 |
| YBADJ | STCKCC2 | 40.98 | 45.19 | 48.03 | 49.41 | 49.29 | 47.02 |
| YBADJ | STCKCC2 | 36.47 | 24.80 | 12.39 | -0.41 | -13.19 | -25.57 |
| YBADJ | STCKCC2 | -30.04 | -22.77 | -13.49 | -21.56 | -28.98 | -35.52 |
| YBADJ | STCKCC2 | -40.98 | -45.19 | -48.03 | -49.41 | -49.29 | -47.02 |
| YBADJ | STCKCC3 | -41.65 | -39.00 | -35.16 | -30.25 | -24.43 | -17.86 |
| YBADJ | STCKCC3 | -17.87 | -28.19 | -38.95 | -30.77 | -21.66 | -11.88 |
| YBADJ | STCKCC3 | -1.75 | 8.44 | 18.37 | 27.74 | 36.27 | 43.04 |
| YBADJ | STCKCC3 | 41.65 | 39.00 | 35.16 | 30.25 | 24.43 | 17.86 |
| YBADJ | STCKCC3 | 17.87 | 28.19 | 38.95 | 30.77 | 21.66 | 11.88 |
| YBADJ | STCKCC3 | 1.75 | -8.44 | -18.37 | -27.74 | -36.27 | -43.04 |
| YBADJ | STCKCC4 | 49.55 | 48.48 | 45.95 | 42.01 | 36.80 | 30.47 |
| YBADJ | STCKCC4 | 16.09 | -9.62 | -36.35 | -44.21 | -50.73 | -55.71 |
| YBADJ | STCKCC4 | -58.99 | -60.48 | -60.14 | -57.97 | -54.03 | -49.11 |
| YBADJ | STCKCC4 | -49.55 | -48.48 | -45.95 | -42.01 | -36.80 | -30.47 |
| YBADJ | STCKCC4 | -16.09 | 9.62 | 36.35 | 44.21 | 50.73 | 55.71 |
| YBADJ | STCKCC4 | 58.99 | 60.48 | 60.14 | 57.97 | 54.03 | 49.11 |
| YBADJ | STCKCC5 | 63.06 | 70.77 | 76.33 | 79.56 | 80.38 | 78.76 |
| YBADJ | STCKCC5 | 67.62 | 43.58 | 16.91 | 7.49 | -2.16 | -11.75 |
| YBADJ | STCKCC5 | -20.98 | -29.57 | -37.26 | -43.82 | -49.05 | -53.44 |
| YBADJ | STCKCC5 | -63.06 | -70.77 | -76.33 | -79.56 | -80.38 | -78.76 |
| YBADJ | STCKCC5 | -67.62 | -43.58 | -16.91 | -7.49 | 2.16 | 11.75 |
| YBADJ | STCKCC5 | 20.98 | 29.57 | 37.26 | 43.82 | 49.05 | 53.44 |
| YBADJ | STCKPP1 | 13.97 | 15.15 | 15.86 | 16.10 | 15.84 | 15.11 |
| YBADJ | STCKPP1 | 13.91 | 12.29 | 10.30 | 8.00 | 5.45 | 2.74 |
| YBADJ | STCKPP1 | -0.06 | -2.86 | -5.56 | -8.10 | -10.39 | -12.37 |
| YBADJ | STCKPP1 | -13.97 | -15.15 | -15.86 | -16.10 | -15.84 | -15.11 |
| YBADJ | STCKPP1 | -13.91 | -12.29 | -10.30 | -8.00 | -5.45 | -2.74 |
| YBADJ | STCKPP1 | 0.06 | 2.86 | 5.56 | 8.10 | 10.39 | 12.37 |
| YBADJ | STCKPP2 | 14.76 | 11.48 | 7.85 | 3.98 | -0.01 | -4.00 |
| YBADJ | STCKPP2 | -7.87 | -11.50 | -14.78 | -17.60 | -19.90 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -19.89 | -17.59 |
| YBADJ | STCKPP2 | -14.76 | -11.48 | -7.85 | -3.98 | 0.01 | 4.00 |
| YBADJ | STCKPP2 | 18.39 | 9.53 | 0.38 | -8.78 | -17.67 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 19.89 | 17.59 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.02 |
| YBADJ | STCKPP3 | 11.83 | 3.29 | -5.36 | -13.84 | -21.90 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | -4.06 | -0.41 | 3.26 | 6.83 | 10.19 | 13.25 |
| YBADJ | STCKPP4 | 15.90 | 18.06 | 19.68 | -5.68 | -16.48 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | 18.47 | 16.42 | 13.87 | 10.90 | 7.59 |
| YBADJ | STCKPP4 | 4.06 | 0.41 | -3.26 | -6.83 | -10.19 | -13.25 |
| YBADJ | STCKPP4 | -15.90 | -18.06 | -19.68 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | -18.47 | -16.42 | -13.87 | -10.90 | -7.59 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

```
                                                                  P3_NOx
   YBADJ    STCKAM4          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKHOT1         0.87     3.35     5.73     7.93     8.16    12.02
   YBADJ    STCKHOT1        17.05    21.56    25.42    24.16    22.16    19.50
   YBADJ    STCKHOT1        14.83    10.44     8.57     6.43     4.10     1.64
   YBADJ    STCKHOT1        -0.87    -3.35    -5.73    -7.93    -8.15   -12.02
   YBADJ    STCKHOT1       -17.05   -21.56   -25.42   -24.16   -22.16   -19.50
   YBADJ    STCKHOT1       -14.83   -10.44    -8.57    -9.59   -22.92   -35.57

   YBADJ    STCKHOT2         1.08    -2.41    -5.83    -9.08   -12.05   -14.65
   YBADJ    STCKHOT2       -16.81   -18.45   -19.54   -20.03   -19.92   -19.19
   YBADJ    STCKHOT2        27.46    11.95    -1.10   -10.95    -7.87    -4.54
   YBADJ    STCKHOT2        -1.08     2.41     5.83     9.08    12.05    14.65
   YBADJ    STCKHOT2        16.81    18.45    19.54    20.03    19.92    19.19
   YBADJ    STCKHOT2        17.89    16.04    13.71    10.95     7.87     4.54

   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAAA1        -3.30     3.03     9.26    15.21    20.70    25.56
   YBADJ    STCKAAA1        29.65    32.83     0.00    36.14    36.16    35.08
   YBADJ    STCKAAA1        32.94    29.80    25.75    20.92    15.46     9.52
   YBADJ    STCKAAA1         3.30    -3.03    -9.26   -15.21   -20.70   -25.56
   YBADJ    STCKAAA1       -29.65   -32.83     0.00   -36.14   -36.16   -35.08
   YBADJ    STCKAAA1       -32.94   -29.80   -25.75   -20.92   -15.46    -9.52

   YBADJ    STCKWW1         35.43    46.23    55.63    63.34    69.12    72.80
   YBADJ    STCKWW1         74.27    73.49     0.00    65.31    58.17    49.25
   YBADJ    STCKWW1         38.85    27.26    14.84     1.97   -10.96   -23.55
   YBADJ    STCKWW1        -35.43   -46.23   -55.63   -63.34   -69.12   -72.80
   YBADJ    STCKWW1        -74.27   -73.49     0.00   -65.31   -58.17   -49.25
   YBADJ    STCKWW1        -38.85   -27.26   -14.84    -1.97    10.96    23.55

   YBADJ    BBBCCC1          4.82    16.65    27.97    38.44    47.74    55.59
   YBADJ    BBBCCC1         61.75    66.04     0.00   -35.05    66.65    62.74
   YBADJ    BBBCCC1         56.93    49.39    40.35    30.09    18.90     7.15
   YBADJ    BBBCCC1         -4.82   -16.65   -27.97   -38.44   -47.74   -55.59
   YBADJ    BBBCCC1        -61.75   -66.04     0.00    35.05    11.55    -5.15
   YBADJ    BBBCCC1        -21.70   -37.59   -52.34   -65.49   -18.90    -7.15

   YBADJ    BBBCCC2          0.04    -7.74   -15.29   -22.38   -28.79   -34.32
   YBADJ    BBBCCC2        -38.81   -42.12     0.00   -36.21   -29.15   -28.34
   YBADJ    BBBCCC2        -26.67   -24.19   -20.98   -17.13   -12.75    -7.84
   YBADJ    BBBCCC2         -0.04     7.74    15.29    22.38    28.79    34.32
   YBADJ    BBBCCC2         38.81    42.12     0.00    36.21    29.15    28.34
   YBADJ    BBBCCC2         26.67    24.19    20.98    17.13    12.75     7.84

   YBADJ    DDDEEE1         16.67     5.57    -5.70   -16.79   -27.38   -37.13
   YBADJ    DDDEEE1        -45.76   -52.99     0.00   -54.59   -49.89   -43.67
   YBADJ    DDDEEE1        -42.66   -42.16   -40.38   -37.38   -33.24   -27.27
   YBADJ    DDDEEE1        -16.67    -5.57     5.70    16.79    27.38    37.13
   YBADJ    DDDEEE1         45.76    52.99     0.00    54.59    49.89    43.67
   YBADJ    DDDEEE1         42.66    42.16    40.38    37.38    33.24    27.27

   YBADJ    DDDEEE2        -36.35   -34.54   -31.67   -27.84   -23.17   -17.79
   YBADJ    DDDEEE2        -11.87    -5.59     0.85     7.28    13.48    19.27
   YBADJ    DDDEEE2         24.48    28.94    32.53     0.00    36.65    37.06
   YBADJ    DDDEEE2         36.35    34.54    31.67    27.84    23.17    17.79
   YBADJ    DDDEEE2         11.87     5.59    -0.85    -7.28   -13.48   -19.27
   YBADJ    DDDEEE2        -24.48   -28.94   -32.53     0.00   -36.65   -37.06

** OLM Source Groups for Combined Plumes
   OLMGROUP ALL
   SRCGROUP ALL
SO FINISHED
**
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****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
** DESCRREC "FENCEGRD" "Receptors generated from Fenceline Grid"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
   DISCCART    267634.96   4048677.29
   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
   DISCCART    268102.55   4048186.93
   DISCCART    268169.35   4048116.88
   DISCCART    267670.70   4048953.95
   DISCCART    267513.93   4049022.11
   DISCCART    267815.89   4048849.82
   DISCCART    267882.69   4048779.77
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   DISCCART    269188.11   4049222.09
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** DESCRREC "" ""
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   DISCCART    266916.46   4047977.99
   DISCCART    266982.68   4047979.69
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RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "..\..\..\Phase 2\Phase 2_AERMOD\93193 05-09.SFC"
   PROFFILE "..\..\..\Phase 2\Phase 2_AERMOD\93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST 8TH
   RECTABLE 1 1ST 8TH
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST P3_NOX.AD\01H1GALL.PLT
   PLOTFILE 1 ALL 8TH P3_NOX.AD\01H8GALL.PLT
   MXDYBYYR ALL P3_NOX.AD\MXDYBYYR_ALL_NO2.DAT
   SUMMFILE P3_NOx.sum
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           56 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    3279  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3280  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3281  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3282  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3283  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3284  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3285  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3286  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3287  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3288  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3289  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3290  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3291  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3292  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4376  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4377  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4378  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4379  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4380  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4381  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4382  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4383  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4384  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4385  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4386  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4387  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4388  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
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 SO W320    4397  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4398  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
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 SO W320    4400  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4401  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4402  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4403  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5118  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5119  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5120  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5121  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5122  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5123  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5124  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5125  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
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 SO W320    5127  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5128  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5129  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5130  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 ME W396    6957 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************

 *** AERMOD - VERSION  11353 ***   *** Selma Crossing - Phase 1, Phase 2, and Phase 3 (2024) - Rural        ***        03/07/12
                                  *** NOx                                                                  ***       17:29:54
                                                                                                                     PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                  FLAT
                         FASTALL                                                 OLM
```

*** MODEL SETUP OPTIONS SUMMARY ***

**Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION. DRYDPLT = F
**Model Uses NO WET DEPLETION. WETDPLT = F

**Model Uses RURAL Dispersion Only.

**Model Allows User-Specified Options:
1. Stack-tip Downwash.
2. Model Assumes Receptors on FLAT Terrain.
3. Use Calms Processing Routine.
4. Use Missing Data Processing Routine.
5. No Exponential Decay.
6. Ozone Limiting Method (OLM) Used for NO2 Conversion
with an Equilibrium NO2/NOx Ratio of 0.900

**Other Options Specified:
FASTALL - Use effective sigma-y to optimize meander for
POINT and VOLUME sources, and hybrid approach
to optimize AREA sources (formerly TOXICS option)

**Model Assumes NO FLAGPOLE Receptor Heights.

**Model Calculates 1 Short Term Average(s) of: 1-HR

**This Run Includes: 2308 Source(s); 1 Source Group(s); and 327 Receptor(s)

**The Model Assumes A Pollutant Type of: NO2

**Note that special processing requirements apply for the 1-hour NO2 NAAQS - check available guidance.
Model will process user-specified ranks of daily maximum 1-hour values averaged across the number of years modeled.
For annual NO2 NAAQS modeling, the multi-year maximum of PERIOD values can be simulated using the MULTYEAR keyword.
Multi-year PERIOD and 1-hour values should only be done in a single model run using the MULTYEAR option with a
single multi-year meteorological data file using STARTEND keyword.

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
Model Outputs External File(s) of Maximum Daily 1-hr Values by Year (MXDYBYYR Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing Hours
b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 101.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 14.8 MB of RAM.

**Detailed Error/Message File: P3_NOx.err
**File for Summary of Results: P3_NOx.sum



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.54700E-02 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.83500E-02 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.28300E-01 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.18900E-01 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.13700E-01 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.18900E-01 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.54700E-02 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.28600E-01 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.17800E-01 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.94400E-02 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.18900E-01 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.10900E-01 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.21900E-01 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.18900E-01 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC1 | 0 | 0.17400E-01 | 267188.0 | 4047559.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC2 | 0 | 0.17400E-01 | 267192.8 | 4047628.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC3 | 0 | 0.17400E-01 | 267196.8 | 4047680.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC4 | 0 | 0.17400E-01 | 267288.9 | 4047678.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC5 | 0 | 0.17400E-01 | 267293.3 | 4047625.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP1 | 0 | 0.10100E-01 | 267528.9 | 4047715.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP2 | 0 | 0.10100E-01 | 267571.5 | 4047665.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP3 | 0 | 0.10100E-01 | 267533.9 | 4047605.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP4 | 0 | 0.10100E-01 | 267616.7 | 4047645.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAM1 | 0 | 0.26800E-02 | 267754.5 | 4047492.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM2 | 0 | 0.26800E-02 | 267842.3 | 4047414.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM3 | 0 | 0.26800E-02 | 267759.6 | 4047376.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM4 | 0 | 0.26800E-02 | 267804.7 | 4047291.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM5 | 0 | 0.26800E-02 | 267769.6 | 4047156.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM6 | 0 | 0.26800E-02 | 267879.9 | 4047178.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM7 | 0 | 0.26800E-02 | 267930.0 | 4047168.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKQM8 | 0 | 0.26800E-02 | 267804.7 | 4047061.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM9 | 0 | 0.26800E-02 | 267749.5 | 4047068.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM10 | 0 | 0.26800E-02 | 267762.1 | 4047264.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKHOT1 | 0 | 0.12200E-01 | 267937.5 | 4047356.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKHOT2 | 0 | 0.12200E-01 | 267977.7 | 4047306.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWP1 | 0 | 0.12200E-01 | 268052.9 | 4047218.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAAA1 | 0 | 0.54700E-02 | 267575.1 | 4047380.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKWW1 | 0 | 0.82500E-02 | 267445.9 | 4047368.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| BBBCCC1 | 0 | 0.82500E-02 | 267221.6 | 4047295.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |
| BBBCCC2 | 0 | 0.82500E-02 | 267315.0 | 4047280.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DDDEEE1 | 0 | 0.82500E-02 | 267223.3 | 4047130.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| DDDEEE2 | 0 | 0.82500E-02 | 267352.4 | 4047103.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| IDDDDHHHH1 | 0 | 0.26800E-02 | 266904.6 | 4047906.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| IDDDDHHHH2 | 0 | 0.26800E-02 | 267006.5 | 4047906.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| IDDDDHHHH3 | 0 | 0.26800E-02 | 266929.1 | 4047923.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| IDDDDHHHH4 | 0 | 0.26800E-02 | 266974.2 | 4047925.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| ICCCCFFFF1 | 0 | 0.26800E-02 | 266711.0 | 4047848.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| ICCCCFFFF2 | 0 | 0.26800E-02 | 266707.6 | 4047969.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| IWWWAAAA1 | 0 | 0.34300E-02 | 266767.0 | 4048137.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| IWWWAAAA2 | 0 | 0.34300E-02 | 266858.7 | 4048137.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| IWWWAAAA3 | 0 | 0.34300E-02 | 266911.4 | 4048134.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| IWWWAAAA4 | 0 | 0.34300E-02 | 267011.5 | 4048122.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| ISSSUUU1 | 0 | 0.36800E-02 | 266758.5 | 4048414.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| ISSSUUU2 | 0 | 0.36800E-02 | 266950.4 | 4048321.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| ISSSUUU3 | 0 | 0.36800E-02 | 267028.5 | 4048234.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019695 | 0 | 0.20000E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019696 | 0 | 0.20000E-04 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019697 | 0 | 0.20000E-04 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019698 | 0 | 0.20000E-04 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019699 | 0 | 0.20000E-04 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019700 | 0 | 0.20000E-04 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019701 | 0 | 0.20000E-04 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019702 | 0 | 0.20000E-04 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019703 | 0 | 0.20000E-04 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019704 | 0 | 0.20000E-04 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019705 | 0 | 0.20000E-04 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019706 | 0 | 0.20000E-04 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019707 | 0 | 0.20000E-04 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019708 | 0 | 0.20000E-04 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019709 | 0 | 0.20000E-04 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019710 | 0 | 0.20000E-04 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019711 | 0 | 0.20000E-04 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019712 | 0 | 0.20000E-04 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019713 | 0 | 0.20000E-04 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019714 | 0 | 0.20000E-04 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019715 | 0 | 0.20000E-04 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019716 | 0 | 0.20000E-04 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019717 | 0 | 0.20000E-04 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019718 | 0 | 0.20000E-04 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019719 | 0 | 0.20000E-04 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019720 | 0 | 0.20000E-04 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019721 | 0 | 0.20000E-04 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019722 | 0 | 0.20000E-04 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019723 | 0 | 0.20000E-04 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019724 | 0 | 0.20000E-04 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019725 | 0 | 0.20000E-04 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019726 | 0 | 0.20000E-04 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019727 | 0 | 0.20000E-04 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019728 | 0 | 0.20000E-04 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019729 | 0 | 0.20000E-04 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019730 | 0 | 0.20000E-04 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019731 | 0 | 0.20000E-04 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019732 | 0 | 0.20000E-04 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019733 | 0 | 0.20000E-04 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019734 | 0 | 0.20000E-04 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019735 | 0 | 0.20000E-04 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019736 | 0 | 0.20000E-04 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019737 | 0 | 0.20000E-04 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019738 | 0 | 0.20000E-04 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019739 | 0 | 0.20000E-04 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019740 | 0 | 0.20000E-04 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019741 | 0 | 0.20000E-04 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019742 | 0 | 0.20000E-04 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019743 | 0 | 0.20000E-04 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019744 | 0 | 0.20000E-04 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019745 | 0 | 0.20000E-04 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019746 | 0 | 0.20000E-04 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019747 | 0 | 0.20000E-04 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019748 | 0 | 0.20000E-04 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019749 | 0 | 0.20000E-04 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019750 | 0 | 0.20000E-04 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019751 | 0 | 0.20000E-04 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019752 | 0 | 0.20000E-04 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019753 | 0 | 0.20000E-04 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019754 | 0 | 0.20000E-04 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019755 | 0 | 0.20000E-04 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019756 | 0 | 0.20000E-04 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019757 | 0 | 0.20000E-04 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019758 | 0 | 0.20000E-04 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019759 | 0 | 0.20000E-04 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019760 | 0 | 0.20000E-04 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019761 | 0 | 0.20000E-04 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019762 | 0 | 0.20000E-04 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019763 | 0 | 0.20000E-04 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019764 | 0 | 0.33220E-04 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019765 | 0 | 0.33220E-04 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019766 | 0 | 0.33220E-04 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019767 | 0 | 0.33220E-04 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019768 | 0 | 0.33220E-04 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019769 | 0 | 0.33220E-04 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019770 | 0 | 0.33220E-04 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019771 | 0 | 0.33220E-04 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019772 | 0 | 0.33220E-04 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019773 | 0 | 0.33220E-04 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019774 | 0 | 0.33220E-04 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019775 | 0 | 0.33220E-04 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019776 | 0 | 0.33220E-04 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019777 | 0 | 0.33220E-04 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019778 | 0 | 0.33220E-04 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019779 | 0 | 0.33220E-04 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019780 | 0 | 0.33220E-04 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019781 | 0 | 0.33220E-04 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019782 | 0 | 0.33220E-04 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019783 | 0 | 0.33220E-04 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019784 | 0 | 0.33220E-04 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019785 | 0 | 0.33220E-04 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019786 | 0 | 0.33220E-04 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019787 | 0 | 0.33220E-04 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019788 | 0 | 0.33220E-04 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019789 | 0 | 0.33220E-04 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019790 | 0 | 0.33220E-04 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019791 | 0 | 0.33220E-04 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019792 | 0 | 0.33220E-04 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019793 | 0 | 0.33220E-04 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019794 | 0 | 0.33220E-04 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019795 | 0 | 0.33220E-04 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019796 | 0 | 0.33220E-04 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019797 | 0 | 0.33220E-04 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019798 | 0 | 0.33220E-04 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019799 | 0 | 0.33220E-04 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019800 | 0 | 0.33220E-04 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019801 | 0 | 0.33220E-04 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019802 | 0 | 0.33220E-04 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019803 | 0 | 0.33220E-04 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019804 | 0 | 0.33220E-04 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019805 | 0 | 0.33220E-04 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019806 | 0 | 0.33220E-04 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019807 | 0 | 0.33220E-04 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019808 | 0 | 0.33220E-04 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019809 | 0 | 0.33220E-04 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019810 | 0 | 0.33220E-04 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019811 | 0 | 0.33220E-04 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019812 | 0 | 0.33220E-04 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019813 | 0 | 0.33220E-04 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019814 | 0 | 0.33220E-04 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019815 | 0 | 0.33220E-04 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019816 | 0 | 0.33220E-04 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019817 | 0 | 0.33220E-04 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019818 | 0 | 0.33220E-04 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019819 | 0 | 0.33220E-04 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019820 | 0 | 0.33220E-04 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019821 | 0 | 0.33220E-04 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019822 | 0 | 0.33220E-04 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019823 | 0 | 0.14483E-04 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019824 | 0 | 0.14483E-04 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019825 | 0 | 0.14483E-04 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019826 | 0 | 0.14483E-04 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019827 | 0 | 0.14483E-04 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019828 | 0 | 0.14483E-04 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019829 | 0 | 0.14483E-04 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019830 | 0 | 0.14483E-04 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019831 | 0 | 0.14483E-04 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019832 | 0 | 0.14483E-04 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019833 | 0 | 0.14483E-04 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019834 | 0 | 0.14483E-04 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019835 | 0 | 0.14483E-04 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019836 | 0 | 0.14483E-04 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019837 | 0 | 0.14483E-04 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019838 | 0 | 0.14483E-04 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019839 | 0 | 0.14483E-04 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019840 | 0 | 0.14483E-04 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019841 | 0 | 0.14483E-04 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019842 | 0 | 0.14483E-04 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019843 | 0 | 0.14483E-04 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019844 | 0 | 0.14483E-04 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019845 | 0 | 0.14483E-04 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019846 | 0 | 0.14483E-04 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019847 | 0 | 0.14483E-04 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019848 | 0 | 0.14483E-04 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019849 | 0 | 0.14483E-04 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019850 | 0 | 0.14483E-04 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019851 | 0 | 0.14483E-04 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019852 | 0 | 0.14483E-04 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019853 | 0 | 0.14483E-04 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019854 | 0 | 0.14483E-04 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019855 | 0 | 0.14483E-04 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019856 | 0 | 0.14483E-04 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019857 | 0 | 0.14483E-04 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019858 | 0 | 0.14483E-04 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019859 | 0 | 0.14483E-04 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019860 | 0 | 0.14483E-04 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019861 | 0 | 0.14483E-04 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019862 | 0 | 0.14483E-04 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019863 | 0 | 0.14483E-04 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019864 | 0 | 0.14483E-04 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019865 | 0 | 0.14483E-04 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019866 | 0 | 0.14483E-04 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019867 | 0 | 0.14483E-04 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019868 | 0 | 0.14483E-04 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019869 | 0 | 0.14483E-04 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019870 | 0 | 0.14483E-04 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019871 | 0 | 0.14483E-04 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019872 | 0 | 0.14483E-04 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019873 | 0 | 0.14483E-04 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019874 | 0 | 0.14483E-04 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019875 | 0 | 0.14483E-04 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019876 | 0 | 0.14483E-04 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019877 | 0 | 0.14483E-04 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019878 | 0 | 0.14483E-04 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019879 | 0 | 0.14483E-04 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019880 | 0 | 0.14483E-04 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0019881 | 0 | 0.27917E-04 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019882 | 0 | 0.27917E-04 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019883 | 0 | 0.27917E-04 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019884 | 0 | 0.27917E-04 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019885 | 0 | 0.27917E-04 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019886 | 0 | 0.27917E-04 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019887 | 0 | 0.27917E-04 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019888 | 0 | 0.27917E-04 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019889 | 0 | 0.27917E-04 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019890 | 0 | 0.27917E-04 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019891 | 0 | 0.27917E-04 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019892 | 0 | 0.27917E-04 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019893 | 0 | 0.27917E-04 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019894 | 0 | 0.27917E-04 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

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|---|---|---|---|---|---|---|---|---|---|---|
| L0019895 | 0 | 0.27917E-04 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019896 | 0 | 0.27917E-04 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019897 | 0 | 0.27917E-04 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019898 | 0 | 0.27917E-04 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019899 | 0 | 0.27917E-04 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019900 | 0 | 0.27917E-04 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019901 | 0 | 0.27917E-04 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019902 | 0 | 0.27917E-04 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019903 | 0 | 0.27917E-04 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019904 | 0 | 0.27917E-04 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019905 | 0 | 0.27917E-04 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019906 | 0 | 0.27917E-04 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019907 | 0 | 0.27917E-04 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019908 | 0 | 0.27917E-04 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019909 | 0 | 0.27917E-04 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019910 | 0 | 0.27917E-04 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019911 | 0 | 0.27917E-04 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019912 | 0 | 0.27917E-04 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019913 | 0 | 0.27917E-04 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019914 | 0 | 0.27917E-04 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019915 | 0 | 0.27917E-04 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019916 | 0 | 0.27917E-04 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019917 | 0 | 0.27917E-04 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019918 | 0 | 0.27917E-04 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019919 | 0 | 0.27917E-04 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019920 | 0 | 0.27917E-04 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019921 | 0 | 0.27917E-04 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019922 | 0 | 0.27917E-04 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019923 | 0 | 0.27917E-04 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019924 | 0 | 0.27917E-04 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019925 | 0 | 0.27917E-04 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019926 | 0 | 0.27917E-04 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019927 | 0 | 0.27917E-04 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019928 | 0 | 0.27917E-04 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019929 | 0 | 0.56182E-04 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019930 | 0 | 0.56182E-04 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019931 | 0 | 0.56182E-04 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019932 | 0 | 0.56182E-04 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019933 | 0 | 0.56182E-04 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019934 | 0 | 0.56182E-04 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0019935 | 0 | 0.56182E-04 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019936 | 0 | 0.56182E-04 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019937 | 0 | 0.56182E-04 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019938 | 0 | 0.56182E-04 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019939 | 0 | 0.56182E-04 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019940 | 0 | 0.56182E-04 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019941 | 0 | 0.56182E-04 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019942 | 0 | 0.56182E-04 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019943 | 0 | 0.56182E-04 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019944 | 0 | 0.56182E-04 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019945 | 0 | 0.56182E-04 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019946 | 0 | 0.56182E-04 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019947 | 0 | 0.56182E-04 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019948 | 0 | 0.56182E-04 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019949 | 0 | 0.56182E-04 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019950 | 0 | 0.56182E-04 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019951 | 0 | 0.56182E-04 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019952 | 0 | 0.56182E-04 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019953 | 0 | 0.56182E-04 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019954 | 0 | 0.56182E-04 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019955 | 0 | 0.56182E-04 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019956 | 0 | 0.56182E-04 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019957 | 0 | 0.56182E-04 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019958 | 0 | 0.56182E-04 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019959 | 0 | 0.56182E-04 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019960 | 0 | 0.56182E-04 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019961 | 0 | 0.56182E-04 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019962 | 0 | 0.56182E-04 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019963 | 0 | 0.56182E-04 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019964 | 0 | 0.56182E-04 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019965 | 0 | 0.56182E-04 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019966 | 0 | 0.56182E-04 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019967 | 0 | 0.56182E-04 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019968 | 0 | 0.56182E-04 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019969 | 0 | 0.56182E-04 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019970 | 0 | 0.56182E-04 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019971 | 0 | 0.56182E-04 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019972 | 0 | 0.56182E-04 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019973 | 0 | 0.56182E-04 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019974 | 0 | 0.56182E-04 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019975 | 0 | 0.56182E-04 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019976 | 0 | 0.56182E-04 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019977 | 0 | 0.56182E-04 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019978 | 0 | 0.56182E-04 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019979 | 0 | 0.56182E-04 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019980 | 0 | 0.56182E-04 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019981 | 0 | 0.56182E-04 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019982 | 0 | 0.56182E-04 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019983 | 0 | 0.56182E-04 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019984 | 0 | 0.28983E-04 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019985 | 0 | 0.28983E-04 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019986 | 0 | 0.28983E-04 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019987 | 0 | 0.28983E-04 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019988 | 0 | 0.28983E-04 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019989 | 0 | 0.28983E-04 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019990 | 0 | 0.28983E-04 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019991 | 0 | 0.28983E-04 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019992 | 0 | 0.28983E-04 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019993 | 0 | 0.28983E-04 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019994 | 0 | 0.28983E-04 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019995 | 0 | 0.28983E-04 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019996 | 0 | 0.28983E-04 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019997 | 0 | 0.28983E-04 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0019998 | 0 | 0.28983E-04 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019999 | 0 | 0.28983E-04 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020000 | 0 | 0.28983E-04 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020001 | 0 | 0.28983E-04 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020002 | 0 | 0.28983E-04 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020003 | 0 | 0.28983E-04 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020004 | 0 | 0.28983E-04 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020005 | 0 | 0.28983E-04 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020006 | 0 | 0.28983E-04 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020007 | 0 | 0.28983E-04 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020008 | 0 | 0.28983E-04 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020009 | 0 | 0.28983E-04 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020010 | 0 | 0.28983E-04 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020011 | 0 | 0.28983E-04 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020012 | 0 | 0.28983E-04 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020013 | 0 | 0.28983E-04 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO |
| L0020014 | 0 | 0.28983E-04 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020015 | 0 | 0.28983E-04 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020016 | 0 | 0.28983E-04 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020017 | 0 | 0.28983E-04 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020018 | 0 | 0.28983E-04 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020019 | 0 | 0.28983E-04 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020020 | 0 | 0.28983E-04 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020021 | 0 | 0.28983E-04 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020022 | 0 | 0.28983E-04 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020023 | 0 | 0.28983E-04 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020024 | 0 | 0.28983E-04 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020025 | 0 | 0.28983E-04 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020026 | 0 | 0.28983E-04 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020027 | 0 | 0.28983E-04 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020028 | 0 | 0.28983E-04 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020029 | 0 | 0.28983E-04 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020030 | 0 | 0.28983E-04 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020031 | 0 | 0.28983E-04 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020032 | 0 | 0.28983E-04 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020033 | 0 | 0.28983E-04 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020034 | 0 | 0.28983E-04 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020035 | 0 | 0.28983E-04 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020036 | 0 | 0.28983E-04 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020037 | 0 | 0.28983E-04 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020038 | 0 | 0.28983E-04 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020039 | 0 | 0.28983E-04 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020040 | 0 | 0.28983E-04 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020041 | 0 | 0.28983E-04 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020042 | 0 | 0.28983E-04 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0020043 | 0 | 0.15000E-04 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020044 | 0 | 0.15000E-04 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020045 | 0 | 0.15000E-04 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020046 | 0 | 0.15000E-04 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020047 | 0 | 0.15000E-04 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020048 | 0 | 0.15000E-04 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020049 | 0 | 0.15000E-04 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020050 | 0 | 0.15000E-04 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020051 | 0 | 0.15000E-04 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020052 | 0 | 0.15000E-04 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0020053 | 0 | 0.41500E-04 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020054 | 0 | 0.41500E-04 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020055 | 0 | 0.41500E-04 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020056 | 0 | 0.41500E-04 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020057 | 0 | 0.41500E-04 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020058 | 0 | 0.41500E-04 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020059 | 0 | 0.41500E-04 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020060 | 0 | 0.41500E-04 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020061 | 0 | 0.41500E-04 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020062 | 0 | 0.41500E-04 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020063 | 0 | 0.41500E-04 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020064 | 0 | 0.41500E-04 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020065 | 0 | 0.41500E-04 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020066 | 0 | 0.41500E-04 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020067 | 0 | 0.41500E-04 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020068 | 0 | 0.41500E-04 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020069 | 0 | 0.26857E-04 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020070 | 0 | 0.26857E-04 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020071 | 0 | 0.26857E-04 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020072 | 0 | 0.26857E-04 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020073 | 0 | 0.26857E-04 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020074 | 0 | 0.26857E-04 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020075 | 0 | 0.26857E-04 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020076 | 0 | 0.26857E-04 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020077 | 0 | 0.26857E-04 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020078 | 0 | 0.26857E-04 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020079 | 0 | 0.26857E-04 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020080 | 0 | 0.26857E-04 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020081 | 0 | 0.26857E-04 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020082 | 0 | 0.26857E-04 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020083 | 0 | 0.26857E-04 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020084 | 0 | 0.26857E-04 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020085 | 0 | 0.26857E-04 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020086 | 0 | 0.26857E-04 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020087 | 0 | 0.26857E-04 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020088 | 0 | 0.26857E-04 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020089 | 0 | 0.26857E-04 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020090 | 0 | 0.26857E-04 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020091 | 0 | 0.26857E-04 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020092 | 0 | 0.26857E-04 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020093 | 0 | 0.26857E-04 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020094 | 0 | 0.26857E-04 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020095 | 0 | 0.26857E-04 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020096 | 0 | 0.26857E-04 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020097 | 0 | 0.27522E-04 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020098 | 0 | 0.27522E-04 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020099 | 0 | 0.27522E-04 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020100 | 0 | 0.27522E-04 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020101 | 0 | 0.27522E-04 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020102 | 0 | 0.27522E-04 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020103 | 0 | 0.27522E-04 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020104 | 0 | 0.27522E-04 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020105 | 0 | 0.27522E-04 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020106 | 0 | 0.27522E-04 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020107 | 0 | 0.27522E-04 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020108 | 0 | 0.27522E-04 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020109 | 0 | 0.27522E-04 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020110 | 0 | 0.27522E-04 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020111 | 0 | 0.27522E-04 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020112 | 0 | 0.27522E-04 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020113 | 0 | 0.27522E-04 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020114 | 0 | 0.27522E-04 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020115 | 0 | 0.27522E-04 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020116 | 0 | 0.27522E-04 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020117 | 0 | 0.27522E-04 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020118 | 0 | 0.27522E-04 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020119 | 0 | 0.27522E-04 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0020120 | 0 | 0.27500E-04 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020121 | 0 | 0.27500E-04 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020122 | 0 | 0.27500E-04 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020123 | 0 | 0.27500E-04 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020124 | 0 | 0.27500E-04 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020125 | 0 | 0.27500E-04 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020126 | 0 | 0.27500E-04 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020127 | 0 | 0.27500E-04 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020128 | 0 | 0.13000E-04 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020129 | 0 | 0.13000E-04 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020130 | 0 | 0.13000E-04 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020131 | 0 | 0.13000E-04 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020132 | 0 | 0.13000E-04 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020133 | 0 | 0.13000E-04 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020134 | 0 | 0.13000E-04 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020135 | 0 | 0.13000E-04 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020136 | 0 | 0.13000E-04 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020137 | 0 | 0.13000E-04 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0020138 | 0 | 0.29500E-04 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020139 | 0 | 0.29500E-04 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020140 | 0 | 0.29500E-04 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020141 | 0 | 0.29500E-04 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020142 | 0 | 0.29500E-04 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020143 | 0 | 0.29500E-04 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020144 | 0 | 0.29500E-04 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020145 | 0 | 0.29500E-04 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020146 | 0 | 0.29500E-04 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020147 | 0 | 0.29500E-04 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020148 | 0 | 0.29500E-04 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020149 | 0 | 0.29500E-04 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020150 | 0 | 0.29500E-04 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020151 | 0 | 0.29500E-04 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020152 | 0 | 0.29500E-04 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020153 | 0 | 0.29500E-04 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020154 | 0 | 0.29500E-04 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020155 | 0 | 0.29500E-04 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020156 | 0 | 0.29500E-04 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020157 | 0 | 0.29500E-04 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020158 | 0 | 0.29500E-04 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020159 | 0 | 0.29500E-04 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020160 | 0 | 0.29500E-04 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020161 | 0 | 0.29500E-04 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020162 | 0 | 0.29500E-04 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020163 | 0 | 0.29500E-04 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020164 | 0 | 0.27895E-04 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020165 | 0 | 0.27895E-04 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020166 | 0 | 0.27895E-04 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0020167 | 0 | 0.27895E-04 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020168 | 0 | 0.27895E-04 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020169 | 0 | 0.27895E-04 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020170 | 0 | 0.27895E-04 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020171 | 0 | 0.27895E-04 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020172 | 0 | 0.27895E-04 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020173 | 0 | 0.27895E-04 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0020174 | 0 | 0.27895E-04 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0020175 | 0 | 0.27895E-04 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020176 | 0 | 0.27895E-04 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020177 | 0 | 0.27895E-04 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020178 | 0 | 0.27895E-04 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020179 | 0 | 0.27895E-04 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020180 | 0 | 0.27895E-04 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020181 | 0 | 0.27895E-04 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020182 | 0 | 0.27895E-04 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020183 | 0 | 0.81129E-04 | 267629.2 | 4047768.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020184 | 0 | 0.81129E-04 | 267621.9 | 4047768.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020185 | 0 | 0.81129E-04 | 267614.6 | 4047768.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020186 | 0 | 0.81129E-04 | 267607.4 | 4047768.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020187 | 0 | 0.81129E-04 | 267600.1 | 4047768.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020188 | 0 | 0.81129E-04 | 267592.8 | 4047767.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020189 | 0 | 0.81129E-04 | 267585.5 | 4047767.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020190 | 0 | 0.81129E-04 | 267578.3 | 4047767.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020191 | 0 | 0.81129E-04 | 267571.0 | 4047767.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020192 | 0 | 0.81129E-04 | 267563.7 | 4047767.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020193 | 0 | 0.81129E-04 | 267556.5 | 4047767.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020194 | 0 | 0.81129E-04 | 267549.2 | 4047767.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020195 | 0 | 0.81129E-04 | 267541.9 | 4047767.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020196 | 0 | 0.81129E-04 | 267534.6 | 4047766.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020197 | 0 | 0.81129E-04 | 267527.4 | 4047766.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020198 | 0 | 0.81129E-04 | 267520.1 | 4047766.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020199 | 0 | 0.81129E-04 | 267512.8 | 4047766.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020200 | 0 | 0.81129E-04 | 267505.6 | 4047766.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020201 | 0 | 0.81129E-04 | 267498.3 | 4047766.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020202 | 0 | 0.81129E-04 | 267491.0 | 4047766.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020203 | 0 | 0.81129E-04 | 267483.8 | 4047766.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020204 | 0 | 0.81129E-04 | 267476.5 | 4047765.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020205 | 0 | 0.81129E-04 | 267469.2 | 4047765.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020206 | 0 | 0.81129E-04 | 267461.9 | 4047765.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020207 | 0 | 0.81129E-04 | 267454.7 | 4047765.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020208 | 0 | 0.81129E-04 | 267448.6 | 4047764.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020209 | 0 | 0.81129E-04 | 267452.0 | 4047758.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020210 | 0 | 0.81129E-04 | 267455.4 | 4047751.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020211 | 0 | 0.81129E-04 | 267458.9 | 4047745.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020212 | 0 | 0.81129E-04 | 267462.3 | 4047739.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020213 | 0 | 0.81129E-04 | 267465.7 | 4047732.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020214 | 0 | 0.81129E-04 | 267469.1 | 4047726.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020215 | 0 | 0.81129E-04 | 267472.5 | 4047719.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020216 | 0 | 0.81129E-04 | 267475.9 | 4047713.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020217 | 0 | 0.81129E-04 | 267479.3 | 4047706.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020218 | 0 | 0.81129E-04 | 267482.8 | 4047700.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020219 | 0 | 0.81129E-04 | 267486.2 | 4047694.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020220 | 0 | 0.81129E-04 | 267489.6 | 4047687.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020221 | 0 | 0.81129E-04 | 267492.3 | 4047681.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020222 | 0 | 0.81129E-04 | 267492.0 | 4047673.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020223 | 0 | 0.81129E-04 | 267491.8 | 4047666.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020224 | 0 | 0.81129E-04 | 267491.5 | 4047659.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020225 | 0 | 0.81129E-04 | 267491.2 | 4047652.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020226 | 0 | 0.81129E-04 | 267490.9 | 4047644.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020227 | 0 | 0.81129E-04 | 267490.6 | 4047637.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020228 | 0 | 0.81129E-04 | 267495.7 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020229 | 0 | 0.81129E-04 | 267502.8 | 4047633.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020230 | 0 | 0.81129E-04 | 267510.0 | 4047632.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020231 | 0 | 0.81129E-04 | 267517.2 | 4047631.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020232 | 0 | 0.81129E-04 | 267524.4 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020233 | 0 | 0.81129E-04 | 267531.6 | 4047629.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020234 | 0 | 0.81129E-04 | 267538.8 | 4047627.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020235 | 0 | 0.81129E-04 | 267546.0 | 4047626.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020236 | 0 | 0.81129E-04 | 267553.1 | 4047625.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020237 | 0 | 0.81129E-04 | 267560.3 | 4047624.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020238 | 0 | 0.81129E-04 | 267567.5 | 4047623.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020239 | 0 | 0.81129E-04 | 267574.1 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020240 | 0 | 0.81129E-04 | 267579.6 | 4047616.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020241 | 0 | 0.81129E-04 | 267585.2 | 4047611.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020242 | 0 | 0.81129E-04 | 267590.7 | 4047606.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020243 | 0 | 0.81129E-04 | 267596.3 | 4047602.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020244 | 0 | 0.81129E-04 | 267601.8 | 4047597.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020245 | 0 | 0.11575E-03 | 267637.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020246 | 0 | 0.11575E-03 | 267630.6 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020247 | 0 | 0.11575E-03 | 267623.3 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020248 | 0 | 0.11575E-03 | 267616.0 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020249 | 0 | 0.11575E-03 | 267608.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020250 | 0 | 0.11575E-03 | 267601.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020251 | 0 | 0.11575E-03 | 267594.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020252 | 0 | 0.11575E-03 | 267586.9 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020253 | 0 | 0.11575E-03 | 267579.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020254 | 0 | 0.11575E-03 | 267572.3 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020255 | 0 | 0.11575E-03 | 267565.0 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020256 | 0 | 0.11575E-03 | 267557.8 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020257 | 0 | 0.11575E-03 | 267550.5 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020258 | 0 | 0.11575E-03 | 267543.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020259 | 0 | 0.11575E-03 | 267535.9 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020260 | 0 | 0.11575E-03 | 267528.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020261 | 0 | 0.11575E-03 | 267521.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020262 | 0 | 0.11575E-03 | 267514.1 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020263 | 0 | 0.11575E-03 | 267506.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020264 | 0 | 0.11575E-03 | 267499.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020265 | 0 | 0.11575E-03 | 267492.2 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020266 | 0 | 0.11575E-03 | 267484.9 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020267 | 0 | 0.11575E-03 | 267477.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020268 | 0 | 0.11575E-03 | 267470.4 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020269 | 0 | 0.11575E-03 | 267463.1 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020270 | 0 | 0.11575E-03 | 267455.8 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020271 | 0 | 0.11575E-03 | 267448.5 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020272 | 0 | 0.11575E-03 | 267447.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020273 | 0 | 0.11575E-03 | 267450.9 | 4047757.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020274 | 0 | 0.11575E-03 | 267454.1 | 4047751.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020275 | 0 | 0.11575E-03 | 267457.3 | 4047744.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020276 | 0 | 0.11575E-03 | 267460.5 | 4047738.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020277 | 0 | 0.11575E-03 | 267463.7 | 4047731.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020278 | 0 | 0.11575E-03 | 267466.9 | 4047725.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020279 | 0 | 0.11575E-03 | 267470.1 | 4047718.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020280 | 0 | 0.11575E-03 | 267473.3 | 4047712.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020281 | 0 | 0.11575E-03 | 267476.5 | 4047705.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020282 | 0 | 0.11575E-03 | 267479.7 | 4047699.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020283 | 0 | 0.11575E-03 | 267482.9 | 4047692.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020284 | 0 | 0.11575E-03 | 267486.1 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020285 | 0 | 0.11575E-03 | 267488.8 | 4047679.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020286 | 0 | 0.11575E-03 | 267489.1 | 4047672.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020287 | 0 | 0.11575E-03 | 267489.4 | 4047664.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020288 | 0 | 0.11575E-03 | 267489.7 | 4047657.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020289 | 0 | 0.11575E-03 | 267490.0 | 4047650.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020290 | 0 | 0.11575E-03 | 267490.3 | 4047642.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020291 | 0 | 0.11575E-03 | 267492.1 | 4047636.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020292 | 0 | 0.11575E-03 | 267499.3 | 4047635.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020293 | 0 | 0.11575E-03 | 267506.5 | 4047634.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020294 | 0 | 0.11575E-03 | 267513.7 | 4047633.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020295 | 0 | 0.11575E-03 | 267520.8 | 4047632.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020296 | 0 | 0.11575E-03 | 267528.0 | 4047631.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020297 | 0 | 0.11575E-03 | 267535.2 | 4047629.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020298 | 0 | 0.11575E-03 | 267542.4 | 4047628.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020299 | 0 | 0.11575E-03 | 267549.6 | 4047627.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020300 | 0 | 0.11575E-03 | 267556.8 | 4047626.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020301 | 0 | 0.11575E-03 | 267564.0 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020302 | 0 | 0.11575E-03 | 267570.6 | 4047622.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020303 | 0 | 0.11575E-03 | 267576.4 | 4047618.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020304 | 0 | 0.11575E-03 | 267582.2 | 4047614.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020305 | 0 | 0.11575E-03 | 267588.0 | 4047609.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020306 | 0 | 0.11575E-03 | 267593.8 | 4047605.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020307 | 0 | 0.11575E-03 | 267599.6 | 4047600.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020308 | 0 | 0.11575E-03 | 267605.4 | 4047596.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020309 | 0 | 0.11575E-03 | 267611.3 | 4047592.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020310 | 0 | 0.11575E-03 | 267617.1 | 4047587.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020311 | 0 | 0.11575E-03 | 267622.9 | 4047583.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020312 | 0 | 0.11575E-03 | 267628.7 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020313 | 0 | 0.11575E-03 | 267634.5 | 4047574.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020314 | 0 | 0.11575E-03 | 267640.3 | 4047570.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020315 | 0 | 0.11575E-03 | 267646.1 | 4047565.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020316 | 0 | 0.11575E-03 | 267651.9 | 4047561.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020317 | 0 | 0.11575E-03 | 267657.7 | 4047556.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020318 | 0 | 0.11575E-03 | 267663.5 | 4047552.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020319 | 0 | 0.11575E-03 | 267669.3 | 4047548.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020320 | 0 | 0.11575E-03 | 267675.1 | 4047543.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020321 | 0 | 0.11575E-03 | 267680.9 | 4047539.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020322 | 0 | 0.11575E-03 | 267686.0 | 4047534.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020323 | 0 | 0.11575E-03 | 267691.2 | 4047528.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020324 | 0 | 0.11575E-03 | 267696.3 | 4047523.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020325 | 0 | 0.11575E-03 | 267701.5 | 4047518.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020326 | 0 | 0.11575E-03 | 267706.6 | 4047513.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020327 | 0 | 0.11575E-03 | 267711.8 | 4047508.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020328 | 0 | 0.11575E-03 | 267716.9 | 4047503.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020329 | 0 | 0.11575E-03 | 267722.1 | 4047498.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020330 | 0 | 0.11575E-03 | 267727.2 | 4047492.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020331 | 0 | 0.11575E-03 | 267732.4 | 4047487.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020332 | 0 | 0.11575E-03 | 267737.5 | 4047482.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020333 | 0 | 0.11575E-03 | 267742.7 | 4047477.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020334 | 0 | 0.11575E-03 | 267747.8 | 4047472.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020335 | 0 | 0.11575E-03 | 267753.0 | 4047467.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020336 | 0 | 0.11575E-03 | 267758.1 | 4047462.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020337 | 0 | 0.11575E-03 | 267763.3 | 4047456.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020338 | 0 | 0.11575E-03 | 267768.4 | 4047451.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020339 | 0 | 0.11575E-03 | 267773.6 | 4047446.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020340 | 0 | 0.11575E-03 | 267778.7 | 4047441.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020341 | 0 | 0.11575E-03 | 267783.9 | 4047436.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020342 | 0 | 0.11575E-03 | 267789.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020343 | 0 | 0.11575E-03 | 267789.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020344 | 0 | 0.11575E-03 | 267789.5 | 4047416.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020345 | 0 | 0.11575E-03 | 267789.5 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020346 | 0 | 0.11575E-03 | 267789.6 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020347 | 0 | 0.11575E-03 | 267789.6 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020348 | 0 | 0.11575E-03 | 267789.7 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020349 | 0 | 0.11575E-03 | 267789.7 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020350 | 0 | 0.11575E-03 | 267789.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020351 | 0 | 0.11575E-03 | 267789.8 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020352 | 0 | 0.11575E-03 | 267789.9 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020353 | 0 | 0.11575E-03 | 267789.9 | 4047351.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020354 | 0 | 0.11575E-03 | 267790.0 | 4047343.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020355 | 0 | 0.11575E-03 | 267790.1 | 4047336.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020356 | 0 | 0.11575E-03 | 267790.1 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020357 | 0 | 0.11575E-03 | 267790.2 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020358 | 0 | 0.11575E-03 | 267790.2 | 4047314.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020359 | 0 | 0.11575E-03 | 267790.3 | 4047307.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020360 | 0 | 0.11575E-03 | 267790.3 | 4047300.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020361 | 0 | 0.11575E-03 | 267790.4 | 4047292.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020362 | 0 | 0.11575E-03 | 267790.4 | 4047285.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020363 | 0 | 0.11575E-03 | 267790.5 | 4047278.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020364 | 0 | 0.11575E-03 | 267790.5 | 4047271.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020365 | 0 | 0.11575E-03 | 267790.6 | 4047263.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020366 | 0 | 0.11575E-03 | 267790.7 | 4047256.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020367 | 0 | 0.11575E-03 | 267790.7 | 4047249.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020368 | 0 | 0.11575E-03 | 267790.8 | 4047241.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020369 | 0 | 0.11575E-03 | 267790.8 | 4047234.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020370 | 0 | 0.11575E-03 | 267790.9 | 4047227.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020371 | 0 | 0.11575E-03 | 267790.9 | 4047220.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020372 | 0 | 0.32661E-04 | 267634.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020373 | 0 | 0.32661E-04 | 267627.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020374 | 0 | 0.32661E-04 | 267619.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020375 | 0 | 0.32661E-04 | 267612.4 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020376 | 0 | 0.32661E-04 | 267605.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020377 | 0 | 0.32661E-04 | 267597.8 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020378 | 0 | 0.32661E-04 | 267590.5 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020379 | 0 | 0.32661E-04 | 267583.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020380 | 0 | 0.32661E-04 | 267575.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020381 | 0 | 0.32661E-04 | 267568.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020382 | 0 | 0.32661E-04 | 267561.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020383 | 0 | 0.32661E-04 | 267554.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020384 | 0 | 0.32661E-04 | 267546.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020385 | 0 | 0.32661E-04 | 267539.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020386 | 0 | 0.32661E-04 | 267532.1 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020387 | 0 | 0.32661E-04 | 267524.8 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020388 | 0 | 0.32661E-04 | 267517.5 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020389 | 0 | 0.32661E-04 | 267510.2 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020390 | 0 | 0.32661E-04 | 267502.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020391 | 0 | 0.32661E-04 | 267495.6 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020392 | 0 | 0.32661E-04 | 267488.3 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020393 | 0 | 0.32661E-04 | 267481.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020394 | 0 | 0.32661E-04 | 267473.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020395 | 0 | 0.32661E-04 | 267466.4 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020396 | 0 | 0.32661E-04 | 267459.1 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020397 | 0 | 0.32661E-04 | 267451.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020398 | 0 | 0.32661E-04 | 267449.8 | 4047760.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020399 | 0 | 0.32661E-04 | 267453.0 | 4047753.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020400 | 0 | 0.32661E-04 | 267456.2 | 4047746.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020401 | 0 | 0.32661E-04 | 267459.4 | 4047740.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020402 | 0 | 0.32661E-04 | 267462.6 | 4047733.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020403 | 0 | 0.32661E-04 | 267465.9 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020404 | 0 | 0.32661E-04 | 267469.1 | 4047720.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020405 | 0 | 0.32661E-04 | 267472.3 | 4047714.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020406 | 0 | 0.32661E-04 | 267475.5 | 4047707.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020407 | 0 | 0.32661E-04 | 267478.7 | 4047701.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020408 | 0 | 0.32661E-04 | 267481.9 | 4047694.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020409 | 0 | 0.32661E-04 | 267485.1 | 4047687.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020410 | 0 | 0.32661E-04 | 267487.2 | 4047681.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020411 | 0 | 0.32661E-04 | 267487.8 | 4047673.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020412 | 0 | 0.32661E-04 | 267488.4 | 4047666.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020413 | 0 | 0.32661E-04 | 267488.9 | 4047659.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020414 | 0 | 0.32661E-04 | 267489.5 | 4047651.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020415 | 0 | 0.32661E-04 | 267490.1 | 4047644.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020416 | 0 | 0.32661E-04 | 267492.1 | 4047638.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020417 | 0 | 0.32661E-04 | 267499.2 | 4047637.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020418 | 0 | 0.32661E-04 | 267506.4 | 4047635.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020419 | 0 | 0.32661E-04 | 267513.5 | 4047633.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020420 | 0 | 0.32661E-04 | 267520.6 | 4047632.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020421 | 0 | 0.32661E-04 | 267527.7 | 4047630.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020422 | 0 | 0.32661E-04 | 267534.9 | 4047629.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020423 | 0 | 0.32661E-04 | 267542.0 | 4047627.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020424 | 0 | 0.32661E-04 | 267549.1 | 4047625.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020425 | 0 | 0.32661E-04 | 267556.2 | 4047624.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020426 | 0 | 0.32661E-04 | 267563.3 | 4047622.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020427 | 0 | 0.32661E-04 | 267570.5 | 4047621.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020428 | 0 | 0.32661E-04 | 267577.6 | 4047619.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020429 | 0 | 0.32661E-04 | 267583.6 | 4047615.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020430 | 0 | 0.32661E-04 | 267589.3 | 4047611.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020431 | 0 | 0.32661E-04 | 267595.0 | 4047606.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020432 | 0 | 0.32661E-04 | 267600.6 | 4047601.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020433 | 0 | 0.32661E-04 | 267606.3 | 4047597.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020434 | 0 | 0.32661E-04 | 267612.0 | 4047592.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020435 | 0 | 0.32661E-04 | 267617.6 | 4047588.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020436 | 0 | 0.32661E-04 | 267623.3 | 4047583.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020437 | 0 | 0.32661E-04 | 267629.0 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020438 | 0 | 0.32661E-04 | 267634.7 | 4047574.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020439 | 0 | 0.32661E-04 | 267640.3 | 4047569.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020440 | 0 | 0.32661E-04 | 267646.0 | 4047565.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020441 | 0 | 0.32661E-04 | 267651.7 | 4047560.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020442 | 0 | 0.32661E-04 | 267657.4 | 4047555.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020443 | 0 | 0.32661E-04 | 267663.0 | 4047551.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020444 | 0 | 0.32661E-04 | 267668.7 | 4047546.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020445 | 0 | 0.32661E-04 | 267674.4 | 4047542.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020446 | 0 | 0.32661E-04 | 267680.1 | 4047537.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020447 | 0 | 0.32661E-04 | 267685.7 | 4047532.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020448 | 0 | 0.32661E-04 | 267691.4 | 4047528.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020449 | 0 | 0.32661E-04 | 267696.8 | 4047523.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020450 | 0 | 0.32661E-04 | 267702.1 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020451 | 0 | 0.32661E-04 | 267707.4 | 4047513.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020452 | 0 | 0.32661E-04 | 267712.7 | 4047508.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020453 | 0 | 0.32661E-04 | 267718.0 | 4047503.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020454 | 0 | 0.32661E-04 | 267723.3 | 4047498.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020455 | 0 | 0.32661E-04 | 267728.6 | 4047493.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020456 | 0 | 0.32661E-04 | 267733.9 | 4047488.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020457 | 0 | 0.32661E-04 | 267739.2 | 4047483.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020458 | 0 | 0.32661E-04 | 267744.5 | 4047478.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020459 | 0 | 0.32661E-04 | 267749.8 | 4047473.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020460 | 0 | 0.32661E-04 | 267755.1 | 4047468.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020461 | 0 | 0.32661E-04 | 267760.4 | 4047463.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020462 | 0 | 0.32661E-04 | 267765.7 | 4047458.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020463 | 0 | 0.32661E-04 | 267771.0 | 4047453.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020464 | 0 | 0.32661E-04 | 267776.3 | 4047448.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020465 | 0 | 0.32661E-04 | 267781.6 | 4047443.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020466 | 0 | 0.32661E-04 | 267786.9 | 4047438.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020467 | 0 | 0.32661E-04 | 267792.2 | 4047433.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020468 | 0 | 0.32661E-04 | 267797.5 | 4047428.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020469 | 0 | 0.32661E-04 | 267802.8 | 4047423.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020470 | 0 | 0.32661E-04 | 267808.1 | 4047418.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020471 | 0 | 0.32661E-04 | 267813.4 | 4047413.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020472 | 0 | 0.32661E-04 | 267818.7 | 4047408.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020473 | 0 | 0.32661E-04 | 267824.0 | 4047403.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020474 | 0 | 0.32661E-04 | 267829.3 | 4047397.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020475 | 0 | 0.32661E-04 | 267834.6 | 4047392.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020476 | 0 | 0.32661E-04 | 267839.9 | 4047387.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020477 | 0 | 0.32661E-04 | 267845.2 | 4047382.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020478 | 0 | 0.32661E-04 | 267850.5 | 4047377.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020479 | 0 | 0.32661E-04 | 267855.8 | 4047372.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020480 | 0 | 0.32661E-04 | 267861.1 | 4047367.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020481 | 0 | 0.32661E-04 | 267866.4 | 4047362.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020482 | 0 | 0.32661E-04 | 267871.7 | 4047357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020483 | 0 | 0.32661E-04 | 267877.0 | 4047352.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020484 | 0 | 0.32661E-04 | 267882.3 | 4047347.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020485 | 0 | 0.32661E-04 | 267887.6 | 4047342.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020486 | 0 | 0.32661E-04 | 267892.9 | 4047337.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020487 | 0 | 0.32661E-04 | 267898.2 | 4047332.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020488 | 0 | 0.32661E-04 | 267904.9 | 4047331.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020489 | 0 | 0.32661E-04 | 267912.2 | 4047330.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020490 | 0 | 0.32661E-04 | 267919.5 | 4047330.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020491 | 0 | 0.32661E-04 | 267926.8 | 4047330.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020492 | 0 | 0.32661E-04 | 267934.1 | 4047330.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020493 | 0 | 0.32661E-04 | 267941.3 | 4047329.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020494 | 0 | 0.32661E-04 | 267948.6 | 4047329.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020495 | 0 | 0.32661E-04 | 267955.9 | 4047329.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020496 | 0 | 0.22581E-04 | 267449.8 | 4047758.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020497 | 0 | 0.22581E-04 | 267453.5 | 4047752.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020498 | 0 | 0.22581E-04 | 267457.2 | 4047746.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020499 | 0 | 0.22581E-04 | 267460.9 | 4047739.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020500 | 0 | 0.22581E-04 | 267464.5 | 4047733.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020501 | 0 | 0.22581E-04 | 267468.2 | 4047727.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020502 | 0 | 0.22581E-04 | 267471.9 | 4047721.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020503 | 0 | 0.22581E-04 | 267475.6 | 4047714.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020504 | 0 | 0.22581E-04 | 267479.2 | 4047708.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020505 | 0 | 0.22581E-04 | 267482.9 | 4047702.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020506 | 0 | 0.22581E-04 | 267486.6 | 4047696.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020507 | 0 | 0.22581E-04 | 267490.3 | 4047689.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020508 | 0 | 0.22581E-04 | 267491.9 | 4047683.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020509 | 0 | 0.22581E-04 | 267490.8 | 4047675.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020510 | 0 | 0.22581E-04 | 267489.7 | 4047668.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020511 | 0 | 0.22581E-04 | 267488.6 | 4047661.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020512 | 0 | 0.22581E-04 | 267487.5 | 4047654.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020513 | 0 | 0.22581E-04 | 267486.4 | 4047647.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020514 | 0 | 0.22581E-04 | 267485.3 | 4047639.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020515 | 0 | 0.22581E-04 | 267491.4 | 4047637.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020516 | 0 | 0.22581E-04 | 267498.5 | 4047636.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020517 | 0 | 0.22581E-04 | 267505.6 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020518 | 0 | 0.22581E-04 | 267512.7 | 4047633.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020519 | 0 | 0.22581E-04 | 267519.9 | 4047631.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020520 | 0 | 0.22581E-04 | 267527.0 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020521 | 0 | 0.22581E-04 | 267534.1 | 4047628.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020522 | 0 | 0.22581E-04 | 267541.2 | 4047627.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020523 | 0 | 0.22581E-04 | 267548.3 | 4047625.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020524 | 0 | 0.22581E-04 | 267555.4 | 4047624.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020525 | 0 | 0.22581E-04 | 267562.6 | 4047622.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020526 | 0 | 0.22581E-04 | 267569.7 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020527 | 0 | 0.22581E-04 | 267575.3 | 4047616.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020528 | 0 | 0.22581E-04 | 267580.8 | 4047611.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020529 | 0 | 0.22581E-04 | 267586.3 | 4047607.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020530 | 0 | 0.22581E-04 | 267591.8 | 4047602.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020531 | 0 | 0.22581E-04 | 267597.3 | 4047597.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020532 | 0 | 0.22581E-04 | 267602.8 | 4047592.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020533 | 0 | 0.22581E-04 | 267608.3 | 4047588.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020534 | 0 | 0.22581E-04 | 267613.8 | 4047583.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAUST CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020535 | 0 | 0.22581E-04 | 267619.3 | 4047578.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020536 | 0 | 0.22581E-04 | 267624.9 | 4047573.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020537 | 0 | 0.22581E-04 | 267630.4 | 4047568.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020538 | 0 | 0.22581E-04 | 267635.9 | 4047564.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020539 | 0 | 0.22581E-04 | 267641.4 | 4047559.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020540 | 0 | 0.22581E-04 | 267646.9 | 4047554.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020541 | 0 | 0.22581E-04 | 267652.4 | 4047549.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020542 | 0 | 0.22581E-04 | 267657.9 | 4047545.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020543 | 0 | 0.22581E-04 | 267663.4 | 4047540.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020544 | 0 | 0.22581E-04 | 267668.9 | 4047535.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020545 | 0 | 0.22581E-04 | 267674.4 | 4047530.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020546 | 0 | 0.22581E-04 | 267679.9 | 4047526.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020547 | 0 | 0.22581E-04 | 267685.4 | 4047521.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020548 | 0 | 0.22581E-04 | 267690.9 | 4047516.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020549 | 0 | 0.22581E-04 | 267696.4 | 4047511.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020550 | 0 | 0.22581E-04 | 267701.9 | 4047507.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020551 | 0 | 0.22581E-04 | 267707.4 | 4047502.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020552 | 0 | 0.22581E-04 | 267712.9 | 4047497.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020553 | 0 | 0.22581E-04 | 267718.4 | 4047492.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020554 | 0 | 0.22581E-04 | 267723.9 | 4047488.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020555 | 0 | 0.22581E-04 | 267729.5 | 4047483.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020556 | 0 | 0.22581E-04 | 267735.0 | 4047478.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020557 | 0 | 0.22581E-04 | 267740.5 | 4047473.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020558 | 0 | 0.22581E-04 | 267746.0 | 4047469.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020559 | 0 | 0.22581E-04 | 267751.5 | 4047464.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020560 | 0 | 0.22581E-04 | 267757.0 | 4047459.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020561 | 0 | 0.22581E-04 | 267762.5 | 4047454.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020562 | 0 | 0.22581E-04 | 267768.0 | 4047450.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020563 | 0 | 0.22581E-04 | 267773.5 | 4047445.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020564 | 0 | 0.22581E-04 | 267779.0 | 4047440.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020565 | 0 | 0.22581E-04 | 267784.5 | 4047435.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020566 | 0 | 0.22581E-04 | 267790.0 | 4047431.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020567 | 0 | 0.22581E-04 | 267795.5 | 4047426.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020568 | 0 | 0.22581E-04 | 267801.0 | 4047421.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020569 | 0 | 0.22581E-04 | 267806.5 | 4047416.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020570 | 0 | 0.22581E-04 | 267812.0 | 4047411.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020571 | 0 | 0.22581E-04 | 267817.5 | 4047407.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020572 | 0 | 0.22581E-04 | 267823.0 | 4047402.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020573 | 0 | 0.22581E-04 | 267828.6 | 4047397.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020574 | 0 | 0.22581E-04 | 267834.1 | 4047392.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAUST CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020575 | 0 | 0.22581E-04 | 267839.6 | 4047388.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020576 | 0 | 0.22581E-04 | 267845.1 | 4047383.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020577 | 0 | 0.22581E-04 | 267850.6 | 4047378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020578 | 0 | 0.22581E-04 | 267856.1 | 4047373.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020579 | 0 | 0.22581E-04 | 267861.6 | 4047369.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020580 | 0 | 0.22581E-04 | 267867.1 | 4047364.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020581 | 0 | 0.22581E-04 | 267872.6 | 4047359.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020582 | 0 | 0.22581E-04 | 267878.1 | 4047354.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020583 | 0 | 0.22581E-04 | 267883.6 | 4047350.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020584 | 0 | 0.22581E-04 | 267889.1 | 4047345.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020585 | 0 | 0.22581E-04 | 267894.6 | 4047340.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020586 | 0 | 0.22581E-04 | 267900.1 | 4047335.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020587 | 0 | 0.22581E-04 | 267903.7 | 4047330.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020588 | 0 | 0.22581E-04 | 267904.2 | 4047322.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020589 | 0 | 0.22581E-04 | 267904.8 | 4047315.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020590 | 0 | 0.22581E-04 | 267905.3 | 4047308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020591 | 0 | 0.22581E-04 | 267905.9 | 4047301.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020592 | 0 | 0.22581E-04 | 267906.5 | 4047293.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020593 | 0 | 0.22581E-04 | 267907.0 | 4047286.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020594 | 0 | 0.22581E-04 | 267907.6 | 4047279.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020595 | 0 | 0.22581E-04 | 267908.1 | 4047272.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020596 | 0 | 0.22581E-04 | 267908.7 | 4047264.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020597 | 0 | 0.22581E-04 | 267909.2 | 4047257.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020598 | 0 | 0.22581E-04 | 267909.8 | 4047250.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020599 | 0 | 0.22581E-04 | 267910.4 | 4047243.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020600 | 0 | 0.22581E-04 | 267913.7 | 4047238.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020601 | 0 | 0.22581E-04 | 267921.0 | 4047238.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020602 | 0 | 0.22581E-04 | 267928.3 | 4047238.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020603 | 0 | 0.22581E-04 | 267935.5 | 4047238.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020604 | 0 | 0.22581E-04 | 267942.8 | 4047238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020605 | 0 | 0.22581E-04 | 267950.1 | 4047237.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020606 | 0 | 0.22581E-04 | 267957.4 | 4047237.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020607 | 0 | 0.22581E-04 | 267964.6 | 4047237.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020608 | 0 | 0.22581E-04 | 267971.9 | 4047237.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020609 | 0 | 0.22581E-04 | 267979.2 | 4047237.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020610 | 0 | 0.22581E-04 | 267986.5 | 4047236.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020611 | 0 | 0.22581E-04 | 267993.7 | 4047236.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020612 | 0 | 0.22581E-04 | 268001.0 | 4047236.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020613 | 0 | 0.22581E-04 | 268008.3 | 4047236.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020614 | 0 | 0.22581E-04 | 268015.5 | 4047236.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020615 | 0 | 0.22581E-04 | 268022.8 | 4047235.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020616 | 0 | 0.22581E-04 | 268030.1 | 4047235.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020617 | 0 | 0.22581E-04 | 268037.4 | 4047235.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020618 | 0 | 0.22581E-04 | 268044.6 | 4047235.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020619 | 0 | 0.22581E-04 | 268051.9 | 4047235.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0020620 | 0 | 0.14270E-04 | 267639.3 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020621 | 0 | 0.14270E-04 | 267632.0 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020622 | 0 | 0.14270E-04 | 267624.8 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020623 | 0 | 0.14270E-04 | 267617.5 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020624 | 0 | 0.14270E-04 | 267610.3 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020625 | 0 | 0.14270E-04 | 267603.0 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020626 | 0 | 0.14270E-04 | 267595.8 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020627 | 0 | 0.14270E-04 | 267588.5 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020628 | 0 | 0.14270E-04 | 267581.3 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020629 | 0 | 0.14270E-04 | 267574.0 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020630 | 0 | 0.14270E-04 | 267566.8 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020631 | 0 | 0.14270E-04 | 267559.5 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020632 | 0 | 0.14270E-04 | 267552.3 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020633 | 0 | 0.14270E-04 | 267545.0 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020634 | 0 | 0.14270E-04 | 267537.8 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020635 | 0 | 0.14270E-04 | 267530.5 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020636 | 0 | 0.14270E-04 | 267523.2 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020637 | 0 | 0.14270E-04 | 267516.0 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020638 | 0 | 0.14270E-04 | 267508.7 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020639 | 0 | 0.14270E-04 | 267501.5 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020640 | 0 | 0.14270E-04 | 267494.2 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020641 | 0 | 0.14270E-04 | 267487.0 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020642 | 0 | 0.14270E-04 | 267479.7 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020643 | 0 | 0.14270E-04 | 267472.5 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020644 | 0 | 0.14270E-04 | 267465.2 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020645 | 0 | 0.14270E-04 | 267458.0 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020646 | 0 | 0.14270E-04 | 267450.7 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020647 | 0 | 0.14270E-04 | 267447.5 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020648 | 0 | 0.14270E-04 | 267450.7 | 4047759.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020649 | 0 | 0.14270E-04 | 267453.9 | 4047752.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020650 | 0 | 0.14270E-04 | 267457.1 | 4047746.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020651 | 0 | 0.14270E-04 | 267460.3 | 4047739.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020652 | 0 | 0.14270E-04 | 267463.6 | 4047733.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020653 | 0 | 0.14270E-04 | 267466.8 | 4047726.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020654 | 0 | 0.14270E-04 | 267470.0 | 4047720.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020655 | 0 | 0.14270E-04 | 267473.2 | 4047713.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020656 | 0 | 0.14270E-04 | 267476.4 | 4047707.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020657 | 0 | 0.14270E-04 | 267479.7 | 4047700.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020658 | 0 | 0.14270E-04 | 267482.9 | 4047694.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020659 | 0 | 0.14270E-04 | 267485.4 | 4047687.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020660 | 0 | 0.14270E-04 | 267486.2 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020661 | 0 | 0.14270E-04 | 267487.0 | 4047673.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020662 | 0 | 0.14270E-04 | 267487.8 | 4047665.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020663 | 0 | 0.14270E-04 | 267488.7 | 4047658.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020664 | 0 | 0.14270E-04 | 267489.5 | 4047651.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020665 | 0 | 0.14270E-04 | 267490.3 | 4047644.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020666 | 0 | 0.14270E-04 | 267491.1 | 4047637.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020667 | 0 | 0.14270E-04 | 267492.0 | 4047629.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020668 | 0 | 0.14270E-04 | 267492.6 | 4047622.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020669 | 0 | 0.14270E-04 | 267493.0 | 4047615.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020670 | 0 | 0.14270E-04 | 267493.4 | 4047608.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020671 | 0 | 0.14270E-04 | 267493.8 | 4047600.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020672 | 0 | 0.14270E-04 | 267494.3 | 4047593.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020673 | 0 | 0.14270E-04 | 267494.7 | 4047586.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020674 | 0 | 0.14270E-04 | 267495.1 | 4047579.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020675 | 0 | 0.14270E-04 | 267495.5 | 4047572.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020676 | 0 | 0.14270E-04 | 267496.0 | 4047564.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020677 | 0 | 0.14270E-04 | 267496.4 | 4047557.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020678 | 0 | 0.14270E-04 | 267496.8 | 4047550.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020679 | 0 | 0.14270E-04 | 267497.2 | 4047543.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020680 | 0 | 0.14270E-04 | 267497.7 | 4047535.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020681 | 0 | 0.14270E-04 | 267498.1 | 4047528.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020682 | 0 | 0.14270E-04 | 267498.5 | 4047521.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020683 | 0 | 0.14270E-04 | 267498.9 | 4047514.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020684 | 0 | 0.14270E-04 | 267499.3 | 4047506.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020685 | 0 | 0.14270E-04 | 267499.8 | 4047499.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020686 | 0 | 0.14270E-04 | 267500.2 | 4047492.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020687 | 0 | 0.14270E-04 | 267500.6 | 4047485.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020688 | 0 | 0.14270E-04 | 267501.0 | 4047477.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020689 | 0 | 0.14270E-04 | 267501.5 | 4047470.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020690 | 0 | 0.14270E-04 | 267501.9 | 4047463.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020691 | 0 | 0.14270E-04 | 267502.3 | 4047456.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020692 | 0 | 0.14270E-04 | 267502.7 | 4047448.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020693 | 0 | 0.14270E-04 | 267503.1 | 4047441.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020694 | 0 | 0.14270E-04 | 267503.6 | 4047434.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020695 | 0 | 0.14270E-04 | 267504.0 | 4047427.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020696 | 0 | 0.14270E-04 | 267504.4 | 4047419.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020697 | 0 | 0.14270E-04 | 267504.8 | 4047412.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020698 | 0 | 0.14270E-04 | 267505.3 | 4047405.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020699 | 0 | 0.14270E-04 | 267505.7 | 4047398.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020700 | 0 | 0.14270E-04 | 267506.1 | 4047391.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020701 | 0 | 0.14270E-04 | 267506.5 | 4047383.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020702 | 0 | 0.14270E-04 | 267508.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020703 | 0 | 0.14270E-04 | 267515.8 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020704 | 0 | 0.14270E-04 | 267523.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020705 | 0 | 0.14270E-04 | 267530.3 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020706 | 0 | 0.14270E-04 | 267537.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020707 | 0 | 0.14270E-04 | 267544.9 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020708 | 0 | 0.14270E-04 | 267552.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020709 | 0 | 0.19318E-04 | 267637.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020710 | 0 | 0.19318E-04 | 267629.9 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020711 | 0 | 0.19318E-04 | 267622.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020712 | 0 | 0.19318E-04 | 267615.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020713 | 0 | 0.19318E-04 | 267608.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020714 | 0 | 0.19318E-04 | 267600.8 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020715 | 0 | 0.19318E-04 | 267593.5 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020716 | 0 | 0.19318E-04 | 267586.2 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020717 | 0 | 0.19318E-04 | 267578.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020718 | 0 | 0.19318E-04 | 267571.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020719 | 0 | 0.19318E-04 | 267564.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020720 | 0 | 0.19318E-04 | 267557.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020721 | 0 | 0.19318E-04 | 267549.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020722 | 0 | 0.19318E-04 | 267542.5 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020723 | 0 | 0.19318E-04 | 267535.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020724 | 0 | 0.19318E-04 | 267528.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020725 | 0 | 0.19318E-04 | 267520.7 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020726 | 0 | 0.19318E-04 | 267513.4 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020727 | 0 | 0.19318E-04 | 267506.1 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020728 | 0 | 0.19318E-04 | 267498.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020729 | 0 | 0.19318E-04 | 267491.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020730 | 0 | 0.19318E-04 | 267484.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020731 | 0 | 0.19318E-04 | 267477.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020732 | 0 | 0.19318E-04 | 267469.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020733 | 0 | 0.19318E-04 | 267462.5 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020734 | 0 | 0.19318E-04 | 267455.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020735 | 0 | 0.19318E-04 | 267447.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020736 | 0 | 0.19318E-04 | 267450.7 | 4047756.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020737 | 0 | 0.19318E-04 | 267454.1 | 4047750.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020738 | 0 | 0.19318E-04 | 267457.5 | 4047744.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020739 | 0 | 0.19318E-04 | 267460.8 | 4047737.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020740 | 0 | 0.19318E-04 | 267464.2 | 4047731.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020741 | 0 | 0.19318E-04 | 267467.6 | 4047724.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020742 | 0 | 0.19318E-04 | 267471.0 | 4047718.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020743 | 0 | 0.19318E-04 | 267474.4 | 4047711.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020744 | 0 | 0.19318E-04 | 267477.8 | 4047705.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020745 | 0 | 0.19318E-04 | 267481.2 | 4047698.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020746 | 0 | 0.19318E-04 | 267484.6 | 4047692.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020747 | 0 | 0.19318E-04 | 267487.0 | 4047685.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020748 | 0 | 0.19318E-04 | 267487.4 | 4047678.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020749 | 0 | 0.19318E-04 | 267487.8 | 4047671.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020750 | 0 | 0.19318E-04 | 267488.2 | 4047663.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020751 | 0 | 0.19318E-04 | 267488.5 | 4047656.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020752 | 0 | 0.19318E-04 | 267488.9 | 4047649.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020753 | 0 | 0.19318E-04 | 267489.3 | 4047642.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020754 | 0 | 0.19318E-04 | 267489.6 | 4047634.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020755 | 0 | 0.19318E-04 | 267490.0 | 4047627.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020756 | 0 | 0.19318E-04 | 267490.4 | 4047620.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020757 | 0 | 0.19318E-04 | 267490.7 | 4047613.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020758 | 0 | 0.19318E-04 | 267491.1 | 4047605.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020759 | 0 | 0.19318E-04 | 267491.5 | 4047598.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020760 | 0 | 0.19318E-04 | 267491.8 | 4047591.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020761 | 0 | 0.19318E-04 | 267492.2 | 4047583.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020762 | 0 | 0.19318E-04 | 267492.6 | 4047576.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020763 | 0 | 0.19318E-04 | 267493.0 | 4047569.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020764 | 0 | 0.19318E-04 | 267493.3 | 4047562.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020765 | 0 | 0.19318E-04 | 267493.7 | 4047554.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020766 | 0 | 0.19318E-04 | 267494.1 | 4047547.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020767 | 0 | 0.19318E-04 | 267494.4 | 4047540.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020768 | 0 | 0.19318E-04 | 267494.8 | 4047533.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020769 | 0 | 0.19318E-04 | 267495.2 | 4047525.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020770 | 0 | 0.19318E-04 | 267495.5 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020771 | 0 | 0.19318E-04 | 267495.9 | 4047511.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020772 | 0 | 0.19318E-04 | 267496.3 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020773 | 0 | 0.19318E-04 | 267496.7 | 4047496.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020774 | 0 | 0.19318E-04 | 267497.0 | 4047489.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020775 | 0 | 0.19318E-04 | 267497.4 | 4047482.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020776 | 0 | 0.19318E-04 | 267497.8 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020777 | 0 | 0.19318E-04 | 267498.1 | 4047467.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020778 | 0 | 0.19318E-04 | 267498.5 | 4047460.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020779 | 0 | 0.19318E-04 | 267498.9 | 4047452.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020780 | 0 | 0.19318E-04 | 267499.2 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020781 | 0 | 0.19318E-04 | 267499.6 | 4047438.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020782 | 0 | 0.19318E-04 | 267500.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020783 | 0 | 0.19318E-04 | 267500.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020784 | 0 | 0.19318E-04 | 267500.7 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020785 | 0 | 0.19318E-04 | 267501.1 | 4047409.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020786 | 0 | 0.19318E-04 | 267501.5 | 4047402.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020787 | 0 | 0.19318E-04 | 267501.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020788 | 0 | 0.19318E-04 | 267502.2 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020789 | 0 | 0.19318E-04 | 267502.6 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020790 | 0 | 0.19318E-04 | 267502.9 | 4047372.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020791 | 0 | 0.19318E-04 | 267501.5 | 4047367.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020792 | 0 | 0.19318E-04 | 267494.3 | 4047368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020793 | 0 | 0.19318E-04 | 267487.0 | 4047368.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020794 | 0 | 0.19318E-04 | 267479.7 | 4047369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020795 | 0 | 0.19318E-04 | 267472.5 | 4047369.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020796 | 0 | 0.19318E-04 | 267465.2 | 4047370.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020797 | 0 | 0.38616E-04 | 267637.2 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020798 | 0 | 0.38616E-04 | 267630.0 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020799 | 0 | 0.38616E-04 | 267622.7 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020800 | 0 | 0.38616E-04 | 267615.4 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020801 | 0 | 0.38616E-04 | 267608.1 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020802 | 0 | 0.38616E-04 | 267600.8 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020803 | 0 | 0.38616E-04 | 267593.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020804 | 0 | 0.38616E-04 | 267586.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020805 | 0 | 0.38616E-04 | 267579.0 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020806 | 0 | 0.38616E-04 | 267571.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020807 | 0 | 0.38616E-04 | 267564.4 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020808 | 0 | 0.38616E-04 | 267557.1 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020809 | 0 | 0.38616E-04 | 267549.9 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020810 | 0 | 0.38616E-04 | 267542.6 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020811 | 0 | 0.38616E-04 | 267535.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020812 | 0 | 0.38616E-04 | 267528.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020813 | 0 | 0.38616E-04 | 267520.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020814 | 0 | 0.38616E-04 | 267513.5 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020815 | 0 | 0.38616E-04 | 267506.2 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020816 | 0 | 0.38616E-04 | 267498.9 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020817 | 0 | 0.38616E-04 | 267491.6 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020818 | 0 | 0.38616E-04 | 267484.3 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020819 | 0 | 0.38616E-04 | 267477.0 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020820 | 0 | 0.38616E-04 | 267469.8 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020821 | 0 | 0.38616E-04 | 267462.5 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020822 | 0 | 0.38616E-04 | 267455.2 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020823 | 0 | 0.38616E-04 | 267447.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020824 | 0 | 0.38616E-04 | 267440.6 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020825 | 0 | 0.38616E-04 | 267433.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020826 | 0 | 0.38616E-04 | 267426.1 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020827 | 0 | 0.38616E-04 | 267418.8 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020828 | 0 | 0.38616E-04 | 267411.5 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020829 | 0 | 0.38616E-04 | 267404.2 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020830 | 0 | 0.38616E-04 | 267396.9 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020831 | 0 | 0.38616E-04 | 267389.7 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020832 | 0 | 0.38616E-04 | 267382.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020833 | 0 | 0.38616E-04 | 267375.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020834 | 0 | 0.38616E-04 | 267367.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020835 | 0 | 0.38616E-04 | 267360.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020836 | 0 | 0.38616E-04 | 267353.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020837 | 0 | 0.38616E-04 | 267346.0 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020838 | 0 | 0.38616E-04 | 267338.7 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020839 | 0 | 0.38616E-04 | 267331.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020840 | 0 | 0.38616E-04 | 267324.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020841 | 0 | 0.38616E-04 | 267316.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020842 | 0 | 0.38616E-04 | 267309.6 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020843 | 0 | 0.38616E-04 | 267302.3 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020844 | 0 | 0.38616E-04 | 267295.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020845 | 0 | 0.38616E-04 | 267287.7 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020846 | 0 | 0.38616E-04 | 267280.4 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020847 | 0 | 0.38616E-04 | 267273.1 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020848 | 0 | 0.38616E-04 | 267265.9 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020849 | 0 | 0.38616E-04 | 267258.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020850 | 0 | 0.38616E-04 | 267251.3 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020851 | 0 | 0.38616E-04 | 267244.0 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020852 | 0 | 0.38616E-04 | 267236.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020853 | 0 | 0.38616E-04 | 267229.5 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020854 | 0 | 0.38616E-04 | 267222.2 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020855 | 0 | 0.38616E-04 | 267214.9 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020856 | 0 | 0.38616E-04 | 267207.6 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020857 | 0 | 0.38616E-04 | 267200.3 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020858 | 0 | 0.38616E-04 | 267193.0 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020859 | 0 | 0.38616E-04 | 267185.8 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020860 | 0 | 0.38616E-04 | 267178.5 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020861 | 0 | 0.38616E-04 | 267171.2 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020862 | 0 | 0.38616E-04 | 267163.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020863 | 0 | 0.38616E-04 | 267156.6 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020864 | 0 | 0.38616E-04 | 267149.4 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020865 | 0 | 0.38616E-04 | 267142.1 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020866 | 0 | 0.38616E-04 | 267134.8 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020867 | 0 | 0.38616E-04 | 267127.5 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020868 | 0 | 0.38616E-04 | 267120.2 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020869 | 0 | 0.38616E-04 | 267112.9 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020870 | 0 | 0.38616E-04 | 267105.7 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020871 | 0 | 0.38616E-04 | 267098.4 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020872 | 0 | 0.38616E-04 | 267094.4 | 4047758.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020873 | 0 | 0.38616E-04 | 267094.5 | 4047751.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020874 | 0 | 0.38616E-04 | 267094.6 | 4047744.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020875 | 0 | 0.38616E-04 | 267094.7 | 4047736.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020876 | 0 | 0.38616E-04 | 267094.8 | 4047729.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020877 | 0 | 0.38616E-04 | 267094.9 | 4047722.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020878 | 0 | 0.38616E-04 | 267094.9 | 4047715.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020879 | 0 | 0.38616E-04 | 267095.0 | 4047707.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020880 | 0 | 0.38616E-04 | 267095.1 | 4047700.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020881 | 0 | 0.38616E-04 | 267095.2 | 4047693.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020882 | 0 | 0.38616E-04 | 267095.3 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020883 | 0 | 0.38616E-04 | 267095.4 | 4047678.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020884 | 0 | 0.38616E-04 | 267095.5 | 4047671.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020885 | 0 | 0.38616E-04 | 267095.6 | 4047664.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020886 | 0 | 0.38616E-04 | 267095.7 | 4047656.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020887 | 0 | 0.38616E-04 | 267095.8 | 4047649.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020888 | 0 | 0.38616E-04 | 267095.8 | 4047642.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020889 | 0 | 0.38616E-04 | 267095.9 | 4047635.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020890 | 0 | 0.38616E-04 | 267096.0 | 4047627.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020891 | 0 | 0.38616E-04 | 267096.1 | 4047620.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020892 | 0 | 0.38616E-04 | 267096.2 | 4047613.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020893 | 0 | 0.38616E-04 | 267096.3 | 4047605.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020894 | 0 | 0.38616E-04 | 267096.4 | 4047598.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020895 | 0 | 0.38616E-04 | 267096.5 | 4047591.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020896 | 0 | 0.38616E-04 | 267096.6 | 4047584.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020897 | 0 | 0.38616E-04 | 267096.7 | 4047576.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020898 | 0 | 0.38616E-04 | 267096.7 | 4047569.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020899 | 0 | 0.38616E-04 | 267096.8 | 4047562.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020900 | 0 | 0.38616E-04 | 267096.9 | 4047554.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020901 | 0 | 0.38616E-04 | 267097.0 | 4047547.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020902 | 0 | 0.38616E-04 | 267097.1 | 4047540.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020903 | 0 | 0.38616E-04 | 267097.2 | 4047533.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020904 | 0 | 0.38616E-04 | 267097.3 | 4047525.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020905 | 0 | 0.38616E-04 | 267097.4 | 4047518.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020906 | 0 | 0.38616E-04 | 267097.6 | 4047511.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020907 | 0 | 0.38616E-04 | 267097.9 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020908 | 0 | 0.38616E-04 | 267098.2 | 4047496.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020909 | 0 | 0.38616E-04 | 267098.5 | 4047489.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020910 | 0 | 0.38616E-04 | 267098.9 | 4047482.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020911 | 0 | 0.38616E-04 | 267099.2 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020912 | 0 | 0.38616E-04 | 267099.5 | 4047467.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020913 | 0 | 0.38616E-04 | 267099.8 | 4047460.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020914 | 0 | 0.38616E-04 | 267100.2 | 4047453.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020915 | 0 | 0.38616E-04 | 267100.5 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020916 | 0 | 0.38616E-04 | 267100.8 | 4047438.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020917 | 0 | 0.38616E-04 | 267101.2 | 4047431.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020918 | 0 | 0.38616E-04 | 267101.5 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020919 | 0 | 0.38616E-04 | 267101.8 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020920 | 0 | 0.38616E-04 | 267102.1 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020921 | 0 | 0.38616E-04 | 267102.5 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020922 | 0 | 0.38616E-04 | 267102.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020923 | 0 | 0.38616E-04 | 267103.1 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020924 | 0 | 0.38616E-04 | 267103.4 | 4047380.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020925 | 0 | 0.38616E-04 | 267103.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020926 | 0 | 0.38616E-04 | 267104.1 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020927 | 0 | 0.38616E-04 | 267104.4 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020928 | 0 | 0.38616E-04 | 267104.7 | 4047351.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020929 | 0 | 0.38616E-04 | 267105.1 | 4047343.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020930 | 0 | 0.38616E-04 | 267105.4 | 4047336.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020931 | 0 | 0.38616E-04 | 267105.7 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020932 | 0 | 0.38616E-04 | 267106.0 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020933 | 0 | 0.38616E-04 | 267106.4 | 4047314.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020934 | 0 | 0.38616E-04 | 267106.7 | 4047307.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0020935 | 0 | 0.38616E-04 | 267107.0 | 4047300.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020936 | 0 | 0.38616E-04 | 267110.5 | 4047296.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020937 | 0 | 0.38616E-04 | 267117.8 | 4047296.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020938 | 0 | 0.38616E-04 | 267125.1 | 4047296.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020939 | 0 | 0.38616E-04 | 267132.4 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020940 | 0 | 0.38616E-04 | 267139.6 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020941 | 0 | 0.38616E-04 | 267146.9 | 4047296.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020942 | 0 | 0.38616E-04 | 267154.2 | 4047296.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020943 | 0 | 0.38616E-04 | 267161.5 | 4047296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020944 | 0 | 0.38616E-04 | 267168.8 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020945 | 0 | 0.38616E-04 | 267176.1 | 4047297.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020946 | 0 | 0.38616E-04 | 267183.3 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020947 | 0 | 0.38616E-04 | 267190.6 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020948 | 0 | 0.38616E-04 | 267197.9 | 4047297.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020949 | 0 | 0.38616E-04 | 267205.2 | 4047297.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020950 | 0 | 0.38616E-04 | 267212.5 | 4047297.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020951 | 0 | 0.38616E-04 | 267219.7 | 4047297.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020952 | 0 | 0.38616E-04 | 267227.0 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020953 | 0 | 0.38616E-04 | 267234.3 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020954 | 0 | 0.38616E-04 | 267241.6 | 4047297.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020955 | 0 | 0.38616E-04 | 267248.9 | 4047297.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0020956 | 0 | 0.10825E-03 | 267635.6 | 4047768.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020957 | 0 | 0.10825E-03 | 267628.3 | 4047768.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020958 | 0 | 0.10825E-03 | 267621.1 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020959 | 0 | 0.10825E-03 | 267613.9 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020960 | 0 | 0.10825E-03 | 267606.6 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020961 | 0 | 0.10825E-03 | 267599.4 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020962 | 0 | 0.10825E-03 | 267592.1 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020963 | 0 | 0.10825E-03 | 267584.9 | 4047766.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020964 | 0 | 0.10825E-03 | 267577.6 | 4047766.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020965 | 0 | 0.10825E-03 | 267570.4 | 4047766.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020966 | 0 | 0.10825E-03 | 267563.2 | 4047766.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020967 | 0 | 0.10825E-03 | 267555.9 | 4047765.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020968 | 0 | 0.10825E-03 | 267548.7 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020969 | 0 | 0.10825E-03 | 267541.4 | 4047765.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020970 | 0 | 0.10825E-03 | 267534.2 | 4047765.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020971 | 0 | 0.10825E-03 | 267526.9 | 4047764.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020972 | 0 | 0.10825E-03 | 267519.7 | 4047764.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020973 | 0 | 0.10825E-03 | 267512.5 | 4047764.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020974 | 0 | 0.10825E-03 | 267505.2 | 4047764.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0020975 | 0 | 0.10825E-03 | 267498.0 | 4047764.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020976 | 0 | 0.10825E-03 | 267490.7 | 4047763.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020977 | 0 | 0.10825E-03 | 267483.5 | 4047763.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020978 | 0 | 0.10825E-03 | 267476.2 | 4047763.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020979 | 0 | 0.10825E-03 | 267469.0 | 4047763.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020980 | 0 | 0.10825E-03 | 267461.8 | 4047762.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020981 | 0 | 0.10825E-03 | 267454.5 | 4047762.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020982 | 0 | 0.10825E-03 | 267447.3 | 4047762.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020983 | 0 | 0.10825E-03 | 267450.7 | 4047756.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020984 | 0 | 0.10825E-03 | 267454.3 | 4047749.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020985 | 0 | 0.10825E-03 | 267457.9 | 4047743.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020986 | 0 | 0.10825E-03 | 267461.5 | 4047737.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020987 | 0 | 0.10825E-03 | 267465.1 | 4047731.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020988 | 0 | 0.10825E-03 | 267468.7 | 4047724.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020989 | 0 | 0.10825E-03 | 267472.4 | 4047718.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020990 | 0 | 0.10825E-03 | 267476.0 | 4047712.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020991 | 0 | 0.10825E-03 | 267479.6 | 4047705.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0020992 | 0 | 0.10825E-03 | 267483.2 | 4047699.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0020993 | 0 | 0.10825E-03 | 267486.8 | 4047693.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020994 | 0 | 0.10825E-03 | 267488.1 | 4047686.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020995 | 0 | 0.10825E-03 | 267489.0 | 4047679.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020996 | 0 | 0.10825E-03 | 267489.9 | 4047671.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020997 | 0 | 0.10825E-03 | 267490.8 | 4047664.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020998 | 0 | 0.10825E-03 | 267491.6 | 4047657.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0020999 | 0 | 0.10825E-03 | 267492.5 | 4047650.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021000 | 0 | 0.10825E-03 | 267493.4 | 4047643.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021001 | 0 | 0.10825E-03 | 267494.3 | 4047635.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021002 | 0 | 0.10825E-03 | 267493.2 | 4047630.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021003 | 0 | 0.10825E-03 | 267486.0 | 4047629.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021004 | 0 | 0.10825E-03 | 267478.7 | 4047629.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021005 | 0 | 0.10825E-03 | 267471.5 | 4047628.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021006 | 0 | 0.10825E-03 | 267464.3 | 4047628.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021007 | 0 | 0.10825E-03 | 267457.0 | 4047627.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021008 | 0 | 0.10825E-03 | 267449.8 | 4047627.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021009 | 0 | 0.10825E-03 | 267442.6 | 4047627.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021010 | 0 | 0.10825E-03 | 267435.4 | 4047626.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021011 | 0 | 0.10825E-03 | 267428.1 | 4047626.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021012 | 0 | 0.10825E-03 | 267421.2 | 4047624.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021013 | 0 | 0.10825E-03 | 267414.5 | 4047621.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0021014 | 0 | 0.10825E-03 | 267407.8 | 4047618.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0021015 | 0 | 0.10825E-03 | 267401.1 | 4047615.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021016 | 0 | 0.10825E-03 | 267394.3 | 4047613.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021017 | 0 | 0.10825E-03 | 267387.6 | 4047610.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021018 | 0 | 0.10825E-03 | 267380.9 | 4047607.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021019 | 0 | 0.10825E-03 | 267374.2 | 4047605.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021020 | 0 | 0.10825E-03 | 267367.5 | 4047602.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021021 | 0 | 0.10825E-03 | 267360.8 | 4047599.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021022 | 0 | 0.10825E-03 | 267354.0 | 4047596.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021023 | 0 | 0.10825E-03 | 267347.3 | 4047594.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021024 | 0 | 0.10825E-03 | 267340.6 | 4047591.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021025 | 0 | 0.10825E-03 | 267333.9 | 4047588.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021026 | 0 | 0.10825E-03 | 267327.2 | 4047586.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021027 | 0 | 0.10825E-03 | 267320.4 | 4047583.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021028 | 0 | 0.10825E-03 | 267314.1 | 4047581.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021029 | 0 | 0.10825E-03 | 267314.1 | 4047588.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021030 | 0 | 0.10825E-03 | 267314.2 | 4047595.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021031 | 0 | 0.10825E-03 | 267314.2 | 4047602.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021032 | 0 | 0.10825E-03 | 267314.2 | 4047610.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021033 | 0 | 0.10825E-03 | 267314.3 | 4047617.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021034 | 0 | 0.10825E-03 | 267314.3 | 4047624.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021035 | 0 | 0.10825E-03 | 267314.4 | 4047631.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021036 | 0 | 0.10825E-03 | 267314.4 | 4047639.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021037 | 0 | 0.10825E-03 | 267314.5 | 4047646.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021038 | 0 | 0.10825E-03 | 267314.5 | 4047653.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021039 | 0 | 0.10825E-03 | 267314.5 | 4047660.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021040 | 0 | 0.10825E-03 | 267314.6 | 4047668.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021041 | 0 | 0.10825E-03 | 267314.6 | 4047675.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021042 | 0 | 0.10825E-03 | 267312.8 | 4047680.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021043 | 0 | 0.10825E-03 | 267305.5 | 4047680.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021044 | 0 | 0.10825E-03 | 267298.3 | 4047680.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021045 | 0 | 0.10825E-03 | 267291.0 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021046 | 0 | 0.10825E-03 | 267283.8 | 4047680.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021047 | 0 | 0.10825E-03 | 267276.5 | 4047680.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021048 | 0 | 0.10825E-03 | 267269.3 | 4047679.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021049 | 0 | 0.10825E-03 | 267262.0 | 4047679.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021050 | 0 | 0.10825E-03 | 267254.8 | 4047679.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021051 | 0 | 0.10825E-03 | 267247.5 | 4047679.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021052 | 0 | 0.10825E-03 | 267240.3 | 4047679.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0021053 | 0 | 0.38095E-04 | 267635.3 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021054 | 0 | 0.38095E-04 | 267628.0 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021055 | 0 | 0.38095E-04 | 267620.7 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021056 | 0 | 0.38095E-04 | 267613.4 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021057 | 0 | 0.38095E-04 | 267606.1 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021058 | 0 | 0.38095E-04 | 267598.8 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021059 | 0 | 0.38095E-04 | 267591.5 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021060 | 0 | 0.38095E-04 | 267584.2 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021061 | 0 | 0.38095E-04 | 267577.0 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021062 | 0 | 0.38095E-04 | 267569.7 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021063 | 0 | 0.38095E-04 | 267562.4 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021064 | 0 | 0.38095E-04 | 267555.1 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021065 | 0 | 0.38095E-04 | 267547.8 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021066 | 0 | 0.38095E-04 | 267540.5 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021067 | 0 | 0.38095E-04 | 267533.2 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021068 | 0 | 0.38095E-04 | 267525.9 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021069 | 0 | 0.38095E-04 | 267518.6 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021070 | 0 | 0.38095E-04 | 267511.3 | 4047771.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021071 | 0 | 0.38095E-04 | 267504.0 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021072 | 0 | 0.38095E-04 | 267496.7 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021073 | 0 | 0.38095E-04 | 267489.4 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021074 | 0 | 0.38095E-04 | 267482.2 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021075 | 0 | 0.38095E-04 | 267474.9 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021076 | 0 | 0.38095E-04 | 267467.6 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021077 | 0 | 0.38095E-04 | 267460.3 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021078 | 0 | 0.38095E-04 | 267453.0 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021079 | 0 | 0.38095E-04 | 267445.7 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021080 | 0 | 0.38095E-04 | 267438.4 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021081 | 0 | 0.38095E-04 | 267431.1 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021082 | 0 | 0.38095E-04 | 267423.8 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021083 | 0 | 0.38095E-04 | 267416.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021084 | 0 | 0.38095E-04 | 267409.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021085 | 0 | 0.38095E-04 | 267401.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021086 | 0 | 0.38095E-04 | 267394.7 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021087 | 0 | 0.38095E-04 | 267387.4 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021088 | 0 | 0.38095E-04 | 267380.1 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021089 | 0 | 0.38095E-04 | 267372.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021090 | 0 | 0.38095E-04 | 267365.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021091 | 0 | 0.38095E-04 | 267358.2 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021092 | 0 | 0.38095E-04 | 267350.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021093 | 0 | 0.38095E-04 | 267343.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021094 | 0 | 0.38095E-04 | 267336.3 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021095 | 0 | 0.38095E-04 | 267329.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021096 | 0 | 0.38095E-04 | 267321.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021097 | 0 | 0.38095E-04 | 267314.4 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021098 | 0 | 0.38095E-04 | 267307.1 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021099 | 0 | 0.38095E-04 | 267299.9 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021100 | 0 | 0.38095E-04 | 267292.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021101 | 0 | 0.38095E-04 | 267285.3 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021102 | 0 | 0.38095E-04 | 267278.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021103 | 0 | 0.38095E-04 | 267270.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021104 | 0 | 0.38095E-04 | 267263.4 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021105 | 0 | 0.38095E-04 | 267256.1 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021106 | 0 | 0.38095E-04 | 267248.8 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021107 | 0 | 0.38095E-04 | 267241.5 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021108 | 0 | 0.38095E-04 | 267234.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021109 | 0 | 0.38095E-04 | 267226.9 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021110 | 0 | 0.38095E-04 | 267219.6 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021111 | 0 | 0.38095E-04 | 267212.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021112 | 0 | 0.38095E-04 | 267205.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021113 | 0 | 0.38095E-04 | 267197.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021114 | 0 | 0.38095E-04 | 267190.5 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021115 | 0 | 0.38095E-04 | 267183.2 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021116 | 0 | 0.38095E-04 | 267175.9 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021117 | 0 | 0.38095E-04 | 267168.6 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021118 | 0 | 0.38095E-04 | 267161.3 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021119 | 0 | 0.38095E-04 | 267154.0 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021120 | 0 | 0.38095E-04 | 267146.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021121 | 0 | 0.38095E-04 | 267139.4 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021122 | 0 | 0.38095E-04 | 267132.1 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021123 | 0 | 0.38095E-04 | 267124.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021124 | 0 | 0.38095E-04 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021125 | 0 | 0.38095E-04 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021126 | 0 | 0.38095E-04 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021127 | 0 | 0.38095E-04 | 267095.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021128 | 0 | 0.38095E-04 | 267090.2 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021129 | 0 | 0.38095E-04 | 267090.3 | 4047756.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021130 | 0 | 0.38095E-04 | 267090.4 | 4047749.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021131 | 0 | 0.38095E-04 | 267090.5 | 4047741.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021132 | 0 | 0.38095E-04 | 267090.6 | 4047734.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021133 | 0 | 0.38095E-04 | 267090.8 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021134 | 0 | 0.38095E-04 | 267090.9 | 4047719.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0021135 | 0 | 0.38095E-04 | 267091.0 | 4047712.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021136 | 0 | 0.38095E-04 | 267091.1 | 4047705.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021137 | 0 | 0.38095E-04 | 267091.2 | 4047698.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021138 | 0 | 0.38095E-04 | 267091.3 | 4047690.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021139 | 0 | 0.38095E-04 | 267091.4 | 4047683.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021140 | 0 | 0.38095E-04 | 267091.5 | 4047676.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021141 | 0 | 0.38095E-04 | 267091.6 | 4047668.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021142 | 0 | 0.38095E-04 | 267091.7 | 4047661.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021143 | 0 | 0.38095E-04 | 267091.8 | 4047654.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021144 | 0 | 0.38095E-04 | 267091.9 | 4047647.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021145 | 0 | 0.38095E-04 | 267092.0 | 4047639.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021146 | 0 | 0.38095E-04 | 267092.1 | 4047632.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021147 | 0 | 0.38095E-04 | 267092.2 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021148 | 0 | 0.38095E-04 | 267092.3 | 4047617.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021149 | 0 | 0.38095E-04 | 267092.5 | 4047610.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021150 | 0 | 0.38095E-04 | 267092.6 | 4047603.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021151 | 0 | 0.38095E-04 | 267092.7 | 4047596.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021152 | 0 | 0.38095E-04 | 267092.8 | 4047588.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021153 | 0 | 0.38095E-04 | 267092.9 | 4047581.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021154 | 0 | 0.38095E-04 | 267093.0 | 4047574.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021155 | 0 | 0.38095E-04 | 267093.1 | 4047566.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021156 | 0 | 0.38095E-04 | 267093.2 | 4047559.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021157 | 0 | 0.38095E-04 | 267093.3 | 4047552.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021158 | 0 | 0.38095E-04 | 267093.4 | 4047544.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021159 | 0 | 0.38095E-04 | 267093.5 | 4047537.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021160 | 0 | 0.38095E-04 | 267093.6 | 4047530.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021161 | 0 | 0.38095E-04 | 267093.7 | 4047523.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021162 | 0 | 0.38095E-04 | 267093.8 | 4047515.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021163 | 0 | 0.38095E-04 | 267093.9 | 4047508.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021164 | 0 | 0.38095E-04 | 267094.0 | 4047501.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021165 | 0 | 0.38095E-04 | 267094.2 | 4047493.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021166 | 0 | 0.38095E-04 | 267094.3 | 4047486.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021167 | 0 | 0.38095E-04 | 267094.4 | 4047479.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021168 | 0 | 0.38095E-04 | 267094.5 | 4047472.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021169 | 0 | 0.38095E-04 | 267094.6 | 4047464.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021170 | 0 | 0.38095E-04 | 267094.7 | 4047457.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021171 | 0 | 0.38095E-04 | 267094.8 | 4047450.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021172 | 0 | 0.38095E-04 | 267094.9 | 4047442.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021173 | 0 | 0.38095E-04 | 267095.0 | 4047435.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021174 | 0 | 0.38095E-04 | 267095.1 | 4047428.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021175 | 0 | 0.38095E-04 | 267095.2 | 4047421.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021176 | 0 | 0.38095E-04 | 267095.3 | 4047413.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021177 | 0 | 0.38095E-04 | 267095.4 | 4047406.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021178 | 0 | 0.38095E-04 | 267095.5 | 4047399.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021179 | 0 | 0.38095E-04 | 267095.6 | 4047391.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021180 | 0 | 0.38095E-04 | 267095.7 | 4047384.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021181 | 0 | 0.38095E-04 | 267095.9 | 4047377.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021182 | 0 | 0.38095E-04 | 267096.0 | 4047369.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021183 | 0 | 0.38095E-04 | 267096.1 | 4047362.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021184 | 0 | 0.38095E-04 | 267096.2 | 4047355.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021185 | 0 | 0.38095E-04 | 267096.3 | 4047348.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021186 | 0 | 0.38095E-04 | 267096.4 | 4047340.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021187 | 0 | 0.38095E-04 | 267096.5 | 4047333.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021188 | 0 | 0.38095E-04 | 267096.6 | 4047326.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021189 | 0 | 0.38095E-04 | 267096.7 | 4047318.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021190 | 0 | 0.38095E-04 | 267096.8 | 4047311.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021191 | 0 | 0.38095E-04 | 267096.9 | 4047304.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021192 | 0 | 0.38095E-04 | 267097.0 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021193 | 0 | 0.38095E-04 | 267097.1 | 4047289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021194 | 0 | 0.38095E-04 | 267097.2 | 4047282.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021195 | 0 | 0.38095E-04 | 267097.3 | 4047275.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021196 | 0 | 0.38095E-04 | 267097.4 | 4047267.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021197 | 0 | 0.38095E-04 | 267097.6 | 4047260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021198 | 0 | 0.38095E-04 | 267097.7 | 4047253.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021199 | 0 | 0.38095E-04 | 267097.8 | 4047246.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021200 | 0 | 0.38095E-04 | 267097.9 | 4047238.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021201 | 0 | 0.38095E-04 | 267098.0 | 4047231.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021202 | 0 | 0.38095E-04 | 267098.1 | 4047224.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021203 | 0 | 0.38095E-04 | 267098.2 | 4047216.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021204 | 0 | 0.38095E-04 | 267098.3 | 4047209.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021205 | 0 | 0.38095E-04 | 267098.4 | 4047202.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021206 | 0 | 0.38095E-04 | 267098.5 | 4047194.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021207 | 0 | 0.38095E-04 | 267098.6 | 4047187.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021208 | 0 | 0.38095E-04 | 267098.7 | 4047180.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021209 | 0 | 0.38095E-04 | 267098.8 | 4047173.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021210 | 0 | 0.38095E-04 | 267098.9 | 4047165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021211 | 0 | 0.38095E-04 | 267099.0 | 4047158.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021212 | 0 | 0.38095E-04 | 267099.1 | 4047151.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021213 | 0 | 0.38095E-04 | 267099.7 | 4047144.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021214 | 0 | 0.38095E-04 | 267107.0 | 4047144.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021215 | 0 | 0.38095E-04 | 267114.3 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021216 | 0 | 0.38095E-04 | 267121.6 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021217 | 0 | 0.38095E-04 | 267128.9 | 4047144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021218 | 0 | 0.38095E-04 | 267136.2 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021219 | 0 | 0.38095E-04 | 267143.4 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021220 | 0 | 0.38095E-04 | 267150.7 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021221 | 0 | 0.38095E-04 | 267158.0 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021222 | 0 | 0.38095E-04 | 267165.3 | 4047144.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021223 | 0 | 0.38095E-04 | 267172.6 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021224 | 0 | 0.38095E-04 | 267179.9 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021225 | 0 | 0.38095E-04 | 267187.2 | 4047145.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021226 | 0 | 0.38095E-04 | 267194.5 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021227 | 0 | 0.38095E-04 | 267201.8 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021228 | 0 | 0.38095E-04 | 267209.1 | 4047145.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021229 | 0 | 0.38095E-04 | 267216.4 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021230 | 0 | 0.38095E-04 | 267223.7 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021231 | 0 | 0.38095E-04 | 267231.0 | 4047145.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021232 | 0 | 0.38095E-04 | 267238.2 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021233 | 0 | 0.38095E-04 | 267245.5 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021234 | 0 | 0.38095E-04 | 267252.8 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021235 | 0 | 0.38095E-04 | 267260.1 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021236 | 0 | 0.38095E-04 | 267267.4 | 4047145.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021237 | 0 | 0.38095E-04 | 267274.7 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021238 | 0 | 0.38095E-04 | 267282.0 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021239 | 0 | 0.38095E-04 | 267289.3 | 4047146.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021240 | 0 | 0.38095E-04 | 267296.6 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021241 | 0 | 0.38095E-04 | 267303.9 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021242 | 0 | 0.37750E-04 | 267636.4 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021243 | 0 | 0.37750E-04 | 267629.2 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021244 | 0 | 0.37750E-04 | 267621.9 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021245 | 0 | 0.37750E-04 | 267614.6 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021246 | 0 | 0.37750E-04 | 267607.3 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021247 | 0 | 0.37750E-04 | 267600.0 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021248 | 0 | 0.37750E-04 | 267592.8 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021249 | 0 | 0.37750E-04 | 267585.5 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021250 | 0 | 0.37750E-04 | 267578.2 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021251 | 0 | 0.37750E-04 | 267570.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021252 | 0 | 0.37750E-04 | 267563.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021253 | 0 | 0.37750E-04 | 267556.4 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021254 | 0 | 0.37750E-04 | 267549.1 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0021255 | 0 | 0.37750E-04 | 267541.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021256 | 0 | 0.37750E-04 | 267534.5 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021257 | 0 | 0.37750E-04 | 267527.3 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021258 | 0 | 0.37750E-04 | 267520.0 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021259 | 0 | 0.37750E-04 | 267512.7 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021260 | 0 | 0.37750E-04 | 267505.4 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021261 | 0 | 0.37750E-04 | 267498.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021262 | 0 | 0.37750E-04 | 267490.9 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021263 | 0 | 0.37750E-04 | 267483.6 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021264 | 0 | 0.37750E-04 | 267476.3 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021265 | 0 | 0.37750E-04 | 267469.0 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021266 | 0 | 0.37750E-04 | 267461.7 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021267 | 0 | 0.37750E-04 | 267454.5 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021268 | 0 | 0.37750E-04 | 267447.2 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021269 | 0 | 0.37750E-04 | 267439.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021270 | 0 | 0.37750E-04 | 267432.6 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021271 | 0 | 0.37750E-04 | 267425.4 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021272 | 0 | 0.37750E-04 | 267418.1 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021273 | 0 | 0.37750E-04 | 267410.8 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021274 | 0 | 0.37750E-04 | 267403.5 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021275 | 0 | 0.37750E-04 | 267396.2 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021276 | 0 | 0.37750E-04 | 267389.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021277 | 0 | 0.37750E-04 | 267381.7 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021278 | 0 | 0.37750E-04 | 267374.4 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021279 | 0 | 0.37750E-04 | 267367.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021280 | 0 | 0.37750E-04 | 267359.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021281 | 0 | 0.37750E-04 | 267352.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021282 | 0 | 0.37750E-04 | 267345.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021283 | 0 | 0.37750E-04 | 267338.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021284 | 0 | 0.37750E-04 | 267330.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021285 | 0 | 0.37750E-04 | 267323.4 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021286 | 0 | 0.37750E-04 | 267316.2 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021287 | 0 | 0.37750E-04 | 267308.9 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021288 | 0 | 0.37750E-04 | 267301.6 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021289 | 0 | 0.37750E-04 | 267294.3 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021290 | 0 | 0.37750E-04 | 267287.1 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021291 | 0 | 0.37750E-04 | 267279.8 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021292 | 0 | 0.37750E-04 | 267272.5 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021293 | 0 | 0.37750E-04 | 267265.2 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021294 | 0 | 0.37750E-04 | 267257.9 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0021295 | 0 | 0.37750E-04 | 267250.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021296 | 0 | 0.37750E-04 | 267243.4 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021297 | 0 | 0.37750E-04 | 267236.1 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021298 | 0 | 0.37750E-04 | 267228.8 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021299 | 0 | 0.37750E-04 | 267221.5 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021300 | 0 | 0.37750E-04 | 267214.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021301 | 0 | 0.37750E-04 | 267207.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021302 | 0 | 0.37750E-04 | 267199.7 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021303 | 0 | 0.37750E-04 | 267192.4 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021304 | 0 | 0.37750E-04 | 267185.1 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021305 | 0 | 0.37750E-04 | 267177.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021306 | 0 | 0.37750E-04 | 267170.6 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021307 | 0 | 0.37750E-04 | 267163.3 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021308 | 0 | 0.37750E-04 | 267156.0 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021309 | 0 | 0.37750E-04 | 267148.8 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021310 | 0 | 0.37750E-04 | 267141.5 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021311 | 0 | 0.37750E-04 | 267134.2 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021312 | 0 | 0.37750E-04 | 267126.9 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021313 | 0 | 0.37750E-04 | 267119.6 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021314 | 0 | 0.37750E-04 | 267112.4 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021315 | 0 | 0.37750E-04 | 267105.1 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021316 | 0 | 0.37750E-04 | 267097.8 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021317 | 0 | 0.37750E-04 | 267090.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021318 | 0 | 0.37750E-04 | 267083.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021319 | 0 | 0.37750E-04 | 267076.0 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021320 | 0 | 0.37750E-04 | 267068.7 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021321 | 0 | 0.37750E-04 | 267061.4 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021322 | 0 | 0.37750E-04 | 267054.1 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021323 | 0 | 0.37750E-04 | 267046.8 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021324 | 0 | 0.37750E-04 | 267039.6 | 4047761.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021325 | 0 | 0.37750E-04 | 267032.3 | 4047761.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021326 | 0 | 0.37750E-04 | 267025.0 | 4047761.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021327 | 0 | 0.37750E-04 | 267017.7 | 4047761.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021328 | 0 | 0.37750E-04 | 267010.5 | 4047761.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0021329 | 0 | 0.37750E-04 | 267003.2 | 4047760.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021330 | 0 | 0.37750E-04 | 266995.9 | 4047760.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021331 | 0 | 0.37750E-04 | 266988.6 | 4047760.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021332 | 0 | 0.37750E-04 | 266981.3 | 4047760.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021333 | 0 | 0.37750E-04 | 266974.1 | 4047760.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021334 | 0 | 0.37750E-04 | 266966.8 | 4047760.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021335 | 0 | 0.37750E-04 | 266959.5 | 4047760.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021336 | 0 | 0.37750E-04 | 266956.1 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021337 | 0 | 0.37750E-04 | 266956.0 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021338 | 0 | 0.37750E-04 | 266956.0 | 4047778.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021339 | 0 | 0.37750E-04 | 266956.0 | 4047786.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021340 | 0 | 0.37750E-04 | 266955.9 | 4047793.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021341 | 0 | 0.37750E-04 | 266955.9 | 4047800.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021342 | 0 | 0.37750E-04 | 266955.8 | 4047807.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021343 | 0 | 0.37750E-04 | 266955.8 | 4047815.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021344 | 0 | 0.37750E-04 | 266955.7 | 4047822.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021345 | 0 | 0.37750E-04 | 266955.7 | 4047829.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021346 | 0 | 0.37750E-04 | 266955.6 | 4047836.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021347 | 0 | 0.37750E-04 | 266955.6 | 4047844.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021348 | 0 | 0.37750E-04 | 266955.5 | 4047851.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021349 | 0 | 0.37750E-04 | 266955.5 | 4047858.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021350 | 0 | 0.37750E-04 | 266955.4 | 4047866.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021351 | 0 | 0.37750E-04 | 266955.4 | 4047873.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021352 | 0 | 0.37750E-04 | 266955.3 | 4047880.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021353 | 0 | 0.37750E-04 | 266955.3 | 4047887.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021354 | 0 | 0.37750E-04 | 266955.2 | 4047895.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021355 | 0 | 0.37750E-04 | 266955.2 | 4047902.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021356 | 0 | 0.37750E-04 | 266955.1 | 4047909.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021357 | 0 | 0.37750E-04 | 266955.1 | 4047917.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021358 | 0 | 0.37750E-04 | 266955.0 | 4047924.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021359 | 0 | 0.37750E-04 | 266955.0 | 4047931.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021360 | 0 | 0.37750E-04 | 266955.0 | 4047938.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021361 | 0 | 0.37750E-04 | 266954.9 | 4047946.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021362 | 0 | 0.18931E-04 | 267636.4 | 4047771.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021363 | 0 | 0.18931E-04 | 267629.1 | 4047771.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021364 | 0 | 0.18931E-04 | 267621.8 | 4047771.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021365 | 0 | 0.18931E-04 | 267614.5 | 4047771.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021366 | 0 | 0.18931E-04 | 267607.2 | 4047771.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021367 | 0 | 0.18931E-04 | 267599.9 | 4047770.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021368 | 0 | 0.18931E-04 | 267592.6 | 4047770.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021369 | 0 | 0.18931E-04 | 267585.3 | 4047770.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021370 | 0 | 0.18931E-04 | 267578.0 | 4047770.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021371 | 0 | 0.18931E-04 | 267570.7 | 4047770.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021372 | 0 | 0.18931E-04 | 267563.4 | 4047770.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021373 | 0 | 0.18931E-04 | 267556.1 | 4047770.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021374 | 0 | 0.18931E-04 | 267548.7 | 4047770.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021375 | 0 | 0.18931E-04 | 267541.4 | 4047770.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021376 | 0 | 0.18931E-04 | 267534.1 | 4047770.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021377 | 0 | 0.18931E-04 | 267526.8 | 4047770.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021378 | 0 | 0.18931E-04 | 267519.5 | 4047770.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021379 | 0 | 0.18931E-04 | 267512.2 | 4047770.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021380 | 0 | 0.18931E-04 | 267504.9 | 4047769.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021381 | 0 | 0.18931E-04 | 267497.6 | 4047769.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021382 | 0 | 0.18931E-04 | 267490.3 | 4047769.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021383 | 0 | 0.18931E-04 | 267483.0 | 4047769.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021384 | 0 | 0.18931E-04 | 267475.7 | 4047769.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021385 | 0 | 0.18931E-04 | 267468.4 | 4047769.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021386 | 0 | 0.18931E-04 | 267461.1 | 4047769.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021387 | 0 | 0.18931E-04 | 267453.7 | 4047769.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021388 | 0 | 0.18931E-04 | 267446.4 | 4047769.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021389 | 0 | 0.18931E-04 | 267439.1 | 4047769.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021390 | 0 | 0.18931E-04 | 267431.8 | 4047769.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021391 | 0 | 0.18931E-04 | 267424.5 | 4047769.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021392 | 0 | 0.18931E-04 | 267417.2 | 4047769.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021393 | 0 | 0.18931E-04 | 267409.9 | 4047768.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021394 | 0 | 0.18931E-04 | 267402.6 | 4047768.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021395 | 0 | 0.18931E-04 | 267395.3 | 4047768.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021396 | 0 | 0.18931E-04 | 267388.0 | 4047768.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021397 | 0 | 0.18931E-04 | 267380.7 | 4047768.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021398 | 0 | 0.18931E-04 | 267373.4 | 4047768.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021399 | 0 | 0.18931E-04 | 267366.1 | 4047768.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021400 | 0 | 0.18931E-04 | 267358.8 | 4047768.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021401 | 0 | 0.18931E-04 | 267351.4 | 4047768.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021402 | 0 | 0.18931E-04 | 267344.1 | 4047768.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021403 | 0 | 0.18931E-04 | 267336.8 | 4047768.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021404 | 0 | 0.18931E-04 | 267329.5 | 4047768.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021405 | 0 | 0.18931E-04 | 267322.2 | 4047768.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021406 | 0 | 0.18931E-04 | 267314.9 | 4047767.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021407 | 0 | 0.18931E-04 | 267307.6 | 4047767.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021408 | 0 | 0.18931E-04 | 267300.3 | 4047767.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021409 | 0 | 0.18931E-04 | 267293.0 | 4047767.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021410 | 0 | 0.18931E-04 | 267285.7 | 4047767.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021411 | 0 | 0.18931E-04 | 267278.4 | 4047767.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021412 | 0 | 0.18931E-04 | 267271.1 | 4047767.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0021413 | 0 | 0.18931E-04 | 267263.8 | 4047767.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0021414 | 0 | 0.18931E-04 | 267256.4 | 4047767.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0021415 | 0 | 0.18931E-04 | 267249.1 | 4047767.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021416 | 0 | 0.18931E-04 | 267241.8 | 4047767.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021417 | 0 | 0.18931E-04 | 267234.5 | 4047767.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021418 | 0 | 0.18931E-04 | 267227.2 | 4047767.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021419 | 0 | 0.18931E-04 | 267219.9 | 4047766.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021420 | 0 | 0.18931E-04 | 267212.6 | 4047766.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021421 | 0 | 0.18931E-04 | 267205.3 | 4047766.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021422 | 0 | 0.18931E-04 | 267198.0 | 4047766.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021423 | 0 | 0.18931E-04 | 267190.7 | 4047766.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021424 | 0 | 0.18931E-04 | 267183.4 | 4047766.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021425 | 0 | 0.18931E-04 | 267176.1 | 4047766.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021426 | 0 | 0.18931E-04 | 267168.8 | 4047766.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021427 | 0 | 0.18931E-04 | 267161.4 | 4047766.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021428 | 0 | 0.18931E-04 | 267154.1 | 4047766.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021429 | 0 | 0.18931E-04 | 267146.8 | 4047766.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021430 | 0 | 0.18931E-04 | 267139.5 | 4047766.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021431 | 0 | 0.18931E-04 | 267132.2 | 4047766.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021432 | 0 | 0.18931E-04 | 267124.9 | 4047766.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021433 | 0 | 0.18931E-04 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021434 | 0 | 0.18931E-04 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021435 | 0 | 0.18931E-04 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021436 | 0 | 0.18931E-04 | 267095.7 | 4047765.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021437 | 0 | 0.18931E-04 | 267088.4 | 4047765.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021438 | 0 | 0.18931E-04 | 267081.1 | 4047765.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021439 | 0 | 0.18931E-04 | 267073.8 | 4047765.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021440 | 0 | 0.18931E-04 | 267066.4 | 4047765.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021441 | 0 | 0.18931E-04 | 267059.1 | 4047765.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021442 | 0 | 0.18931E-04 | 267051.8 | 4047765.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021443 | 0 | 0.18931E-04 | 267044.5 | 4047765.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021444 | 0 | 0.18931E-04 | 267037.2 | 4047765.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021445 | 0 | 0.18931E-04 | 267029.9 | 4047765.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021446 | 0 | 0.18931E-04 | 267022.6 | 4047764.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021447 | 0 | 0.18931E-04 | 267015.3 | 4047764.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021448 | 0 | 0.18931E-04 | 267008.0 | 4047764.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021449 | 0 | 0.18931E-04 | 267000.7 | 4047764.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021450 | 0 | 0.18931E-04 | 266993.4 | 4047764.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021451 | 0 | 0.18931E-04 | 266986.1 | 4047764.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021452 | 0 | 0.18931E-04 | 266978.8 | 4047764.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021453 | 0 | 0.18931E-04 | 266971.4 | 4047764.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021454 | 0 | 0.18931E-04 | 266964.1 | 4047764.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0021455 | 0 | 0.18931E-04 | 266956.8 | 4047764.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021456 | 0 | 0.18931E-04 | 266949.5 | 4047764.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021457 | 0 | 0.18931E-04 | 266942.2 | 4047764.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021458 | 0 | 0.18931E-04 | 266934.9 | 4047764.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021459 | 0 | 0.18931E-04 | 266927.6 | 4047763.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021460 | 0 | 0.18931E-04 | 266920.3 | 4047763.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021461 | 0 | 0.18931E-04 | 266913.0 | 4047763.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021462 | 0 | 0.18931E-04 | 266905.7 | 4047763.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021463 | 0 | 0.18931E-04 | 266898.4 | 4047763.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021464 | 0 | 0.18931E-04 | 266891.1 | 4047763.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021465 | 0 | 0.18931E-04 | 266883.8 | 4047763.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021466 | 0 | 0.18931E-04 | 266876.4 | 4047763.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021467 | 0 | 0.18931E-04 | 266869.1 | 4047763.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021468 | 0 | 0.18931E-04 | 266861.8 | 4047763.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021469 | 0 | 0.18931E-04 | 266854.5 | 4047763.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021470 | 0 | 0.18931E-04 | 266847.2 | 4047763.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021471 | 0 | 0.18931E-04 | 266839.9 | 4047763.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021472 | 0 | 0.18931E-04 | 266832.6 | 4047762.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021473 | 0 | 0.18931E-04 | 266825.3 | 4047762.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021474 | 0 | 0.18931E-04 | 266818.0 | 4047762.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021475 | 0 | 0.18931E-04 | 266810.7 | 4047762.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021476 | 0 | 0.18931E-04 | 266803.4 | 4047762.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021477 | 0 | 0.18931E-04 | 266796.1 | 4047762.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021478 | 0 | 0.18931E-04 | 266788.8 | 4047762.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021479 | 0 | 0.18931E-04 | 266781.4 | 4047762.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021480 | 0 | 0.18931E-04 | 266774.1 | 4047762.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021481 | 0 | 0.18931E-04 | 266766.8 | 4047762.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021482 | 0 | 0.18931E-04 | 266759.5 | 4047762.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021483 | 0 | 0.18931E-04 | 266752.2 | 4047762.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021484 | 0 | 0.18931E-04 | 266744.9 | 4047762.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021485 | 0 | 0.18931E-04 | 266737.6 | 4047761.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021486 | 0 | 0.18931E-04 | 266730.3 | 4047761.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021487 | 0 | 0.18931E-04 | 266723.0 | 4047761.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021488 | 0 | 0.18931E-04 | 266715.7 | 4047761.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021489 | 0 | 0.18931E-04 | 266708.4 | 4047761.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021490 | 0 | 0.18931E-04 | 266701.1 | 4047761.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021491 | 0 | 0.18931E-04 | 266693.8 | 4047761.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021492 | 0 | 0.18931E-04 | 266692.5 | 4047767.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021493 | 0 | 0.18931E-04 | 266692.8 | 4047774.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021494 | 0 | 0.18931E-04 | 266693.1 | 4047782.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021495 | 0 | 0.18931E-04 | 266693.3 | 4047789.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021496 | 0 | 0.18931E-04 | 266693.6 | 4047796.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021497 | 0 | 0.18931E-04 | 266693.8 | 4047803.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021498 | 0 | 0.18931E-04 | 266694.1 | 4047811.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021499 | 0 | 0.18931E-04 | 266694.3 | 4047818.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021500 | 0 | 0.18931E-04 | 266694.6 | 4047825.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021501 | 0 | 0.18931E-04 | 266694.8 | 4047833.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021502 | 0 | 0.18931E-04 | 266695.1 | 4047840.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021503 | 0 | 0.18931E-04 | 266695.3 | 4047847.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021504 | 0 | 0.18931E-04 | 266695.6 | 4047855.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021505 | 0 | 0.18931E-04 | 266695.8 | 4047862.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021506 | 0 | 0.18931E-04 | 266696.1 | 4047869.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021507 | 0 | 0.18931E-04 | 266696.4 | 4047876.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021508 | 0 | 0.18931E-04 | 266696.6 | 4047884.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021509 | 0 | 0.18931E-04 | 266696.9 | 4047891.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021510 | 0 | 0.18931E-04 | 266697.1 | 4047898.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021511 | 0 | 0.18931E-04 | 266700.8 | 4047902.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021512 | 0 | 0.18931E-04 | 266708.1 | 4047902.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021513 | 0 | 0.18931E-04 | 266715.4 | 4047902.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021514 | 0 | 0.18931E-04 | 266722.7 | 4047902.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021515 | 0 | 0.18931E-04 | 266730.0 | 4047902.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021516 | 0 | 0.18931E-04 | 266737.4 | 4047901.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021517 | 0 | 0.18931E-04 | 266744.7 | 4047901.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021518 | 0 | 0.18931E-04 | 266752.0 | 4047901.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021519 | 0 | 0.18931E-04 | 266759.3 | 4047901.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021520 | 0 | 0.18931E-04 | 266766.6 | 4047901.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0021521 | 0 | 0.33463E-04 | 267637.7 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021522 | 0 | 0.33463E-04 | 267630.4 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021523 | 0 | 0.33463E-04 | 267623.1 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021524 | 0 | 0.33463E-04 | 267615.8 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021525 | 0 | 0.33463E-04 | 267608.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021526 | 0 | 0.33463E-04 | 267601.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021527 | 0 | 0.33463E-04 | 267593.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021528 | 0 | 0.33463E-04 | 267586.6 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021529 | 0 | 0.33463E-04 | 267579.3 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021530 | 0 | 0.33463E-04 | 267572.0 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021531 | 0 | 0.33463E-04 | 267564.7 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021532 | 0 | 0.33463E-04 | 267557.4 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021533 | 0 | 0.33463E-04 | 267550.1 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021534 | 0 | 0.33463E-04 | 267542.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0021535 | 0 | 0.33463E-04 | 267535.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021536 | 0 | 0.33463E-04 | 267528.2 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021537 | 0 | 0.33463E-04 | 267520.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021538 | 0 | 0.33463E-04 | 267513.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021539 | 0 | 0.33463E-04 | 267506.4 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021540 | 0 | 0.33463E-04 | 267499.1 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021541 | 0 | 0.33463E-04 | 267491.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021542 | 0 | 0.33463E-04 | 267484.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021543 | 0 | 0.33463E-04 | 267477.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021544 | 0 | 0.33463E-04 | 267469.9 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021545 | 0 | 0.33463E-04 | 267462.6 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021546 | 0 | 0.33463E-04 | 267455.3 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021547 | 0 | 0.33463E-04 | 267448.0 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021548 | 0 | 0.33463E-04 | 267440.7 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021549 | 0 | 0.33463E-04 | 267433.4 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021550 | 0 | 0.33463E-04 | 267426.1 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021551 | 0 | 0.33463E-04 | 267418.8 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021552 | 0 | 0.33463E-04 | 267411.5 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021553 | 0 | 0.33463E-04 | 267404.2 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021554 | 0 | 0.33463E-04 | 267396.9 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021555 | 0 | 0.33463E-04 | 267389.6 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021556 | 0 | 0.33463E-04 | 267382.3 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021557 | 0 | 0.33463E-04 | 267375.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021558 | 0 | 0.33463E-04 | 267367.7 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021559 | 0 | 0.33463E-04 | 267360.4 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021560 | 0 | 0.33463E-04 | 267353.2 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021561 | 0 | 0.33463E-04 | 267345.9 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021562 | 0 | 0.33463E-04 | 267338.6 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021563 | 0 | 0.33463E-04 | 267331.3 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021564 | 0 | 0.33463E-04 | 267324.0 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021565 | 0 | 0.33463E-04 | 267316.7 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021566 | 0 | 0.33463E-04 | 267309.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021567 | 0 | 0.33463E-04 | 267302.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021568 | 0 | 0.33463E-04 | 267294.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021569 | 0 | 0.33463E-04 | 267287.5 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021570 | 0 | 0.33463E-04 | 267280.2 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021571 | 0 | 0.33463E-04 | 267272.9 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021572 | 0 | 0.33463E-04 | 267265.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021573 | 0 | 0.33463E-04 | 267258.3 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021574 | 0 | 0.33463E-04 | 267251.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0021575 | 0 | 0.33463E-04 | 267243.7 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021576 | 0 | 0.33463E-04 | 267236.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021577 | 0 | 0.33463E-04 | 267229.1 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021578 | 0 | 0.33463E-04 | 267221.8 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021579 | 0 | 0.33463E-04 | 267214.5 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021580 | 0 | 0.33463E-04 | 267207.2 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021581 | 0 | 0.33463E-04 | 267200.0 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021582 | 0 | 0.33463E-04 | 267192.7 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021583 | 0 | 0.33463E-04 | 267185.4 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021584 | 0 | 0.33463E-04 | 267178.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021585 | 0 | 0.33463E-04 | 267170.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021586 | 0 | 0.33463E-04 | 267163.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021587 | 0 | 0.33463E-04 | 267156.2 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021588 | 0 | 0.33463E-04 | 267148.9 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021589 | 0 | 0.33463E-04 | 267141.6 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021590 | 0 | 0.33463E-04 | 267134.3 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021591 | 0 | 0.33463E-04 | 267127.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021592 | 0 | 0.33463E-04 | 267119.7 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021593 | 0 | 0.33463E-04 | 267112.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021594 | 0 | 0.33463E-04 | 267105.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021595 | 0 | 0.33463E-04 | 267097.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021596 | 0 | 0.33463E-04 | 267090.5 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021597 | 0 | 0.33463E-04 | 267083.2 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021598 | 0 | 0.33463E-04 | 267075.9 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021599 | 0 | 0.33463E-04 | 267068.6 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021600 | 0 | 0.33463E-04 | 267061.3 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021601 | 0 | 0.33463E-04 | 267054.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021602 | 0 | 0.33463E-04 | 267046.8 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021603 | 0 | 0.33463E-04 | 267039.5 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021604 | 0 | 0.33463E-04 | 267032.2 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021605 | 0 | 0.33463E-04 | 267024.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021606 | 0 | 0.33463E-04 | 267017.6 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021607 | 0 | 0.33463E-04 | 267010.3 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021608 | 0 | 0.33463E-04 | 267003.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021609 | 0 | 0.33463E-04 | 266995.7 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021610 | 0 | 0.33463E-04 | 266988.4 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021611 | 0 | 0.33463E-04 | 266981.1 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021612 | 0 | 0.33463E-04 | 266973.8 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021613 | 0 | 0.33463E-04 | 266966.5 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021614 | 0 | 0.33463E-04 | 266959.2 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0021615 | 0 | 0.33463E-04 | 266951.9 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021616 | 0 | 0.33463E-04 | 266944.6 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021617 | 0 | 0.33463E-04 | 266937.3 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021618 | 0 | 0.33463E-04 | 266930.0 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021619 | 0 | 0.33463E-04 | 266922.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021620 | 0 | 0.33463E-04 | 266915.4 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021621 | 0 | 0.33463E-04 | 266908.1 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021622 | 0 | 0.33463E-04 | 266900.8 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021623 | 0 | 0.33463E-04 | 266893.5 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021624 | 0 | 0.33463E-04 | 266886.3 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021625 | 0 | 0.33463E-04 | 266879.0 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021626 | 0 | 0.33463E-04 | 266871.7 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021627 | 0 | 0.33463E-04 | 266864.4 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021628 | 0 | 0.33463E-04 | 266857.1 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021629 | 0 | 0.33463E-04 | 266849.8 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021630 | 0 | 0.33463E-04 | 266842.5 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021631 | 0 | 0.33463E-04 | 266835.2 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021632 | 0 | 0.33463E-04 | 266827.9 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021633 | 0 | 0.33463E-04 | 266820.6 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021634 | 0 | 0.33463E-04 | 266813.3 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021635 | 0 | 0.33463E-04 | 266806.0 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021636 | 0 | 0.33463E-04 | 266798.7 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021637 | 0 | 0.33463E-04 | 266791.4 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021638 | 0 | 0.33463E-04 | 266784.1 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021639 | 0 | 0.33463E-04 | 266776.8 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021640 | 0 | 0.33463E-04 | 266769.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021641 | 0 | 0.33463E-04 | 266762.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021642 | 0 | 0.33463E-04 | 266754.9 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021643 | 0 | 0.33463E-04 | 266747.6 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021644 | 0 | 0.33463E-04 | 266740.3 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021645 | 0 | 0.33463E-04 | 266733.1 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021646 | 0 | 0.33463E-04 | 266725.8 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021647 | 0 | 0.33463E-04 | 266718.5 | 4047761.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021648 | 0 | 0.33463E-04 | 266711.2 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021649 | 0 | 0.33463E-04 | 266703.9 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021650 | 0 | 0.33463E-04 | 266696.6 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021651 | 0 | 0.33463E-04 | 266691.1 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021652 | 0 | 0.33463E-04 | 266691.2 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021653 | 0 | 0.33463E-04 | 266691.3 | 4047777.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021654 | 0 | 0.33463E-04 | 266691.3 | 4047785.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| NUMBER EMISSION RATE | BASE | RELEASE | INIT. | INIT. | URBAN | EMISSION RATE |
|---|---|---|---|---|---|---|

| SOURCE ID | PART. CATS. | (GRAMS/SEC) | X (METERS) | Y (METERS) | ELEV. (METERS) | HEIGHT (METERS) | SY (METERS) | SZ (METERS) | SOURCE BY | SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021655 | 0 | 0.33463E-04 | 266691.4 | 4047792.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021656 | 0 | 0.33463E-04 | 266691.5 | 4047799.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021657 | 0 | 0.33463E-04 | 266691.6 | 4047807.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021658 | 0 | 0.33463E-04 | 266691.6 | 4047814.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021659 | 0 | 0.33463E-04 | 266691.7 | 4047821.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021660 | 0 | 0.33463E-04 | 266691.8 | 4047829.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021661 | 0 | 0.33463E-04 | 266691.9 | 4047836.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021662 | 0 | 0.33463E-04 | 266691.9 | 4047843.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021663 | 0 | 0.33463E-04 | 266692.0 | 4047850.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021664 | 0 | 0.33463E-04 | 266692.1 | 4047858.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021665 | 0 | 0.33463E-04 | 266692.1 | 4047865.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021666 | 0 | 0.33463E-04 | 266692.2 | 4047872.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021667 | 0 | 0.33463E-04 | 266692.3 | 4047880.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021668 | 0 | 0.33463E-04 | 266692.4 | 4047887.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021669 | 0 | 0.33463E-04 | 266692.4 | 4047894.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021670 | 0 | 0.33463E-04 | 266692.5 | 4047901.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021671 | 0 | 0.33463E-04 | 266692.6 | 4047909.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021672 | 0 | 0.33463E-04 | 266692.6 | 4047916.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021673 | 0 | 0.33463E-04 | 266692.7 | 4047923.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021674 | 0 | 0.33463E-04 | 266692.8 | 4047931.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021675 | 0 | 0.33463E-04 | 266692.9 | 4047938.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021676 | 0 | 0.33463E-04 | 266692.9 | 4047945.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021677 | 0 | 0.33463E-04 | 266693.0 | 4047953.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021678 | 0 | 0.33463E-04 | 266693.1 | 4047960.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021679 | 0 | 0.33463E-04 | 266693.1 | 4047967.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021680 | 0 | 0.33463E-04 | 266693.2 | 4047974.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021681 | 0 | 0.33463E-04 | 266693.3 | 4047982.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021682 | 0 | 0.33463E-04 | 266693.4 | 4047989.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021683 | 0 | 0.33463E-04 | 266693.4 | 4047996.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021684 | 0 | 0.33463E-04 | 266693.5 | 4048004.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021685 | 0 | 0.33463E-04 | 266693.6 | 4048011.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021686 | 0 | 0.33463E-04 | 266693.7 | 4048018.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021687 | 0 | 0.33463E-04 | 266693.7 | 4048025.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021688 | 0 | 0.33463E-04 | 266693.8 | 4048033.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021689 | 0 | 0.33463E-04 | 266693.9 | 4048040.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021690 | 0 | 0.33463E-04 | 266693.9 | 4048047.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021691 | 0 | 0.33463E-04 | 266694.0 | 4048055.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021692 | 0 | 0.33463E-04 | 266694.1 | 4048062.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021693 | 0 | 0.33463E-04 | 266694.2 | 4048069.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021694 | 0 | 0.33463E-04 | 266694.2 | 4048077.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021695 | 0 | 0.33463E-04 | 266694.3 | 4048084.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021696 | 0 | 0.33463E-04 | 266694.4 | 4048091.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021697 | 0 | 0.33463E-04 | 266694.4 | 4048098.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021698 | 0 | 0.33463E-04 | 266694.5 | 4048106.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021699 | 0 | 0.33463E-04 | 266694.6 | 4048113.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021700 | 0 | 0.33463E-04 | 266694.7 | 4048120.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021701 | 0 | 0.33463E-04 | 266694.7 | 4048128.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021702 | 0 | 0.33463E-04 | 266695.7 | 4048134.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021703 | 0 | 0.33463E-04 | 266703.0 | 4048134.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021704 | 0 | 0.33463E-04 | 266710.3 | 4048134.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021705 | 0 | 0.33463E-04 | 266717.6 | 4048134.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021706 | 0 | 0.33463E-04 | 266724.9 | 4048134.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021707 | 0 | 0.33463E-04 | 266732.2 | 4048134.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021708 | 0 | 0.33463E-04 | 266739.5 | 4048134.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021709 | 0 | 0.33463E-04 | 266746.8 | 4048134.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021710 | 0 | 0.33463E-04 | 266754.1 | 4048134.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021711 | 0 | 0.33463E-04 | 266761.4 | 4048134.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021712 | 0 | 0.33463E-04 | 266768.7 | 4048135.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021713 | 0 | 0.33463E-04 | 266776.0 | 4048135.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021714 | 0 | 0.33463E-04 | 266783.3 | 4048135.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021715 | 0 | 0.33463E-04 | 266790.5 | 4048135.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021716 | 0 | 0.33463E-04 | 266797.8 | 4048135.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021717 | 0 | 0.33463E-04 | 266805.1 | 4048135.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021718 | 0 | 0.33463E-04 | 266812.4 | 4048135.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021719 | 0 | 0.33463E-04 | 266819.7 | 4048135.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021720 | 0 | 0.33463E-04 | 266827.0 | 4048135.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021721 | 0 | 0.33463E-04 | 266834.3 | 4048135.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021722 | 0 | 0.33463E-04 | 266841.6 | 4048135.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021723 | 0 | 0.33463E-04 | 266848.9 | 4048135.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021724 | 0 | 0.33463E-04 | 266856.2 | 4048135.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021725 | 0 | 0.33463E-04 | 266863.5 | 4048135.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021726 | 0 | 0.24110E-04 | 267636.3 | 4047774.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021727 | 0 | 0.24110E-04 | 267629.0 | 4047774.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021728 | 0 | 0.24110E-04 | 267621.7 | 4047774.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021729 | 0 | 0.24110E-04 | 267614.4 | 4047773.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021730 | 0 | 0.24110E-04 | 267607.1 | 4047773.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021731 | 0 | 0.24110E-04 | 267599.8 | 4047773.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021732 | 0 | 0.24110E-04 | 267592.5 | 4047773.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021733 | 0 | 0.24110E-04 | 267585.2 | 4047773.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021734 | 0 | 0.24110E-04 | 267578.0 | 4047773.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021735 | 0 | 0.24110E-04 | 267570.7 | 4047773.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021736 | 0 | 0.24110E-04 | 267563.4 | 4047773.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021737 | 0 | 0.24110E-04 | 267556.1 | 4047773.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021738 | 0 | 0.24110E-04 | 267548.8 | 4047772.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021739 | 0 | 0.24110E-04 | 267541.5 | 4047772.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021740 | 0 | 0.24110E-04 | 267534.2 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021741 | 0 | 0.24110E-04 | 267526.9 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021742 | 0 | 0.24110E-04 | 267519.6 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021743 | 0 | 0.24110E-04 | 267512.3 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021744 | 0 | 0.24110E-04 | 267505.0 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021745 | 0 | 0.24110E-04 | 267497.7 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021746 | 0 | 0.24110E-04 | 267490.4 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021747 | 0 | 0.24110E-04 | 267483.1 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021748 | 0 | 0.24110E-04 | 267475.8 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021749 | 0 | 0.24110E-04 | 267468.5 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021750 | 0 | 0.24110E-04 | 267461.2 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021751 | 0 | 0.24110E-04 | 267453.9 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021752 | 0 | 0.24110E-04 | 267446.6 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021753 | 0 | 0.24110E-04 | 267439.3 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021754 | 0 | 0.24110E-04 | 267432.0 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021755 | 0 | 0.24110E-04 | 267424.7 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021756 | 0 | 0.24110E-04 | 267417.4 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021757 | 0 | 0.24110E-04 | 267410.1 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021758 | 0 | 0.24110E-04 | 267402.8 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021759 | 0 | 0.24110E-04 | 267395.5 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021760 | 0 | 0.24110E-04 | 267388.2 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021761 | 0 | 0.24110E-04 | 267380.9 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021762 | 0 | 0.24110E-04 | 267373.6 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021763 | 0 | 0.24110E-04 | 267366.3 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021764 | 0 | 0.24110E-04 | 267359.0 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021765 | 0 | 0.24110E-04 | 267351.8 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021766 | 0 | 0.24110E-04 | 267344.5 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021767 | 0 | 0.24110E-04 | 267337.2 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021768 | 0 | 0.24110E-04 | 267329.9 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021769 | 0 | 0.24110E-04 | 267322.6 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021770 | 0 | 0.24110E-04 | 267315.3 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021771 | 0 | 0.24110E-04 | 267308.0 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021772 | 0 | 0.24110E-04 | 267300.7 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021773 | 0 | 0.24110E-04 | 267293.4 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021774 | 0 | 0.24110E-04 | 267286.1 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021775 | 0 | 0.24110E-04 | 267278.8 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021776 | 0 | 0.24110E-04 | 267271.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021777 | 0 | 0.24110E-04 | 267264.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021778 | 0 | 0.24110E-04 | 267256.9 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021779 | 0 | 0.24110E-04 | 267249.6 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021780 | 0 | 0.24110E-04 | 267242.3 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021781 | 0 | 0.24110E-04 | 267235.0 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021782 | 0 | 0.24110E-04 | 267227.7 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021783 | 0 | 0.24110E-04 | 267220.4 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021784 | 0 | 0.24110E-04 | 267213.1 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021785 | 0 | 0.24110E-04 | 267205.8 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021786 | 0 | 0.24110E-04 | 267198.5 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021787 | 0 | 0.24110E-04 | 267191.2 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021788 | 0 | 0.24110E-04 | 267183.9 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021789 | 0 | 0.24110E-04 | 267176.6 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021790 | 0 | 0.24110E-04 | 267169.3 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021791 | 0 | 0.24110E-04 | 267162.0 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021792 | 0 | 0.24110E-04 | 267154.7 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021793 | 0 | 0.24110E-04 | 267147.4 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021794 | 0 | 0.24110E-04 | 267140.1 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021795 | 0 | 0.24110E-04 | 267132.9 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021796 | 0 | 0.24110E-04 | 267125.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021797 | 0 | 0.24110E-04 | 267118.3 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021798 | 0 | 0.24110E-04 | 267111.0 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021799 | 0 | 0.24110E-04 | 267103.7 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021800 | 0 | 0.24110E-04 | 267096.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021801 | 0 | 0.24110E-04 | 267089.1 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021802 | 0 | 0.24110E-04 | 267081.8 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021803 | 0 | 0.24110E-04 | 267074.5 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021804 | 0 | 0.24110E-04 | 267067.2 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021805 | 0 | 0.24110E-04 | 267059.9 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021806 | 0 | 0.24110E-04 | 267052.6 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021807 | 0 | 0.24110E-04 | 267045.3 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021808 | 0 | 0.24110E-04 | 267038.0 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021809 | 0 | 0.24110E-04 | 267030.7 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021810 | 0 | 0.24110E-04 | 267023.4 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021811 | 0 | 0.24110E-04 | 267016.1 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021812 | 0 | 0.24110E-04 | 267008.8 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021813 | 0 | 0.24110E-04 | 267001.5 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021814 | 0 | 0.24110E-04 | 266994.2 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021815 | 0 | 0.24110E-04 | 266986.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021816 | 0 | 0.24110E-04 | 266979.6 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021817 | 0 | 0.24110E-04 | 266972.3 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021818 | 0 | 0.24110E-04 | 266965.0 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021819 | 0 | 0.24110E-04 | 266957.7 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021820 | 0 | 0.24110E-04 | 266950.4 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021821 | 0 | 0.24110E-04 | 266943.1 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021822 | 0 | 0.24110E-04 | 266935.8 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021823 | 0 | 0.24110E-04 | 266928.5 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021824 | 0 | 0.24110E-04 | 266921.2 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021825 | 0 | 0.24110E-04 | 266913.9 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021826 | 0 | 0.24110E-04 | 266906.7 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021827 | 0 | 0.24110E-04 | 266899.4 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021828 | 0 | 0.24110E-04 | 266892.1 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021829 | 0 | 0.24110E-04 | 266884.8 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021830 | 0 | 0.24110E-04 | 266877.5 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021831 | 0 | 0.24110E-04 | 266870.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021832 | 0 | 0.24110E-04 | 266862.9 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021833 | 0 | 0.24110E-04 | 266855.6 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021834 | 0 | 0.24110E-04 | 266848.3 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021835 | 0 | 0.24110E-04 | 266841.0 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021836 | 0 | 0.24110E-04 | 266833.7 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021837 | 0 | 0.24110E-04 | 266826.4 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021838 | 0 | 0.24110E-04 | 266819.1 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021839 | 0 | 0.24110E-04 | 266811.8 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021840 | 0 | 0.24110E-04 | 266804.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021841 | 0 | 0.24110E-04 | 266797.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021842 | 0 | 0.24110E-04 | 266789.9 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021843 | 0 | 0.24110E-04 | 266782.6 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021844 | 0 | 0.24110E-04 | 266775.3 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021845 | 0 | 0.24110E-04 | 266768.0 | 4047761.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021846 | 0 | 0.24110E-04 | 266760.7 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021847 | 0 | 0.24110E-04 | 266753.4 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021848 | 0 | 0.24110E-04 | 266746.1 | 4047761.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021849 | 0 | 0.24110E-04 | 266738.8 | 4047761.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021850 | 0 | 0.24110E-04 | 266731.5 | 4047761.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021851 | 0 | 0.24110E-04 | 266724.2 | 4047761.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021852 | 0 | 0.24110E-04 | 266716.9 | 4047761.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021853 | 0 | 0.24110E-04 | 266709.6 | 4047760.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021854 | 0 | 0.24110E-04 | 266702.3 | 4047760.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021855 | 0 | 0.24110E-04 | 266695.0 | 4047760.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021856 | 0 | 0.24110E-04 | 266692.4 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021857 | 0 | 0.24110E-04 | 266692.5 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021858 | 0 | 0.24110E-04 | 266692.6 | 4047779.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021859 | 0 | 0.24110E-04 | 266692.8 | 4047787.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021860 | 0 | 0.24110E-04 | 266692.9 | 4047794.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021861 | 0 | 0.24110E-04 | 266693.0 | 4047801.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021862 | 0 | 0.24110E-04 | 266693.1 | 4047809.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021863 | 0 | 0.24110E-04 | 266693.3 | 4047816.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021864 | 0 | 0.24110E-04 | 266693.4 | 4047823.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021865 | 0 | 0.24110E-04 | 266693.5 | 4047830.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021866 | 0 | 0.24110E-04 | 266693.7 | 4047838.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021867 | 0 | 0.24110E-04 | 266693.8 | 4047845.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021868 | 0 | 0.24110E-04 | 266693.9 | 4047852.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021869 | 0 | 0.24110E-04 | 266694.0 | 4047860.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021870 | 0 | 0.24110E-04 | 266694.2 | 4047867.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021871 | 0 | 0.24110E-04 | 266694.3 | 4047874.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021872 | 0 | 0.24110E-04 | 266694.4 | 4047881.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021873 | 0 | 0.24110E-04 | 266694.5 | 4047889.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021874 | 0 | 0.24110E-04 | 266694.7 | 4047896.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021875 | 0 | 0.24110E-04 | 266694.8 | 4047903.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021876 | 0 | 0.24110E-04 | 266694.9 | 4047911.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021877 | 0 | 0.24110E-04 | 266695.1 | 4047918.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021878 | 0 | 0.24110E-04 | 266695.2 | 4047925.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021879 | 0 | 0.24110E-04 | 266695.3 | 4047933.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021880 | 0 | 0.24110E-04 | 266695.4 | 4047940.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021881 | 0 | 0.24110E-04 | 266695.6 | 4047947.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021882 | 0 | 0.24110E-04 | 266695.7 | 4047954.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021883 | 0 | 0.24110E-04 | 266695.8 | 4047962.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021884 | 0 | 0.24110E-04 | 266695.9 | 4047969.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021885 | 0 | 0.24110E-04 | 266696.1 | 4047976.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021886 | 0 | 0.24110E-04 | 266696.2 | 4047984.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021887 | 0 | 0.24110E-04 | 266696.3 | 4047991.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021888 | 0 | 0.24110E-04 | 266696.4 | 4047998.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021889 | 0 | 0.24110E-04 | 266696.6 | 4048006.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021890 | 0 | 0.24110E-04 | 266696.7 | 4048013.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021891 | 0 | 0.24110E-04 | 266696.8 | 4048020.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021892 | 0 | 0.24110E-04 | 266697.0 | 4048027.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021893 | 0 | 0.24110E-04 | 266697.1 | 4048035.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021894 | 0 | 0.24110E-04 | 266697.2 | 4048042.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0021895 | 0 | 0.24110E-04 | 266697.3 | 4048049.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021896 | 0 | 0.24110E-04 | 266697.5 | 4048057.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021897 | 0 | 0.24110E-04 | 266697.6 | 4048064.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021898 | 0 | 0.24110E-04 | 266697.7 | 4048071.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021899 | 0 | 0.24110E-04 | 266697.8 | 4048078.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021900 | 0 | 0.24110E-04 | 266698.0 | 4048086.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021901 | 0 | 0.24110E-04 | 266698.1 | 4048093.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021902 | 0 | 0.24110E-04 | 266698.2 | 4048100.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0021903 | 0 | 0.24110E-04 | 266698.4 | 4048108.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021904 | 0 | 0.24110E-04 | 266698.5 | 4048115.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021905 | 0 | 0.24110E-04 | 266698.6 | 4048122.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021906 | 0 | 0.24110E-04 | 266698.7 | 4048130.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021907 | 0 | 0.24110E-04 | 266698.9 | 4048137.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021908 | 0 | 0.24110E-04 | 266699.0 | 4048144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021909 | 0 | 0.24110E-04 | 266699.1 | 4048151.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021910 | 0 | 0.24110E-04 | 266699.2 | 4048159.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021911 | 0 | 0.24110E-04 | 266699.4 | 4048166.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021912 | 0 | 0.24110E-04 | 266699.5 | 4048173.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021913 | 0 | 0.24110E-04 | 266699.6 | 4048181.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021914 | 0 | 0.24110E-04 | 266699.8 | 4048188.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021915 | 0 | 0.24110E-04 | 266699.9 | 4048195.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021916 | 0 | 0.24110E-04 | 266700.0 | 4048203.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021917 | 0 | 0.24110E-04 | 266700.1 | 4048210.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021918 | 0 | 0.24110E-04 | 266700.3 | 4048217.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021919 | 0 | 0.24110E-04 | 266700.4 | 4048224.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021920 | 0 | 0.24110E-04 | 266700.5 | 4048232.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021921 | 0 | 0.24110E-04 | 266700.6 | 4048239.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021922 | 0 | 0.24110E-04 | 266700.8 | 4048246.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021923 | 0 | 0.24110E-04 | 266705.6 | 4048251.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021924 | 0 | 0.24110E-04 | 266711.4 | 4048256.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021925 | 0 | 0.24110E-04 | 266717.1 | 4048260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021926 | 0 | 0.24110E-04 | 266722.9 | 4048265.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021927 | 0 | 0.24110E-04 | 266728.7 | 4048269.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021928 | 0 | 0.24110E-04 | 266734.5 | 4048274.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021929 | 0 | 0.24110E-04 | 266740.8 | 4048277.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021930 | 0 | 0.24110E-04 | 266748.1 | 4048277.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021931 | 0 | 0.24110E-04 | 266755.3 | 4048277.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021932 | 0 | 0.24110E-04 | 266762.6 | 4048278.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021933 | 0 | 0.24110E-04 | 266769.9 | 4048278.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0021934 | 0 | 0.24110E-04 | 266777.2 | 4048279.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



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FASTALL OLM

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|---|---|---|---|---|---|---|---|---|---|---|
| L0021935 | 0 | 0.24110E-04 | 266784.5 | 4048279.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021936 | 0 | 0.24110E-04 | 266791.8 | 4048279.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021937 | 0 | 0.24110E-04 | 266799.1 | 4048280.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021938 | 0 | 0.24110E-04 | 266806.3 | 4048280.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021939 | 0 | 0.24110E-04 | 266813.6 | 4048281.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021940 | 0 | 0.24110E-04 | 266820.9 | 4048281.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021941 | 0 | 0.24110E-04 | 266828.2 | 4048281.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021942 | 0 | 0.24110E-04 | 266835.5 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021943 | 0 | 0.24110E-04 | 266842.8 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0021944 | 0 | 0.24110E-04 | 266850.1 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.18500E-06 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |
| LOT2 | 0 | 0.50100E-06 | 267198.0 | 4047680.2 | 101.0 | 0.91 | 28 | 0.00 | NO | |
| LOT3 | 0 | 0.41600E-06 | 266699.1 | 4048531.6 | 101.0 | 1.00 | 19 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
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| | L0019703 , L0019704 , L0019705 , L0019706 , L0019707 , L0019708 , L0019709 , L0019710 , |
| | L0019711 , L0019712 , L0019713 , L0019714 , L0019715 , L0019716 , L0019717 , L0019718 , |
| | L0019719 , L0019720 , L0019721 , L0019722 , L0019723 , L0019724 , L0019725 , L0019726 , |
| | L0019727 , L0019728 , L0019729 , L0019730 , L0019731 , L0019732 , L0019733 , L0019734 , |
| | L0019735 , L0019736 , L0019737 , L0019738 , L0019739 , L0019740 , L0019741 , L0019742 , |
| | L0019743 , L0019744 , L0019745 , L0019746 , L0019747 , L0019748 , L0019749 , L0019750 , |
| | L0019751 , L0019752 , L0019753 , L0019754 , L0019755 , L0019756 , L0019757 , L0019758 , |
| | L0019759 , L0019760 , L0019761 , L0019762 , L0019763 , L0019764 , L0019765 , L0019766 , |
| | L0019767 , L0019768 , L0019769 , L0019770 , L0019771 , L0019772 , L0019773 , L0019774 , |
| | L0019775 , L0019776 , L0019777 , L0019778 , L0019779 , L0019780 , L0019781 , L0019782 , |
| | L0019783 , L0019784 , L0019785 , L0019786 , L0019787 , L0019788 , L0019789 , L0019790 , |
| | L0019791 , L0019792 , L0019793 , L0019794 , L0019795 , L0019796 , L0019797 , L0019798 , |

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L0019839 , L0019840 , L0019841 , L0019842 , L0019843 , L0019844 , L0019845 , L0019846 ,
L0019847 , L0019848 , L0019849 , L0019850 , L0019851 , L0019852 , L0019853 , L0019854 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 , L0020183 ,

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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L0020752 , L0020753 , L0020754 , L0020755 , L0020756 , L0020757 , L0020758 , L0020759 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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L0021243 , L0021244 , L0021245 , L0021246 , L0021247 , L0021248 , L0021249 , L0021250 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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L0021939 , L0021940 , L0021941 , L0021942 , L0021943 , L0021944 , LOT3 , IDDDDHHHH1 ,

IDDDDHHHH2 , IDDDDHHHH3 , IDDDDHHHH4 , ICCCCFFFF1 , ICCCCFFFF2 , IWWWAAAA1 , IWWWAAAA2 , IWWWAAAA3 ,

IWWWAAAA4 , ISSSUUU1 , ISSSUUU2 , ISSSUUU3 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

ALL L0019695 , L0019696 , L0019697 , L0019698 , L0019699 , L0019700 , L0019701 , L0019702 ,

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0020015 , L0020016 , L0020017 , L0020018 , L0020019 , L0020020 , L0020021 , L0020022 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0020175 , L0020176 , L0020177 , L0020178 , L0020179 , L0020180 , L0020181 , L0020182 ,
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STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 , L0020183 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

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L0020360 , L0020361 , L0020362 , L0020363 , L0020364 , L0020365 , L0020366 , L0020367 ,
L0020368 , L0020369 , L0020370 , L0020371 , L0020372 , L0020373 , L0020374 , L0020375 ,
L0020376 , L0020377 , L0020378 , L0020379 , L0020380 , L0020381 , L0020382 , L0020383 ,
L0020384 , L0020385 , L0020386 , L0020387 , L0020388 , L0020389 , L0020390 , L0020391 ,
L0020392 , L0020393 , L0020394 , L0020395 , L0020396 , L0020397 , L0020398 , L0020399 ,
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L0020432 , L0020433 , L0020434 , L0020435 , L0020436 , L0020437 , L0020438 , L0020439 ,
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L0020448 , L0020449 , L0020450 , L0020451 , L0020452 , L0020453 , L0020454 , L0020455 ,
L0020456 , L0020457 , L0020458 , L0020459 , L0020460 , L0020461 , L0020462 , L0020463 ,
L0020464 , L0020465 , L0020466 , L0020467 , L0020468 , L0020469 , L0020470 , L0020471 ,
L0020472 , L0020473 , L0020474 , L0020475 , L0020476 , L0020477 , L0020478 , L0020479 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0020480 , L0020481 , L0020482 , L0020483 , L0020484 , L0020485 , L0020486 , L0020487 ,
L0020488 , L0020489 , L0020490 , L0020491 , L0020492 , L0020493 , L0020494 , L0020495 ,
L0020496 , L0020497 , L0020498 , L0020499 , L0020500 , L0020501 , L0020502 , L0020503 ,
L0020504 , L0020505 , L0020506 , L0020507 , L0020508 , L0020509 , L0020510 , L0020511 ,
L0020512 , L0020513 , L0020514 , L0020515 , L0020516 , L0020517 , L0020518 , L0020519 ,
L0020520 , L0020521 , L0020522 , L0020523 , L0020524 , L0020525 , L0020526 , L0020527 ,
L0020528 , L0020529 , L0020530 , L0020531 , L0020532 , L0020533 , L0020534 , L0020535 ,
L0020536 , L0020537 , L0020538 , L0020539 , L0020540 , L0020541 , L0020542 , L0020543 ,
L0020544 , L0020545 , L0020546 , L0020547 , L0020548 , L0020549 , L0020550 , L0020551 ,
L0020552 , L0020553 , L0020554 , L0020555 , L0020556 , L0020557 , L0020558 , L0020559 ,
L0020560 , L0020561 , L0020562 , L0020563 , L0020564 , L0020565 , L0020566 , L0020567 ,
L0020568 , L0020569 , L0020570 , L0020571 , L0020572 , L0020573 , L0020574 , L0020575 ,
L0020576 , L0020577 , L0020578 , L0020579 , L0020580 , L0020581 , L0020582 , L0020583 ,
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L0020624 , L0020625 , L0020626 , L0020627 , L0020628 , L0020629 , L0020630 , L0020631 ,

L0020632 , L0020633 , L0020634 , L0020635 , L0020636 , L0020637 , L0020638 , L0020639 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0020640 , L0020641 , L0020642 , L0020643 , L0020644 , L0020645 , L0020646 , L0020647 ,

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L0020664 , L0020665 , L0020666 , L0020667 , L0020668 , L0020669 , L0020670 , L0020671 ,

L0020672 , L0020673 , L0020674 , L0020675 , L0020676 , L0020677 , L0020678 , L0020679 ,

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L0020696 , L0020697 , L0020698 , L0020699 , L0020700 , L0020701 , L0020702 , L0020703 ,

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L0020712 , L0020713 , L0020714 , L0020715 , L0020716 , L0020717 , L0020718 , L0020719 ,

L0020720 , L0020721 , L0020722 , L0020723 , L0020724 , L0020725 , L0020726 , L0020727 ,

L0020728 , L0020729 , L0020730 , L0020731 , L0020732 , L0020733 , L0020734 , L0020735 ,

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L0020784 , L0020785 , L0020786 , L0020787 , L0020788 , L0020789 , L0020790 , L0020791 ,

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

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L0020808 , L0020809 , L0020810 , L0020811 , L0020812 , L0020813 , L0020814 , L0020815 ,

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L0020840 , L0020841 , L0020842 , L0020843 , L0020844 , L0020845 , L0020846 , L0020847 ,

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L0020864 , L0020865 , L0020866 , L0020867 , L0020868 , L0020869 , L0020870 , L0020871 ,

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L0020920 , L0020921 , L0020922 , L0020923 , L0020924 , L0020925 , L0020926 , L0020927 ,

L0020928 , L0020929 , L0020930 , L0020931 , L0020932 , L0020933 , L0020934 , L0020935 ,

L0020936 , L0020937 , L0020938 , L0020939 , L0020940 , L0020941 , L0020942 , L0020943 ,

L0020944 , L0020945 , L0020946 , L0020947 , L0020948 , L0020949 , L0020950 , L0020951 ,

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

OLMGRP ID  SOURCE IDs

L0020960 , L0020961 , L0020962 , L0020963 , L0020964 , L0020965 , L0020966 , L0020967 ,
L0020968 , L0020969 , L0020970 , L0020971 , L0020972 , L0020973 , L0020974 , L0020975 ,
L0020976 , L0020977 , L0020978 , L0020979 , L0020980 , L0020981 , L0020982 , L0020983 ,
L0020984 , L0020985 , L0020986 , L0020987 , L0020988 , L0020989 , L0020990 , L0020991 ,
L0020992 , L0020993 , L0020994 , L0020995 , L0020996 , L0020997 , L0020998 , L0020999 ,
L0021000 , L0021001 , L0021002 , L0021003 , L0021004 , L0021005 , L0021006 , L0021007 ,
L0021008 , L0021009 , L0021010 , L0021011 , L0021012 , L0021013 , L0021014 , L0021015 ,
L0021016 , L0021017 , L0021018 , L0021019 , L0021020 , L0021021 , L0021022 , L0021023 ,
L0021024 , L0021025 , L0021026 , L0021027 , L0021028 , L0021029 , L0021030 , L0021031 ,
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L0021096 , L0021097 , L0021098 , L0021099 , L0021100 , L0021101 , L0021102 , L0021103 ,
L0021104 , L0021105 , L0021106 , L0021107 , L0021108 , L0021109 , L0021110 , L0021111 ,
L0021112 , L0021113 , L0021114 , L0021115 , L0021116 , L0021117 , L0021118 , L0021119 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
***  FOR COMBINING PLUMES  ***

OLMGRP ID  SOURCE IDs

L0021120 , L0021121 , L0021122 , L0021123 , L0021124 , L0021125 , L0021126 , L0021127 ,
L0021128 , L0021129 , L0021130 , L0021131 , L0021132 , L0021133 , L0021134 , L0021135 ,
L0021136 , L0021137 , L0021138 , L0021139 , L0021140 , L0021141 , L0021142 , L0021143 ,
L0021144 , L0021145 , L0021146 , L0021147 , L0021148 , L0021149 , L0021150 , L0021151 ,
L0021152 , L0021153 , L0021154 , L0021155 , L0021156 , L0021157 , L0021158 , L0021159 ,
L0021160 , L0021161 , L0021162 , L0021163 , L0021164 , L0021165 , L0021166 , L0021167 ,
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L0021176 , L0021177 , L0021178 , L0021179 , L0021180 , L0021181 , L0021182 , L0021183 ,
L0021184 , L0021185 , L0021186 , L0021187 , L0021188 , L0021189 , L0021190 , L0021191 ,
L0021192 , L0021193 , L0021194 , L0021195 , L0021196 , L0021197 , L0021198 , L0021199 ,
L0021200 , L0021201 , L0021202 , L0021203 , L0021204 , L0021205 , L0021206 , L0021207 ,
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L0021240 , L0021241 , LOT2 , STCKCC1 , STCKCC2 , STCKCC3 , STCKCC4 , STCKCC5 ,
STCKPP1 , STCKPP2 , STCKPP3 , STCKPP4 , STCKAM1 , STCKAM2 , STCKAM3 , STCKAM4 ,
STCKAM5 , STCKAM6 , STCKAM7 , STCKQM8 , STCKAM9 , STCKAM10 , STCKHOT1 , STCKHOT2 ,
STCKWP1 , STCKAAA1 , STCKWW1 , BBBCCC1 , BBBCCC2 , DDDEEE1 , DDDEEE2 , L0021242 ,
L0021243 , L0021244 , L0021245 , L0021246 , L0021247 , L0021248 , L0021249 , L0021250 ,

*** AERMOD - VERSION 11353 *** *** Selma Crossing - Phase 1, Phase 2, and Phase 3 (2024) - Rural *** 03/07/12
*** NOx *** 17:29:54
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
***  FOR COMBINING PLUMES  ***

OLMGRP ID  SOURCE IDs

L0021251 , L0021252 , L0021253 , L0021254 , L0021255 , L0021256 , L0021257 , L0021258 ,
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L0021275 , L0021276 , L0021277 , L0021278 , L0021279 , L0021280 , L0021281 , L0021282 ,
L0021283 , L0021284 , L0021285 , L0021286 , L0021287 , L0021288 , L0021289 , L0021290 ,
L0021291 , L0021292 , L0021293 , L0021294 , L0021295 , L0021296 , L0021297 , L0021298 ,
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L0021371 , L0021372 , L0021373 , L0021374 , L0021375 , L0021376 , L0021377 , L0021378 ,
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L0021387 , L0021388 , L0021389 , L0021390 , L0021391 , L0021392 , L0021393 , L0021394 ,
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L0021403 , L0021404 , L0021405 , L0021406 , L0021407 , L0021408 , L0021409 , L0021410 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0021411 , L0021412 , L0021413 , L0021414 , L0021415 , L0021416 , L0021417 , L0021418 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0021571 , L0021572 , L0021573 , L0021574 , L0021575 , L0021576 , L0021577 , L0021578 ,
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L0021715 , L0021716 , L0021717 , L0021718 , L0021719 , L0021720 , L0021721 , L0021722 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0021731 , L0021732 , L0021733 , L0021734 , L0021735 , L0021736 , L0021737 , L0021738 ,
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L0021795 , L0021796 , L0021797 , L0021798 , L0021799 , L0021800 , L0021801 , L0021802 ,
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L0021811 , L0021812 , L0021813 , L0021814 , L0021815 , L0021816 , L0021817 , L0021818 ,
L0021819 , L0021820 , L0021821 , L0021822 , L0021823 , L0021824 , L0021825 , L0021826 ,
L0021827 , L0021828 , L0021829 , L0021830 , L0021831 , L0021832 , L0021833 , L0021834 ,
L0021835 , L0021836 , L0021837 , L0021838 , L0021839 , L0021840 , L0021841 , L0021842 ,
L0021843 , L0021844 , L0021845 , L0021846 , L0021847 , L0021848 , L0021849 , L0021850 ,
L0021851 , L0021852 , L0021853 , L0021854 , L0021855 , L0021856 , L0021857 , L0021858 ,
L0021859 , L0021860 , L0021861 , L0021862 , L0021863 , L0021864 , L0021865 , L0021866 ,
L0021867 , L0021868 , L0021869 , L0021870 , L0021871 , L0021872 , L0021873 , L0021874 ,
L0021875 , L0021876 , L0021877 , L0021878 , L0021879 , L0021880 , L0021881 , L0021882 ,
L0021883 , L0021884 , L0021885 , L0021886 , L0021887 , L0021888 , L0021889 , L0021890 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** SOURCE IDs DEFINING OLM SOURCE GROUPS ***
*** FOR COMBINING PLUMES ***

OLMGRP ID SOURCE IDs

L0021891 , L0021892 , L0021893 , L0021894 , L0021895 , L0021896 , L0021897 , L0021898 ,
L0021899 , L0021900 , L0021901 , L0021902 , L0021903 , L0021904 , L0021905 , L0021906 ,
L0021907 , L0021908 , L0021909 , L0021910 , L0021911 , L0021912 , L0021913 , L0021914 ,
L0021915 , L0021916 , L0021917 , L0021918 , L0021919 , L0021920 , L0021921 , L0021922 ,
L0021923 , L0021924 , L0021925 , L0021926 , L0021927 , L0021928 , L0021929 , L0021930 ,
L0021931 , L0021932 , L0021933 , L0021934 , L0021935 , L0021936 , L0021937 , L0021938 ,
L0021939 , L0021940 , L0021941 , L0021942 , L0021943 , L0021944 , LOT3 , IDDDDHHHH1 ,
IDDDDHHHH2 , IDDDDHHHH3 , IDDDDHHHH4 , ICCCCFFFF1 , ICCCCFFFF2 , IWWWAAAA1 , IWWWAAAA2 , IWWWAAAA3 ,
IWWWAAAA4 , ISSSUUU1 , ISSSUUU2 , ISSSUUU3 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0019695 | 0.100 | L0019696 | 0.100 | L0019697 | 0.100 | L0019698 | 0.100 |
| L0019699 | 0.100 | L0019700 | 0.100 | L0019701 | 0.100 | L0019702 | 0.100 |
| L0019703 | 0.100 | L0019704 | 0.100 | L0019705 | 0.100 | L0019706 | 0.100 |
| L0019707 | 0.100 | L0019708 | 0.100 | L0019709 | 0.100 | L0019710 | 0.100 |
| L0019711 | 0.100 | L0019712 | 0.100 | L0019713 | 0.100 | L0019714 | 0.100 |
| L0019715 | 0.100 | L0019716 | 0.100 | L0019717 | 0.100 | L0019718 | 0.100 |
| L0019719 | 0.100 | L0019720 | 0.100 | L0019721 | 0.100 | L0019722 | 0.100 |
| L0019723 | 0.100 | L0019724 | 0.100 | L0019725 | 0.100 | L0019726 | 0.100 |
| L0019727 | 0.100 | L0019728 | 0.100 | L0019729 | 0.100 | L0019730 | 0.100 |
| L0019731 | 0.100 | L0019732 | 0.100 | L0019733 | 0.100 | L0019734 | 0.100 |
| L0019735 | 0.100 | L0019736 | 0.100 | L0019737 | 0.100 | L0019738 | 0.100 |
| L0019739 | 0.100 | L0019740 | 0.100 | L0019741 | 0.100 | L0019742 | 0.100 |
| L0019743 | 0.100 | L0019744 | 0.100 | L0019745 | 0.100 | L0019746 | 0.100 |
| L0019747 | 0.100 | L0019748 | 0.100 | L0019749 | 0.100 | L0019750 | 0.100 |
| L0019751 | 0.100 | L0019752 | 0.100 | L0019753 | 0.100 | L0019754 | 0.100 |
| L0019755 | 0.100 | L0019756 | 0.100 | L0019757 | 0.100 | L0019758 | 0.100 |
| L0019759 | 0.100 | L0019760 | 0.100 | L0019761 | 0.100 | L0019762 | 0.100 |
| L0019763 | 0.100 | L0019764 | 0.100 | L0019765 | 0.100 | L0019766 | 0.100 |
| L0019767 | 0.100 | L0019768 | 0.100 | L0019769 | 0.100 | L0019770 | 0.100 |
| L0019771 | 0.100 | L0019772 | 0.100 | L0019773 | 0.100 | L0019774 | 0.100 |
| L0019775 | 0.100 | L0019776 | 0.100 | L0019777 | 0.100 | L0019778 | 0.100 |
| L0019779 | 0.100 | L0019780 | 0.100 | L0019781 | 0.100 | L0019782 | 0.100 |
| L0019783 | 0.100 | L0019784 | 0.100 | L0019785 | 0.100 | L0019786 | 0.100 |
| L0019787 | 0.100 | L0019788 | 0.100 | L0019789 | 0.100 | L0019790 | 0.100 |
| L0019791 | 0.100 | L0019792 | 0.100 | L0019793 | 0.100 | L0019794 | 0.100 |
| L0019795 | 0.100 | L0019796 | 0.100 | L0019797 | 0.100 | L0019798 | 0.100 |
| L0019799 | 0.100 | L0019800 | 0.100 | L0019801 | 0.100 | L0019802 | 0.100 |
| L0019803 | 0.100 | L0019804 | 0.100 | L0019805 | 0.100 | L0019806 | 0.100 |
| L0019807 | 0.100 | L0019808 | 0.100 | L0019809 | 0.100 | L0019810 | 0.100 |
| L0019811 | 0.100 | L0019812 | 0.100 | L0019813 | 0.100 | L0019814 | 0.100 |
| L0019815 | 0.100 | L0019816 | 0.100 | L0019817 | 0.100 | L0019818 | 0.100 |
| L0019819 | 0.100 | L0019820 | 0.100 | L0019821 | 0.100 | L0019822 | 0.100 |
| L0019823 | 0.100 | L0019824 | 0.100 | L0019825 | 0.100 | L0019826 | 0.100 |
| L0019827 | 0.100 | L0019828 | 0.100 | L0019829 | 0.100 | L0019830 | 0.100 |
| L0019831 | 0.100 | L0019832 | 0.100 | L0019833 | 0.100 | L0019834 | 0.100 |
| L0019835 | 0.100 | L0019836 | 0.100 | L0019837 | 0.100 | L0019838 | 0.100 |
| L0019839 | 0.100 | L0019840 | 0.100 | L0019841 | 0.100 | L0019842 | 0.100 |
| L0019843 | 0.100 | L0019844 | 0.100 | L0019845 | 0.100 | L0019846 | 0.100 |
| L0019847 | 0.100 | L0019848 | 0.100 | L0019849 | 0.100 | L0019850 | 0.100 |
| L0019851 | 0.100 | L0019852 | 0.100 | L0019853 | 0.100 | L0019854 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0019855 | 0.100 | L0019856 | 0.100 | L0019857 | 0.100 | L0019858 | 0.100 |
| L0019859 | 0.100 | L0019860 | 0.100 | L0019861 | 0.100 | L0019862 | 0.100 |
| L0019863 | 0.100 | L0019864 | 0.100 | L0019865 | 0.100 | L0019866 | 0.100 |
| L0019867 | 0.100 | L0019868 | 0.100 | L0019869 | 0.100 | L0019870 | 0.100 |
| L0019871 | 0.100 | L0019872 | 0.100 | L0019873 | 0.100 | L0019874 | 0.100 |
| L0019875 | 0.100 | L0019876 | 0.100 | L0019877 | 0.100 | L0019878 | 0.100 |
| L0019879 | 0.100 | L0019880 | 0.100 | L0019881 | 0.100 | L0019882 | 0.100 |
| L0019883 | 0.100 | L0019884 | 0.100 | L0019885 | 0.100 | L0019886 | 0.100 |
| L0019887 | 0.100 | L0019888 | 0.100 | L0019889 | 0.100 | L0019890 | 0.100 |
| L0019891 | 0.100 | L0019892 | 0.100 | L0019893 | 0.100 | L0019894 | 0.100 |
| L0019895 | 0.100 | L0019896 | 0.100 | L0019897 | 0.100 | L0019898 | 0.100 |
| L0019899 | 0.100 | L0019900 | 0.100 | L0019901 | 0.100 | L0019902 | 0.100 |
| L0019903 | 0.100 | L0019904 | 0.100 | L0019905 | 0.100 | L0019906 | 0.100 |
| L0019907 | 0.100 | L0019908 | 0.100 | L0019909 | 0.100 | L0019910 | 0.100 |
| L0019911 | 0.100 | L0019912 | 0.100 | L0019913 | 0.100 | L0019914 | 0.100 |
| L0019915 | 0.100 | L0019916 | 0.100 | L0019917 | 0.100 | L0019918 | 0.100 |
| L0019919 | 0.100 | L0019920 | 0.100 | L0019921 | 0.100 | L0019922 | 0.100 |
| L0019923 | 0.100 | L0019924 | 0.100 | L0019925 | 0.100 | L0019926 | 0.100 |
| L0019927 | 0.100 | L0019928 | 0.100 | L0019929 | 0.100 | L0019930 | 0.100 |
| L0019931 | 0.100 | L0019932 | 0.100 | L0019933 | 0.100 | L0019934 | 0.100 |
| L0019935 | 0.100 | L0019936 | 0.100 | L0019937 | 0.100 | L0019938 | 0.100 |
| L0019939 | 0.100 | L0019940 | 0.100 | L0019941 | 0.100 | L0019942 | 0.100 |
| L0019943 | 0.100 | L0019944 | 0.100 | L0019945 | 0.100 | L0019946 | 0.100 |
| L0019947 | 0.100 | L0019948 | 0.100 | L0019949 | 0.100 | L0019950 | 0.100 |
| L0019951 | 0.100 | L0019952 | 0.100 | L0019953 | 0.100 | L0019954 | 0.100 |
| L0019955 | 0.100 | L0019956 | 0.100 | L0019957 | 0.100 | L0019958 | 0.100 |
| L0019959 | 0.100 | L0019960 | 0.100 | L0019961 | 0.100 | L0019962 | 0.100 |
| L0019963 | 0.100 | L0019964 | 0.100 | L0019965 | 0.100 | L0019966 | 0.100 |
| L0019967 | 0.100 | L0019968 | 0.100 | L0019969 | 0.100 | L0019970 | 0.100 |
| L0019971 | 0.100 | L0019972 | 0.100 | L0019973 | 0.100 | L0019974 | 0.100 |
| L0019975 | 0.100 | L0019976 | 0.100 | L0019977 | 0.100 | L0019978 | 0.100 |
| L0019979 | 0.100 | L0019980 | 0.100 | L0019981 | 0.100 | L0019982 | 0.100 |
| L0019983 | 0.100 | L0019984 | 0.100 | L0019985 | 0.100 | L0019986 | 0.100 |
| L0019987 | 0.100 | L0019988 | 0.100 | L0019989 | 0.100 | L0019990 | 0.100 |
| L0019991 | 0.100 | L0019992 | 0.100 | L0019993 | 0.100 | L0019994 | 0.100 |
| L0019995 | 0.100 | L0019996 | 0.100 | L0019997 | 0.100 | L0019998 | 0.100 |
| L0019999 | 0.100 | L0020000 | 0.100 | L0020001 | 0.100 | L0020002 | 0.100 |
| L0020003 | 0.100 | L0020004 | 0.100 | L0020005 | 0.100 | L0020006 | 0.100 |
| L0020007 | 0.100 | L0020008 | 0.100 | L0020009 | 0.100 | L0020010 | 0.100 |
| L0020011 | 0.100 | L0020012 | 0.100 | L0020013 | 0.100 | L0020014 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0020015 | 0.100 | L0020016 | 0.100 | L0020017 | 0.100 | L0020018 | 0.100 |
| L0020019 | 0.100 | L0020020 | 0.100 | L0020021 | 0.100 | L0020022 | 0.100 |
| L0020023 | 0.100 | L0020024 | 0.100 | L0020025 | 0.100 | L0020026 | 0.100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0020027 | 0.100 | L0020028 | 0.100 | L0020029 | 0.100 | L0020030 | 0.100 |
| L0020031 | 0.100 | L0020032 | 0.100 | L0020033 | 0.100 | L0020034 | 0.100 |
| L0020035 | 0.100 | L0020036 | 0.100 | L0020037 | 0.100 | L0020038 | 0.100 |
| L0020039 | 0.100 | L0020040 | 0.100 | L0020041 | 0.100 | L0020042 | 0.100 |
| L0020043 | 0.100 | L0020044 | 0.100 | L0020045 | 0.100 | L0020046 | 0.100 |
| L0020047 | 0.100 | L0020048 | 0.100 | L0020049 | 0.100 | L0020050 | 0.100 |
| L0020051 | 0.100 | L0020052 | 0.100 | L0020053 | 0.100 | L0020054 | 0.100 |
| L0020055 | 0.100 | L0020056 | 0.100 | L0020057 | 0.100 | L0020058 | 0.100 |
| L0020059 | 0.100 | L0020060 | 0.100 | L0020061 | 0.100 | L0020062 | 0.100 |
| L0020063 | 0.100 | L0020064 | 0.100 | L0020065 | 0.100 | L0020066 | 0.100 |
| L0020067 | 0.100 | L0020068 | 0.100 | L0020069 | 0.100 | L0020070 | 0.100 |
| L0020071 | 0.100 | L0020072 | 0.100 | L0020073 | 0.100 | L0020074 | 0.100 |
| L0020075 | 0.100 | L0020076 | 0.100 | L0020077 | 0.100 | L0020078 | 0.100 |
| L0020079 | 0.100 | L0020080 | 0.100 | L0020081 | 0.100 | L0020082 | 0.100 |
| L0020083 | 0.100 | L0020084 | 0.100 | L0020085 | 0.100 | L0020086 | 0.100 |
| L0020087 | 0.100 | L0020088 | 0.100 | L0020089 | 0.100 | L0020090 | 0.100 |
| L0020091 | 0.100 | L0020092 | 0.100 | L0020093 | 0.100 | L0020094 | 0.100 |
| L0020095 | 0.100 | L0020096 | 0.100 | L0020097 | 0.100 | L0020098 | 0.100 |
| L0020099 | 0.100 | L0020100 | 0.100 | L0020101 | 0.100 | L0020102 | 0.100 |
| L0020103 | 0.100 | L0020104 | 0.100 | L0020105 | 0.100 | L0020106 | 0.100 |
| L0020107 | 0.100 | L0020108 | 0.100 | L0020109 | 0.100 | L0020110 | 0.100 |
| L0020111 | 0.100 | L0020112 | 0.100 | L0020113 | 0.100 | L0020114 | 0.100 |
| L0020115 | 0.100 | L0020116 | 0.100 | L0020117 | 0.100 | L0020118 | 0.100 |
| L0020119 | 0.100 | L0020120 | 0.100 | L0020121 | 0.100 | L0020122 | 0.100 |
| L0020123 | 0.100 | L0020124 | 0.100 | L0020125 | 0.100 | L0020126 | 0.100 |
| L0020127 | 0.100 | L0020128 | 0.100 | L0020129 | 0.100 | L0020130 | 0.100 |
| L0020131 | 0.100 | L0020132 | 0.100 | L0020133 | 0.100 | L0020134 | 0.100 |
| L0020135 | 0.100 | L0020136 | 0.100 | L0020137 | 0.100 | L0020138 | 0.100 |
| L0020139 | 0.100 | L0020140 | 0.100 | L0020141 | 0.100 | L0020142 | 0.100 |
| L0020143 | 0.100 | L0020144 | 0.100 | L0020145 | 0.100 | L0020146 | 0.100 |
| L0020147 | 0.100 | L0020148 | 0.100 | L0020149 | 0.100 | L0020150 | 0.100 |
| L0020151 | 0.100 | L0020152 | 0.100 | L0020153 | 0.100 | L0020154 | 0.100 |
| L0020155 | 0.100 | L0020156 | 0.100 | L0020157 | 0.100 | L0020158 | 0.100 |
| L0020159 | 0.100 | L0020160 | 0.100 | L0020161 | 0.100 | L0020162 | 0.100 |
| L0020163 | 0.100 | L0020164 | 0.100 | L0020165 | 0.100 | L0020166 | 0.100 |
| L0020167 | 0.100 | L0020168 | 0.100 | L0020169 | 0.100 | L0020170 | 0.100 |
| L0020171 | 0.100 | L0020172 | 0.100 | L0020173 | 0.100 | L0020174 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0020175 | 0.100 | L0020176 | 0.100 | L0020177 | 0.100 | L0020178 | 0.100 |
| L0020179 | 0.100 | L0020180 | 0.100 | L0020181 | 0.100 | L0020182 | 0.100 |
| STCKA | 0.100 | STCKB | 0.100 | STCKCDE | 0.100 | STCKFG | 0.100 |
| STCKH | 0.100 | STCKIJ | 0.100 | STCKK | 0.100 | STCKLMP | 0.100 |
| STCKNO | 0.100 | STCKQ | 0.100 | STCKRU | 0.100 | STCKT | 0.100 |
| STCKVWXY | 0.100 | STCKAABB | 0.100 | LOT1 | 0.100 | L0020183 | 0.100 |
| L0020184 | 0.100 | L0020185 | 0.100 | L0020186 | 0.100 | L0020187 | 0.100 |
| L0020188 | 0.100 | L0020189 | 0.100 | L0020190 | 0.100 | L0020191 | 0.100 |
| L0020192 | 0.100 | L0020193 | 0.100 | L0020194 | 0.100 | L0020195 | 0.100 |
| L0020196 | 0.100 | L0020197 | 0.100 | L0020198 | 0.100 | L0020199 | 0.100 |
| L0020200 | 0.100 | L0020201 | 0.100 | L0020202 | 0.100 | L0020203 | 0.100 |
| L0020204 | 0.100 | L0020205 | 0.100 | L0020206 | 0.100 | L0020207 | 0.100 |
| L0020208 | 0.100 | L0020209 | 0.100 | L0020210 | 0.100 | L0020211 | 0.100 |
| L0020212 | 0.100 | L0020213 | 0.100 | L0020214 | 0.100 | L0020215 | 0.100 |
| L0020216 | 0.100 | L0020217 | 0.100 | L0020218 | 0.100 | L0020219 | 0.100 |
| L0020220 | 0.100 | L0020221 | 0.100 | L0020222 | 0.100 | L0020223 | 0.100 |
| L0020224 | 0.100 | L0020225 | 0.100 | L0020226 | 0.100 | L0020227 | 0.100 |
| L0020228 | 0.100 | L0020229 | 0.100 | L0020230 | 0.100 | L0020231 | 0.100 |
| L0020232 | 0.100 | L0020233 | 0.100 | L0020234 | 0.100 | L0020235 | 0.100 |
| L0020236 | 0.100 | L0020237 | 0.100 | L0020238 | 0.100 | L0020239 | 0.100 |
| L0020240 | 0.100 | L0020241 | 0.100 | L0020242 | 0.100 | L0020243 | 0.100 |
| L0020244 | 0.100 | L0020245 | 0.100 | L0020246 | 0.100 | L0020247 | 0.100 |
| L0020248 | 0.100 | L0020249 | 0.100 | L0020250 | 0.100 | L0020251 | 0.100 |
| L0020252 | 0.100 | L0020253 | 0.100 | L0020254 | 0.100 | L0020255 | 0.100 |
| L0020256 | 0.100 | L0020257 | 0.100 | L0020258 | 0.100 | L0020259 | 0.100 |
| L0020260 | 0.100 | L0020261 | 0.100 | L0020262 | 0.100 | L0020263 | 0.100 |
| L0020264 | 0.100 | L0020265 | 0.100 | L0020266 | 0.100 | L0020267 | 0.100 |
| L0020268 | 0.100 | L0020269 | 0.100 | L0020270 | 0.100 | L0020271 | 0.100 |
| L0020272 | 0.100 | L0020273 | 0.100 | L0020274 | 0.100 | L0020275 | 0.100 |
| L0020276 | 0.100 | L0020277 | 0.100 | L0020278 | 0.100 | L0020279 | 0.100 |
| L0020280 | 0.100 | L0020281 | 0.100 | L0020282 | 0.100 | L0020283 | 0.100 |
| L0020284 | 0.100 | L0020285 | 0.100 | L0020286 | 0.100 | L0020287 | 0.100 |
| L0020288 | 0.100 | L0020289 | 0.100 | L0020290 | 0.100 | L0020291 | 0.100 |
| L0020292 | 0.100 | L0020293 | 0.100 | L0020294 | 0.100 | L0020295 | 0.100 |
| L0020296 | 0.100 | L0020297 | 0.100 | L0020298 | 0.100 | L0020299 | 0.100 |
| L0020300 | 0.100 | L0020301 | 0.100 | L0020302 | 0.100 | L0020303 | 0.100 |
| L0020304 | 0.100 | L0020305 | 0.100 | L0020306 | 0.100 | L0020307 | 0.100 |
| L0020308 | 0.100 | L0020309 | 0.100 | L0020310 | 0.100 | L0020311 | 0.100 |
| L0020312 | 0.100 | L0020313 | 0.100 | L0020314 | 0.100 | L0020315 | 0.100 |
| L0020316 | 0.100 | L0020317 | 0.100 | L0020318 | 0.100 | L0020319 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0020320 | 0.100 | L0020321 | 0.100 | L0020322 | 0.100 | L0020323 | 0.100 |
| L0020324 | 0.100 | L0020325 | 0.100 | L0020326 | 0.100 | L0020327 | 0.100 |
| L0020328 | 0.100 | L0020329 | 0.100 | L0020330 | 0.100 | L0020331 | 0.100 |
| L0020332 | 0.100 | L0020333 | 0.100 | L0020334 | 0.100 | L0020335 | 0.100 |
| L0020336 | 0.100 | L0020337 | 0.100 | L0020338 | 0.100 | L0020339 | 0.100 |
| L0020340 | 0.100 | L0020341 | 0.100 | L0020342 | 0.100 | L0020343 | 0.100 |
| L0020344 | 0.100 | L0020345 | 0.100 | L0020346 | 0.100 | L0020347 | 0.100 |
| L0020348 | 0.100 | L0020349 | 0.100 | L0020350 | 0.100 | L0020351 | 0.100 |
| L0020352 | 0.100 | L0020353 | 0.100 | L0020354 | 0.100 | L0020355 | 0.100 |
| L0020356 | 0.100 | L0020357 | 0.100 | L0020358 | 0.100 | L0020359 | 0.100 |
| L0020360 | 0.100 | L0020361 | 0.100 | L0020362 | 0.100 | L0020363 | 0.100 |

P3_NOx

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0020364 | 0.100 | L0020365 | 0.100 | L0020366 | 0.100 | L0020367 | 0.100 |
| L0020368 | 0.100 | L0020369 | 0.100 | L0020370 | 0.100 | L0020371 | 0.100 |
| L0020372 | 0.100 | L0020373 | 0.100 | L0020374 | 0.100 | L0020375 | 0.100 |
| L0020376 | 0.100 | L0020377 | 0.100 | L0020378 | 0.100 | L0020379 | 0.100 |
| L0020380 | 0.100 | L0020381 | 0.100 | L0020382 | 0.100 | L0020383 | 0.100 |
| L0020384 | 0.100 | L0020385 | 0.100 | L0020386 | 0.100 | L0020387 | 0.100 |
| L0020388 | 0.100 | L0020389 | 0.100 | L0020390 | 0.100 | L0020391 | 0.100 |
| L0020392 | 0.100 | L0020393 | 0.100 | L0020394 | 0.100 | L0020395 | 0.100 |
| L0020396 | 0.100 | L0020397 | 0.100 | L0020398 | 0.100 | L0020399 | 0.100 |
| L0020400 | 0.100 | L0020401 | 0.100 | L0020402 | 0.100 | L0020403 | 0.100 |
| L0020404 | 0.100 | L0020405 | 0.100 | L0020406 | 0.100 | L0020407 | 0.100 |
| L0020408 | 0.100 | L0020409 | 0.100 | L0020410 | 0.100 | L0020411 | 0.100 |
| L0020412 | 0.100 | L0020413 | 0.100 | L0020414 | 0.100 | L0020415 | 0.100 |
| L0020416 | 0.100 | L0020417 | 0.100 | L0020418 | 0.100 | L0020419 | 0.100 |
| L0020420 | 0.100 | L0020421 | 0.100 | L0020422 | 0.100 | L0020423 | 0.100 |
| L0020424 | 0.100 | L0020425 | 0.100 | L0020426 | 0.100 | L0020427 | 0.100 |
| L0020428 | 0.100 | L0020429 | 0.100 | L0020430 | 0.100 | L0020431 | 0.100 |
| L0020432 | 0.100 | L0020433 | 0.100 | L0020434 | 0.100 | L0020435 | 0.100 |
| L0020436 | 0.100 | L0020437 | 0.100 | L0020438 | 0.100 | L0020439 | 0.100 |
| L0020440 | 0.100 | L0020441 | 0.100 | L0020442 | 0.100 | L0020443 | 0.100 |
| L0020444 | 0.100 | L0020445 | 0.100 | L0020446 | 0.100 | L0020447 | 0.100 |
| L0020448 | 0.100 | L0020449 | 0.100 | L0020450 | 0.100 | L0020451 | 0.100 |
| L0020452 | 0.100 | L0020453 | 0.100 | L0020454 | 0.100 | L0020455 | 0.100 |
| L0020456 | 0.100 | L0020457 | 0.100 | L0020458 | 0.100 | L0020459 | 0.100 |
| L0020460 | 0.100 | L0020461 | 0.100 | L0020462 | 0.100 | L0020463 | 0.100 |
| L0020464 | 0.100 | L0020465 | 0.100 | L0020466 | 0.100 | L0020467 | 0.100 |
| L0020468 | 0.100 | L0020469 | 0.100 | L0020470 | 0.100 | L0020471 | 0.100 |
| L0020472 | 0.100 | L0020473 | 0.100 | L0020474 | 0.100 | L0020475 | 0.100 |
| L0020476 | 0.100 | L0020477 | 0.100 | L0020478 | 0.100 | L0020479 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0020480 | 0.100 | L0020481 | 0.100 | L0020482 | 0.100 | L0020483 | 0.100 |
| L0020484 | 0.100 | L0020485 | 0.100 | L0020486 | 0.100 | L0020487 | 0.100 |
| L0020488 | 0.100 | L0020489 | 0.100 | L0020490 | 0.100 | L0020491 | 0.100 |
| L0020492 | 0.100 | L0020493 | 0.100 | L0020494 | 0.100 | L0020495 | 0.100 |
| L0020496 | 0.100 | L0020497 | 0.100 | L0020498 | 0.100 | L0020499 | 0.100 |
| L0020500 | 0.100 | L0020501 | 0.100 | L0020502 | 0.100 | L0020503 | 0.100 |
| L0020504 | 0.100 | L0020505 | 0.100 | L0020506 | 0.100 | L0020507 | 0.100 |
| L0020508 | 0.100 | L0020509 | 0.100 | L0020510 | 0.100 | L0020511 | 0.100 |
| L0020512 | 0.100 | L0020513 | 0.100 | L0020514 | 0.100 | L0020515 | 0.100 |
| L0020516 | 0.100 | L0020517 | 0.100 | L0020518 | 0.100 | L0020519 | 0.100 |
| L0020520 | 0.100 | L0020521 | 0.100 | L0020522 | 0.100 | L0020523 | 0.100 |
| L0020524 | 0.100 | L0020525 | 0.100 | L0020526 | 0.100 | L0020527 | 0.100 |
| L0020528 | 0.100 | L0020529 | 0.100 | L0020530 | 0.100 | L0020531 | 0.100 |
| L0020532 | 0.100 | L0020533 | 0.100 | L0020534 | 0.100 | L0020535 | 0.100 |
| L0020536 | 0.100 | L0020537 | 0.100 | L0020538 | 0.100 | L0020539 | 0.100 |
| L0020540 | 0.100 | L0020541 | 0.100 | L0020542 | 0.100 | L0020543 | 0.100 |
| L0020544 | 0.100 | L0020545 | 0.100 | L0020546 | 0.100 | L0020547 | 0.100 |
| L0020548 | 0.100 | L0020549 | 0.100 | L0020550 | 0.100 | L0020551 | 0.100 |
| L0020552 | 0.100 | L0020553 | 0.100 | L0020554 | 0.100 | L0020555 | 0.100 |
| L0020556 | 0.100 | L0020557 | 0.100 | L0020558 | 0.100 | L0020559 | 0.100 |
| L0020560 | 0.100 | L0020561 | 0.100 | L0020562 | 0.100 | L0020563 | 0.100 |
| L0020564 | 0.100 | L0020565 | 0.100 | L0020566 | 0.100 | L0020567 | 0.100 |
| L0020568 | 0.100 | L0020569 | 0.100 | L0020570 | 0.100 | L0020571 | 0.100 |
| L0020572 | 0.100 | L0020573 | 0.100 | L0020574 | 0.100 | L0020575 | 0.100 |
| L0020576 | 0.100 | L0020577 | 0.100 | L0020578 | 0.100 | L0020579 | 0.100 |
| L0020580 | 0.100 | L0020581 | 0.100 | L0020582 | 0.100 | L0020583 | 0.100 |
| L0020584 | 0.100 | L0020585 | 0.100 | L0020586 | 0.100 | L0020587 | 0.100 |
| L0020588 | 0.100 | L0020589 | 0.100 | L0020590 | 0.100 | L0020591 | 0.100 |
| L0020592 | 0.100 | L0020593 | 0.100 | L0020594 | 0.100 | L0020595 | 0.100 |
| L0020596 | 0.100 | L0020597 | 0.100 | L0020598 | 0.100 | L0020599 | 0.100 |
| L0020600 | 0.100 | L0020601 | 0.100 | L0020602 | 0.100 | L0020603 | 0.100 |
| L0020604 | 0.100 | L0020605 | 0.100 | L0020606 | 0.100 | L0020607 | 0.100 |
| L0020608 | 0.100 | L0020609 | 0.100 | L0020610 | 0.100 | L0020611 | 0.100 |
| L0020612 | 0.100 | L0020613 | 0.100 | L0020614 | 0.100 | L0020615 | 0.100 |
| L0020616 | 0.100 | L0020617 | 0.100 | L0020618 | 0.100 | L0020619 | 0.100 |
| L0020620 | 0.100 | L0020621 | 0.100 | L0020622 | 0.100 | L0020623 | 0.100 |
| L0020624 | 0.100 | L0020625 | 0.100 | L0020626 | 0.100 | L0020627 | 0.100 |
| L0020628 | 0.100 | L0020629 | 0.100 | L0020630 | 0.100 | L0020631 | 0.100 |
| L0020632 | 0.100 | L0020633 | 0.100 | L0020634 | 0.100 | L0020635 | 0.100 |
| L0020636 | 0.100 | L0020637 | 0.100 | L0020638 | 0.100 | L0020639 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0020640 | 0.100 | L0020641 | 0.100 | L0020642 | 0.100 | L0020643 | 0.100 |
| L0020644 | 0.100 | L0020645 | 0.100 | L0020646 | 0.100 | L0020647 | 0.100 |
| L0020648 | 0.100 | L0020649 | 0.100 | L0020650 | 0.100 | L0020651 | 0.100 |
| L0020652 | 0.100 | L0020653 | 0.100 | L0020654 | 0.100 | L0020655 | 0.100 |
| L0020656 | 0.100 | L0020657 | 0.100 | L0020658 | 0.100 | L0020659 | 0.100 |
| L0020660 | 0.100 | L0020661 | 0.100 | L0020662 | 0.100 | L0020663 | 0.100 |
| L0020664 | 0.100 | L0020665 | 0.100 | L0020666 | 0.100 | L0020667 | 0.100 |
| L0020668 | 0.100 | L0020669 | 0.100 | L0020670 | 0.100 | L0020671 | 0.100 |
| L0020672 | 0.100 | L0020673 | 0.100 | L0020674 | 0.100 | L0020675 | 0.100 |
| L0020676 | 0.100 | L0020677 | 0.100 | L0020678 | 0.100 | L0020679 | 0.100 |
| L0020680 | 0.100 | L0020681 | 0.100 | L0020682 | 0.100 | L0020683 | 0.100 |
| L0020684 | 0.100 | L0020685 | 0.100 | L0020686 | 0.100 | L0020687 | 0.100 |
| L0020688 | 0.100 | L0020689 | 0.100 | L0020690 | 0.100 | L0020691 | 0.100 |
| L0020692 | 0.100 | L0020693 | 0.100 | L0020694 | 0.100 | L0020695 | 0.100 |
| L0020696 | 0.100 | L0020697 | 0.100 | L0020698 | 0.100 | L0020699 | 0.100 |
| L0020700 | 0.100 | L0020701 | 0.100 | L0020702 | 0.100 | L0020703 | 0.100 |
| L0020704 | 0.100 | L0020705 | 0.100 | L0020706 | 0.100 | L0020707 | 0.100 |
| L0020708 | 0.100 | L0020709 | 0.100 | L0020710 | 0.100 | L0020711 | 0.100 |
| L0020712 | 0.100 | L0020713 | 0.100 | L0020714 | 0.100 | L0020715 | 0.100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0020716 | 0.100 | L0020717 | 0.100 | L0020718 | 0.100 | L0020719 | 0.100 |
| L0020720 | 0.100 | L0020721 | 0.100 | L0020722 | 0.100 | L0020723 | 0.100 |
| L0020724 | 0.100 | L0020725 | 0.100 | L0020726 | 0.100 | L0020727 | 0.100 |
| L0020728 | 0.100 | L0020729 | 0.100 | L0020730 | 0.100 | L0020731 | 0.100 |
| L0020732 | 0.100 | L0020733 | 0.100 | L0020734 | 0.100 | L0020735 | 0.100 |
| L0020736 | 0.100 | L0020737 | 0.100 | L0020738 | 0.100 | L0020739 | 0.100 |
| L0020740 | 0.100 | L0020741 | 0.100 | L0020742 | 0.100 | L0020743 | 0.100 |
| L0020744 | 0.100 | L0020745 | 0.100 | L0020746 | 0.100 | L0020747 | 0.100 |
| L0020748 | 0.100 | L0020749 | 0.100 | L0020750 | 0.100 | L0020751 | 0.100 |
| L0020752 | 0.100 | L0020753 | 0.100 | L0020754 | 0.100 | L0020755 | 0.100 |
| L0020756 | 0.100 | L0020757 | 0.100 | L0020758 | 0.100 | L0020759 | 0.100 |
| L0020760 | 0.100 | L0020761 | 0.100 | L0020762 | 0.100 | L0020763 | 0.100 |
| L0020764 | 0.100 | L0020765 | 0.100 | L0020766 | 0.100 | L0020767 | 0.100 |
| L0020768 | 0.100 | L0020769 | 0.100 | L0020770 | 0.100 | L0020771 | 0.100 |
| L0020772 | 0.100 | L0020773 | 0.100 | L0020774 | 0.100 | L0020775 | 0.100 |
| L0020776 | 0.100 | L0020777 | 0.100 | L0020778 | 0.100 | L0020779 | 0.100 |
| L0020780 | 0.100 | L0020781 | 0.100 | L0020782 | 0.100 | L0020783 | 0.100 |
| L0020784 | 0.100 | L0020785 | 0.100 | L0020786 | 0.100 | L0020787 | 0.100 |
| L0020788 | 0.100 | L0020789 | 0.100 | L0020790 | 0.100 | L0020791 | 0.100 |
| L0020792 | 0.100 | L0020793 | 0.100 | L0020794 | 0.100 | L0020795 | 0.100 |
| L0020796 | 0.100 | L0020797 | 0.100 | L0020798 | 0.100 | L0020799 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0020800 | 0.100 | L0020801 | 0.100 | L0020802 | 0.100 | L0020803 | 0.100 |
| L0020804 | 0.100 | L0020805 | 0.100 | L0020806 | 0.100 | L0020807 | 0.100 |
| L0020808 | 0.100 | L0020809 | 0.100 | L0020810 | 0.100 | L0020811 | 0.100 |
| L0020812 | 0.100 | L0020813 | 0.100 | L0020814 | 0.100 | L0020815 | 0.100 |
| L0020816 | 0.100 | L0020817 | 0.100 | L0020818 | 0.100 | L0020819 | 0.100 |
| L0020820 | 0.100 | L0020821 | 0.100 | L0020822 | 0.100 | L0020823 | 0.100 |
| L0020824 | 0.100 | L0020825 | 0.100 | L0020826 | 0.100 | L0020827 | 0.100 |
| L0020828 | 0.100 | L0020829 | 0.100 | L0020830 | 0.100 | L0020831 | 0.100 |
| L0020832 | 0.100 | L0020833 | 0.100 | L0020834 | 0.100 | L0020835 | 0.100 |
| L0020836 | 0.100 | L0020837 | 0.100 | L0020838 | 0.100 | L0020839 | 0.100 |
| L0020840 | 0.100 | L0020841 | 0.100 | L0020842 | 0.100 | L0020843 | 0.100 |
| L0020844 | 0.100 | L0020845 | 0.100 | L0020846 | 0.100 | L0020847 | 0.100 |
| L0020848 | 0.100 | L0020849 | 0.100 | L0020850 | 0.100 | L0020851 | 0.100 |
| L0020852 | 0.100 | L0020853 | 0.100 | L0020854 | 0.100 | L0020855 | 0.100 |
| L0020856 | 0.100 | L0020857 | 0.100 | L0020858 | 0.100 | L0020859 | 0.100 |
| L0020860 | 0.100 | L0020861 | 0.100 | L0020862 | 0.100 | L0020863 | 0.100 |
| L0020864 | 0.100 | L0020865 | 0.100 | L0020866 | 0.100 | L0020867 | 0.100 |
| L0020868 | 0.100 | L0020869 | 0.100 | L0020870 | 0.100 | L0020871 | 0.100 |
| L0020872 | 0.100 | L0020873 | 0.100 | L0020874 | 0.100 | L0020875 | 0.100 |
| L0020876 | 0.100 | L0020877 | 0.100 | L0020878 | 0.100 | L0020879 | 0.100 |
| L0020880 | 0.100 | L0020881 | 0.100 | L0020882 | 0.100 | L0020883 | 0.100 |
| L0020884 | 0.100 | L0020885 | 0.100 | L0020886 | 0.100 | L0020887 | 0.100 |
| L0020888 | 0.100 | L0020889 | 0.100 | L0020890 | 0.100 | L0020891 | 0.100 |
| L0020892 | 0.100 | L0020893 | 0.100 | L0020894 | 0.100 | L0020895 | 0.100 |
| L0020896 | 0.100 | L0020897 | 0.100 | L0020898 | 0.100 | L0020899 | 0.100 |
| L0020900 | 0.100 | L0020901 | 0.100 | L0020902 | 0.100 | L0020903 | 0.100 |
| L0020904 | 0.100 | L0020905 | 0.100 | L0020906 | 0.100 | L0020907 | 0.100 |
| L0020908 | 0.100 | L0020909 | 0.100 | L0020910 | 0.100 | L0020911 | 0.100 |
| L0020912 | 0.100 | L0020913 | 0.100 | L0020914 | 0.100 | L0020915 | 0.100 |
| L0020916 | 0.100 | L0020917 | 0.100 | L0020918 | 0.100 | L0020919 | 0.100 |
| L0020920 | 0.100 | L0020921 | 0.100 | L0020922 | 0.100 | L0020923 | 0.100 |
| L0020924 | 0.100 | L0020925 | 0.100 | L0020926 | 0.100 | L0020927 | 0.100 |
| L0020928 | 0.100 | L0020929 | 0.100 | L0020930 | 0.100 | L0020931 | 0.100 |
| L0020932 | 0.100 | L0020933 | 0.100 | L0020934 | 0.100 | L0020935 | 0.100 |
| L0020936 | 0.100 | L0020937 | 0.100 | L0020938 | 0.100 | L0020939 | 0.100 |
| L0020940 | 0.100 | L0020941 | 0.100 | L0020942 | 0.100 | L0020943 | 0.100 |
| L0020944 | 0.100 | L0020945 | 0.100 | L0020946 | 0.100 | L0020947 | 0.100 |
| L0020948 | 0.100 | L0020949 | 0.100 | L0020950 | 0.100 | L0020951 | 0.100 |
| L0020952 | 0.100 | L0020953 | 0.100 | L0020954 | 0.100 | L0020955 | 0.100 |
| L0020956 | 0.100 | L0020957 | 0.100 | L0020958 | 0.100 | L0020959 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0020960 | 0.100 | L0020961 | 0.100 | L0020962 | 0.100 | L0020963 | 0.100 |
| L0020964 | 0.100 | L0020965 | 0.100 | L0020966 | 0.100 | L0020967 | 0.100 |
| L0020968 | 0.100 | L0020969 | 0.100 | L0020970 | 0.100 | L0020971 | 0.100 |
| L0020972 | 0.100 | L0020973 | 0.100 | L0020974 | 0.100 | L0020975 | 0.100 |
| L0020976 | 0.100 | L0020977 | 0.100 | L0020978 | 0.100 | L0020979 | 0.100 |
| L0020980 | 0.100 | L0020981 | 0.100 | L0020982 | 0.100 | L0020983 | 0.100 |
| L0020984 | 0.100 | L0020985 | 0.100 | L0020986 | 0.100 | L0020987 | 0.100 |
| L0020988 | 0.100 | L0020989 | 0.100 | L0020990 | 0.100 | L0020991 | 0.100 |
| L0020992 | 0.100 | L0020993 | 0.100 | L0020994 | 0.100 | L0020995 | 0.100 |
| L0020996 | 0.100 | L0020997 | 0.100 | L0020998 | 0.100 | L0020999 | 0.100 |
| L0021000 | 0.100 | L0021001 | 0.100 | L0021002 | 0.100 | L0021003 | 0.100 |
| L0021004 | 0.100 | L0021005 | 0.100 | L0021006 | 0.100 | L0021007 | 0.100 |
| L0021008 | 0.100 | L0021009 | 0.100 | L0021010 | 0.100 | L0021011 | 0.100 |
| L0021012 | 0.100 | L0021013 | 0.100 | L0021014 | 0.100 | L0021015 | 0.100 |
| L0021016 | 0.100 | L0021017 | 0.100 | L0021018 | 0.100 | L0021019 | 0.100 |
| L0021020 | 0.100 | L0021021 | 0.100 | L0021022 | 0.100 | L0021023 | 0.100 |
| L0021024 | 0.100 | L0021025 | 0.100 | L0021026 | 0.100 | L0021027 | 0.100 |
| L0021028 | 0.100 | L0021029 | 0.100 | L0021030 | 0.100 | L0021031 | 0.100 |
| L0021032 | 0.100 | L0021033 | 0.100 | L0021034 | 0.100 | L0021035 | 0.100 |
| L0021036 | 0.100 | L0021037 | 0.100 | L0021038 | 0.100 | L0021039 | 0.100 |
| L0021040 | 0.100 | L0021041 | 0.100 | L0021042 | 0.100 | L0021043 | 0.100 |
| L0021044 | 0.100 | L0021045 | 0.100 | L0021046 | 0.100 | L0021047 | 0.100 |
| L0021048 | 0.100 | L0021049 | 0.100 | L0021050 | 0.100 | L0021051 | 0.100 |
| L0021052 | 0.100 | L0021053 | 0.100 | L0021054 | 0.100 | L0021055 | 0.100 |
| L0021056 | 0.100 | L0021057 | 0.100 | L0021058 | 0.100 | L0021059 | 0.100 |
| L0021060 | 0.100 | L0021061 | 0.100 | L0021062 | 0.100 | L0021063 | 0.100 |
| L0021064 | 0.100 | L0021065 | 0.100 | L0021066 | 0.100 | L0021067 | 0.100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0021068 | 0.100 | L0021069 | 0.100 | L0021070 | 0.100 | L0021071 | 0.100 |
| L0021072 | 0.100 | L0021073 | 0.100 | L0021074 | 0.100 | L0021075 | 0.100 |
| L0021076 | 0.100 | L0021077 | 0.100 | L0021078 | 0.100 | L0021079 | 0.100 |
| L0021080 | 0.100 | L0021081 | 0.100 | L0021082 | 0.100 | L0021083 | 0.100 |
| L0021084 | 0.100 | L0021085 | 0.100 | L0021086 | 0.100 | L0021087 | 0.100 |
| L0021088 | 0.100 | L0021089 | 0.100 | L0021090 | 0.100 | L0021091 | 0.100 |
| L0021092 | 0.100 | L0021093 | 0.100 | L0021094 | 0.100 | L0021095 | 0.100 |
| L0021096 | 0.100 | L0021097 | 0.100 | L0021098 | 0.100 | L0021099 | 0.100 |
| L0021100 | 0.100 | L0021101 | 0.100 | L0021102 | 0.100 | L0021103 | 0.100 |
| L0021104 | 0.100 | L0021105 | 0.100 | L0021106 | 0.100 | L0021107 | 0.100 |
| L0021108 | 0.100 | L0021109 | 0.100 | L0021110 | 0.100 | L0021111 | 0.100 |
| L0021112 | 0.100 | L0021113 | 0.100 | L0021114 | 0.100 | L0021115 | 0.100 |
| L0021116 | 0.100 | L0021117 | 0.100 | L0021118 | 0.100 | L0021119 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0021120 | 0.100 | L0021121 | 0.100 | L0021122 | 0.100 | L0021123 | 0.100 |
| L0021124 | 0.100 | L0021125 | 0.100 | L0021126 | 0.100 | L0021127 | 0.100 |
| L0021128 | 0.100 | L0021129 | 0.100 | L0021130 | 0.100 | L0021131 | 0.100 |
| L0021132 | 0.100 | L0021133 | 0.100 | L0021134 | 0.100 | L0021135 | 0.100 |
| L0021136 | 0.100 | L0021137 | 0.100 | L0021138 | 0.100 | L0021139 | 0.100 |
| L0021140 | 0.100 | L0021141 | 0.100 | L0021142 | 0.100 | L0021143 | 0.100 |
| L0021144 | 0.100 | L0021145 | 0.100 | L0021146 | 0.100 | L0021147 | 0.100 |
| L0021148 | 0.100 | L0021149 | 0.100 | L0021150 | 0.100 | L0021151 | 0.100 |
| L0021152 | 0.100 | L0021153 | 0.100 | L0021154 | 0.100 | L0021155 | 0.100 |
| L0021156 | 0.100 | L0021157 | 0.100 | L0021158 | 0.100 | L0021159 | 0.100 |
| L0021160 | 0.100 | L0021161 | 0.100 | L0021162 | 0.100 | L0021163 | 0.100 |
| L0021164 | 0.100 | L0021165 | 0.100 | L0021166 | 0.100 | L0021167 | 0.100 |
| L0021168 | 0.100 | L0021169 | 0.100 | L0021170 | 0.100 | L0021171 | 0.100 |
| L0021172 | 0.100 | L0021173 | 0.100 | L0021174 | 0.100 | L0021175 | 0.100 |
| L0021176 | 0.100 | L0021177 | 0.100 | L0021178 | 0.100 | L0021179 | 0.100 |
| L0021180 | 0.100 | L0021181 | 0.100 | L0021182 | 0.100 | L0021183 | 0.100 |
| L0021184 | 0.100 | L0021185 | 0.100 | L0021186 | 0.100 | L0021187 | 0.100 |
| L0021188 | 0.100 | L0021189 | 0.100 | L0021190 | 0.100 | L0021191 | 0.100 |
| L0021192 | 0.100 | L0021193 | 0.100 | L0021194 | 0.100 | L0021195 | 0.100 |
| L0021196 | 0.100 | L0021197 | 0.100 | L0021198 | 0.100 | L0021199 | 0.100 |
| L0021200 | 0.100 | L0021201 | 0.100 | L0021202 | 0.100 | L0021203 | 0.100 |
| L0021204 | 0.100 | L0021205 | 0.100 | L0021206 | 0.100 | L0021207 | 0.100 |
| L0021208 | 0.100 | L0021209 | 0.100 | L0021210 | 0.100 | L0021211 | 0.100 |
| L0021212 | 0.100 | L0021213 | 0.100 | L0021214 | 0.100 | L0021215 | 0.100 |
| L0021216 | 0.100 | L0021217 | 0.100 | L0021218 | 0.100 | L0021219 | 0.100 |
| L0021220 | 0.100 | L0021221 | 0.100 | L0021222 | 0.100 | L0021223 | 0.100 |
| L0021224 | 0.100 | L0021225 | 0.100 | L0021226 | 0.100 | L0021227 | 0.100 |
| L0021228 | 0.100 | L0021229 | 0.100 | L0021230 | 0.100 | L0021231 | 0.100 |
| L0021232 | 0.100 | L0021233 | 0.100 | L0021234 | 0.100 | L0021235 | 0.100 |
| L0021236 | 0.100 | L0021237 | 0.100 | L0021238 | 0.100 | L0021239 | 0.100 |
| L0021240 | 0.100 | L0021241 | 0.100 | LOT2 | 0.100 | STCKCC1 | 0.100 |
| STCKCC2 | 0.100 | STCKCC3 | 0.100 | STCKCC4 | 0.100 | STCKCC5 | 0.100 |
| STCKPP1 | 0.100 | STCKPP2 | 0.100 | STCKPP3 | 0.100 | STCKPP4 | 0.100 |
| STCKAM1 | 0.100 | STCKAM2 | 0.100 | STCKAM3 | 0.100 | STCKAM4 | 0.100 |
| STCKAM5 | 0.100 | STCKAM6 | 0.100 | STCKAM7 | 0.100 | STCKQM8 | 0.100 |
| STCKAM9 | 0.100 | STCKAM10 | 0.100 | STCKHOT1 | 0.100 | STCKHOT2 | 0.100 |
| STCKWP1 | 0.100 | STCKAAA1 | 0.100 | STCKWW1 | 0.100 | BBBCCC1 | 0.100 |
| BBBCCC2 | 0.100 | DDDEEE1 | 0.100 | DDDEEE2 | 0.100 | L0021242 | 0.100 |
| L0021243 | 0.100 | L0021244 | 0.100 | L0021245 | 0.100 | L0021246 | 0.100 |
| L0021247 | 0.100 | L0021248 | 0.100 | L0021249 | 0.100 | L0021250 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0021251 | 0.100 | L0021252 | 0.100 | L0021253 | 0.100 | L0021254 | 0.100 |
| L0021255 | 0.100 | L0021256 | 0.100 | L0021257 | 0.100 | L0021258 | 0.100 |
| L0021259 | 0.100 | L0021260 | 0.100 | L0021261 | 0.100 | L0021262 | 0.100 |
| L0021263 | 0.100 | L0021264 | 0.100 | L0021265 | 0.100 | L0021266 | 0.100 |
| L0021267 | 0.100 | L0021268 | 0.100 | L0021269 | 0.100 | L0021270 | 0.100 |
| L0021271 | 0.100 | L0021272 | 0.100 | L0021273 | 0.100 | L0021274 | 0.100 |
| L0021275 | 0.100 | L0021276 | 0.100 | L0021277 | 0.100 | L0021278 | 0.100 |
| L0021279 | 0.100 | L0021280 | 0.100 | L0021281 | 0.100 | L0021282 | 0.100 |
| L0021283 | 0.100 | L0021284 | 0.100 | L0021285 | 0.100 | L0021286 | 0.100 |
| L0021287 | 0.100 | L0021288 | 0.100 | L0021289 | 0.100 | L0021290 | 0.100 |
| L0021291 | 0.100 | L0021292 | 0.100 | L0021293 | 0.100 | L0021294 | 0.100 |
| L0021295 | 0.100 | L0021296 | 0.100 | L0021297 | 0.100 | L0021298 | 0.100 |
| L0021299 | 0.100 | L0021300 | 0.100 | L0021301 | 0.100 | L0021302 | 0.100 |
| L0021303 | 0.100 | L0021304 | 0.100 | L0021305 | 0.100 | L0021306 | 0.100 |
| L0021307 | 0.100 | L0021308 | 0.100 | L0021309 | 0.100 | L0021310 | 0.100 |
| L0021311 | 0.100 | L0021312 | 0.100 | L0021313 | 0.100 | L0021314 | 0.100 |
| L0021315 | 0.100 | L0021316 | 0.100 | L0021317 | 0.100 | L0021318 | 0.100 |
| L0021319 | 0.100 | L0021320 | 0.100 | L0021321 | 0.100 | L0021322 | 0.100 |
| L0021323 | 0.100 | L0021324 | 0.100 | L0021325 | 0.100 | L0021326 | 0.100 |
| L0021327 | 0.100 | L0021328 | 0.100 | L0021329 | 0.100 | L0021330 | 0.100 |
| L0021331 | 0.100 | L0021332 | 0.100 | L0021333 | 0.100 | L0021334 | 0.100 |
| L0021335 | 0.100 | L0021336 | 0.100 | L0021337 | 0.100 | L0021338 | 0.100 |
| L0021339 | 0.100 | L0021340 | 0.100 | L0021341 | 0.100 | L0021342 | 0.100 |
| L0021343 | 0.100 | L0021344 | 0.100 | L0021345 | 0.100 | L0021346 | 0.100 |
| L0021347 | 0.100 | L0021348 | 0.100 | L0021349 | 0.100 | L0021350 | 0.100 |
| L0021351 | 0.100 | L0021352 | 0.100 | L0021353 | 0.100 | L0021354 | 0.100 |
| L0021355 | 0.100 | L0021356 | 0.100 | L0021357 | 0.100 | L0021358 | 0.100 |
| L0021359 | 0.100 | L0021360 | 0.100 | L0021361 | 0.100 | L0021362 | 0.100 |
| L0021363 | 0.100 | L0021364 | 0.100 | L0021365 | 0.100 | L0021366 | 0.100 |
| L0021367 | 0.100 | L0021368 | 0.100 | L0021369 | 0.100 | L0021370 | 0.100 |
| L0021371 | 0.100 | L0021372 | 0.100 | L0021373 | 0.100 | L0021374 | 0.100 |
| L0021375 | 0.100 | L0021376 | 0.100 | L0021377 | 0.100 | L0021378 | 0.100 |
| L0021379 | 0.100 | L0021380 | 0.100 | L0021381 | 0.100 | L0021382 | 0.100 |
| L0021383 | 0.100 | L0021384 | 0.100 | L0021385 | 0.100 | L0021386 | 0.100 |
| L0021387 | 0.100 | L0021388 | 0.100 | L0021389 | 0.100 | L0021390 | 0.100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| L0021391 | 0.100 | L0021392 | 0.100 | L0021393 | 0.100 | L0021394 | 0.100 |
| L0021395 | 0.100 | L0021396 | 0.100 | L0021397 | 0.100 | L0021398 | 0.100 |
| L0021399 | 0.100 | L0021400 | 0.100 | L0021401 | 0.100 | L0021402 | 0.100 |
| L0021403 | 0.100 | L0021404 | 0.100 | L0021405 | 0.100 | L0021406 | 0.100 |
| L0021407 | 0.100 | L0021408 | 0.100 | L0021409 | 0.100 | L0021410 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0021411 | 0.100 | L0021412 | 0.100 | L0021413 | 0.100 | L0021414 | 0.100 |
| L0021415 | 0.100 | L0021416 | 0.100 | L0021417 | 0.100 | L0021418 | 0.100 |
| L0021419 | 0.100 | L0021420 | 0.100 | L0021421 | 0.100 | L0021422 | 0.100 |
| L0021423 | 0.100 | L0021424 | 0.100 | L0021425 | 0.100 | L0021426 | 0.100 |
| L0021427 | 0.100 | L0021428 | 0.100 | L0021429 | 0.100 | L0021430 | 0.100 |
| L0021431 | 0.100 | L0021432 | 0.100 | L0021433 | 0.100 | L0021434 | 0.100 |
| L0021435 | 0.100 | L0021436 | 0.100 | L0021437 | 0.100 | L0021438 | 0.100 |
| L0021439 | 0.100 | L0021440 | 0.100 | L0021441 | 0.100 | L0021442 | 0.100 |
| L0021443 | 0.100 | L0021444 | 0.100 | L0021445 | 0.100 | L0021446 | 0.100 |
| L0021447 | 0.100 | L0021448 | 0.100 | L0021449 | 0.100 | L0021450 | 0.100 |
| L0021451 | 0.100 | L0021452 | 0.100 | L0021453 | 0.100 | L0021454 | 0.100 |
| L0021455 | 0.100 | L0021456 | 0.100 | L0021457 | 0.100 | L0021458 | 0.100 |
| L0021459 | 0.100 | L0021460 | 0.100 | L0021461 | 0.100 | L0021462 | 0.100 |
| L0021463 | 0.100 | L0021464 | 0.100 | L0021465 | 0.100 | L0021466 | 0.100 |
| L0021467 | 0.100 | L0021468 | 0.100 | L0021469 | 0.100 | L0021470 | 0.100 |
| L0021471 | 0.100 | L0021472 | 0.100 | L0021473 | 0.100 | L0021474 | 0.100 |
| L0021475 | 0.100 | L0021476 | 0.100 | L0021477 | 0.100 | L0021478 | 0.100 |
| L0021479 | 0.100 | L0021480 | 0.100 | L0021481 | 0.100 | L0021482 | 0.100 |
| L0021483 | 0.100 | L0021484 | 0.100 | L0021485 | 0.100 | L0021486 | 0.100 |
| L0021487 | 0.100 | L0021488 | 0.100 | L0021489 | 0.100 | L0021490 | 0.100 |
| L0021491 | 0.100 | L0021492 | 0.100 | L0021493 | 0.100 | L0021494 | 0.100 |
| L0021495 | 0.100 | L0021496 | 0.100 | L0021497 | 0.100 | L0021498 | 0.100 |
| L0021499 | 0.100 | L0021500 | 0.100 | L0021501 | 0.100 | L0021502 | 0.100 |
| L0021503 | 0.100 | L0021504 | 0.100 | L0021505 | 0.100 | L0021506 | 0.100 |
| L0021507 | 0.100 | L0021508 | 0.100 | L0021509 | 0.100 | L0021510 | 0.100 |
| L0021511 | 0.100 | L0021512 | 0.100 | L0021513 | 0.100 | L0021514 | 0.100 |
| L0021515 | 0.100 | L0021516 | 0.100 | L0021517 | 0.100 | L0021518 | 0.100 |
| L0021519 | 0.100 | L0021520 | 0.100 | L0021521 | 0.100 | L0021522 | 0.100 |
| L0021523 | 0.100 | L0021524 | 0.100 | L0021525 | 0.100 | L0021526 | 0.100 |
| L0021527 | 0.100 | L0021528 | 0.100 | L0021529 | 0.100 | L0021530 | 0.100 |
| L0021531 | 0.100 | L0021532 | 0.100 | L0021533 | 0.100 | L0021534 | 0.100 |
| L0021535 | 0.100 | L0021536 | 0.100 | L0021537 | 0.100 | L0021538 | 0.100 |
| L0021539 | 0.100 | L0021540 | 0.100 | L0021541 | 0.100 | L0021542 | 0.100 |
| L0021543 | 0.100 | L0021544 | 0.100 | L0021545 | 0.100 | L0021546 | 0.100 |
| L0021547 | 0.100 | L0021548 | 0.100 | L0021549 | 0.100 | L0021550 | 0.100 |
| L0021551 | 0.100 | L0021552 | 0.100 | L0021553 | 0.100 | L0021554 | 0.100 |
| L0021555 | 0.100 | L0021556 | 0.100 | L0021557 | 0.100 | L0021558 | 0.100 |
| L0021559 | 0.100 | L0021560 | 0.100 | L0021561 | 0.100 | L0021562 | 0.100 |
| L0021563 | 0.100 | L0021564 | 0.100 | L0021565 | 0.100 | L0021566 | 0.100 |
| L0021567 | 0.100 | L0021568 | 0.100 | L0021569 | 0.100 | L0021570 | 0.100 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0021571 | 0.100 | L0021572 | 0.100 | L0021573 | 0.100 | L0021574 | 0.100 |
| L0021575 | 0.100 | L0021576 | 0.100 | L0021577 | 0.100 | L0021578 | 0.100 |
| L0021579 | 0.100 | L0021580 | 0.100 | L0021581 | 0.100 | L0021582 | 0.100 |
| L0021583 | 0.100 | L0021584 | 0.100 | L0021585 | 0.100 | L0021586 | 0.100 |
| L0021587 | 0.100 | L0021588 | 0.100 | L0021589 | 0.100 | L0021590 | 0.100 |
| L0021591 | 0.100 | L0021592 | 0.100 | L0021593 | 0.100 | L0021594 | 0.100 |
| L0021595 | 0.100 | L0021596 | 0.100 | L0021597 | 0.100 | L0021598 | 0.100 |
| L0021599 | 0.100 | L0021600 | 0.100 | L0021601 | 0.100 | L0021602 | 0.100 |
| L0021603 | 0.100 | L0021604 | 0.100 | L0021605 | 0.100 | L0021606 | 0.100 |
| L0021607 | 0.100 | L0021608 | 0.100 | L0021609 | 0.100 | L0021610 | 0.100 |
| L0021611 | 0.100 | L0021612 | 0.100 | L0021613 | 0.100 | L0021614 | 0.100 |
| L0021615 | 0.100 | L0021616 | 0.100 | L0021617 | 0.100 | L0021618 | 0.100 |
| L0021619 | 0.100 | L0021620 | 0.100 | L0021621 | 0.100 | L0021622 | 0.100 |
| L0021623 | 0.100 | L0021624 | 0.100 | L0021625 | 0.100 | L0021626 | 0.100 |
| L0021627 | 0.100 | L0021628 | 0.100 | L0021629 | 0.100 | L0021630 | 0.100 |
| L0021631 | 0.100 | L0021632 | 0.100 | L0021633 | 0.100 | L0021634 | 0.100 |
| L0021635 | 0.100 | L0021636 | 0.100 | L0021637 | 0.100 | L0021638 | 0.100 |
| L0021639 | 0.100 | L0021640 | 0.100 | L0021641 | 0.100 | L0021642 | 0.100 |
| L0021643 | 0.100 | L0021644 | 0.100 | L0021645 | 0.100 | L0021646 | 0.100 |
| L0021647 | 0.100 | L0021648 | 0.100 | L0021649 | 0.100 | L0021650 | 0.100 |
| L0021651 | 0.100 | L0021652 | 0.100 | L0021653 | 0.100 | L0021654 | 0.100 |
| L0021655 | 0.100 | L0021656 | 0.100 | L0021657 | 0.100 | L0021658 | 0.100 |
| L0021659 | 0.100 | L0021660 | 0.100 | L0021661 | 0.100 | L0021662 | 0.100 |
| L0021663 | 0.100 | L0021664 | 0.100 | L0021665 | 0.100 | L0021666 | 0.100 |
| L0021667 | 0.100 | L0021668 | 0.100 | L0021669 | 0.100 | L0021670 | 0.100 |
| L0021671 | 0.100 | L0021672 | 0.100 | L0021673 | 0.100 | L0021674 | 0.100 |
| L0021675 | 0.100 | L0021676 | 0.100 | L0021677 | 0.100 | L0021678 | 0.100 |
| L0021679 | 0.100 | L0021680 | 0.100 | L0021681 | 0.100 | L0021682 | 0.100 |
| L0021683 | 0.100 | L0021684 | 0.100 | L0021685 | 0.100 | L0021686 | 0.100 |
| L0021687 | 0.100 | L0021688 | 0.100 | L0021689 | 0.100 | L0021690 | 0.100 |
| L0021691 | 0.100 | L0021692 | 0.100 | L0021693 | 0.100 | L0021694 | 0.100 |
| L0021695 | 0.100 | L0021696 | 0.100 | L0021697 | 0.100 | L0021698 | 0.100 |
| L0021699 | 0.100 | L0021700 | 0.100 | L0021701 | 0.100 | L0021702 | 0.100 |
| L0021703 | 0.100 | L0021704 | 0.100 | L0021705 | 0.100 | L0021706 | 0.100 |
| L0021707 | 0.100 | L0021708 | 0.100 | L0021709 | 0.100 | L0021710 | 0.100 |
| L0021711 | 0.100 | L0021712 | 0.100 | L0021713 | 0.100 | L0021714 | 0.100 |
| L0021715 | 0.100 | L0021716 | 0.100 | L0021717 | 0.100 | L0021718 | 0.100 |
| L0021719 | 0.100 | L0021720 | 0.100 | L0021721 | 0.100 | L0021722 | 0.100 |
| L0021723 | 0.100 | L0021724 | 0.100 | L0021725 | 0.100 | L0021726 | 0.100 |
| L0021727 | 0.100 | L0021728 | 0.100 | L0021729 | 0.100 | L0021730 | 0.100 |

*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0021731 | 0.100 | L0021732 | 0.100 | L0021733 | 0.100 | L0021734 | 0.100 |
| L0021735 | 0.100 | L0021736 | 0.100 | L0021737 | 0.100 | L0021738 | 0.100 |
| L0021739 | 0.100 | L0021740 | 0.100 | L0021741 | 0.100 | L0021742 | 0.100 |
| L0021743 | 0.100 | L0021744 | 0.100 | L0021745 | 0.100 | L0021746 | 0.100 |
| L0021747 | 0.100 | L0021748 | 0.100 | L0021749 | 0.100 | L0021750 | 0.100 |
| L0021751 | 0.100 | L0021752 | 0.100 | L0021753 | 0.100 | L0021754 | 0.100 |
| L0021755 | 0.100 | L0021756 | 0.100 | L0021757 | 0.100 | L0021758 | 0.100 |
| L0021759 | 0.100 | L0021760 | 0.100 | L0021761 | 0.100 | L0021762 | 0.100 |
| L0021763 | 0.100 | L0021764 | 0.100 | L0021765 | 0.100 | L0021766 | 0.100 |
| L0021767 | 0.100 | L0021768 | 0.100 | L0021769 | 0.100 | L0021770 | 0.100 |
| L0021771 | 0.100 | L0021772 | 0.100 | L0021773 | 0.100 | L0021774 | 0.100 |
| L0021775 | 0.100 | L0021776 | 0.100 | L0021777 | 0.100 | L0021778 | 0.100 |
| L0021779 | 0.100 | L0021780 | 0.100 | L0021781 | 0.100 | L0021782 | 0.100 |
| L0021783 | 0.100 | L0021784 | 0.100 | L0021785 | 0.100 | L0021786 | 0.100 |
| L0021787 | 0.100 | L0021788 | 0.100 | L0021789 | 0.100 | L0021790 | 0.100 |
| L0021791 | 0.100 | L0021792 | 0.100 | L0021793 | 0.100 | L0021794 | 0.100 |
| L0021795 | 0.100 | L0021796 | 0.100 | L0021797 | 0.100 | L0021798 | 0.100 |
| L0021799 | 0.100 | L0021800 | 0.100 | L0021801 | 0.100 | L0021802 | 0.100 |
| L0021803 | 0.100 | L0021804 | 0.100 | L0021805 | 0.100 | L0021806 | 0.100 |
| L0021807 | 0.100 | L0021808 | 0.100 | L0021809 | 0.100 | L0021810 | 0.100 |
| L0021811 | 0.100 | L0021812 | 0.100 | L0021813 | 0.100 | L0021814 | 0.100 |
| L0021815 | 0.100 | L0021816 | 0.100 | L0021817 | 0.100 | L0021818 | 0.100 |
| L0021819 | 0.100 | L0021820 | 0.100 | L0021821 | 0.100 | L0021822 | 0.100 |
| L0021823 | 0.100 | L0021824 | 0.100 | L0021825 | 0.100 | L0021826 | 0.100 |
| L0021827 | 0.100 | L0021828 | 0.100 | L0021829 | 0.100 | L0021830 | 0.100 |
| L0021831 | 0.100 | L0021832 | 0.100 | L0021833 | 0.100 | L0021834 | 0.100 |
| L0021835 | 0.100 | L0021836 | 0.100 | L0021837 | 0.100 | L0021838 | 0.100 |
| L0021839 | 0.100 | L0021840 | 0.100 | L0021841 | 0.100 | L0021842 | 0.100 |
| L0021843 | 0.100 | L0021844 | 0.100 | L0021845 | 0.100 | L0021846 | 0.100 |
| L0021847 | 0.100 | L0021848 | 0.100 | L0021849 | 0.100 | L0021850 | 0.100 |
| L0021851 | 0.100 | L0021852 | 0.100 | L0021853 | 0.100 | L0021854 | 0.100 |
| L0021855 | 0.100 | L0021856 | 0.100 | L0021857 | 0.100 | L0021858 | 0.100 |
| L0021859 | 0.100 | L0021860 | 0.100 | L0021861 | 0.100 | L0021862 | 0.100 |
| L0021863 | 0.100 | L0021864 | 0.100 | L0021865 | 0.100 | L0021866 | 0.100 |
| L0021867 | 0.100 | L0021868 | 0.100 | L0021869 | 0.100 | L0021870 | 0.100 |
| L0021871 | 0.100 | L0021872 | 0.100 | L0021873 | 0.100 | L0021874 | 0.100 |
| L0021875 | 0.100 | L0021876 | 0.100 | L0021877 | 0.100 | L0021878 | 0.100 |
| L0021879 | 0.100 | L0021880 | 0.100 | L0021881 | 0.100 | L0021882 | 0.100 |
| L0021883 | 0.100 | L0021884 | 0.100 | L0021885 | 0.100 | L0021886 | 0.100 |
| L0021887 | 0.100 | L0021888 | 0.100 | L0021889 | 0.100 | L0021890 | 0.100 |





*** IN-STACK NO2 RATIOS FOR OLM/PVMRM OPTIONS ***

| SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO | SOURCE_ID | NO2_RATIO |
|---|---|---|---|---|---|---|---|
| L0021891 | 0.100 | L0021892 | 0.100 | L0021893 | 0.100 | L0021894 | 0.100 |
| L0021895 | 0.100 | L0021896 | 0.100 | L0021897 | 0.100 | L0021898 | 0.100 |
| L0021899 | 0.100 | L0021900 | 0.100 | L0021901 | 0.100 | L0021902 | 0.100 |
| L0021903 | 0.100 | L0021904 | 0.100 | L0021905 | 0.100 | L0021906 | 0.100 |
| L0021907 | 0.100 | L0021908 | 0.100 | L0021909 | 0.100 | L0021910 | 0.100 |
| L0021911 | 0.100 | L0021912 | 0.100 | L0021913 | 0.100 | L0021914 | 0.100 |
| L0021915 | 0.100 | L0021916 | 0.100 | L0021917 | 0.100 | L0021918 | 0.100 |
| L0021919 | 0.100 | L0021920 | 0.100 | L0021921 | 0.100 | L0021922 | 0.100 |
| L0021923 | 0.100 | L0021924 | 0.100 | L0021925 | 0.100 | L0021926 | 0.100 |
| L0021927 | 0.100 | L0021928 | 0.100 | L0021929 | 0.100 | L0021930 | 0.100 |
| L0021931 | 0.100 | L0021932 | 0.100 | L0021933 | 0.100 | L0021934 | 0.100 |
| L0021935 | 0.100 | L0021936 | 0.100 | L0021937 | 0.100 | L0021938 | 0.100 |
| L0021939 | 0.100 | L0021940 | 0.100 | L0021941 | 0.100 | L0021942 | 0.100 |
| L0021943 | 0.100 | L0021944 | 0.100 | LOT3 | 0.100 | IDDDDHHHH1 | 0.100 |
| IDDDDHHHH2 | 0.100 | IDDDDHHHH3 | 0.100 | IDDDDHHHH4 | 0.100 | ICCCCFFFF1 | 0.100 |
| ICCCCFFFF2 | 0.100 | IWWWAAAA1 | 0.100 | IWWWAAAA2 | 0.100 | IWWWAAAA3 | 0.100 |
| IWWWAAAA4 | 0.100 | ISSSUUU1 | 0.100 | ISSSUUU2 | 0.100 | ISSSUUU3 | 0.100 |





*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -42.4, | -29.3, | 2 | 9.1, | 289.6, | 297.5, | -53.7, | -5.9, |
| 3 | 9.1, | 291.8, | 321.4, | -63.3, | 17.7, | 4 | 9.1, | 285.1, | 335.4, | -71.1, | 40.8, |
| 5 | 9.1, | 269.8, | 339.3, | -76.7, | 62.6, | 6 | 9.1, | 246.3, | 332.9, | -79.9, | 82.6, |
| 7 | 9.1, | 229.5, | 316.3, | -80.7, | 92.9, | 8 | 9.1, | 227.5, | 290.2, | -79.1, | 89.5, |
| 9 | 9.1, | 223.8, | 259.1, | -77.7, | 82.1, | 10 | 9.1, | 264.7, | 278.6, | -110.0, | 90.0, |
| 11 | 9.1, | 297.5, | 289.6, | -138.9, | 95.1, | 12 | 9.1, | 321.4, | 291.8, | -163.6, | 97.3, |
| 13 | 9.1, | 335.4, | 285.1, | -183.4, | 96.6, | 14 | 9.1, | 339.3, | 269.8, | -197.5, | 93.0, |
| 15 | 9.1, | 332.9, | 246.3, | -205.7, | 86.5, | 16 | 9.1, | 316.3, | 229.5, | -207.6, | 77.4, |
| 17 | 9.1, | 290.2, | 227.5, | -203.2, | 66.0, | 18 | 9.1, | 259.1, | 223.8, | -194.0, | 51.8, |
| 19 | 9.1, | 278.6, | 264.7, | -222.3, | 29.3, | 20 | 9.1, | 289.6, | 297.5, | -243.9, | 5.9, |
| 21 | 9.1, | 291.8, | 321.4, | -258.0, | -17.7, | 22 | 9.1, | 285.1, | 335.4, | -264.4, | -40.8, |
| 23 | 9.1, | 269.8, | 339.3, | -262.6, | -62.6, | 24 | 9.1, | 246.3, | 332.9, | -253.0, | -82.6, |
| 25 | 9.1, | 229.5, | 316.3, | -235.6, | -92.9, | 26 | 9.1, | 227.5, | 290.2, | -211.0, | -89.5, |
| 27 | 9.1, | 223.8, | 259.1, | -181.4, | -82.1, | 28 | 9.1, | 264.7, | 278.6, | -168.6, | -90.0, |
| 29 | 9.1, | 297.5, | 289.6, | -150.7, | -95.1, | 30 | 9.1, | 321.4, | 291.8, | -128.2, | -97.3, |
| 31 | 9.1, | 335.4, | 285.1, | -101.8, | -96.6, | 32 | 9.1, | 339.3, | 269.8, | -72.3, | -93.0, |
| 33 | 9.1, | 332.9, | 246.3, | -40.6, | -86.5, | 34 | 9.1, | 316.3, | 229.5, | -21.9, | -77.4, |
| 35 | 9.1, | 290.2, | 227.5, | -24.3, | -66.0, | 36 | 9.1, | 259.1, | 223.8, | -29.8, | -51.8, |

SOURCE ID: STCKCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -110.8, | -36.5, | 2 | 9.1, | 289.6, | 297.5, | -119.8, | -24.8, |
| 3 | 9.1, | 291.8, | 321.4, | -125.2, | -12.4, | 4 | 9.1, | 285.1, | 335.4, | -126.7, | 0.4, |
| 5 | 9.1, | 269.8, | 339.3, | -124.5, | 13.2, | 6 | 9.1, | 246.3, | 332.9, | -118.4, | 25.6, |
| 7 | 9.1, | 229.5, | 316.3, | -108.7, | 30.0, | 8 | 9.1, | 227.5, | 290.2, | -95.8, | 22.8, |
| 9 | 9.1, | 223.8, | 259.1, | -82.5, | 13.5, | 10 | 9.1, | 264.7, | 278.6, | -102.8, | 21.6, |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 9.1, | 297.5, | 289.6, | -120.0, | 29.0, | 12 | 9.1, | 321.4, | 291.8, | -133.5, | 35.5, |
| 13 | 9.1, | 335.4, | 285.1, | -143.0, | 41.0, | 14 | 9.1, | 339.3, | 269.8, | -148.1, | 45.2, |
| 15 | 9.1, | 332.9, | 246.3, | -148.7, | 48.0, | 16 | 9.1, | 316.3, | 229.5, | -144.8, | 49.4, |
| 17 | 9.1, | 290.2, | 227.5, | -136.5, | 49.3, | 18 | 9.1, | 259.1, | 223.8, | -125.4, | 47.0, |
| 19 | 9.1, | 278.6, | 264.7, | -153.9, | 36.5, | 20 | 9.1, | 289.6, | 297.5, | -177.8, | 24.8, |
| 21 | 9.1, | 291.8, | 321.4, | -196.2, | 12.4, | 22 | 9.1, | 285.1, | 335.4, | -208.7, | -0.4, |
| 23 | 9.1, | 269.8, | 339.3, | -214.8, | -13.2, | 24 | 9.1, | 246.3, | 332.9, | -214.5, | -25.6, |
| 25 | 9.1, | 229.5, | 316.3, | -207.6, | -30.0, | 26 | 9.1, | 227.5, | 290.2, | -194.4, | -22.8, |
| 27 | 9.1, | 223.8, | 259.1, | -176.6, | -13.5, | 28 | 9.1, | 264.7, | 278.6, | -175.8, | -21.6, |
| 29 | 9.1, | 297.5, | 289.6, | -169.6, | -29.0, | 30 | 9.1, | 321.4, | 291.8, | -158.3, | -35.5, |
| 31 | 9.1, | 335.4, | 285.1, | -142.2, | -41.0, | 32 | 9.1, | 339.3, | 269.8, | -121.7, | -45.2, |
| 33 | 9.1, | 332.9, | 246.3, | -97.6, | -48.0, | 34 | 9.1, | 316.3, | 229.5, | -84.7, | -49.4, |
| 35 | 9.1, | 290.2, | 227.5, | -91.0, | -49.3, | 36 | 9.1, | 259.1, | 223.8, | -98.4, | -47.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKCC3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -163.1, | -41.6, | 2 | 9.1, | 289.6, | 297.5, | -170.4, | -39.0, |
| 3 | 9.1, | 291.8, | 321.4, | -172.6, | -35.2, | 4 | 9.1, | 285.1, | 335.4, | -169.5, | -30.2, |
| 5 | 9.1, | 269.8, | 339.3, | -161.2, | -24.4, | 6 | 9.1, | 246.3, | 332.9, | -148.1, | -17.9, |
| 7 | 9.1, | 229.5, | 316.3, | -130.4, | -17.9, | 8 | 9.1, | 227.5, | 290.2, | -108.8, | -28.2, |
| 9 | 9.1, | 223.8, | 259.1, | -86.5, | -38.9, | 10 | 9.1, | 264.7, | 278.6, | -97.6, | -30.8, |
| 11 | 9.1, | 297.5, | 289.6, | -105.8, | -21.7, | 12 | 9.1, | 321.4, | 291.8, | -110.7, | -11.9, |
| 13 | 9.1, | 335.4, | 285.1, | -112.3, | -1.8, | 14 | 9.1, | 339.3, | 269.8, | -110.5, | 8.4, |
| 15 | 9.1, | 332.9, | 246.3, | -105.3, | 18.4, | 16 | 9.1, | 316.3, | 229.5, | -96.9, | 27.7, |
| 17 | 9.1, | 290.2, | 227.5, | -85.5, | 36.3, | 18 | 9.1, | 259.1, | 223.8, | -72.9, | 43.0, |
| 19 | 9.1, | 278.6, | 264.7, | -101.6, | 41.6, | 20 | 9.1, | 289.6, | 297.5, | -127.1, | 39.0, |
| 21 | 9.1, | 291.8, | 321.4, | -148.8, | 35.2, | 22 | 9.1, | 285.1, | 335.4, | -166.0, | 30.2, |
| 23 | 9.1, | 269.8, | 339.3, | -178.1, | 24.4, | 24 | 9.1, | 246.3, | 332.9, | -184.8, | 17.9, |
| 25 | 9.1, | 229.5, | 316.3, | -185.9, | 17.9, | 26 | 9.1, | 227.5, | 290.2, | -181.3, | 28.2, |
| 27 | 9.1, | 223.8, | 259.1, | -172.6, | 38.9, | 28 | 9.1, | 264.7, | 278.6, | -180.9, | 30.8, |
| 29 | 9.1, | 297.5, | 289.6, | -183.8, | 21.7, | 30 | 9.1, | 321.4, | 291.8, | -181.1, | 11.9, |
| 31 | 9.1, | 335.4, | 285.1, | -172.8, | 1.8, | 32 | 9.1, | 339.3, | 269.8, | -159.3, | -8.4, |
| 33 | 9.1, | 332.9, | 246.3, | -141.0, | -18.4, | 34 | 9.1, | 316.3, | 229.5, | -132.6, | -27.7, |
| 35 | 9.1, | 290.2, | 227.5, | -141.9, | -36.3, | 36 | 9.1, | 259.1, | 223.8, | -150.8, | -43.0, |

SOURCE ID: STCKCC4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -176.6, | 49.5, | 2 | 9.1, | 289.6, | 297.5, | -199.5, | 48.5, |
| 3 | 9.1, | 291.8, | 321.4, | -216.4, | 45.9, | 4 | 9.1, | 285.1, | 335.4, | -226.7, | 42.0, |
| 5 | 9.1, | 269.8, | 339.3, | -230.1, | 36.8, | 6 | 9.1, | 246.3, | 332.9, | -226.6, | 30.5, |
| 7 | 9.1, | 229.5, | 316.3, | -216.1, | 16.1, | 8 | 9.1, | 227.5, | 290.2, | -199.1, | -9.6, |
| 9 | 9.1, | 223.8, | 259.1, | -178.7, | -36.3, | 10 | 9.1, | 264.7, | 278.6, | -188.8, | -44.2, |
| 11 | 9.1, | 297.5, | 289.6, | -193.3, | -50.7, | 12 | 9.1, | 321.4, | 291.8, | -191.8, | -55.7, |
| 13 | 9.1, | 335.4, | 285.1, | -184.6, | -59.0, | 14 | 9.1, | 339.3, | 269.8, | -171.7, | -60.5, |
| 15 | 9.1, | 332.9, | 246.3, | -153.6, | -60.1, | 16 | 9.1, | 316.3, | 229.5, | -130.9, | -58.0, |
| 17 | 9.1, | 290.2, | 227.5, | -104.1, | -54.0, | 18 | 9.1, | 259.1, | 223.8, | -75.5, | -49.1, |
| 19 | 9.1, | 278.6, | 264.7, | -88.1, | -49.5, | 20 | 9.1, | 289.6, | 297.5, | -98.0, | -48.5, |
| 21 | 9.1, | 291.8, | 321.4, | -105.0, | -45.9, | 22 | 9.1, | 285.1, | 335.4, | -108.7, | -42.0, |
| 23 | 9.1, | 269.8, | 339.3, | -109.2, | -36.8, | 24 | 9.1, | 246.3, | 332.9, | -106.3, | -30.5, |
| 25 | 9.1, | 229.5, | 316.3, | -100.2, | -16.1, | 26 | 9.1, | 227.5, | 290.2, | -91.0, | 9.6, |
| 27 | 9.1, | 223.8, | 259.1, | -80.4, | 36.3, | 28 | 9.1, | 264.7, | 278.6, | -89.7, | 44.2, |
| 29 | 9.1, | 297.5, | 289.6, | -96.3, | 50.7, | 30 | 9.1, | 321.4, | 291.8, | -99.9, | 55.7, |
| 31 | 9.1, | 335.4, | 285.1, | -100.5, | 59.0, | 32 | 9.1, | 339.3, | 269.8, | -98.1, | 60.5, |
| 33 | 9.1, | 332.9, | 246.3, | -92.7, | 60.1, | 34 | 9.1, | 316.3, | 229.5, | -98.7, | 58.0, |
| 35 | 9.1, | 290.2, | 227.5, | -123.4, | 54.0, | 36 | 9.1, | 259.1, | 223.8, | -148.2, | 49.1, |

SOURCE ID: STCKCC5

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -124.8, | 63.1, | 2 | 9.1, | 289.6, | 297.5, | -150.9, | 70.8, |
| 3 | 9.1, | 291.8, | 321.4, | -172.4, | 76.3, | 4 | 9.1, | 285.1, | 335.4, | -188.7, | 79.6, |
| 5 | 9.1, | 269.8, | 339.3, | -199.2, | 80.4, | 6 | 9.1, | 246.3, | 332.9, | -203.7, | 78.8, |
| 7 | 9.1, | 229.5, | 316.3, | -202.0, | 67.6, | 8 | 9.1, | 227.5, | 290.2, | -194.1, | 43.6, |
| 9 | 9.1, | 223.8, | 259.1, | -183.0, | 16.9, | 10 | 9.1, | 264.7, | 278.6, | -202.4, | 7.5, |
| 11 | 9.1, | 297.5, | 289.6, | -215.6, | -2.2, | 12 | 9.1, | 321.4, | 291.8, | -222.2, | -11.8, |
| 13 | 9.1, | 335.4, | 285.1, | -222.1, | -21.0, | 14 | 9.1, | 339.3, | 269.8, | -215.3, | -29.6, |
| 15 | 9.1, | 332.9, | 246.3, | -201.9, | -37.3, | 16 | 9.1, | 316.3, | 229.5, | -182.4, | -43.8, |
| 17 | 9.1, | 290.2, | 227.5, | -157.3, | -49.0, | 18 | 9.1, | 259.1, | 223.8, | -128.8, | -53.4, |
| 19 | 9.1, | 278.6, | 264.7, | -139.8, | -63.1, | 20 | 9.1, | 289.6, | 297.5, | -146.6, | -70.8, |
| 21 | 9.1, | 291.8, | 321.4, | -148.9, | -76.3, | 22 | 9.1, | 285.1, | 335.4, | -146.7, | -79.6, |
| 23 | 9.1, | 269.8, | 339.3, | -140.1, | -80.4, | 24 | 9.1, | 246.3, | 332.9, | -129.2, | -78.8, |
| 25 | 9.1, | 229.5, | 316.3, | -114.3, | -67.6, | 26 | 9.1, | 227.5, | 290.2, | -96.0, | -43.6, |
| 27 | 9.1, | 223.8, | 259.1, | -76.1, | -16.9, | 28 | 9.1, | 264.7, | 278.6, | -76.2, | -7.5, |
| 29 | 9.1, | 297.5, | 289.6, | -74.0, | 2.2, | 30 | 9.1, | 321.4, | 291.8, | -69.6, | 11.8, |
| 31 | 9.1, | 335.4, | 285.1, | -63.0, | 21.0, | 32 | 9.1, | 339.3, | 269.8, | -54.5, | 29.6, |
| 33 | 9.1, | 332.9, | 246.3, | -44.4, | 37.3, | 34 | 9.1, | 316.3, | 229.5, | -47.1, | 43.8, |
| 35 | 9.1, | 290.2, | 227.5, | -70.2, | 49.0, | 36 | 9.1, | 259.1, | 223.8, | -95.0, | 53.4, |

SOURCE ID: STCKPP1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 38.6, | 36.5, | -10.2, | 14.0, | 2 | 9.1, | 38.5, | 33.6, | -11.4, | 15.2, |
| 3 | 9.1, | 37.1, | 29.8, | -12.2, | 15.9, | 4 | 9.1, | 34.7, | 25.1, | -12.6, | 16.1, |
| 5 | 9.1, | 33.4, | 23.0, | -14.3, | 15.8, | 6 | 9.1, | 36.3, | 28.0, | -19.6, | 15.1, |
| 7 | 9.1, | 38.1, | 32.2, | -24.2, | 13.9, | 8 | 9.1, | 38.7, | 35.5, | -28.1, | 12.3, |
| 9 | 9.1, | 38.2, | 37.6, | -31.2, | 10.3, | 10 | 9.1, | 36.5, | 38.6, | -33.3, | 8.0, |
| 11 | 9.1, | 33.6, | 38.5, | -34.4, | 5.5, | 12 | 9.1, | 29.8, | 37.1, | -34.4, | 2.7, |
| 13 | 9.1, | 25.1, | 34.7, | -33.4, | -0.1, | 14 | 9.1, | 23.0, | 33.4, | -32.5, | -2.9, |
| 15 | 9.1, | 28.0, | 36.3, | -33.2, | -5.6, | 16 | 9.1, | 32.2, | 38.1, | -32.9, | -8.1, |
| 17 | 9.1, | 35.5, | 38.7, | -31.6, | -10.4, | 18 | 9.1, | 37.6, | 38.2, | -29.4, | -12.4, |
| 19 | 9.1, | 38.6, | 36.5, | -26.2, | -14.0, | 20 | 9.1, | 38.5, | 33.6, | -22.3, | -15.2, |
| 21 | 9.1, | 37.1, | 29.8, | -17.6, | -15.9, | 22 | 9.1, | 34.7, | 25.1, | -12.5, | -16.1, |
| 23 | 9.1, | 33.4, | 23.0, | -8.6, | -15.8, | 24 | 9.1, | 36.3, | 28.0, | -8.5, | -15.1, |
| 25 | 9.1, | 38.1, | 32.2, | -8.0, | -13.9, | 26 | 9.1, | 38.7, | 35.5, | -7.3, | -12.3, |
| 27 | 9.1, | 38.2, | 37.6, | -6.4, | -10.3, | 28 | 9.1, | 36.5, | 38.6, | -5.3, | -8.0, |
| 29 | 9.1, | 33.6, | 38.5, | -4.1, | -5.5, | 30 | 9.1, | 29.8, | 37.1, | -2.7, | -2.7, |
| 31 | 9.1, | 25.1, | 34.7, | -1.2, | 0.1, | 32 | 9.1, | 23.0, | 33.4, | -0.9, | 2.9, |
| 33 | 9.1, | 28.0, | 36.3, | -3.0, | 5.6, | 34 | 9.1, | 32.2, | 38.1, | -5.1, | 8.1, |
| 35 | 9.1, | 35.5, | 38.7, | -7.1, | 10.4, | 36 | 9.1, | 37.6, | 38.2, | -8.8, | 12.4, |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKPP2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 39.9, | 36.1, | -35.6, | 14.8, | 2 | 9.1, | 41.8, | 31.6, | -35.7, | 11.5, |
| 3 | 9.1, | 42.5, | 26.2, | -34.7, | 7.8, | 4 | 9.1, | 41.8, | 20.0, | -32.6, | 4.0, |
| 5 | 9.1, | 40.4, | 14.6, | -30.3, | 0.0, | 6 | 9.1, | 42.0, | 21.3, | -33.3, | -4.0, |
| 7 | 9.1, | 42.4, | 27.4, | -35.3, | -7.9, | 8 | 9.1, | 41.6, | 32.6, | -36.2, | -11.5, |
| 9 | 9.1, | 39.4, | 36.8, | -36.0, | -14.8, | 10 | 9.1, | 36.1, | 39.9, | -34.7, | -17.6, |
| 11 | 9.1, | 31.6, | 41.8, | -32.4, | -19.9, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 9.1, | 32.6, | 41.6, | -9.3, | -19.9, | 18 | 9.1, | 36.8, | 39.4, | -4.9, | -17.6, |
| 19 | 9.1, | 39.9, | 36.1, | -0.4, | -14.8, | 20 | 9.1, | 41.8, | 31.6, | 4.1, | -11.5, |
| 21 | 9.1, | 42.5, | 26.2, | 8.5, | -7.8, | 22 | 9.1, | 41.8, | 20.0, | 12.6, | -4.0, |
| 23 | 9.1, | 40.4, | 14.6, | 15.7, | 0.0, | 24 | 9.1, | 42.0, | 21.3, | 12.0, | 4.0, |
| 25 | 10.7, | 30.4, | 31.5, | -65.1, | 18.4, | 26 | 10.7, | 31.4, | 31.5, | -67.6, | 9.5, |
| 27 | 10.7, | 31.6, | 30.7, | -68.0, | 0.4, | 28 | 10.7, | 30.7, | 28.8, | -66.4, | -8.8, |
| 29 | 10.7, | 29.0, | 26.1, | -62.7, | -17.7, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 9.1, | 32.6, | 41.6, | -32.3, | 19.9, | 36 | 9.1, | 36.8, | 39.4, | -34.5, | 17.6, |

SOURCE ID: STCKPP3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 7 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 9.1, | 36.8, | 39.4, | -65.1, | 20.0, |
| 19 | 9.1, | 39.9, | 36.1, | -66.2, | 11.8, | 20 | 9.1, | 41.8, | 31.6, | -65.3, | 3.3, |
| 21 | 9.1, | 42.5, | 26.2, | -62.4, | -5.4, | 22 | 9.1, | 41.8, | 20.0, | -57.6, | -13.8, |
| 23 | 9.1, | 40.4, | 14.6, | -51.8, | -21.9, | 24 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 25 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 26 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKPP4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 28.8, | 30.7, | 5.3, | -4.1, | 2 | 10.7, | 26.1, | 29.0, | 6.6, | -0.4, |
| 3 | 10.7, | 22.6, | 26.3, | 7.7, | 3.3, | 4 | 10.7, | 21.8, | 25.7, | 7.1, | 6.8, |
| 5 | 10.7, | 25.5, | 28.5, | 4.2, | 10.2, | 6 | 10.7, | 28.4, | 30.4, | 1.2, | 13.2, |
| 7 | 10.7, | 30.4, | 31.5, | -1.9, | 15.9, | 8 | 10.7, | 31.4, | 31.5, | -4.9, | 18.1, |
| 9 | 10.7, | 31.6, | 30.7, | -7.7, | 19.7, | 10 | 9.1, | 36.1, | 39.9, | -82.6, | -5.7, |
| 11 | 9.1, | 31.6, | 41.8, | -81.7, | -16.5, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 28.5, | 25.5, | -22.9, | 18.5, |
| 15 | 10.7, | 30.4, | 28.4, | -27.4, | 16.4, | 16 | 10.7, | 31.5, | 30.4, | -31.1, | 13.9, |
| 17 | 10.7, | 31.5, | 31.4, | -33.8, | 10.9, | 18 | 10.7, | 30.7, | 31.6, | -35.5, | 7.6, |
| 19 | 10.7, | 28.8, | 30.7, | -36.1, | 4.1, | 20 | 10.7, | 26.1, | 29.0, | -35.6, | 0.4, |
| 21 | 10.7, | 22.6, | 26.3, | -34.0, | -3.3, | 22 | 10.7, | 21.8, | 25.7, | -32.8, | -6.8, |
| 23 | 10.7, | 25.5, | 28.5, | -32.7, | -10.2, | 24 | 10.7, | 28.4, | 30.4, | -31.6, | -13.2, |
| 25 | 10.7, | 30.4, | 31.5, | -29.6, | -15.9, | 26 | 10.7, | 31.4, | 31.5, | -26.7, | -18.1, |
| 27 | 10.7, | 31.6, | 30.7, | -22.9, | -19.7, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 28.5, | 25.5, | -2.5, | -18.5, |
| 33 | 10.7, | 30.4, | 28.4, | -0.9, | -16.4, | 34 | 10.7, | 31.5, | 30.4, | 0.7, | -13.9, |
| 35 | 10.7, | 31.5, | 31.4, | 2.3, | -10.9, | 36 | 10.7, | 30.7, | 31.6, | 3.9, | -7.6, |

SOURCE ID: STCKHOT1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 88.9, | 60.3, | -6.0, | 0.9, | 2 | 12.2, | 85.0, | 62.0, | -8.9, | 3.3, |
| 3 | 12.2, | 78.6, | 61.9, | -11.5, | 5.7, | 4 | 12.2, | 69.7, | 62.7, | -16.5, | 7.9, |
| 5 | 12.2, | 62.2, | 68.3, | -23.7, | 8.2, | 6 | 12.2, | 61.4, | 77.5, | -30.2, | 12.0, |
| 7 | 12.2, | 61.7, | 84.3, | -35.7, | 17.1, | 8 | 12.2, | 60.1, | 88.5, | -40.2, | 21.6, |
| 9 | 12.2, | 56.7, | 90.1, | -43.4, | 25.4, | 10 | 12.2, | 60.3, | 88.9, | -45.3, | 24.2, |
| 11 | 12.2, | 62.0, | 85.0, | -45.9, | 22.2, | 12 | 12.2, | 61.9, | 78.6, | -45.0, | 19.5, |
| 13 | 12.2, | 62.7, | 69.7, | -42.8, | 14.8, | 14 | 12.2, | 68.3, | 62.2, | -39.3, | 10.4, |
| 15 | 12.2, | 77.5, | 61.4, | -42.7, | 8.6, | 16 | 12.2, | 84.3, | 61.7, | -47.9, | 6.4, |
| 17 | 12.2, | 88.5, | 60.1, | -51.6, | 4.1, | 18 | 12.2, | 90.1, | 56.7, | -53.8, | 1.6, |
| 19 | 12.2, | 88.9, | 60.3, | -54.3, | -0.9, | 20 | 12.2, | 85.0, | 62.0, | -53.2, | -3.3, |
| 21 | 12.2, | 78.6, | 61.9, | -50.4, | -5.7, | 22 | 12.2, | 69.7, | 62.7, | -46.2, | -7.9, |
| 23 | 12.2, | 62.2, | 68.3, | -44.6, | -8.2, | 24 | 12.2, | 61.4, | 77.5, | -47.3, | -12.0, |
| 25 | 12.2, | 61.7, | 84.3, | -48.6, | -17.1, | 26 | 12.2, | 60.1, | 88.5, | -48.4, | -21.6, |
| 27 | 12.2, | 56.7, | 90.1, | -46.7, | -25.4, | 28 | 12.2, | 60.3, | 88.9, | -43.6, | -24.2, |
| 29 | 12.2, | 62.0, | 85.0, | -39.2, | -22.2, | 30 | 12.2, | 61.9, | 78.6, | -33.6, | -19.5, |
| 31 | 12.2, | 62.7, | 69.7, | -26.9, | -14.8, | 32 | 12.2, | 68.3, | 62.2, | -23.0, | -10.4, |
| 33 | 12.2, | 77.5, | 61.4, | -18.7, | -8.6, | 34 | 12.2, | 79.6, | 54.4, | -104.8, | -9.6, |
| 35 | 12.2, | 77.7, | 43.4, | -96.5, | -22.9, | 36 | 12.2, | 73.4, | 31.1, | -85.2, | -35.6, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKHOT2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 77.7, | 43.4, | -41.7, | 1.1, | 2 | 12.2, | 79.6, | 54.4, | -47.1, | -2.4, |
| 3 | 12.2, | 79.1, | 63.7, | -51.0, | -5.8, | 4 | 12.2, | 76.2, | 71.0, | -53.4, | -9.1, |
| 5 | 12.2, | 71.0, | 76.2, | -54.2, | -12.1, | 6 | 12.2, | 63.7, | 79.1, | -53.3, | -14.7, |
| 7 | 12.2, | 54.4, | 79.6, | -50.8, | -16.8, | 8 | 12.2, | 43.4, | 77.7, | -46.7, | -18.4, |
| 9 | 12.2, | 31.1, | 73.4, | -41.2, | -19.5, | 10 | 12.2, | 43.4, | 77.7, | -39.9, | -20.0, |
| 11 | 12.2, | 54.4, | 79.6, | -37.4, | -19.9, | 12 | 12.2, | 63.7, | 79.1, | -33.7, | -19.2, |
| 13 | 12.2, | 62.7, | 69.7, | -105.8, | 27.5, | 14 | 12.2, | 68.3, | 62.2, | -103.5, | 12.0, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 12.2, | 77.5, | 61.4, | -106.2, | -1.1, | 16 | 12.2, | 79.6, | 54.4, | -10.4, | -11.0, |
| 17 | 12.2, | 77.7, | 43.4, | -3.2, | -7.9, | 18 | 12.2, | 73.4, | 31.1, | 4.0, | -4.5, |
| 19 | 12.2, | 77.7, | 43.4, | -1.7, | -1.1, | 20 | 12.2, | 79.6, | 54.4, | -7.3, | 2.4, |
| 21 | 12.2, | 79.1, | 63.7, | -12.6, | 5.8, | 22 | 12.2, | 76.2, | 71.0, | -17.6, | 9.1, |
| 23 | 12.2, | 71.0, | 76.2, | -22.1, | 12.1, | 24 | 12.2, | 63.7, | 79.1, | -25.9, | 14.7, |
| 25 | 12.2, | 54.4, | 79.6, | -28.9, | 16.8, | 26 | 12.2, | 43.4, | 77.7, | -31.0, | 18.4, |
| 27 | 12.2, | 31.1, | 73.4, | -32.2, | 19.5, | 28 | 12.2, | 43.4, | 77.7, | -37.8, | 20.0, |
| 29 | 12.2, | 54.4, | 79.6, | -42.2, | 19.9, | 30 | 12.2, | 63.7, | 79.1, | -45.4, | 19.2, |
| 31 | 12.2, | 71.0, | 76.2, | -47.2, | 17.9, | 32 | 12.2, | 76.2, | 71.0, | -47.6, | 16.0, |
| 33 | 12.2, | 79.1, | 63.7, | -46.5, | 13.7, | 34 | 12.2, | 79.6, | 54.4, | -44.0, | 11.0, |
| 35 | 12.2, | 77.7, | 43.4, | -40.2, | 7.9, | 36 | 12.2, | 73.4, | 31.1, | -35.1, | 4.5, |

SOURCE ID: STCKAAA1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 103.8, | 72.0, | 0.1, | -3.3, | 2 | 10.7, | 109.0, | 85.5, | -6.6, | 3.0, |
| 3 | 10.7, | 110.9, | 96.5, | -13.2, | 9.3, | 4 | 10.7, | 109.3, | 104.5, | -19.3, | 15.2, |
| 5 | 10.7, | 104.5, | 109.3, | -24.9, | 20.7, | 6 | 10.7, | 96.5, | 110.9, | -29.7, | 25.6, |
| 7 | 10.7, | 85.5, | 109.0, | -33.6, | 29.7, | 8 | 10.7, | 72.0, | 103.8, | -36.5, | 32.8, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 72.0, | 103.8, | -48.6, | 36.1, |
| 11 | 10.7, | 85.5, | 109.0, | -57.5, | 36.2, | 12 | 10.7, | 96.5, | 110.9, | -64.7, | 35.1, |
| 13 | 10.7, | 104.5, | 109.3, | -69.9, | 32.9, | 14 | 10.7, | 109.3, | 104.5, | -73.0, | 29.8, |
| 15 | 10.7, | 110.9, | 96.5, | -73.8, | 25.8, | 16 | 10.7, | 109.0, | 85.5, | -72.4, | 20.9, |
| 17 | 10.7, | 103.8, | 72.0, | -68.8, | 15.5, | 18 | 10.7, | 95.5, | 56.3, | -63.1, | 9.5, |
| 19 | 10.7, | 103.8, | 72.0, | -72.1, | 3.3, | 20 | 10.7, | 109.0, | 85.5, | -78.9, | -3.0, |
| 21 | 10.7, | 110.9, | 96.5, | -83.3, | -9.3, | 22 | 10.7, | 109.3, | 104.5, | -85.2, | -15.2, |
| 23 | 10.7, | 104.5, | 109.3, | -84.5, | -20.7, | 24 | 10.7, | 96.5, | 110.9, | -81.2, | -25.6, |
| 25 | 10.7, | 85.5, | 109.0, | -75.4, | -29.7, | 26 | 10.7, | 72.0, | 103.8, | -67.4, | -32.8, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 72.0, | 103.8, | -55.2, | -36.1, |
| 29 | 10.7, | 85.5, | 109.0, | -51.5, | -36.2, | 30 | 10.7, | 96.5, | 110.9, | -46.2, | -35.1, |
| 31 | 10.7, | 104.5, | 109.3, | -39.5, | -32.9, | 32 | 10.7, | 109.3, | 104.5, | -31.6, | -29.8, |
| 33 | 10.7, | 110.9, | 96.5, | -22.7, | -25.8, | 34 | 10.7, | 109.0, | 85.5, | -13.1, | -20.9, |
| 35 | 10.7, | 103.8, | 72.0, | -3.2, | -15.5, | 36 | 10.7, | 95.5, | 56.3, | 6.9, | -9.5, |

SOURCE ID: STCKWW1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 122.9, | 137.8, | -3.6, | 35.4, | 2 | 10.7, | 138.8, | 149.7, | -16.7, | 46.2, |
| 3 | 10.7, | 150.4, | 157.1, | -29.3, | 55.6, | 4 | 10.7, | 157.4, | 159.7, | -41.0, | 63.3, |
| 5 | 10.7, | 159.7, | 157.4, | -51.4, | 69.1, | 6 | 10.7, | 157.1, | 150.4, | -60.3, | 72.8, |
| 7 | 10.7, | 149.7, | 138.8, | -67.4, | 74.3, | 8 | 10.7, | 137.8, | 122.9, | -72.4, | 73.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 137.8, | 122.9, | -96.9, | 65.3, |
| 11 | 10.7, | 149.7, | 138.8, | -115.6, | 58.2, | 12 | 10.7, | 157.1, | 150.4, | -130.8, | 49.2, |
| 13 | 10.7, | 159.7, | 157.4, | -142.1, | 38.8, | 14 | 10.7, | 157.4, | 159.7, | -149.0, | 27.3, |
| 15 | 10.7, | 150.4, | 157.1, | -151.4, | 14.8, | 16 | 10.7, | 138.8, | 149.7, | -149.1, | 2.0, |
| 17 | 10.7, | 122.9, | 137.8, | -142.4, | -11.0, | 18 | 10.7, | 103.4, | 121.7, | -131.3, | -23.6, |
| 19 | 10.7, | 122.9, | 137.8, | -134.2, | -35.4, | 20 | 10.7, | 138.8, | 149.7, | -133.0, | -46.2, |
| 21 | 10.7, | 150.4, | 157.1, | -127.8, | -55.6, | 22 | 10.7, | 157.4, | 159.7, | -118.7, | -63.3, |
| 23 | 10.7, | 159.7, | 157.4, | -106.0, | -69.1, | 24 | 10.7, | 157.1, | 150.4, | -90.0, | -72.8, |
| 25 | 10.7, | 149.7, | 138.8, | -71.4, | -74.3, | 26 | 10.7, | 137.8, | 122.9, | -50.5, | -73.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 137.8, | 122.9, | -26.0, | -65.3, |
| 29 | 10.7, | 149.7, | 138.8, | -23.2, | -58.2, | 30 | 10.7, | 157.1, | 150.4, | -19.6, | -49.2, |
| 31 | 10.7, | 159.7, | 157.4, | -15.4, | -38.8, | 32 | 10.7, | 157.4, | 159.7, | -10.7, | -27.3, |
| 33 | 10.7, | 150.4, | 157.1, | -5.7, | -14.8, | 34 | 10.7, | 138.8, | 149.7, | -0.6, | -2.0, |
| 35 | 10.7, | 122.9, | 137.8, | 4.6, | 11.0, | 36 | 10.7, | 103.4, | 121.7, | 9.6, | 23.6, |

SOURCE ID: BBBCCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 196.1, | 142.0, | -2.5, | 4.8, | 2 | 10.7, | 207.0, | 167.1, | -16.9, | 16.7, |
| 3 | 10.7, | 211.5, | 187.1, | -30.8, | 28.0, | 4 | 10.7, | 209.7, | 201.5, | -43.8, | 38.4, |
| 5 | 10.7, | 201.5, | 209.7, | -55.4, | 47.7, | 6 | 10.7, | 187.1, | 211.5, | -65.4, | 55.6, |
| 7 | 10.7, | 167.1, | 207.0, | -73.4, | 61.8, | 8 | 10.7, | 142.0, | 196.1, | -79.1, | 66.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | 22.1, | -35.0, |
| 11 | 10.7, | 167.1, | 207.0, | -120.1, | 66.6, | 12 | 10.7, | 187.1, | 211.5, | -133.7, | 62.7, |
| 13 | 10.7, | 201.5, | 209.7, | -143.3, | 56.9, | 14 | 10.7, | 209.7, | 201.5, | -148.5, | 49.4, |
| 15 | 10.7, | 211.5, | 187.1, | -149.1, | 40.3, | 16 | 10.7, | 207.0, | 167.1, | -145.3, | 30.1, |
| 17 | 10.7, | 196.1, | 142.0, | -137.0, | 18.9, | 18 | 10.7, | 179.3, | 112.5, | -124.6, | 7.1, |
| 19 | 10.7, | 196.1, | 142.0, | -139.5, | -4.8, | 20 | 10.7, | 207.0, | 167.1, | -150.2, | -16.7, |
| 21 | 10.7, | 211.5, | 187.1, | -156.3, | -28.0, | 22 | 10.7, | 209.7, | 201.5, | -157.7, | -38.4, |
| 23 | 10.7, | 201.5, | 209.7, | -154.2, | -47.7, | 24 | 10.7, | 187.1, | 211.5, | -146.1, | -55.6, |
| 25 | 10.7, | 167.1, | 207.0, | -133.6, | -61.8, | 26 | 10.7, | 142.0, | 196.1, | -117.0, | -66.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -167.3, | 35.0, |
| 29 | 12.2, | 82.6, | 151.1, | -176.4, | 11.6, | 30 | 12.2, | 101.0, | 152.5, | -180.2, | -5.1, |
| 31 | 12.2, | 116.3, | 149.3, | -178.5, | -21.7, | 32 | 12.2, | 128.1, | 141.5, | -171.3, | -37.6, |
| 33 | 12.2, | 136.0, | 129.4, | -159.0, | -52.3, | 34 | 12.2, | 139.7, | 113.4, | -141.9, | -65.5, |
| 35 | 10.7, | 196.1, | 142.0, | -4.9, | -18.9, | 36 | 10.7, | 179.3, | 112.5, | 12.1, | -7.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: BBBCCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 145.2, | 76.0, | -74.2, | 0.0, | 2 | 12.2, | 151.1, | 82.6, | -70.5, | -7.7, |
| 3 | 12.2, | 152.5, | 101.0, | -78.8, | -15.3, | 4 | 12.2, | 149.3, | 116.3, | -84.8, | -22.4, |
| 5 | 12.2, | 141.5, | 128.1, | -88.2, | -28.8, | 6 | 12.2, | 129.4, | 136.0, | -89.0, | -34.3, |
| 7 | 12.2, | 113.4, | 139.7, | -87.0, | -38.8, | 8 | 12.2, | 93.9, | 139.2, | -82.4, | -42.1, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | -72.6, | -36.2, |
| 11 | 12.2, | 82.6, | 151.1, | -67.8, | -29.2, | 12 | 12.2, | 101.0, | 152.5, | -61.0, | -28.3, |
| 13 | 12.2, | 116.3, | 149.3, | -52.2, | -26.7, | 14 | 12.2, | 128.1, | 141.5, | -41.9, | -24.2, |
| 15 | 12.2, | 136.0, | 129.4, | -30.4, | -21.0, | 16 | 12.2, | 139.7, | 113.4, | -17.9, | -17.1, |
| 17 | 12.2, | 139.2, | 93.9, | -4.8, | -12.8, | 18 | 12.2, | 134.8, | 71.6, | 8.4, | -7.8, |
| 19 | 12.2, | 145.2, | 76.0, | -1.8, | 0.0, | 20 | 12.2, | 151.1, | 82.6, | -12.2, | 7.7, |
| 21 | 12.2, | 152.5, | 101.0, | -22.2, | 15.3, | 22 | 12.2, | 149.3, | 116.3, | -31.5, | 22.4, |
| 23 | 12.2, | 141.5, | 128.1, | -39.8, | 28.8, | 24 | 12.2, | 129.4, | 136.0, | -47.0, | 34.3, |
| 25 | 12.2, | 113.4, | 139.7, | -52.7, | 38.8, | 26 | 12.2, | 93.9, | 139.2, | -56.9, | 42.1, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -72.5, | 36.2, |
| 29 | 12.2, | 82.6, | 151.1, | -83.3, | 29.2, | 30 | 12.2, | 101.0, | 152.5, | -91.6, | 28.3, |
| 31 | 12.2, | 116.3, | 149.3, | -97.0, | 26.7, | 32 | 12.2, | 128.1, | 141.5, | -99.5, | 24.2, |
| 33 | 12.2, | 136.0, | 129.4, | -99.0, | 21.0, | 34 | 12.2, | 139.7, | 113.4, | -95.5, | 17.1, |
| 35 | 12.2, | 139.2, | 93.9, | -89.1, | 12.8, | 36 | 12.2, | 134.8, | 71.6, | -80.0, | 7.8, |

SOURCE ID: DDDEEE1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 153.0, | 109.3, | -109.3, | 16.7, | 2 | 12.2, | 164.0, | 114.0, | -106.9, | 5.6, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 12.2, | 170.0, | 115.1, | -101.2, | -5.7, | 4 | 12.2, | 170.9, | 125.9, | -105.6, | -16.8, |
| 5 | 12.2, | 166.5, | 136.4, | -110.4, | -27.4, | 6 | 12.2, | 157.1, | 142.8, | -111.8, | -37.1, |
| 7 | 12.2, | 142.9, | 144.8, | -109.8, | -45.8, | 8 | 12.2, | 124.4, | 142.5, | -104.5, | -53.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 109.3, | 153.0, | -93.2, | -54.6, |
| 11 | 12.2, | 114.0, | 164.0, | -87.6, | -49.9, | 12 | 12.2, | 115.1, | 170.0, | -79.3, | -43.7, |
| 13 | 12.2, | 125.9, | 170.9, | -68.6, | -42.7, | 14 | 12.2, | 136.4, | 166.5, | -55.9, | -42.2, |
| 15 | 12.2, | 142.8, | 157.1, | -41.4, | -40.4, | 16 | 12.2, | 144.8, | 142.9, | -25.7, | -37.4, |
| 17 | 12.2, | 142.5, | 124.4, | -9.2, | -33.2, | 18 | 12.2, | 137.4, | 102.7, | 6.9, | -27.3, |
| 19 | 12.2, | 153.0, | 109.3, | -0.1, | -16.7, | 20 | 12.2, | 164.0, | 114.0, | -7.1, | -5.6, |
| 21 | 12.2, | 170.0, | 115.1, | -13.9, | 5.7, | 22 | 12.2, | 170.9, | 125.9, | -20.3, | 16.8, |
| 23 | 12.2, | 166.5, | 136.4, | -26.0, | 27.4, | 24 | 12.2, | 157.1, | 142.8, | -31.0, | 37.1, |
| 25 | 12.2, | 142.9, | 144.8, | -35.0, | 45.8, | 26 | 12.2, | 124.4, | 142.5, | -38.0, | 53.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 109.3, | 153.0, | -59.8, | 54.6, |
| 29 | 12.2, | 114.0, | 164.0, | -76.4, | 49.9, | 30 | 12.2, | 115.1, | 170.0, | -90.7, | 43.7, |
| 31 | 12.2, | 125.9, | 170.9, | -102.2, | 42.7, | 32 | 12.2, | 136.4, | 166.5, | -110.6, | 42.2, |
| 33 | 12.2, | 142.8, | 157.1, | -115.7, | 40.4, | 34 | 12.2, | 144.8, | 142.9, | -117.2, | 37.4, |
| 35 | 12.2, | 142.5, | 124.4, | -115.2, | 33.2, | 36 | 12.2, | 137.4, | 102.7, | -109.6, | 27.3, |

SOURCE ID: DDDEEE2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 110.7, | 136.8, | -61.1, | -36.3, | 2 | 12.2, | 123.8, | 129.8, | -51.4, | -34.5, |
| 3 | 12.2, | 133.1, | 119.0, | -40.2, | -31.7, | 4 | 12.2, | 138.4, | 104.5, | -27.8, | -27.8, |
| 5 | 12.2, | 139.4, | 86.9, | -14.5, | -23.2, | 6 | 12.2, | 136.3, | 66.6, | -0.8, | -17.8, |
| 7 | 12.2, | 132.4, | 53.4, | 8.4, | -11.9, | 8 | 12.2, | 138.0, | 75.0, | -0.8, | -5.6, |
| 9 | 12.2, | 139.5, | 94.3, | -10.1, | 0.9, | 10 | 12.2, | 136.8, | 110.7, | -19.0, | 7.3, |
| 11 | 12.2, | 129.8, | 123.8, | -27.4, | 13.5, | 12 | 12.2, | 119.0, | 133.1, | -34.9, | 19.3, |
| 13 | 12.2, | 104.5, | 138.4, | -41.3, | 24.5, | 14 | 12.2, | 86.9, | 139.4, | -46.5, | 28.9, |
| 15 | 12.2, | 66.6, | 136.3, | -50.3, | 32.5, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 12.2, | 75.0, | 138.0, | -63.4, | 36.6, | 18 | 12.2, | 94.3, | 139.5, | -70.6, | 37.1, |
| 19 | 12.2, | 110.7, | 136.8, | -75.6, | 36.3, | 20 | 12.2, | 123.8, | 129.8, | -78.4, | 34.5, |
| 21 | 12.2, | 133.1, | 119.0, | -78.8, | 31.7, | 22 | 12.2, | 138.4, | 104.5, | -76.7, | 27.8, |
| 23 | 12.2, | 139.4, | 86.9, | -72.4, | 23.2, | 24 | 12.2, | 136.3, | 66.6, | -65.8, | 17.8, |
| 25 | 12.2, | 132.4, | 53.4, | -61.8, | 11.9, | 26 | 12.2, | 138.0, | 75.0, | -74.1, | 5.6, |
| 27 | 12.2, | 139.5, | 94.3, | -84.2, | -0.9, | 28 | 12.2, | 136.8, | 110.7, | -91.7, | -7.3, |
| 29 | 12.2, | 129.8, | 123.8, | -96.4, | -13.5, | 30 | 12.2, | 119.0, | 133.1, | -98.2, | -19.3, |
| 31 | 12.2, | 104.5, | 138.4, | -97.0, | -24.5, | 32 | 12.2, | 86.9, | 139.4, | -92.9, | -28.9, |
| 33 | 12.2, | 66.6, | 136.3, | -85.9, | -32.5, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 12.2, | 75.0, | 138.0, | -74.6, | -36.6, | 36 | 12.2, | 94.3, | 139.5, | -68.9, | -37.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |
| ( 267082.1, | 4047366.7, | 101.0, | 101.0, | 0.0); | ( 267129.9, | 4047042.6, | 101.0, | 101.0, | 0.0); |
| ( 267423.4, | 4048609.3, | 101.0, | 101.0, | 0.0); | ( 267490.2, | 4048539.3, | 101.0, | 101.0, | 0.0); |
| ( 267557.0, | 4048469.2, | 101.0, | 101.0, | 0.0); | ( 267623.8, | 4048399.2, | 101.0, | 101.0, | 0.0); |
| ( 267690.6, | 4048329.1, | 101.0, | 101.0, | 0.0); | ( 267757.4, | 4048259.1, | 101.0, | 101.0, | 0.0); |
| ( 267824.2, | 4048189.0, | 101.0, | 101.0, | 0.0); | ( 267891.0, | 4048119.0, | 101.0, | 101.0, | 0.0); |
| ( 267957.8, | 4048048.9, | 101.0, | 101.0, | 0.0); | ( 268024.6, | 4047978.9, | 101.0, | 101.0, | 0.0); |
| ( 267496.9, | 4048778.3, | 101.0, | 101.0, | 0.0); | ( 267635.0, | 4048677.3, | 101.0, | 101.0, | 0.0); |
| ( 267701.8, | 4048607.2, | 101.0, | 101.0, | 0.0); | ( 267768.6, | 4048537.2, | 101.0, | 101.0, | 0.0); |
| ( 267835.4, | 4048467.1, | 101.0, | 101.0, | 0.0); | ( 267902.2, | 4048397.1, | 101.0, | 101.0, | 0.0); |
| ( 267969.0, | 4048327.0, | 101.0, | 101.0, | 0.0); | ( 268035.8, | 4048257.0, | 101.0, | 101.0, | 0.0); |
| ( 268102.5, | 4048186.9, | 101.0, | 101.0, | 0.0); | ( 268169.3, | 4048116.9, | 101.0, | 101.0, | 0.0); |
| ( 267670.7, | 4048953.9, | 101.0, | 101.0, | 0.0); | ( 267513.9, | 4049022.1, | 101.0, | 101.0, | 0.0); |
| ( 267815.9, | 4048849.8, | 101.0, | 101.0, | 0.0); | ( 267882.7, | 4048779.8, | 101.0, | 101.0, | 0.0); |
| ( 267949.5, | 4048709.7, | 101.0, | 101.0, | 0.0); | ( 268016.3, | 4048639.7, | 101.0, | 101.0, | 0.0); |
| ( 268083.1, | 4048569.6, | 101.0, | 101.0, | 0.0); | ( 268149.9, | 4048499.6, | 101.0, | 101.0, | 0.0); |
| ( 268216.7, | 4048429.5, | 101.0, | 101.0, | 0.0); | ( 268283.5, | 4048359.5, | 101.0, | 101.0, | 0.0); |
| ( 268350.3, | 4048289.4, | 101.0, | 101.0, | 0.0); | ( 267848.6, | 4049127.8, | 101.0, | 101.0, | 0.0); |
| ( 267685.7, | 4049198.6, | 101.0, | 101.0, | 0.0); | ( 267522.8, | 4049269.4, | 101.0, | 101.0, | 0.0); |
| ( 267996.8, | 4049022.3, | 101.0, | 101.0, | 0.0); | ( 268063.6, | 4048952.3, | 101.0, | 101.0, | 0.0); |
| ( 268130.4, | 4048882.2, | 101.0, | 101.0, | 0.0); | ( 268197.2, | 4048812.2, | 101.0, | 101.0, | 0.0); |
| ( 268264.0, | 4048742.1, | 101.0, | 101.0, | 0.0); | ( 268330.8, | 4048672.1, | 101.0, | 101.0, | 0.0); |
| ( 268397.6, | 4048602.0, | 101.0, | 101.0, | 0.0); | ( 268464.4, | 4048532.0, | 101.0, | 101.0, | 0.0); |
| ( 268531.2, | 4048461.9, | 101.0, | 101.0, | 0.0); | ( 268207.6, | 4049474.1, | 101.0, | 101.0, | 0.0); |

( 268123.4, 4049510.7, 101.0, 101.0, 0.0); ( 268039.2, 4049547.3, 101.0, 101.0, 0.0);
( 267955.0, 4049583.9, 101.0, 101.0, 0.0); ( 267870.8, 4049620.5, 101.0, 101.0, 0.0);
( 267786.6, 4049657.1, 101.0, 101.0, 0.0); ( 267702.4, 4049693.8, 101.0, 101.0, 0.0);
( 267618.1, 4049730.4, 101.0, 101.0, 0.0); ( 267533.9, 4049767.0, 101.0, 101.0, 0.0);
( 267449.7, 4049803.6, 101.0, 101.0, 0.0); ( 268291.9, 4049437.4, 101.0, 101.0, 0.0);
( 268358.7, 4049367.4, 101.0, 101.0, 0.0); ( 268425.5, 4049297.3, 101.0, 101.0, 0.0);
( 268492.3, 4049227.3, 101.0, 101.0, 0.0); ( 268559.1, 4049157.2, 101.0, 101.0, 0.0);
( 268625.9, 4049087.2, 101.0, 101.0, 0.0); ( 268692.7, 4049017.1, 101.0, 101.0, 0.0);
( 268759.5, 4048947.1, 101.0, 101.0, 0.0); ( 268826.3, 4048877.0, 101.0, 101.0, 0.0);
( 268893.1, 4048807.0, 101.0, 101.0, 0.0); ( 268568.2, 4049819.7, 101.0, 101.0, 0.0);
( 268482.7, 4049856.9, 101.0, 101.0, 0.0); ( 268397.2, 4049894.0, 101.0, 101.0, 0.0);
( 268311.7, 4049931.2, 101.0, 101.0, 0.0); ( 268226.2, 4049968.4, 101.0, 101.0, 0.0);
( 268140.6, 4050005.6, 101.0, 101.0, 0.0); ( 268055.1, 4050042.8, 101.0, 101.0, 0.0);
( 267969.6, 4050079.9, 101.0, 101.0, 0.0); ( 267884.1, 4050117.1, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267798.6, 4050154.3, 101.0, 101.0, 0.0); ( 267713.1, 4050191.5, 101.0, 101.0, 0.0);
( 267627.6, 4050228.7, 101.0, 101.0, 0.0); ( 267542.1, 4050265.8, 101.0, 101.0, 0.0);
( 267456.6, 4050303.0, 101.0, 101.0, 0.0); ( 268653.7, 4049782.5, 101.0, 101.0, 0.0);
( 268720.5, 4049712.4, 101.0, 101.0, 0.0); ( 268787.3, 4049642.4, 101.0, 101.0, 0.0);
( 268854.1, 4049572.3, 101.0, 101.0, 0.0); ( 268920.9, 4049502.3, 101.0, 101.0, 0.0);
( 268987.7, 4049432.2, 101.0, 101.0, 0.0); ( 269054.5, 4049362.2, 101.0, 101.0, 0.0);
( 269121.3, 4049292.1, 101.0, 101.0, 0.0); ( 269188.1, 4049222.1, 101.0, 101.0, 0.0);
( 269254.9, 4049152.0, 101.0, 101.0, 0.0); ( 268049.5, 4047836.8, 101.0, 101.0, 0.0);
( 268231.3, 4047953.0, 101.0, 101.0, 0.0); ( 268249.4, 4047829.2, 101.0, 101.0, 0.0);
( 268480.2, 4047945.9, 101.0, 101.0, 0.0); ( 268436.9, 4048060.4, 101.0, 101.0, 0.0);
( 268393.6, 4048174.9, 101.0, 101.0, 0.0); ( 268499.2, 4047819.5, 101.0, 101.0, 0.0);
( 268729.6, 4047937.4, 101.0, 101.0, 0.0); ( 268685.5, 4048053.9, 101.0, 101.0, 0.0);
( 268641.4, 4048170.5, 101.0, 101.0, 0.0); ( 268597.3, 4048287.1, 101.0, 101.0, 0.0);
( 268749.0, 4047809.9, 101.0, 101.0, 0.0); ( 269227.4, 4047923.0, 101.0, 101.0, 0.0);
( 269179.6, 4048049.3, 101.0, 101.0, 0.0); ( 269131.9, 4048175.6, 101.0, 101.0, 0.0);
( 269084.1, 4048301.9, 101.0, 101.0, 0.0); ( 269036.3, 4048428.1, 101.0, 101.0, 0.0);
( 268988.6, 4048554.4, 101.0, 101.0, 0.0); ( 268940.8, 4048680.7, 101.0, 101.0, 0.0);
( 269248.6, 4047790.7, 101.0, 101.0, 0.0); ( 269727.3, 4047903.1, 101.0, 101.0, 0.0);
( 269680.0, 4048028.0, 101.0, 101.0, 0.0); ( 269632.8, 4048152.9, 101.0, 101.0, 0.0);
( 269585.6, 4048277.8, 101.0, 101.0, 0.0); ( 269538.3, 4048402.7, 101.0, 101.0, 0.0);
( 269491.1, 4048527.6, 101.0, 101.0, 0.0); ( 269443.9, 4048652.5, 101.0, 101.0, 0.0);
( 269396.6, 4048777.4, 101.0, 101.0, 0.0); ( 269349.4, 4048902.3, 101.0, 101.0, 0.0);
( 269302.1, 4049027.1, 101.0, 101.0, 0.0); ( 269748.2, 4047771.5, 101.0, 101.0, 0.0);
( 267983.3, 4047685.9, 101.0, 101.0, 0.0); ( 267877.6, 4047669.8, 101.0, 101.0, 0.0);
( 267733.9, 4047666.2, 101.0, 101.0, 0.0); ( 268005.1, 4047493.2, 101.0, 101.0, 0.0);
( 268106.8, 4047536.4, 101.0, 101.0, 0.0); ( 268179.9, 4047608.5, 101.0, 101.0, 0.0);
( 268224.4, 4047709.5, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);

( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);
( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);
( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267459.8, 4047820.1, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267084.9, 4047228.9, 101.0, 101.0, 0.0); ( 267116.2, 4046645.9, 101.0, 101.0, 0.0);
( 267278.0, 4046601.1, 101.0, 101.0, 0.0); ( 267439.9, 4046556.3, 101.0, 101.0, 0.0);
( 267601.7, 4046511.4, 101.0, 101.0, 0.0); ( 266962.6, 4046714.4, 101.0, 101.0, 0.0);
( 266817.1, 4046806.6, 101.0, 101.0, 0.0); ( 266845.1, 4046224.6, 101.0, 101.0, 0.0);
( 267000.2, 4046181.6, 101.0, 101.0, 0.0); ( 267155.4, 4046138.6, 101.0, 101.0, 0.0);
( 267310.5, 4046095.7, 101.0, 101.0, 0.0); ( 267465.6, 4046052.7, 101.0, 101.0, 0.0);
( 267620.8, 4046009.7, 101.0, 101.0, 0.0); ( 266694.8, 4046292.2, 101.0, 101.0, 0.0);
( 266549.4, 4046384.4, 101.0, 101.0, 0.0); ( 267349.5, 4047926.9, 101.0, 101.0, 0.0);
( 267031.3, 4047608.8, 101.0, 101.0, 0.0); ( 266993.4, 4047302.2, 101.0, 101.0, 0.0);
( 266901.0, 4047385.4, 101.0, 101.0, 0.0); ( 266638.6, 4046949.6, 101.0, 101.0, 0.0);
( 266727.9, 4046878.1, 101.0, 101.0, 0.0); ( 266547.5, 4047031.9, 101.0, 101.0, 0.0);
( 266284.6, 4046596.5, 101.0, 101.0, 0.0); ( 266372.9, 4046525.8, 101.0, 101.0, 0.0);
( 266461.1, 4046455.1, 101.0, 101.0, 0.0); ( 266193.9, 4046678.4, 101.0, 101.0, 0.0);
( 267123.7, 4048028.3, 101.0, 101.0, 0.0); ( 267149.7, 4047840.8, 101.0, 101.0, 0.0);
( 266913.7, 4047720.2, 101.0, 101.0, 0.0); ( 266805.4, 4047478.3, 101.0, 101.0, 0.0);
( 266677.7, 4047599.6, 101.0, 101.0, 0.0); ( 266550.0, 4047720.9, 101.0, 101.0, 0.0);
( 266461.0, 4047115.8, 101.0, 101.0, 0.0); ( 266333.3, 4047237.1, 101.0, 101.0, 0.0);
( 266205.6, 4047358.4, 101.0, 101.0, 0.0); ( 266116.6, 4046753.3, 101.0, 101.0, 0.0);
( 265989.0, 4046874.6, 101.0, 101.0, 0.0); ( 265861.3, 4046995.9, 101.0, 101.0, 0.0);
( 267004.6, 4048386.0, 101.0, 101.0, 0.0); ( 267011.7, 4048547.4, 101.0, 101.0, 0.0);
( 266811.9, 4048556.1, 101.0, 101.0, 0.0); ( 266580.0, 4048254.6, 101.0, 101.0, 0.0);
( 266636.8, 4048113.6, 101.0, 101.0, 0.0); ( 266555.1, 4048405.7, 101.0, 101.0, 0.0);
( 266562.2, 4048567.1, 101.0, 101.0, 0.0); ( 266329.3, 4048267.7, 101.0, 101.0, 0.0);
( 266345.9, 4048065.3, 101.0, 101.0, 0.0); ( 266323.9, 4047905.5, 101.0, 101.0, 0.0);
( 266494.8, 4047857.6, 101.0, 101.0, 0.0); ( 266305.3, 4048416.7, 101.0, 101.0, 0.0);
( 266312.4, 4048578.1, 101.0, 101.0, 0.0); ( 265831.1, 4048286.6, 101.0, 101.0, 0.0);
( 265888.7, 4048143.8, 101.0, 101.0, 0.0); ( 265946.3, 4048001.0, 101.0, 101.0, 0.0);
( 266003.9, 4047858.2, 101.0, 101.0, 0.0); ( 266061.6, 4047715.4, 101.0, 101.0, 0.0);
( 266119.2, 4047572.6, 101.0, 101.0, 0.0); ( 265805.8, 4048438.7, 101.0, 101.0, 0.0);
( 265812.9, 4048600.0, 101.0, 101.0, 0.0); ( 265332.1, 4048307.1, 101.0, 101.0, 0.0);
( 265390.9, 4048161.4, 101.0, 101.0, 0.0); ( 265449.7, 4048015.7, 101.0, 101.0, 0.0);
( 265508.5, 4047870.0, 101.0, 101.0, 0.0); ( 265567.3, 4047724.3, 101.0, 101.0, 0.0);
( 265626.1, 4047578.6, 101.0, 101.0, 0.0); ( 265684.9, 4047432.9, 101.0, 101.0, 0.0);
( 265743.7, 4047287.2, 101.0, 101.0, 0.0); ( 265802.5, 4047141.6, 101.0, 101.0, 0.0);
( 265306.3, 4048460.6, 101.0, 101.0, 0.0); ( 265313.4, 4048622.0, 101.0, 101.0, 0.0);

( 267112.7, 4048643.0, 101.0, 101.0, 0.0); ( 267272.3, 4048641.2, 101.0, 101.0, 0.0);

( 267045.1, 4048815.6, 101.0, 101.0, 0.0); ( 266874.2, 4048692.6, 101.0, 101.0, 0.0);



*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267194.8, 4048842.1, 101.0, 101.0, 0.0); ( 267354.4, 4048840.3, 101.0, 101.0, 0.0);

( 267053.7, 4049067.8, 101.0, 101.0, 0.0); ( 266925.6, 4049017.7, 101.0, 101.0, 0.0);

( 266797.6, 4048967.5, 101.0, 101.0, 0.0); ( 266705.0, 4048879.9, 101.0, 101.0, 0.0);

( 266647.9, 4048754.8, 101.0, 101.0, 0.0); ( 267197.5, 4049092.0, 101.0, 101.0, 0.0);

( 267357.2, 4049090.3, 101.0, 101.0, 0.0); ( 267050.7, 4049315.6, 101.0, 101.0, 0.0);

( 266911.0, 4049260.8, 101.0, 101.0, 0.0); ( 266771.3, 4049206.1, 101.0, 101.0, 0.0);

( 266631.6, 4049151.4, 101.0, 101.0, 0.0); ( 266530.6, 4049055.8, 101.0, 101.0, 0.0);

( 266468.2, 4048919.3, 101.0, 101.0, 0.0); ( 266405.9, 4048782.8, 101.0, 101.0, 0.0);

( 267200.3, 4049342.0, 101.0, 101.0, 0.0); ( 267359.9, 4049340.3, 101.0, 101.0, 0.0);

( 267056.2, 4049815.5, 101.0, 101.0, 0.0); ( 266916.5, 4049760.8, 101.0, 101.0, 0.0);

( 266776.8, 4049706.1, 101.0, 101.0, 0.0); ( 266637.1, 4049651.3, 101.0, 101.0, 0.0);

( 266497.4, 4049596.6, 101.0, 101.0, 0.0); ( 266357.7, 4049541.9, 101.0, 101.0, 0.0);

( 266186.9, 4049418.9, 101.0, 101.0, 0.0); ( 266124.5, 4049282.4, 101.0, 101.0, 0.0);

( 266062.2, 4049146.0, 101.0, 101.0, 0.0); ( 265999.9, 4049009.5, 101.0, 101.0, 0.0);

( 265937.5, 4048873.0, 101.0, 101.0, 0.0); ( 265875.2, 4048736.5, 101.0, 101.0, 0.0);

( 267205.9, 4049842.0, 101.0, 101.0, 0.0); ( 267365.5, 4049840.2, 101.0, 101.0, 0.0);

( 267057.7, 4050313.9, 101.0, 101.0, 0.0); ( 266909.8, 4050255.9, 101.0, 101.0, 0.0);

( 266761.8, 4050198.0, 101.0, 101.0, 0.0); ( 266613.9, 4050140.0, 101.0, 101.0, 0.0);

( 266466.0, 4050082.1, 101.0, 101.0, 0.0); ( 266318.1, 4050024.1, 101.0, 101.0, 0.0);

( 266170.2, 4049966.2, 101.0, 101.0, 0.0); ( 266022.2, 4049908.2, 101.0, 101.0, 0.0);

( 265841.3, 4049778.0, 101.0, 101.0, 0.0); ( 265775.3, 4049633.5, 101.0, 101.0, 0.0);

( 265709.3, 4049489.0, 101.0, 101.0, 0.0); ( 265643.3, 4049344.5, 101.0, 101.0, 0.0);

( 265577.3, 4049200.0, 101.0, 101.0, 0.0); ( 265511.4, 4049055.5, 101.0, 101.0, 0.0);

( 265445.4, 4048911.0, 101.0, 101.0, 0.0); ( 265379.4, 4048766.5, 101.0, 101.0, 0.0);

( 267211.4, 4050342.0, 101.0, 101.0, 0.0); ( 267371.0, 4050340.2, 101.0, 101.0, 0.0);

( 266227.0, 4047703.0, 101.0, 101.0, 0.0); ( 266336.0, 4047616.8, 101.0, 101.0, 0.0);

( 267475.9, 4046685.8, 101.0, 101.0, 0.0); ( 266916.5, 4047837.0, 101.0, 101.0, 0.0);

( 266987.8, 4047831.9, 101.0, 101.0, 0.0); ( 266916.5, 4047978.0, 101.0, 101.0, 0.0);

( 266982.7, 4047979.7, 101.0, 101.0, 0.0);



*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

First 24 hours of scalar data

| YR | MO | DY | JDY | HR | H0 | U* | W* | DT/DZ | ZICNV | ZIMCH | M-O LEN | Z0 | BOWEN | ALBEDO | REF WS | WD | HT | REF TA | HT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 1 | 01 | -19.8 | 0.231 | -9.000 | -9.000 | -999. | 255. | 56.2 | 0.02 | 2.06 | 1.00 | 4.10 | 141. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 02 | -15.8 | 0.278 | -9.000 | -9.000 | -999. | 337. | 122.9 | 0.02 | 2.06 | 1.00 | 4.60 | 138. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 03 | -26.0 | 0.303 | -9.000 | -9.000 | -999. | 384. | 96.8 | 0.02 | 2.06 | 1.00 | 5.10 | 144. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 04 | -17.8 | 0.312 | -9.000 | -9.000 | -999. | 401. | 154.6 | 0.02 | 2.06 | 1.00 | 5.10 | 143. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 05 | -999.0 | -9.000 | -9.000 | -9.000 | -999. | -999. | -99999.0 | 0.02 | 2.06 | 1.00 | 0.00 | 0. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 06 | -999.0 | -9.000 | -9.000 | -9.000 | -999. | -999. | -99999.0 | 0.02 | 2.06 | 1.00 | 0.00 | 0. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 07 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.4 | 0.02 | 2.06 | 1.00 | 1.50 | 145. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 08 | -1.8 | 0.048 | -9.000 | -9.000 | -999. | 24. | 5.6 | 0.02 | 2.06 | 0.63 | 1.50 | 143. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 09 | 23.6 | 0.158 | 0.417 | 0.005 | 111. | 145. | -15.2 | 0.02 | 2.06 | 0.35 | 2.10 | 157. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 10 | 74.6 | 0.263 | 0.945 | 0.005 | 409. | 311. | -22.1 | 0.02 | 2.06 | 0.25 | 3.60 | 111. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 11 | 111.3 | 0.240 | 1.319 | 0.005 | 746. | 271. | -11.2 | 0.02 | 2.06 | 0.22 | 3.10 | 114. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 12 | 130.5 | 0.333 | 1.569 | 0.005 | 1071. | 442. | -25.6 | 0.02 | 2.06 | 0.21 | 4.60 | 116. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 13 | 131.7 | 0.333 | 1.666 | 0.005 | 1270. | 442. | -25.4 | 0.02 | 2.06 | 0.21 | 4.60 | 113. | 10.0 | 287.0 | 2.0 |
| 05 | 01 | 01 | 1 | 14 | 114.1 | 0.397 | 1.628 | 0.005 | 1370. | 574. | -49.4 | 0.02 | 2.06 | 0.22 | 5.70 | 119. | 10.0 | 287.0 | 2.0 |
| 05 | 01 | 01 | 1 | 15 | 78.6 | 0.390 | 1.462 | 0.005 | 1441. | 561. | -68.4 | 0.02 | 2.06 | 0.25 | 5.70 | 132. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 16 | 29.2 | 0.311 | 1.069 | 0.009 | 1513. | 402. | -93.2 | 0.02 | 2.06 | 0.34 | 4.60 | 154. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 17 | -11.1 | 0.162 | -9.000 | -9.000 | -999. | 164. | 34.5 | 0.02 | 2.06 | 0.59 | 3.10 | 141. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 18 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 41. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 117. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 19 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 114. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 20 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 157. | 10.0 | 283.1 | 2.0 |
| 05 | 01 | 01 | 1 | 21 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 140. | 10.0 | 282.5 | 2.0 |
| 05 | 01 | 01 | 1 | 22 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.3 | 0.02 | 2.06 | 1.00 | 3.10 | 92. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 23 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 24 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |

First hour of profile data

| YR | MO | DY | HR | HEIGHT | F | WDIR | WSPD | AMB_TMP | sigmaA | sigmaW | sigmaV |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 01 | 10.0 | 1 | 141. | 4.10 | 281.0 | 99.0 | -99.00 | -99.00 |

F indicates top of profile (=1) or below (=0)



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 54.30851 | 268200.25 | 4047792.81 | 41.90147 |
| 267927.26 | 4048332.91 | 45.10098 | 267886.01 | 4048503.77 | 47.07244 |
| 267941.00 | 4048515.56 | 43.62737 | 267937.08 | 4048570.55 | 44.70562 |
| 268149.19 | 4048568.58 | 37.38167 | 267721.04 | 4048574.48 | 50.50702 |
| 267281.11 | 4048576.44 | 49.62664 | 267157.38 | 4048570.55 | 48.93041 |
| 267074.89 | 4048517.52 | 38.97337 | 267228.08 | 4047810.49 | 66.81713 |
| 267222.19 | 4047875.30 | 59.31579 | 267147.56 | 4047788.88 | 72.52449 |
| 267118.10 | 4047847.80 | 55.09951 | 267037.57 | 4047547.31 | 80.05300 |
| 267082.14 | 4047366.70 | 83.01041 | 267129.88 | 4047042.57 | 83.27755 |
| 267423.42 | 4048609.32 | 53.63776 | 267490.22 | 4048539.27 | 54.43600 |
| 267557.02 | 4048469.22 | 55.40736 | 267623.82 | 4048399.17 | 56.73156 |
| 267690.62 | 4048329.12 | 62.37490 | 267757.42 | 4048259.07 | 53.62721 |
| 267824.21 | 4048189.01 | 51.95009 | 267891.01 | 4048118.96 | 59.36995 |
| 267957.81 | 4048048.91 | 62.23879 | 268024.61 | 4047978.86 | 60.07885 |
| 267496.90 | 4048778.33 | 46.39582 | 267634.96 | 4048677.29 | 44.82356 |
| 267701.76 | 4048607.24 | 49.66334 | 267768.56 | 4048537.19 | 50.19347 |
| 267835.36 | 4048467.14 | 47.33409 | 267902.16 | 4048397.09 | 44.15736 |
| 267968.96 | 4048327.04 | 45.47898 | 268035.75 | 4048256.98 | 50.60080 |
| 268102.55 | 4048186.93 | 48.63317 | 268169.35 | 4048116.88 | 53.02862 |
| 267670.70 | 4048953.95 | 39.37788 | 267513.93 | 4049022.11 | 39.19342 |
| 267815.89 | 4048849.82 | 43.71037 | 267882.69 | 4048779.77 | 41.47509 |
| 267949.49 | 4048709.72 | 38.68786 | 268016.28 | 4048639.66 | 40.49792 |
| 268083.08 | 4048569.61 | 38.11394 | 268149.88 | 4048499.56 | 38.28816 |
| 268216.68 | 4048429.51 | 43.56856 | 268283.48 | 4048359.46 | 39.85942 |
| 268350.28 | 4048289.41 | 41.70133 | 267848.58 | 4049127.81 | 39.98795 |
| 267685.70 | 4049198.62 | 36.57310 | 267522.82 | 4049269.44 | 34.19212 |
| 267996.81 | 4049022.34 | 36.08160 | 268063.61 | 4048952.29 | 34.39197 |
| 268130.41 | 4048882.24 | 35.89681 | 268197.21 | 4048812.19 | 34.40713 |
| 268264.01 | 4048742.14 | 34.41202 | 268330.81 | 4048672.09 | 33.77034 |

| | | | | | |
|---|---|---|---|---|---|
| 268397.61 | 4048602.04 | 38.58824 | 268464.41 | 4048531.99 | 34.39563 |
| 268531.21 | 4048461.94 | 36.04175 | 268207.65 | 4049474.07 | 29.43099 |
| 268123.44 | 4049510.68 | 30.53491 | 268039.22 | 4049547.30 | 32.85599 |
| 267955.00 | 4049583.92 | 33.98475 | 267870.79 | 4049620.53 | 32.01711 |
| 267786.57 | 4049657.15 | 29.93711 | 267702.36 | 4049693.76 | 31.66447 |
| 267618.14 | 4049730.38 | 30.38279 | 267533.92 | 4049767.00 | 29.68330 |
| 267449.71 | 4049803.61 | 29.18364 | 268291.87 | 4049437.45 | 29.81718 |
| 268358.67 | 4049367.40 | 29.83976 | 268425.47 | 4049297.35 | 29.12078 |
| 268492.27 | 4049227.30 | 28.64165 | 268559.06 | 4049157.25 | 28.67660 |
| 268625.86 | 4049087.19 | 29.15637 | 268692.66 | 4049017.14 | 28.23596 |
| 268759.46 | 4048947.09 | 31.88425 | 268826.26 | 4048877.04 | 28.76144 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268893.06 | 4048806.99 | 28.51825 | 268568.21 | 4049819.68 | 25.61633 |
| 268482.70 | 4049856.86 | 26.58002 | 268397.19 | 4049894.04 | 24.90763 |
| 268311.68 | 4049931.22 | 26.06833 | 268226.16 | 4049968.40 | 27.94451 |
| 268140.65 | 4050005.58 | 29.33995 | 268055.14 | 4050042.76 | 29.67550 |
| 267969.63 | 4050079.94 | 27.67864 | 267884.12 | 4050117.12 | 26.59298 |
| 267798.61 | 4050154.30 | 27.04210 | 267713.09 | 4050191.48 | 26.15459 |
| 267627.58 | 4050228.66 | 26.85114 | 267542.07 | 4050265.84 | 26.23520 |
| 267456.56 | 4050303.02 | 25.06409 | 268653.72 | 4049782.50 | 25.55939 |
| 268720.52 | 4049712.45 | 24.69563 | 268787.32 | 4049642.40 | 24.16382 |
| 268854.12 | 4049572.35 | 25.11572 | 268920.92 | 4049502.30 | 25.19497 |
| 268987.72 | 4049432.25 | 25.66248 | 269054.52 | 4049362.20 | 25.44876 |
| 269121.31 | 4049292.15 | 27.47376 | 269188.11 | 4049222.09 | 25.47037 |
| 269254.91 | 4049152.04 | 23.52303 | 268049.51 | 4047836.85 | 57.41306 |
| 268231.35 | 4047952.96 | 46.27822 | 268249.36 | 4047829.16 | 44.07138 |
| 268480.18 | 4047945.95 | 39.30123 | 268436.88 | 4048060.44 | 40.46645 |
| 268393.58 | 4048174.92 | 41.81506 | 268499.17 | 4047819.55 | 34.85601 |
| 268729.60 | 4047937.39 | 33.86075 | 268685.52 | 4048053.95 | 34.78924 |
| 268641.43 | 4048170.52 | 35.43688 | 268597.34 | 4048287.09 | 36.30168 |
| 268748.99 | 4047809.94 | 29.96482 | 269227.40 | 4047923.03 | 26.11316 |
| 269179.64 | 4048049.31 | 27.07346 | 269131.87 | 4048175.59 | 28.16136 |
| 269084.11 | 4048301.87 | 28.15246 | 269036.35 | 4048428.15 | 28.96665 |
| 268988.58 | 4048554.43 | 31.11571 | 268940.82 | 4048680.71 | 29.20597 |
| 269248.62 | 4047790.73 | 24.61295 | 269727.29 | 4047903.12 | 21.25068 |
| 269680.05 | 4048028.01 | 23.01491 | 269632.82 | 4048152.90 | 23.12272 |
| 269585.58 | 4048277.79 | 22.67127 | 269538.34 | 4048402.69 | 23.93715 |
| 269491.10 | 4048527.58 | 24.73242 | 269443.86 | 4048652.47 | 24.00873 |
| 269396.63 | 4048777.37 | 27.00670 | 269349.39 | 4048902.26 | 25.82214 |
| 269302.15 | 4049027.15 | 25.94818 | 269748.25 | 4047771.51 | 21.66501 |
| 267983.27 | 4047685.95 | 47.67781 | 267877.56 | 4047669.79 | 49.14911 |
| 267733.92 | 4047666.24 | 62.75262 | 268005.14 | 4047493.20 | 47.05043 |
| 268106.77 | 4047536.36 | 41.92883 | 268179.87 | 4047608.46 | 39.03724 |
| 268224.42 | 4047709.49 | 37.85458 | 268146.82 | 4047300.83 | 54.96803 |
| 268271.04 | 4047353.58 | 42.26718 | 268360.37 | 4047441.69 | 36.73442 |
| 268414.83 | 4047565.17 | 35.03440 | 268469.29 | 4047688.65 | 33.72475 |
| 268026.89 | 4046997.35 | 38.43969 | 268147.34 | 4047048.50 | 42.17949 |
| 268267.80 | 4047099.66 | 46.87648 | 268388.25 | 4047150.81 | 47.89579 |

| | | | | | |
|---|---|---|---|---|---|
| 268535.10 | 4047261.84 | 37.05598 | 268587.91 | 4047381.57 | 33.10806 |
| 268640.72 | 4047501.31 | 31.59156 | 268693.52 | 4047621.05 | 30.05969 |
| 267894.84 | 4046970.00 | 41.75877 | 267751.20 | 4046966.45 | 43.08948 |
| 268041.92 | 4046498.64 | 31.52705 | 268167.75 | 4046552.08 | 30.67463 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268293.58 | 4046605.52 | 32.74381 | 268419.41 | 4046658.96 | 32.19835 |
| 268545.24 | 4046712.40 | 33.31469 | 268671.07 | 4046765.83 | 35.08368 |
| 268796.90 | 4046819.27 | 35.44778 | 268887.40 | 4046908.53 | 37.38769 |
| 268942.56 | 4047033.61 | 34.12139 | 268997.72 | 4047158.70 | 29.59705 |
| 269052.89 | 4047283.78 | 27.47081 | 269108.05 | 4047408.86 | 26.37756 |
| 269163.21 | 4047533.94 | 25.42069 | 269218.38 | 4047659.03 | 24.56967 |
| 267907.18 | 4046470.15 | 34.12851 | 267763.54 | 4046466.61 | 36.13191 |
| 268055.54 | 4045999.34 | 27.46145 | 268183.91 | 4046053.86 | 28.89550 |
| 268312.29 | 4046108.38 | 27.32614 | 268440.67 | 4046162.90 | 27.83917 |
| 268569.04 | 4046217.42 | 27.84386 | 268697.42 | 4046271.94 | 28.10890 |
| 268825.80 | 4046326.45 | 29.11867 | 268954.17 | 4046380.97 | 29.66937 |
| 269082.55 | 4046435.49 | 29.85702 | 269239.07 | 4046553.82 | 30.82693 |
| 269295.35 | 4046681.43 | 32.50034 | 269351.63 | 4046809.05 | 29.68074 |
| 269407.91 | 4046936.66 | 28.25951 | 269464.19 | 4047064.28 | 25.74233 |
| 269520.47 | 4047191.89 | 24.10333 | 269576.75 | 4047319.51 | 23.17938 |
| 269633.03 | 4047447.12 | 23.06024 | 269689.31 | 4047574.74 | 21.62949 |
| 267919.53 | 4045970.31 | 27.76931 | 267775.88 | 4045966.76 | 29.57639 |
| 267459.76 | 4047820.08 | 82.41196 | 267554.14 | 4046962.90 | 55.78578 |
| 267084.90 | 4047228.91 | 73.29590 | 267116.21 | 4046645.91 | 62.14703 |
| 267278.04 | 4046601.08 | 55.60730 | 267439.87 | 4046556.26 | 43.51469 |
| 267601.70 | 4046511.43 | 39.98660 | 266962.58 | 4046714.43 | 59.95984 |
| 266817.15 | 4046806.64 | 49.82357 | 266845.10 | 4046224.57 | 48.62063 |
| 267000.23 | 4046181.60 | 53.79586 | 267155.36 | 4046138.63 | 45.77778 |
| 267310.49 | 4046095.66 | 34.68084 | 267465.62 | 4046052.70 | 33.08132 |
| 267620.75 | 4046009.73 | 30.40836 | 266694.82 | 4046292.16 | 42.69513 |
| 266549.40 | 4046384.37 | 39.34011 | 267349.50 | 4047926.93 | 65.70833 |
| 267031.28 | 4047608.75 | 80.08596 | 266993.36 | 4047302.22 | 72.58195 |
| 266901.04 | 4047385.43 | 66.09268 | 266638.65 | 4046949.60 | 47.29246 |
| 266727.90 | 4046878.12 | 48.33679 | 266547.47 | 4047031.90 | 50.36337 |
| 266284.58 | 4046596.46 | 38.98703 | 266372.86 | 4046525.76 | 37.76932 |
| 266461.13 | 4046455.07 | 38.78810 | 266193.90 | 4046678.36 | 35.47331 |
| 267123.74 | 4048028.27 | 45.17438 | 267149.74 | 4047840.79 | 58.86760 |
| 266913.72 | 4047720.18 | 61.22624 | 266805.38 | 4047478.28 | 57.75985 |
| 266677.69 | 4047599.58 | 54.83699 | 266550.00 | 4047720.88 | 46.43948 |
| 266461.01 | 4047115.78 | 46.24481 | 266333.32 | 4047237.08 | 42.33448 |
| 266205.63 | 4047358.38 | 39.60687 | 266116.64 | 4046753.27 | 35.74611 |
| 265988.95 | 4046874.57 | 33.35918 | 265861.26 | 4046995.87 | 33.94291 |
| 267004.63 | 4048385.97 | 34.94542 | 267011.73 | 4048547.36 | 35.77462 |
| 266811.92 | 4048556.14 | 35.51929 | 266579.96 | 4048254.56 | 49.39521 |
| 266636.85 | 4048113.59 | 54.45551 | 266555.07 | 4048405.73 | 52.59717 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266562.16 | 4048567.12 | 52.89223 | 266329.34 | 4048267.67 | 43.55692 |
| 266345.91 | 4048065.35 | 53.17259 | 266323.87 | 4047905.50 | 44.90020 |
| 266494.84 | 4047857.58 | 51.28695 | 266305.31 | 4048416.71 | 36.10872 |
| 266312.40 | 4048578.10 | 39.59572 | 265831.06 | 4048286.57 | 38.43991 |
| 265888.68 | 4048143.77 | 38.86158 | 265946.31 | 4048000.97 | 36.88995 |
| 266003.94 | 4047858.18 | 33.36235 | 266061.56 | 4047715.38 | 33.91265 |
| 266119.19 | 4047572.58 | 34.78925 | 265805.79 | 4048438.67 | 37.87645 |
| 265812.88 | 4048600.05 | 33.43794 | 265332.12 | 4048307.08 | 30.97703 |
| 265390.92 | 4048161.39 | 30.62143 | 265449.71 | 4048015.70 | 28.67411 |
| 265508.50 | 4047870.01 | 27.66832 | 265567.29 | 4047724.32 | 28.76657 |
| 265626.09 | 4047578.63 | 28.71403 | 265684.88 | 4047432.94 | 30.05734 |
| 265743.67 | 4047287.25 | 31.32975 | 265802.47 | 4047141.56 | 31.82854 |
| 265306.27 | 4048460.62 | 30.68265 | 265313.37 | 4048622.01 | 31.13954 |
| 267112.74 | 4048642.96 | 40.55126 | 267272.35 | 4048641.19 | 44.78277 |
| 267045.11 | 4048815.59 | 33.40055 | 266874.25 | 4048692.62 | 32.21162 |
| 267194.77 | 4048842.06 | 40.14131 | 267354.38 | 4048840.29 | 43.53479 |
| 267053.71 | 4049067.85 | 34.50264 | 266925.65 | 4049017.68 | 30.22958 |
| 266797.60 | 4048967.52 | 29.14012 | 266705.00 | 4048879.88 | 30.45000 |
| 266647.86 | 4048754.78 | 40.22529 | 267197.55 | 4049092.05 | 38.58059 |
| 267357.16 | 4049090.28 | 40.13810 | 267050.67 | 4049315.56 | 33.68706 |
| 266910.97 | 4049260.83 | 31.36417 | 266771.27 | 4049206.10 | 26.99473 |
| 266631.57 | 4049151.37 | 26.53408 | 266530.56 | 4049055.77 | 30.69127 |
| 266468.23 | 4048919.29 | 39.72726 | 266405.90 | 4048782.81 | 41.95572 |
| 267200.32 | 4049342.03 | 35.04293 | 267359.94 | 4049340.26 | 35.07598 |
| 267056.22 | 4049815.53 | 28.62200 | 266916.52 | 4049760.80 | 28.90612 |
| 266776.83 | 4049706.07 | 28.40906 | 266637.13 | 4049651.34 | 26.48172 |
| 266497.43 | 4049596.61 | 24.35717 | 266357.73 | 4049541.88 | 24.47254 |
| 266186.87 | 4049418.91 | 29.33507 | 266124.54 | 4049282.44 | 32.79404 |
| 266062.20 | 4049145.96 | 32.49362 | 265999.87 | 4049009.48 | 34.03676 |
| 265937.54 | 4048873.01 | 32.23535 | 265875.21 | 4048736.53 | 31.24563 |
| 267205.88 | 4049842.00 | 29.05640 | 267365.49 | 4049840.23 | 29.23434 |
| 267057.67 | 4050313.88 | 24.19501 | 266909.75 | 4050255.94 | 24.42032 |
| 266761.84 | 4050197.99 | 25.04642 | 266613.92 | 4050140.04 | 24.46235 |
| 266466.00 | 4050082.09 | 23.03528 | 266318.09 | 4050024.14 | 23.16265 |
| 266170.17 | 4049966.20 | 22.39051 | 266022.25 | 4049908.25 | 24.50328 |
| 265841.34 | 4049778.05 | 26.61433 | 265775.34 | 4049633.54 | 27.81498 |
| 265709.35 | 4049489.04 | 29.19323 | 265643.35 | 4049344.53 | 29.52887 |
| 265577.35 | 4049200.03 | 28.80652 | 265511.36 | 4049055.52 | 28.46029 |
| 265445.36 | 4048911.02 | 29.40906 | 265379.36 | 4048766.51 | 31.13704 |
| 267211.43 | 4050341.97 | 25.39970 | 267371.05 | 4050340.20 | 25.32924 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266227.04 | 4047703.04 | 36.10650 | 266336.03 | 4047616.75 | 37.88437 |

| | | | | | |
|---|---|---|---|---|---|
| 267475.89 | 4046685.79 | 46.80400 | 266916.45 | 4047837.05 | 67.51440 |
| 266987.78 | 4047831.95 | 67.93903 | 266916.46 | 4047977.99 | 43.86769 |
| 266982.68 | 4047979.69 | 43.06128 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 38.23748 | 268200.25 | 4047792.81 | 33.72986 |
| 267927.26 | 4048332.91 | 30.73256 | 267886.01 | 4048503.77 | 29.43620 |
| 267941.00 | 4048515.56 | 26.86339 | 267937.08 | 4048570.55 | 27.59961 |
| 268149.19 | 4048568.58 | 22.68861 | 267721.04 | 4048574.48 | 29.29550 |
| 267281.11 | 4048576.44 | 40.22160 | 267157.38 | 4048570.55 | 41.28005 |
| 267074.89 | 4048517.52 | 35.89993 | 267228.08 | 4047810.49 | 58.66979 |
| 267222.19 | 4047875.30 | 50.03954 | 267147.56 | 4047788.88 | 64.28914 |
| 267118.10 | 4047847.80 | 50.67378 | 267037.57 | 4047547.31 | 69.10984 |
| 267082.14 | 4047366.70 | 73.53480 | 267129.88 | 4047042.57 | 66.00325 |
| 267423.42 | 4048609.32 | 39.69589 | 267490.22 | 4048539.27 | 41.14310 |
| 267557.02 | 4048469.22 | 41.54107 | 267623.82 | 4048399.17 | 37.78922 |
| 267690.62 | 4048329.12 | 37.11089 | 267757.42 | 4048259.07 | 38.55126 |
| 267824.21 | 4048189.01 | 36.53372 | 267891.01 | 4048118.96 | 40.16173 |
| 267957.81 | 4048048.91 | 43.33432 | 268024.61 | 4047978.86 | 38.85134 |
| 267496.90 | 4048778.33 | 31.09496 | 267634.96 | 4048677.29 | 27.99634 |
| 267701.76 | 4048607.24 | 28.98221 | 267768.56 | 4048537.19 | 29.84271 |
| 267835.36 | 4048467.14 | 31.86243 | 267902.16 | 4048397.09 | 29.87149 |
| 267968.96 | 4048327.04 | 29.48020 | 268035.75 | 4048256.98 | 30.38639 |
| 268102.55 | 4048186.93 | 30.18269 | 268169.35 | 4048116.88 | 31.13321 |
| 267670.70 | 4048953.95 | 23.70937 | 267513.93 | 4049022.11 | 26.16360 |
| 267815.89 | 4048849.82 | 22.32328 | 267882.69 | 4048779.77 | 24.68203 |
| 267949.49 | 4048709.72 | 24.78016 | 268016.28 | 4048639.66 | 24.25171 |
| 268083.08 | 4048569.61 | 23.65559 | 268149.88 | 4048499.56 | 24.29689 |
| 268216.68 | 4048429.51 | 24.04959 | 268283.48 | 4048359.46 | 24.75639 |
| 268350.28 | 4048289.41 | 26.31027 | 267848.58 | 4049127.81 | 18.34317 |
| 267685.70 | 4049198.62 | 21.46407 | 267522.82 | 4049269.44 | 22.52782 |
| 267996.81 | 4049022.34 | 21.08405 | 268063.61 | 4048952.29 | 19.62731 |
| 268130.41 | 4048882.24 | 19.78877 | 268197.21 | 4048812.19 | 20.30089 |
| 268264.01 | 4048742.14 | 20.90023 | 268330.81 | 4048672.09 | 21.22134 |
| 268397.61 | 4048602.04 | 20.86184 | 268464.41 | 4048531.99 | 20.54089 |
| 268531.21 | 4048461.94 | 22.65451 | 268207.65 | 4049474.07 | 14.16448 |
| 268123.44 | 4049510.68 | 14.54394 | 268039.22 | 4049547.30 | 14.42906 |
| 267955.00 | 4049583.92 | 14.12462 | 267870.79 | 4049620.53 | 15.19347 |
| 267786.57 | 4049657.15 | 15.21124 | 267702.36 | 4049693.76 | 16.15917 |
| 267618.14 | 4049730.38 | 15.40050 | 267533.92 | 4049767.00 | 17.91536 |
| 267449.71 | 4049803.61 | 19.57976 | 268291.87 | 4049437.45 | 13.80999 |
| 268358.67 | 4049367.40 | 14.58485 | 268425.47 | 4049297.35 | 15.08062 |
| 268492.27 | 4049227.30 | 15.60948 | 268559.06 | 4049157.25 | 15.66546 |
| 268625.86 | 4049087.19 | 16.42958 | 268692.66 | 4049017.14 | 16.58424 |
| 268759.46 | 4048947.09 | 16.74390 | 268826.26 | 4048877.04 | 16.84055 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,

L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268893.06 | 4048806.99 | 16.69805 | 268568.21 | 4049819.68 | 11.15372 |
| 268482.70 | 4049856.86 | 10.56123 | 268397.19 | 4049894.04 | 11.15511 |
| 268311.68 | 4049931.22 | 12.20809 | 268226.16 | 4049968.40 | 11.47338 |
| 268140.65 | 4050005.58 | 11.60713 | 268055.14 | 4050042.76 | 12.26015 |
| 267969.63 | 4050079.94 | 11.72165 | 267884.12 | 4050117.12 | 11.65553 |
| 267798.61 | 4050154.30 | 12.37017 | 267713.09 | 4050191.48 | 11.69460 |
| 267627.58 | 4050228.66 | 12.39259 | 267542.07 | 4050265.84 | 13.90818 |
| 267456.56 | 4050303.02 | 16.19607 | 268653.72 | 4049782.50 | 11.71489 |
| 268720.52 | 4049712.45 | 11.54365 | 268787.32 | 4049642.40 | 12.55004 |
| 268854.12 | 4049572.35 | 11.73406 | 268920.92 | 4049502.30 | 12.31998 |
| 268987.72 | 4049432.25 | 13.54012 | 269054.52 | 4049362.20 | 13.27589 |
| 269121.31 | 4049292.15 | 13.61416 | 269188.11 | 4049222.09 | 13.94135 |
| 269254.91 | 4049152.04 | 13.56992 | 268049.51 | 4047836.85 | 43.32373 |
| 268231.35 | 4047952.96 | 32.74787 | 268249.36 | 4047829.16 | 32.65445 |
| 268480.18 | 4047945.95 | 29.41780 | 268436.88 | 4048060.44 | 27.42941 |
| 268393.58 | 4048174.92 | 26.03342 | 268499.17 | 4047819.55 | 27.29098 |
| 268729.60 | 4047937.39 | 25.29106 | 268685.52 | 4048053.95 | 24.95419 |
| 268641.43 | 4048170.52 | 22.84559 | 268597.34 | 4048287.09 | 22.44740 |
| 268748.99 | 4047809.94 | 23.74289 | 269227.40 | 4047923.03 | 20.19038 |
| 269179.64 | 4048049.31 | 19.45309 | 269131.87 | 4048175.59 | 19.96656 |
| 269084.11 | 4048301.87 | 18.21771 | 269036.35 | 4048428.15 | 17.96860 |
| 268988.58 | 4048554.43 | 18.26860 | 268940.82 | 4048680.71 | 18.07384 |
| 269248.62 | 4047790.73 | 19.64629 | 269727.29 | 4047903.12 | 17.38774 |
| 269680.05 | 4048028.01 | 17.27665 | 269632.82 | 4048152.90 | 16.39233 |
| 269585.58 | 4048277.79 | 16.87116 | 269538.34 | 4048402.69 | 16.34111 |
| 269491.10 | 4048527.58 | 15.94894 | 269443.86 | 4048652.47 | 15.39849 |
| 269396.63 | 4048777.37 | 15.85372 | 269349.39 | 4048902.26 | 15.85784 |
| 269302.15 | 4049027.15 | 14.81722 | 269748.25 | 4047771.51 | 17.17453 |
| 267983.27 | 4047685.95 | 42.76054 | 267877.56 | 4047669.79 | 44.96112 |
| 267733.92 | 4047666.24 | 50.86342 | 268005.14 | 4047493.20 | 43.32573 |
| 268106.77 | 4047536.36 | 38.63491 | 268179.87 | 4047608.46 | 35.77643 |
| 268224.42 | 4047709.49 | 33.53791 | 268146.82 | 4047300.83 | 44.88133 |
| 268271.04 | 4047353.58 | 36.20673 | 268360.37 | 4047441.69 | 32.49561 |
| 268414.83 | 4047565.17 | 30.39788 | 268469.29 | 4047688.65 | 27.69431 |
| 268026.89 | 4046997.35 | 34.71702 | 268147.34 | 4047048.50 | 37.31552 |
| 268267.80 | 4047099.66 | 42.22479 | 268388.25 | 4047150.81 | 36.80998 |
| 268535.10 | 4047261.84 | 29.70825 | 268587.91 | 4047381.57 | 27.25748 |
| 268640.72 | 4047501.31 | 27.66953 | 268693.52 | 4047621.05 | 24.20057 |
| 267894.84 | 4046970.00 | 34.90877 | 267751.20 | 4046966.45 | 37.01525 |
| 268041.92 | 4046498.64 | 27.75608 | 268167.75 | 4046552.08 | 27.07916 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268293.58 | 4046605.52 | 29.01380 | 268419.41 | 4046658.96 | 27.81589 |
| 268545.24 | 4046712.40 | 29.57213 | 268671.07 | 4046765.83 | 31.16814 |

| | | | | | |
|---|---|---|---|---|---|
| 268796.90 | 4046819.27 | 30.25290 | 268887.40 | 4046908.53 | 28.01749 |
| 268942.56 | 4047033.61 | 27.09513 | 268997.72 | 4047158.70 | 24.12498 |
| 269052.89 | 4047283.78 | 22.45262 | 269108.05 | 4047408.86 | 22.73280 |
| 269163.21 | 4047533.94 | 20.43615 | 269218.38 | 4047659.03 | 19.58384 |
| 267907.18 | 4046470.15 | 28.78003 | 267763.54 | 4046466.61 | 29.57375 |
| 268055.54 | 4045999.34 | 24.36775 | 268183.91 | 4046053.86 | 24.44783 |
| 268312.29 | 4046108.38 | 24.09388 | 268440.67 | 4046162.90 | 25.05261 |
| 268569.04 | 4046217.42 | 25.79167 | 268697.42 | 4046271.94 | 25.21909 |
| 268825.80 | 4046326.45 | 24.89571 | 268954.17 | 4046380.97 | 25.55023 |
| 269082.55 | 4046435.49 | 25.53434 | 269239.07 | 4046553.82 | 24.82186 |
| 269295.35 | 4046681.43 | 24.69845 | 269351.63 | 4046809.05 | 23.57042 |
| 269407.91 | 4046936.66 | 21.70100 | 269464.19 | 4047064.28 | 20.74782 |
| 269520.47 | 4047191.89 | 19.41037 | 269576.75 | 4047319.51 | 19.92377 |
| 269633.03 | 4047447.12 | 18.49688 | 269689.31 | 4047574.74 | 17.64231 |
| 267919.53 | 4045970.31 | 25.19951 | 267775.88 | 4045966.76 | 24.74029 |
| 267459.76 | 4047820.08 | 63.74424 | 267554.14 | 4046962.90 | 44.59394 |
| 267084.90 | 4047228.91 | 58.60862 | 267116.21 | 4046645.91 | 42.24483 |
| 267278.04 | 4046601.08 | 39.90898 | 267439.87 | 4046556.26 | 36.02153 |
| 267601.70 | 4046511.43 | 33.01397 | 266962.58 | 4046714.43 | 44.40859 |
| 266817.15 | 4046806.64 | 41.78692 | 266845.10 | 4046224.57 | 32.22569 |
| 267000.23 | 4046181.60 | 32.46486 | 267155.36 | 4046138.63 | 31.16309 |
| 267310.49 | 4046095.66 | 29.82250 | 267465.62 | 4046052.70 | 27.73511 |
| 267620.75 | 4046009.73 | 25.87629 | 266694.82 | 4046292.16 | 31.09165 |
| 266549.40 | 4046384.37 | 31.85165 | 267349.50 | 4047926.93 | 54.02431 |
| 267031.28 | 4047608.75 | 68.80757 | 266993.36 | 4047302.22 | 64.19918 |
| 266901.04 | 4047385.43 | 59.58329 | 266638.65 | 4046949.60 | 40.64630 |
| 266727.90 | 4046878.12 | 40.45605 | 266547.47 | 4047031.90 | 36.05473 |
| 266284.58 | 4046596.46 | 31.71754 | 266372.86 | 4046525.76 | 30.90976 |
| 266461.13 | 4046455.07 | 32.24286 | 266193.90 | 4046678.36 | 28.56460 |
| 267123.74 | 4048028.27 | 40.72359 | 267149.74 | 4047840.79 | 52.62468 |
| 266913.72 | 4047720.18 | 54.82434 | 266805.38 | 4047478.28 | 52.12309 |
| 266677.69 | 4047599.58 | 44.11920 | 266550.00 | 4047720.88 | 39.44919 |
| 266461.01 | 4047115.78 | 37.43121 | 266333.32 | 4047237.08 | 37.80582 |
| 266205.63 | 4047358.38 | 34.85791 | 266116.64 | 4046753.27 | 27.23267 |
| 265988.95 | 4046874.57 | 26.99997 | 265861.26 | 4046995.87 | 29.38740 |
| 267004.63 | 4048385.97 | 30.39148 | 267011.73 | 4048547.36 | 32.40927 |
| 266811.92 | 4048556.14 | 28.22007 | 266579.96 | 4048254.56 | 44.73768 |
| 266636.85 | 4048113.59 | 49.93357 | 266555.07 | 4048405.73 | 47.40348 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266562.16 | 4048567.12 | 44.16115 | 266329.34 | 4048267.67 | 37.76475 |
| 266345.91 | 4048065.35 | 42.07290 | 266323.87 | 4047905.50 | 41.01255 |
| 266494.84 | 4047857.58 | 47.35922 | 266305.31 | 4048416.71 | 33.40824 |
| 266312.40 | 4048578.10 | 35.83060 | 265831.06 | 4048286.57 | 30.15884 |
| 265888.68 | 4048143.77 | 29.83873 | 265946.31 | 4048000.97 | 32.39291 |
| 266003.94 | 4047858.18 | 31.30153 | 266061.56 | 4047715.38 | 30.78954 |
| 266119.19 | 4047572.58 | 31.57754 | 265805.79 | 4048438.67 | 31.52949 |
| 265812.88 | 4048600.05 | 28.52876 | 265332.12 | 4048307.08 | 25.02850 |
| 265390.92 | 4048161.39 | 25.99186 | 265449.71 | 4048015.70 | 25.72592 |

| | | | | | |
|---|---|---|---|---|---|
| 265508.50 | 4047870.01 | 25.54422 | 265567.29 | 4047724.32 | 25.94859 |
| 265626.09 | 4047578.63 | 25.76974 | 265684.88 | 4047432.94 | 26.17386 |
| 265743.67 | 4047287.25 | 28.61730 | 265802.47 | 4047141.56 | 27.60491 |
| 265306.27 | 4048460.62 | 23.33698 | 265313.37 | 4048622.01 | 26.93947 |
| 267112.74 | 4048642.96 | 33.06100 | 267272.35 | 4048641.19 | 37.45947 |
| 267045.11 | 4048815.59 | 28.96697 | 266874.25 | 4048692.62 | 29.84607 |
| 267194.77 | 4048842.06 | 32.75873 | 267354.38 | 4048840.29 | 32.85492 |
| 267053.71 | 4049067.85 | 28.08712 | 266925.65 | 4049017.68 | 26.19078 |
| 266797.60 | 4048967.52 | 24.05077 | 266705.00 | 4048879.88 | 25.76944 |
| 266647.86 | 4048754.78 | 28.35715 | 267197.55 | 4049092.05 | 28.17867 |
| 267357.16 | 4049090.28 | 26.34683 | 267050.67 | 4049315.56 | 25.29677 |
| 266910.97 | 4049260.83 | 25.22181 | 266771.27 | 4049206.10 | 23.54557 |
| 266631.57 | 4049151.37 | 22.46381 | 266530.56 | 4049055.77 | 23.82914 |
| 266468.23 | 4048919.29 | 28.06075 | 266405.90 | 4048782.81 | 34.50983 |
| 267200.32 | 4049342.03 | 24.84577 | 267359.94 | 4049340.26 | 22.18535 |
| 267056.22 | 4049815.53 | 19.66843 | 266916.52 | 4049760.80 | 19.87518 |
| 266776.83 | 4049706.07 | 20.41121 | 266637.13 | 4049651.34 | 21.09524 |
| 266497.43 | 4049596.61 | 20.84555 | 266357.73 | 4049541.88 | 20.86451 |
| 266186.87 | 4049418.91 | 22.05428 | 266124.54 | 4049282.44 | 25.27321 |
| 266062.20 | 4049145.96 | 25.72399 | 265999.87 | 4049009.48 | 29.30371 |
| 265937.54 | 4048873.01 | 29.35928 | 265875.21 | 4048736.53 | 27.87516 |
| 267205.88 | 4049842.00 | 18.06368 | 267365.49 | 4049840.23 | 18.18745 |
| 267057.67 | 4050313.88 | 14.62917 | 266909.75 | 4050255.94 | 15.76068 |
| 266761.84 | 4050197.99 | 17.14398 | 266613.92 | 4050140.04 | 17.48167 |
| 266466.00 | 4050082.09 | 18.52192 | 266318.09 | 4050024.14 | 19.39267 |
| 266170.17 | 4049966.20 | 19.14554 | 266022.25 | 4049908.25 | 18.79798 |
| 265841.34 | 4049778.05 | 21.37199 | 265775.34 | 4049633.54 | 21.38489 |
| 265709.35 | 4049489.04 | 21.22430 | 265643.35 | 4049344.53 | 24.86678 |
| 265577.35 | 4049200.03 | 26.61364 | 265511.36 | 4049055.52 | 25.34693 |
| 265445.36 | 4048911.02 | 24.35408 | 265379.36 | 4048766.51 | 24.97823 |
| 267211.43 | 4050341.97 | 13.22253 | 267371.05 | 4050340.20 | 15.24681 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE 8TH-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0019695 , L0019696 , L0019697 , L0019698 , L0019699 ,
L0019700 , L0019701 , L0019702 , L0019703 , L0019704 , L0019705 , L0019706 , L0019707 ,
L0019708 , L0019709 , L0019710 , L0019711 , L0019712 , L0019713 , L0019714 , L0019715 ,
L0019716 , L0019717 , L0019718 , L0019719 , L0019720 , L0019721 , L0019722 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266227.04 | 4047703.04 | 32.83955 | 266336.03 | 4047616.75 | 34.53008 |
| 267475.89 | 4046685.79 | 39.16136 | 266916.45 | 4047837.05 | 59.53394 |
| 266987.78 | 4047831.95 | 59.52020 | 266916.46 | 4047977.99 | 40.07613 |
| 266982.68 | 4047979.69 | 38.12404 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE SUMMARY OF MAXIMUM 1ST-HIGHEST MAX DAILY 1-HR RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| GROUP ID | | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 83.27755 AT ( 267129.88, 4047042.57, 101.00, 101.00, 0.00) | DC | | |
| | 2ND HIGHEST VALUE IS | 83.01041 AT ( 267082.14, 4047366.70, 101.00, 101.00, 0.00) | DC | | |
| | 3RD HIGHEST VALUE IS | 82.41196 AT ( 267459.76, 4047820.08, 101.00, 101.00, 0.00) | DC | | |
| | 4TH HIGHEST VALUE IS | 80.08596 AT ( 267031.28, 4047608.75, 101.00, 101.00, 0.00) | DC | | |
| | 5TH HIGHEST VALUE IS | 80.05300 AT ( 267037.57, 4047547.31, 101.00, 101.00, 0.00) | DC | | |
| | 6TH HIGHEST VALUE IS | 73.29590 AT ( 267084.90, 4047228.91, 101.00, 101.00, 0.00) | DC | | |
| | 7TH HIGHEST VALUE IS | 72.58195 AT ( 266993.36, 4047302.22, 101.00, 101.00, 0.00) | DC | | |
| | 8TH HIGHEST VALUE IS | 72.52449 AT ( 267147.56, 4047788.88, 101.00, 101.00, 0.00) | DC | | |
| | 9TH HIGHEST VALUE IS | 67.93903 AT ( 266987.78, 4047831.95, 101.00, 101.00, 0.00) | DC | | |

10TH HIGHEST VALUE IS 67.51440 AT ( 266916.45, 4047837.05, 101.00, 101.00, 0.00) DC



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** THE SUMMARY OF MAXIMUM 8TH-HIGHEST MAX DAILY 1-HR RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF NO2 IN MICROGRAMS/M**3 **

| GROUP ID | | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | | | | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 73.53480 AT | 267082.14, | 4047366.70, | 101.00, | 101.00, 0.00) | DC | |
| | 2ND HIGHEST VALUE IS | 69.10984 AT | 267037.57, | 4047547.31, | 101.00, | 101.00, 0.00) | DC | |
| | 3RD HIGHEST VALUE IS | 68.80757 AT | 267031.28, | 4047608.75, | 101.00, | 101.00, 0.00) | DC | |
| | 4TH HIGHEST VALUE IS | 66.00325 AT | 267129.88, | 4047042.57, | 101.00, | 101.00, 0.00) | DC | |
| | 5TH HIGHEST VALUE IS | 64.28914 AT | 267147.56, | 4047788.88, | 101.00, | 101.00, 0.00) | DC | |
| | 6TH HIGHEST VALUE IS | 64.19918 AT | 266993.36, | 4047302.22, | 101.00, | 101.00, 0.00) | DC | |
| | 7TH HIGHEST VALUE IS | 63.74424 AT | 267459.76, | 4047820.08, | 101.00, | 101.00, 0.00) | DC | |
| | 8TH HIGHEST VALUE IS | 59.58329 AT | 266901.04, | 4047385.43, | 101.00, | 101.00, 0.00) | DC | |
| | 9TH HIGHEST VALUE IS | 59.53394 AT | 266916.45, | 4047837.05, | 101.00, | 101.00, 0.00) | DC | |
| | 10TH HIGHEST VALUE IS | 59.52020 AT | 266987.78, | 4047831.95, | 101.00, | 101.00, 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL OLM

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 56 Warning Message(s)
A Total of 15341 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********

| | | | |
|---|---|---|---|
| SO W320 | 3279 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3280 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3281 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3282 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3283 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3284 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3285 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3286 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3287 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3288 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3289 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3290 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3291 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 3292 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4376 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4377 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4378 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4379 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4380 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4381 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4382 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4383 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4384 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4385 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4386 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4387 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4388 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4389 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4390 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4391 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4392 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4393 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4394 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4395 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4396 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4397 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4398 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4399 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4400 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4401 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4402 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 4403 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5118 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5119 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5120 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5121 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5122 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5123 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5124 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5125 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5126 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5127 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5128 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 5129 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |

```
SO W320    5130  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
ME W396    6957 MEOPEN:Met data from outdated version of AERMET, version:       06341

   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
```

```
** Output created by Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD INPUT PRODUCED BY:
** AERMOD VIEW VER. 7.4.0
** LAKES ENVIRONMENTAL SOFTWARE INC.
** DATE: 3/1/2012
** FILE: C:\MBA\SELMA\REVISION 1\PHASE 3\PHASE 3_AERMOD\P3_PM10\P3_PM10.ADI
**
**************************************
**
**
**************************************
** AERMOD CONTROL PATHWAY
**************************************
**
**
CO STARTING
   TITLEONE SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL
   TITLETWO PM10
   MODELOPT CONC FLAT  FASTALL
   AVERTIME 24 ANNUAL
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL P3_PM10.ERR
CO FINISHED
**
**************************************
** AERMOD SOURCE PATHWAY
**************************************
**
**
SO STARTING
** SOURCE LOCATION **
** SOURCE ID - TYPE - X COORD. - Y COORD. **
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEB
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 9.97E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 5
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** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
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   LOCATION L0018149     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0018150     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0018151     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0018152     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0018153     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0018154     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0018155     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0018156     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0018157     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0018158     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0018159     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0018160     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0018161     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0018162     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0018163     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0018164     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0018165     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0018166     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0018167     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0018168     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0018169     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0018170     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0018171     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0018172     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0018173     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0018174     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0018175     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0018176     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0018177     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0018178     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0018179     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0018180     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0018181     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0018182     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0018183     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0018184     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0018185     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0018186     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0018187     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0018188     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0018189     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0018190     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0018191     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0018192     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0018193     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0018194     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0018195     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0018196     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0018197     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0018198     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0018199     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0018200     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0018201     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0018202     VOLUME   267134.713 4048316.991 0.0
   LOCATION L0018203     VOLUME   267129.894 4048322.458 0.0
   LOCATION L0018204     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0018205     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0018206     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0018207     VOLUME   267118.307 4048347.154 0.0
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   LOCATION L0018208     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0018209     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0018210     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0018211     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0018212     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0018213     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0018214     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0018215     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0018216     VOLUME   267119.483 4048412.734 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEH
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.41E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267187.76, 4048258.22, 0.00, 1.83, 3.38
** 267267.49, 4048181.36, 0.00, 1.83, 3.38
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   LOCATION L0018217     VOLUME   267413.177 4048473.875 0.0
   LOCATION L0018218     VOLUME   267407.934 4048468.859 0.0
   LOCATION L0018219     VOLUME   267402.690 4048463.843 0.0
   LOCATION L0018220     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0018221     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0018222     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0018223     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0018224     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0018225     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0018226     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0018227     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0018228     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0018229     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0018230     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0018231     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0018232     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0018233     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0018234     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0018235     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0018236     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0018237     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0018238     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0018239     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0018240     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0018241     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0018242     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0018243     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0018244     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0018245     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0018246     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0018247     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0018248     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0018249     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0018250     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0018251     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0018252     VOLUME   267229.661 4048298.300 0.0
   LOCATION L0018253     VOLUME   267224.418 4048293.283 0.0
   LOCATION L0018254     VOLUME   267219.174 4048288.267 0.0
   LOCATION L0018255     VOLUME   267213.931 4048283.251 0.0
   LOCATION L0018256     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0018257     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0018258     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0018259     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0018260     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0018261     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0018262     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0018263     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0018264     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0018265     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0018266     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0018267     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0018268     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0018269     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0018270     VOLUME   267240.056 4048207.806 0.0
   LOCATION L0018271     VOLUME   267245.281 4048202.770 0.0
   LOCATION L0018272     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0018273     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0018274     VOLUME   267260.954 4048187.661 0.0
   LOCATION L0018275     VOLUME   267266.178 4048182.625 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEK
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 6.04E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
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   LOCATION L0018277     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0018278     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0018279     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0018280     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0018281     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0018282     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0018283     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0018284     VOLUME   267644.259 4048138.205 0.0
   LOCATION L0018285     VOLUME   267638.591 4048133.761 0.0
   LOCATION L0018286     VOLUME   267632.922 4048129.316 0.0
   LOCATION L0018287     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0018288     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0018289     VOLUME   267615.917 4048115.983 0.0
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   LOCATION L0018290     VOLUME   267610.249 4048111.538 0.0
   LOCATION L0018291     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0018292     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0018293     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0018294     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0018295     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0018296     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0018297     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0018298     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0018299     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0018300     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0018301     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0018302     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0018303     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0018304     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0018305     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0018306     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0018307     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0018308     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0018309     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0018310     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0018311     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0018312     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0018313     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0018314     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0018315     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0018316     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0018317     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0018318     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0018319     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0018320     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0018321     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0018322     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0018323     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0018324     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0018325     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0018326     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0018327     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0018328     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0018329     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0018330     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0018331     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0018332     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0018333     VOLUME   267378.555 4048079.064 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 7.2E-07
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** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
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** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
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   LOCATION L0018335     VOLUME   267875.726 4047986.011 0.0
   LOCATION L0018336     VOLUME   267880.184 4047980.305 0.0
   LOCATION L0018337     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0018338     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0018339     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0018340     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0018341     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0018342     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0018343     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0018344     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0018345     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0018346     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0018347     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0018348     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0018349     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0018350     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0018351     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0018352     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0018353     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0018354     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0018355     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0018356     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0018357     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0018358     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0018359     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0018360     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0018361     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0018362     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0018363     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0018364     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0018365     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0018366     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0018367     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0018368     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0018369     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0018370     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0018371     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0018372     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0018373     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0018374     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0018375     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0018376     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0018377     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0018378     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0018379     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0018380     VOLUME   267829.170 4047785.091 0.0
   LOCATION L0018381     VOLUME   267821.928 4047785.091 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEVWXY
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 2.22E-06
** ELEVATED
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** SZINIT = 0.43
** NODES = 4
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** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
** 267662.07, 4047845.67, 0.00, 1.83, 3.37
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   LOCATION L0018383     VOLUME   267853.764 4047995.198 0.0
   LOCATION L0018384     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0018385     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0018386     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0018387     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0018388     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0018389     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0018390     VOLUME   267806.884 4047976.789 0.0
   LOCATION L0018391     VOLUME   267806.291 4047969.573 0.0
   LOCATION L0018392     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0018393     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0018394     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0018395     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0018396     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0018397     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0018398     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0018399     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0018400     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0018401     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0018402     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0018403     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0018404     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0018405     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0018406     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0018407     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0018408     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0018409     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0018410     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0018411     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0018412     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0018413     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0018414     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0018415     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0018416     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0018417     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0018418     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0018419     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0018420     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0018421     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0018422     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0018423     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0018424     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0018425     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0018426     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0018427     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0018428     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0018429     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0018430     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0018431     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0018432     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0018433     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0018434     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0018435     VOLUME   267670.283 4047841.814 0.0
   LOCATION L0018436     VOLUME   267663.729 4047844.891 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.23E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
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** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0018438     VOLUME   267676.144 4048166.506 0.0
   LOCATION L0018439     VOLUME   267670.558 4048161.917 0.0
   LOCATION L0018440     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0018441     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0018442     VOLUME   267653.798 4048148.151 0.0
   LOCATION L0018443     VOLUME   267648.212 4048143.562 0.0
   LOCATION L0018444     VOLUME   267642.626 4048138.973 0.0
   LOCATION L0018445     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0018446     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0018447     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0018448     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0018449     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0018450     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0018451     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0018452     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0018453     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0018454     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0018455     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0018456     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0018457     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0018458     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0018459     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0018460     VOLUME   267553.244 4048065.553 0.0
   LOCATION L0018461     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0018462     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0018463     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0018464     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0018465     VOLUME   267525.312 4048042.609 0.0
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   LOCATION L0018467     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0018468     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0018469     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0018470     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0018471     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0018472     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0018473     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0018474     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0018475     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0018476     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0018477     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0018478     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0018479     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0018480     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0018481     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0018482     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0018483     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0018484     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0018485     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0018486     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0018487     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0018488     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0018489     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0018490     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0018491     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0018492     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0018493     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0018494     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0018495     VOLUME   267560.543 4047899.462 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.07E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0018497     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0018498     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0018499     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0018500     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0018501     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0018502     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0018503     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0018504     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0018505     VOLUME   267369.865 4048491.944 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 3.58E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
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   LOCATION L0018507     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0018508     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0018509     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0018510     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0018511     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0018512     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0018513     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0018514     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0018515     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0018516     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0018517     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0018518     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0018519     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0018520     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0018521     VOLUME   267469.919 4048399.802 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 4.05E-06
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** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0018522     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0018523     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0018524     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0018525     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0018526     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0018527     VOLUME   267416.989 4048450.427 0.0
   LOCATION L0018528     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0018529     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0018530     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0018531     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0018532     VOLUME   267442.081 4048424.907 0.0
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   LOCATION L0018533     VOLUME   267447.099 4048419.803 0.0
   LOCATION L0018534     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0018535     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0018536     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0018537     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0018538     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0018539     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0018540     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0018541     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0018542     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0018543     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0018544     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0018545     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0018546     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0018547     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0018548     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0018549     VOLUME   267527.393 4048338.140 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 3.41E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
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** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0018551     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0018552     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0018553     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0018554     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0018555     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0018556     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0018557     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0018558     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0018559     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0018560     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0018561     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0018562     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0018563     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0018564     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0018565     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0018566     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0018567     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0018568     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0018569     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0018570     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0018571     VOLUME   267579.734 4048279.001 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.42E-07
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** SZINIT = 0.43
** NODES = 2
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** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0018574     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0018575     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0018576     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0018577     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0018578     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0018579     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0018580     VOLUME   267651.271 4048214.265 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 7.02E-08
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
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   LOCATION L0018584     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0018585     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0018586     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0018587     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0018588     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0018589     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0018590     VOLUME   267735.150 4048128.078 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 4.13E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
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   LOCATION L0018593     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0018594     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0018595     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0018596     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0018597     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0018598     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0018599     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0018600     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0018601     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0018602     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0018603     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0018604     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0018605     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0018606     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0018607     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0018608     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0018609     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0018610     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0018611     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0018612     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0018613     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0018614     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0018615     VOLUME   267808.524 4048052.211 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 2.52E-07
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** VERTICAL DIMENSION = 1.83
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** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0018618     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0018619     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0018620     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0018621     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0018622     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0018623     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0018624     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0018625     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0018626     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0018627     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0018628     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0018629     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0018630     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0018631     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0018632     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0018633     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0018634     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0018635     VOLUME   267587.921 4048092.122 0.0
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   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
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** EMISSION RATE = 2.25E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 6
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** 267448.23, 4047765.44, 0.00, 1.83, 3.38
** 267492.36, 4047682.46, 0.00, 1.83, 3.38
** 267490.55, 4047635.37, 0.00, 1.83, 3.38
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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   LOCATION L0019486     VOLUME   267314.283 4047617.400 0.0
   LOCATION L0019487     VOLUME   267314.325 4047624.647 0.0
   LOCATION L0019488     VOLUME   267314.367 4047631.894 0.0
   LOCATION L0019489     VOLUME   267314.409 4047639.142 0.0
   LOCATION L0019490     VOLUME   267314.451 4047646.389 0.0
   LOCATION L0019491     VOLUME   267314.493 4047653.636 0.0
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   LOCATION L0019494     VOLUME   267314.619 4047675.378 0.0
   LOCATION L0019495     VOLUME   267312.759 4047680.696 0.0
   LOCATION L0019496     VOLUME   267305.513 4047680.552 0.0
   LOCATION L0019497     VOLUME   267298.267 4047680.407 0.0
   LOCATION L0019498     VOLUME   267291.021 4047680.262 0.0
   LOCATION L0019499     VOLUME   267283.776 4047680.118 0.0
   LOCATION L0019500     VOLUME   267276.530 4047679.973 0.0
   LOCATION L0019501     VOLUME   267269.284 4047679.828 0.0
   LOCATION L0019502     VOLUME   267262.038 4047679.684 0.0
   LOCATION L0019503     VOLUME   267254.792 4047679.539 0.0
   LOCATION L0019504     VOLUME   267247.546 4047679.394 0.0
   LOCATION L0019505     VOLUME   267240.300 4047679.250 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEDDDEEE
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 5.22E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
** 267637.12, 4047772.75, 0.00, 1.83, 3.39
** 267090.19, 4047765.50, 0.00, 1.83, 3.39
** 267099.25, 4047144.33, 0.00, 1.83, 3.39
** 267305.70, 4047146.14, 0.00, 1.83, 3.39
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   LOCATION L0019508     VOLUME   267620.702 4047772.529 0.0
   LOCATION L0019509     VOLUME   267613.410 4047772.433 0.0
   LOCATION L0019510     VOLUME   267606.119 4047772.336 0.0
   LOCATION L0019511     VOLUME   267598.827 4047772.239 0.0
   LOCATION L0019512     VOLUME   267591.535 4047772.143 0.0
   LOCATION L0019513     VOLUME   267584.243 4047772.046 0.0
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LOCATION L0019514     VOLUME   267576.951 4047771.950 0.0
LOCATION L0019515     VOLUME   267569.659 4047771.853 0.0
LOCATION L0019516     VOLUME   267562.367 4047771.756 0.0
LOCATION L0019517     VOLUME   267555.075 4047771.660 0.0
LOCATION L0019518     VOLUME   267547.783 4047771.563 0.0
LOCATION L0019519     VOLUME   267540.491 4047771.467 0.0
LOCATION L0019520     VOLUME   267533.199 4047771.370 0.0
LOCATION L0019521     VOLUME   267525.907 4047771.274 0.0
LOCATION L0019522     VOLUME   267518.615 4047771.177 0.0
LOCATION L0019523     VOLUME   267511.323 4047771.080 0.0
LOCATION L0019524     VOLUME   267504.031 4047770.984 0.0
LOCATION L0019525     VOLUME   267496.739 4047770.887 0.0
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LOCATION L0019530     VOLUME   267460.279 4047770.404 0.0
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LOCATION L0019533     VOLUME   267438.403 4047770.115 0.0
LOCATION L0019534     VOLUME   267431.111 4047770.018 0.0
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LOCATION L0019559     VOLUME   267248.812 4047767.603 0.0
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LOCATION L0019561     VOLUME   267234.228 4047767.410 0.0
LOCATION L0019562     VOLUME   267226.937 4047767.314 0.0
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LOCATION L0019564     VOLUME   267212.353 4047767.121 0.0
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LOCATION L0019569     VOLUME   267175.893 4047766.638 0.0
LOCATION L0019570     VOLUME   267168.601 4047766.541 0.0
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LOCATION L0019572     VOLUME   267154.017 4047766.348 0.0
LOCATION L0019573     VOLUME   267146.725 4047766.251 0.0
LOCATION L0019574     VOLUME   267139.433 4047766.155 0.0
LOCATION L0019575     VOLUME   267132.141 4047766.058 0.0
LOCATION L0019576     VOLUME   267124.849 4047765.962 0.0
LOCATION L0019577     VOLUME   267117.557 4047765.865 0.0
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LOCATION L0019579     VOLUME   267102.973 4047765.672 0.0
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LOCATION L0019582     VOLUME   267090.327 4047756.405 0.0
LOCATION L0019583     VOLUME   267090.434 4047749.113 0.0
LOCATION L0019584     VOLUME   267090.540 4047741.822 0.0
LOCATION L0019585     VOLUME   267090.646 4047734.530 0.0
LOCATION L0019586     VOLUME   267090.753 4047727.238 0.0
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LOCATION L0019588     VOLUME   267090.965 4047712.654 0.0
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LOCATION L0019596     VOLUME   267091.815 4047654.320 0.0
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LOCATION L0019599     VOLUME   267092.134 4047632.444 0.0
LOCATION L0019600     VOLUME   267092.241 4047625.152 0.0
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LOCATION L0019602     VOLUME   267092.453 4047610.569 0.0
LOCATION L0019603     VOLUME   267092.560 4047603.277 0.0
LOCATION L0019604     VOLUME   267092.666 4047595.985 0.0
LOCATION L0019605     VOLUME   267092.772 4047588.693 0.0
LOCATION L0019606     VOLUME   267092.878 4047581.401 0.0
LOCATION L0019607     VOLUME   267092.985 4047574.110 0.0
LOCATION L0019608     VOLUME   267093.091 4047566.818 0.0
LOCATION L0019609     VOLUME   267093.197 4047559.526 0.0
LOCATION L0019610     VOLUME   267093.304 4047552.234 0.0
LOCATION L0019611     VOLUME   267093.410 4047544.942 0.0
LOCATION L0019612     VOLUME   267093.516 4047537.650 0.0
LOCATION L0019613     VOLUME   267093.622 4047530.359 0.0
LOCATION L0019614     VOLUME   267093.729 4047523.067 0.0
LOCATION L0019615     VOLUME   267093.835 4047515.775 0.0
LOCATION L0019616     VOLUME   267093.941 4047508.483 0.0
LOCATION L0019617     VOLUME   267094.048 4047501.191 0.0
LOCATION L0019618     VOLUME   267094.154 4047493.900 0.0
LOCATION L0019619     VOLUME   267094.260 4047486.608 0.0
LOCATION L0019620     VOLUME   267094.367 4047479.316 0.0
LOCATION L0019621     VOLUME   267094.473 4047472.024 0.0
LOCATION L0019622     VOLUME   267094.579 4047464.732 0.0
LOCATION L0019623     VOLUME   267094.685 4047457.440 0.0
LOCATION L0019624     VOLUME   267094.792 4047450.149 0.0
LOCATION L0019625     VOLUME   267094.898 4047442.857 0.0
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   LOCATION L0019629     VOLUME   267095.323 4047413.689 0.0
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   LOCATION L0019631     VOLUME   267095.536 4047399.106 0.0
   LOCATION L0019632     VOLUME   267095.642 4047391.814 0.0
   LOCATION L0019633     VOLUME   267095.748 4047384.522 0.0
   LOCATION L0019634     VOLUME   267095.855 4047377.230 0.0
   LOCATION L0019635     VOLUME   267095.961 4047369.938 0.0
   LOCATION L0019636     VOLUME   267096.067 4047362.647 0.0
   LOCATION L0019637     VOLUME   267096.174 4047355.355 0.0
   LOCATION L0019638     VOLUME   267096.280 4047348.063 0.0
   LOCATION L0019639     VOLUME   267096.386 4047340.771 0.0
   LOCATION L0019640     VOLUME   267096.492 4047333.479 0.0
   LOCATION L0019641     VOLUME   267096.599 4047326.188 0.0
   LOCATION L0019642     VOLUME   267096.705 4047318.896 0.0
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   LOCATION L0019644     VOLUME   267096.918 4047304.312 0.0
   LOCATION L0019645     VOLUME   267097.024 4047297.020 0.0
   LOCATION L0019646     VOLUME   267097.130 4047289.728 0.0
   LOCATION L0019647     VOLUME   267097.237 4047282.437 0.0
   LOCATION L0019648     VOLUME   267097.343 4047275.145 0.0
   LOCATION L0019649     VOLUME   267097.449 4047267.853 0.0
   LOCATION L0019650     VOLUME   267097.555 4047260.561 0.0
   LOCATION L0019651     VOLUME   267097.662 4047253.269 0.0
   LOCATION L0019652     VOLUME   267097.768 4047245.977 0.0
   LOCATION L0019653     VOLUME   267097.874 4047238.686 0.0
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   LOCATION L0019655     VOLUME   267098.087 4047224.102 0.0
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   LOCATION L0019657     VOLUME   267098.299 4047209.518 0.0
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   LOCATION L0019660     VOLUME   267098.618 4047187.643 0.0
   LOCATION L0019661     VOLUME   267098.725 4047180.351 0.0
   LOCATION L0019662     VOLUME   267098.831 4047173.059 0.0
   LOCATION L0019663     VOLUME   267098.937 4047165.767 0.0
   LOCATION L0019664     VOLUME   267099.044 4047158.476 0.0
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   LOCATION L0019667     VOLUME   267106.982 4047144.399 0.0
   LOCATION L0019668     VOLUME   267114.274 4047144.463 0.0
   LOCATION L0019669     VOLUME   267121.566 4047144.527 0.0
   LOCATION L0019670     VOLUME   267128.859 4047144.591 0.0
   LOCATION L0019671     VOLUME   267136.151 4047144.655 0.0
   LOCATION L0019672     VOLUME   267143.443 4047144.719 0.0
   LOCATION L0019673     VOLUME   267150.736 4047144.783 0.0
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   LOCATION L0019675     VOLUME   267165.320 4047144.911 0.0
   LOCATION L0019676     VOLUME   267172.613 4047144.975 0.0
   LOCATION L0019677     VOLUME   267179.905 4047145.039 0.0
   LOCATION L0019678     VOLUME   267187.197 4047145.103 0.0
   LOCATION L0019679     VOLUME   267194.490 4047145.167 0.0
   LOCATION L0019680     VOLUME   267201.782 4047145.231 0.0
   LOCATION L0019681     VOLUME   267209.074 4047145.295 0.0
   LOCATION L0019682     VOLUME   267216.366 4047145.359 0.0
   LOCATION L0019683     VOLUME   267223.659 4047145.423 0.0
   LOCATION L0019684     VOLUME   267230.951 4047145.487 0.0
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   LOCATION L0019691     VOLUME   267281.997 4047145.935 0.0
   LOCATION L0019692     VOLUME   267289.290 4047145.999 0.0
   LOCATION L0019693     VOLUME   267296.582 4047146.062 0.0
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   LOCATION STCKCC3      POINT      267196.788  4047680.895          0.0
   LOCATION STCKCC4      POINT      267288.936  4047678.297          0.0
   LOCATION STCKCC5      POINT      267293.271  4047625.039          0.0
   LOCATION STCKPP1      POINT      267528.919  4047715.287          0.0
   LOCATION STCKPP2      POINT      267571.536  4047665.149          0.0
   LOCATION STCKPP3      POINT      267533.933  4047604.984          0.0
   LOCATION STCKPP4      POINT      267616.660  4047645.094          0.0
   LOCATION STCKAM1      POINT      267754.539  4047492.173          0.0
   LOCATION STCKAM2      POINT      267842.281  4047414.460          0.0
   LOCATION STCKAM3      POINT      267759.553  4047376.856          0.0
   LOCATION STCKAM4      POINT      267804.677  4047291.622          0.0
   LOCATION STCKAM5      POINT      267769.581  4047156.249          0.0
   LOCATION STCKAM6      POINT      267879.884  4047178.811          0.0
   LOCATION STCKAM7      POINT      267930.022  4047168.784          0.0
   LOCATION STCKQM8      POINT      267804.677  4047060.987          0.0
   LOCATION STCKAM9      POINT      267749.526  4047068.508          0.0
   LOCATION STCKAM10     POINT      267762.060  4047264.046          0.0
   LOCATION STCKHOT1     POINT      267937.543  4047356.801          0.0
   LOCATION STCKHOT2     POINT      267977.653  4047306.663          0.0
   LOCATION STCKWP1      POINT      268052.860  4047218.922          0.0
   LOCATION STCKAAA1     POINT      267575.115  4047380.545          0.0
   LOCATION STCKWW1      POINT      267445.931  4047368.647          0.0
   LOCATION BBBCCC1      POINT      267221.559  4047295.555          0.0
   LOCATION BBBCCC2      POINT      267315.047  4047280.257          0.0
   LOCATION DDDEEE1      POINT      267223.258  4047130.676          0.0
   LOCATION DDDEEE2      POINT      267352.442  4047103.479          0.0
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = DDDDDHHHH
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 3.19E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267638.27, 4047770.06, 0.00, 1.83, 3.39
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   LOCATION L0017448     VOLUME   267614.603 4047769.715 0.0
   LOCATION L0017449     VOLUME   267607.324 4047769.610 0.0
   LOCATION L0017450     VOLUME   267600.045 4047769.505 0.0
   LOCATION L0017451     VOLUME   267592.767 4047769.401 0.0
   LOCATION L0017452     VOLUME   267585.488 4047769.296 0.0
   LOCATION L0017453     VOLUME   267578.209 4047769.191 0.0
   LOCATION L0017454     VOLUME   267570.930 4047769.086 0.0
   LOCATION L0017455     VOLUME   267563.651 4047768.982 0.0
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   LOCATION L0017457     VOLUME   267549.093 4047768.772 0.0
   LOCATION L0017458     VOLUME   267541.814 4047768.667 0.0
   LOCATION L0017459     VOLUME   267534.535 4047768.563 0.0
   LOCATION L0017460     VOLUME   267527.257 4047768.458 0.0
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   LOCATION L0017471     VOLUME   267447.189 4047767.306 0.0
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   LOCATION L0017474     VOLUME   267425.352 4047766.992 0.0
   LOCATION L0017475     VOLUME   267418.073 4047766.887 0.0
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   LOCATION L0017480     VOLUME   267381.679 4047766.363 0.0
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   LOCATION L0017486     VOLUME   267338.005 4047765.735 0.0
   LOCATION L0017487     VOLUME   267330.727 4047765.630 0.0
   LOCATION L0017488     VOLUME   267323.448 4047765.526 0.0
   LOCATION L0017489     VOLUME   267316.169 4047765.421 0.0
   LOCATION L0017490     VOLUME   267308.890 4047765.316 0.0
   LOCATION L0017491     VOLUME   267301.611 4047765.211 0.0
   LOCATION L0017492     VOLUME   267294.332 4047765.107 0.0
   LOCATION L0017493     VOLUME   267287.053 4047765.002 0.0
   LOCATION L0017494     VOLUME   267279.774 4047764.897 0.0
   LOCATION L0017495     VOLUME   267272.495 4047764.792 0.0
   LOCATION L0017496     VOLUME   267265.217 4047764.688 0.0
   LOCATION L0017497     VOLUME   267257.938 4047764.583 0.0
   LOCATION L0017498     VOLUME   267250.659 4047764.478 0.0
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   LOCATION L0018099     VOLUME   266697.466 4048057.044 0.0
   LOCATION L0018100     VOLUME   266697.593 4048064.340 0.0
   LOCATION L0018101     VOLUME   266697.720 4048071.637 0.0
   LOCATION L0018102     VOLUME   266697.847 4048078.933 0.0
   LOCATION L0018103     VOLUME   266697.974 4048086.230 0.0
   LOCATION L0018104     VOLUME   266698.102 4048093.526 0.0
   LOCATION L0018105     VOLUME   266698.229 4048100.822 0.0
   LOCATION L0018106     VOLUME   266698.356 4048108.119 0.0
   LOCATION L0018107     VOLUME   266698.483 4048115.415 0.0
   LOCATION L0018108     VOLUME   266698.610 4048122.712 0.0
   LOCATION L0018109     VOLUME   266698.737 4048130.008 0.0
   LOCATION L0018110     VOLUME   266698.864 4048137.304 0.0
   LOCATION L0018111     VOLUME   266698.991 4048144.601 0.0
   LOCATION L0018112     VOLUME   266699.118 4048151.897 0.0
   LOCATION L0018113     VOLUME   266699.246 4048159.194 0.0
   LOCATION L0018114     VOLUME   266699.373 4048166.490 0.0
   LOCATION L0018115     VOLUME   266699.500 4048173.786 0.0
   LOCATION L0018116     VOLUME   266699.627 4048181.083 0.0
   LOCATION L0018117     VOLUME   266699.754 4048188.379 0.0
   LOCATION L0018118     VOLUME   266699.881 4048195.676 0.0
   LOCATION L0018119     VOLUME   266700.008 4048202.972 0.0
   LOCATION L0018120     VOLUME   266700.135 4048210.268 0.0
   LOCATION L0018121     VOLUME   266700.263 4048217.565 0.0
   LOCATION L0018122     VOLUME   266700.390 4048224.861 0.0
   LOCATION L0018123     VOLUME   266700.517 4048232.158 0.0
   LOCATION L0018124     VOLUME   266700.644 4048239.454 0.0
   LOCATION L0018125     VOLUME   266700.771 4048246.750 0.0
   LOCATION L0018126     VOLUME   266705.581 4048251.696 0.0
   LOCATION L0018127     VOLUME   266711.356 4048256.158 0.0
   LOCATION L0018128     VOLUME   266717.130 4048260.620 0.0
   LOCATION L0018129     VOLUME   266722.905 4048265.082 0.0
   LOCATION L0018130     VOLUME   266728.679 4048269.544 0.0
   LOCATION L0018131     VOLUME   266734.453 4048274.006 0.0
   LOCATION L0018132     VOLUME   266740.771 4048277.010 0.0
   LOCATION L0018133     VOLUME   266748.058 4048277.414 0.0
   LOCATION L0018134     VOLUME   266755.344 4048277.819 0.0
   LOCATION L0018135     VOLUME   266762.630 4048278.224 0.0
   LOCATION L0018136     VOLUME   266769.917 4048278.629 0.0
   LOCATION L0018137     VOLUME   266777.203 4048279.034 0.0
   LOCATION L0018138     VOLUME   266784.489 4048279.438 0.0
   LOCATION L0018139     VOLUME   266791.775 4048279.843 0.0
   LOCATION L0018140     VOLUME   266799.062 4048280.248 0.0
   LOCATION L0018141     VOLUME   266806.348 4048280.653 0.0
   LOCATION L0018142     VOLUME   266813.634 4048281.057 0.0
   LOCATION L0018143     VOLUME   266820.920 4048281.462 0.0
   LOCATION L0018144     VOLUME   266828.207 4048281.867 0.0
   LOCATION L0018145     VOLUME   266835.502 4048281.958 0.0
   LOCATION L0018146     VOLUME   266842.799 4048281.958 0.0
   LOCATION L0018147     VOLUME   266850.097 4048281.958 0.0
** END OF LINE SOURCE
   LOCATION LOT3         AREAPOLY   266699.095  4048531.582          0.0
   LOCATION IDDDDHHHH1   POINT      266904.567  4047906.674          0.0
   LOCATION IDDDDHHHH2   POINT      267006.455  4047906.674          0.0
   LOCATION IDDDDHHHH3   POINT      266929.054  4047923.554          0.0
   LOCATION IDDDDHHHH4   POINT      266974.190  4047925.523          0.0
   LOCATION ICCCCFFFF1   POINT      266710.981  4047848.937          0.0
   LOCATION ICCCCFFFF2   POINT      266707.585  4047969.504          0.0
   LOCATION IWWWAAAA1    POINT      266767.019  4048137.618          0.0
   LOCATION IWWWAAAA2    POINT      266858.718  4048137.618          0.0
   LOCATION IWWWAAAA3    POINT      266911.360  4048134.222          0.0
   LOCATION IWWWAAAA4    POINT      267011.549  4048122.335          0.0
   LOCATION ISSSUUU1     POINT      266758.529  4048414.412          0.0
   LOCATION ISSSUUU2     POINT      266950.417  4048321.015          0.0
   LOCATION ISSSUUU3     POINT      267028.530  4048234.411          0.0
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   SRCPARAM L0018149     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018150     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018151     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018152     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018153     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018154     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018155     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018156     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018157     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018158     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018159     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018160     1.4449E-08      1.83      3.39      0.43
   SRCPARAM L0018161     1.4449E-08      1.83      3.39      0.43
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SRCPARAM L0018162     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018163     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018164     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018165     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018166     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018167     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018168     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018169     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018170     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018171     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018172     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018173     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018174     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018175     1.4449E-08      1.83      3.39      0.43
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SRCPARAM L0018177     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018178     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018179     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018180     1.4449E-08      1.83      3.39      0.43
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SRCPARAM L0018182     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018183     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018184     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018185     1.4449E-08      1.83      3.39      0.43
SRCPARAM L0018186     1.4449E-08      1.83      3.39      0.43
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SRCPARAM L0018190     1.4449E-08      1.83      3.39      0.43
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SRCPARAM L0018273     2.3898E-08      1.83      3.38      0.43
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| SRCPARAM | L0018288 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018289 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0018292 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018293 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018294 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018295 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018296 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0018298 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018299 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018300 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018301 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0018303 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018304 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0018328 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0018331 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018332 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
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| SRCPARAM | L0018338 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018339 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
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SRCPARAM L0018633     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018634     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018635     1.3263E-08      1.83      3.39      0.43
SRCPARAM STCKA         5.82E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKB         8.51E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKCDE       4.07E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKFG        2.71E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKH         1.43E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKIJ        2.71E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKK         5.82E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKLMP       3.94E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKNO        2.16E-06     3.658   366.483  51.70000     0.100
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SRCPARAM STCKRU        2.71E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKT         1.16E-06     3.658   366.483  51.70000     0.100
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SRCPARAM STCKAABB      2.71E-06     3.658   366.483  51.70000     0.100
SRCPARAM LOT1          3.84E-09     0.305        16
AREAVERT LOT1        267120.418 4048530.358 267120.418 4048476.500
AREAVERT LOT1        267234.599 4048480.808 267225.878 4048327.828
AREAVERT LOT1        267133.275 4048331.147 267187.387 4048271.152
AREAVERT LOT1        267290.898 4048359.256 267549.134 4048056.401
AREAVERT LOT1        267788.267 4047916.369 267822.736 4047864.664
AREAVERT LOT1        267921.836 4047868.973 267923.991 4047905.597
AREAVERT LOT1        267867.978 4048000.388 267805.981 4048005.228
AREAVERT LOT1        267292.480 4048479.277 267316.464 4048538.976
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AREAVERT LOT2         267205.529 4047296.635 267208.036 4047196.360
AREAVERT LOT2         267112.774 4047201.373 267125.309 4047128.673
AREAVERT LOT2         267275.722 4047131.180 267278.229 4047020.877
AREAVERT LOT2         267381.012 4047023.384 267328.367 4047143.715
AREAVERT LOT2         267318.340 4047218.922 267238.119 4047223.935
AREAVERT LOT2         267235.612 4047281.594 267388.533 4047281.594
AREAVERT LOT2         267396.053 4047366.828 267358.450 4047369.335
AREAVERT LOT2         267358.450 4047527.270 267498.891 4047520.981
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   AREAVERT LOT3         266699.095 4048531.582 266705.887 4048142.712
   AREAVERT LOT3         266931.737 4048130.826 266931.737 4048037.429
   AREAVERT LOT3         266753.434 4048013.655 266760.227 4047789.503
   AREAVERT LOT3         266887.586 4047789.503 266894.379 4047852.334
   AREAVERT LOT3         266853.624 4047865.919 266853.624 4047972.900
   AREAVERT LOT3         266884.190 4047971.202 266894.379 4048022.146
   AREAVERT LOT3         266967.398 4048030.636 266974.190 4048168.184
   AREAVERT LOT3         266896.077 4048297.241 266816.265 4048312.525
   AREAVERT LOT3         266729.661 4048395.732 266792.491 4048465.355
   AREAVERT LOT3         266738.151 4048545.167
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   SRCPARAM IDDDDHHHH2    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IDDDDHHHH3    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IDDDDHHHH4    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM ICCCCFFFF1    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM ICCCCFFFF2    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA1     3.58E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA2     3.58E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA3     3.58E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA4     3.58E-07     3.658   366.483  51.70000     0.100
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   SRCPARAM ISSSUUU2      8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU3      3.73E-07     3.658   366.483  51.70000     0.100

** BUILDING DOWNWASH **
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14

   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
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   BUILDHGT STCKFG           0.00     9.14     9.14     9.14     9.14     9.14
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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 0.00 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKH | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKH | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKQ | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKQ | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |

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|---|---|---|---|---|---|---|
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 |
| BUILDHGT STCKPP3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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|---|---|---|---|---|---|---|
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC1 | 12.19 | 12.19 | 12.19 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |

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|---|---|---|---|---|---|---|
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 42.45 | 41.56 | 39.41 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 30.35 | 31.43 | 31.56 | 30.73 | 28.96 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.82 |
| BUILDWID STCKPP3 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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|---|---|---|---|---|---|---|
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 84.29 | 88.54 | 90.10 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 71.04 | 76.25 | 79.14 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 167.07 | 187.10 |
| BUILDWID BBBCCC1 | 201.45 | 209.68 | 211.53 | 206.96 | 196.10 | 179.28 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC1 | 116.32 | 128.10 | 135.98 | 139.73 | 196.10 | 179.28 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |

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|---|---|---|---|---|---|---|
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |

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|---|---|---|---|---|---|---|
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 27.36 | 32.58 | 36.82 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 31.48 | 31.54 | 30.65 | 28.83 | 26.13 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.41 |
| BUILDLEN STCKPP3 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 61.67 | 60.11 | 56.72 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.15 |
| BUILDLEN | STCKHOT2 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.14 |
| BUILDLEN | STCKHOT2 | 76.25 | 71.04 | 63.67 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 206.96 | 211.53 |
| BUILDLEN | BBBCCC1 | 209.68 | 201.45 | 187.10 | 167.07 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC1 | 149.27 | 141.48 | 129.40 | 113.38 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKCC1 | -42.37 | -53.67 | -63.34 | -71.08 | -76.66 | -79.92 |
| XBADJ | STCKCC1 | -80.74 | -79.11 | -77.70 | -109.97 | -138.91 | -163.62 |
| XBADJ | STCKCC1 | -183.36 | -197.53 | -205.70 | -207.62 | -203.23 | -193.97 |
| XBADJ | STCKCC1 | -222.30 | -243.87 | -258.03 | -264.35 | -262.64 | -252.95 |
| XBADJ | STCKCC1 | -235.57 | -211.04 | -181.40 | -168.59 | -150.66 | -128.16 |
| XBADJ | STCKCC1 | -101.76 | -72.26 | -40.57 | -21.91 | -24.26 | -29.79 |
| XBADJ | STCKCC2 | -110.77 | -119.79 | -125.16 | -126.74 | -124.46 | -118.40 |
| XBADJ | STCKCC2 | -108.74 | -95.78 | -82.53 | -102.82 | -119.98 | -133.50 |
| XBADJ | STCKCC2 | -142.97 | -148.08 | -148.70 | -144.81 | -136.51 | -125.37 |
| XBADJ | STCKCC2 | -153.90 | -177.75 | -196.20 | -208.69 | -214.84 | -214.46 |
| XBADJ | STCKCC2 | -207.57 | -194.37 | -176.57 | -175.75 | -169.59 | -158.27 |
| XBADJ | STCKCC2 | -142.15 | -121.71 | -97.57 | -84.72 | -90.98 | -98.39 |
| XBADJ | STCKCC3 | -163.11 | -170.43 | -172.57 | -169.47 | -161.22 | -148.07 |
| XBADJ | STCKCC3 | -130.42 | -108.81 | -86.51 | -97.63 | -105.79 | -110.73 |
| XBADJ | STCKCC3 | -112.31 | -110.47 | -105.28 | -96.89 | -85.55 | -72.93 |
| XBADJ | STCKCC3 | -101.56 | -127.11 | -148.80 | -165.96 | -178.09 | -184.80 |
| XBADJ | STCKCC3 | -185.89 | -181.34 | -172.59 | -180.94 | -183.78 | -181.05 |
| XBADJ | STCKCC3 | -172.81 | -159.32 | -140.99 | -132.63 | -141.93 | -150.83 |
| XBADJ | STCKCC4 | -176.55 | -199.50 | -216.39 | -226.71 | -230.13 | -226.57 |
| XBADJ | STCKCC4 | -216.12 | -199.11 | -178.66 | -188.83 | -193.27 | -191.83 |
| XBADJ | STCKCC4 | -184.57 | -171.70 | -153.61 | -130.85 | -104.12 | -75.53 |
| XBADJ | STCKCC4 | -88.12 | -98.04 | -104.98 | -108.72 | -109.17 | -106.29 |
| XBADJ | STCKCC4 | -100.19 | -91.04 | -80.44 | -89.73 | -96.30 | -99.94 |
| XBADJ | STCKCC4 | -100.55 | -98.10 | -92.67 | -98.67 | -123.37 | -148.23 |
| XBADJ | STCKCC5 | -124.85 | -150.93 | -172.43 | -188.69 | -199.22 | -203.69 |
| XBADJ | STCKCC5 | -201.97 | -194.12 | -182.99 | -202.35 | -215.56 | -222.21 |
| XBADJ | STCKCC5 | -222.12 | -215.28 | -201.90 | -182.38 | -157.32 | -128.79 |
| XBADJ | STCKCC5 | -139.82 | -146.61 | -148.94 | -146.74 | -140.08 | -129.17 |
| XBADJ | STCKCC5 | -114.34 | -96.03 | -76.11 | -76.22 | -74.02 | -69.56 |
| XBADJ | STCKCC5 | -63.00 | -54.51 | -44.38 | -47.14 | -70.16 | -94.97 |
| XBADJ | STCKPP1 | -10.23 | -11.38 | -12.17 | -12.60 | -14.34 | -19.58 |
| XBADJ | STCKPP1 | -24.22 | -28.13 | -31.18 | -33.29 | -34.38 | -34.43 |
| XBADJ | STCKPP1 | -33.43 | -32.53 | -33.24 | -32.94 | -31.64 | -29.38 |
| XBADJ | STCKPP1 | -26.22 | -22.27 | -17.64 | -12.48 | -8.63 | -8.45 |
| XBADJ | STCKPP1 | -8.02 | -7.34 | -6.44 | -5.34 | -4.08 | -2.70 |
| XBADJ | STCKPP1 | -1.24 | -0.85 | -3.03 | -5.12 | -7.06 | -8.78 |
| XBADJ | STCKPP2 | -35.64 | -35.71 | -34.70 | -32.63 | -30.27 | -33.27 |
| XBADJ | STCKPP2 | -35.26 | -36.18 | -36.00 | -34.73 | -32.40 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -9.28 | -4.93 |
| XBADJ | STCKPP2 | -0.43 | 4.09 | 8.48 | 12.61 | 15.67 | 11.97 |
| XBADJ | STCKPP2 | -65.14 | -67.62 | -68.04 | -66.39 | -62.73 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -32.28 | -34.48 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -65.10 |

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|---|---|---|---|---|---|---|---|
| XBADJ | STCKPP3 | -66.21 | -65.32 | -62.43 | -57.65 | -51.81 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 5.34 | 6.61 | 7.68 | 7.11 | 4.22 | 1.19 |
| XBADJ | STCKPP4 | -1.87 | -4.87 | -7.73 | -82.64 | -81.66 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -22.93 | -27.42 | -31.07 | -33.78 | -35.46 |
| XBADJ | STCKPP4 | -36.06 | -35.57 | -34.00 | -32.80 | -32.72 | -31.64 |
| XBADJ | STCKPP4 | -29.61 | -26.67 | -22.92 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -2.55 | -0.93 | 0.72 | 2.35 | 3.90 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKHOT1 | -5.99 | -8.86 | -11.46 | -16.53 | -23.71 | -30.17 |
| XBADJ | STCKHOT1 | -35.71 | -40.17 | -43.41 | -45.33 | -45.87 | -45.02 |
| XBADJ | STCKHOT1 | -42.80 | -39.28 | -42.69 | -47.88 | -51.62 | -53.78 |
| XBADJ | STCKHOT1 | -54.31 | -53.19 | -50.45 | -46.19 | -44.60 | -47.30 |
| XBADJ | STCKHOT1 | -48.57 | -48.37 | -46.69 | -43.59 | -39.17 | -33.56 |
| XBADJ | STCKHOT1 | -26.93 | -22.97 | -18.66 | -104.83 | -96.50 | -85.25 |
| XBADJ | STCKHOT2 | -41.74 | -47.10 | -51.03 | -53.41 | -54.17 | -53.28 |
| XBADJ | STCKHOT2 | -50.77 | -46.72 | -41.25 | -39.93 | -37.40 | -33.74 |
| XBADJ | STCKHOT2 | -105.75 | -103.47 | -106.17 | -10.38 | -3.25 | 3.97 |
| XBADJ | STCKHOT2 | -1.67 | -7.27 | -12.64 | -17.63 | -22.08 | -25.87 |
| XBADJ | STCKHOT2 | -28.86 | -30.98 | -32.16 | -37.77 | -42.23 | -45.41 |
| XBADJ | STCKHOT2 | -47.20 | -47.57 | -46.49 | -43.99 | -40.16 | -35.11 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAAA1 | 0.14 | -6.61 | -13.16 | -19.31 | -24.87 | -29.68 |
| XBADJ | STCKAAA1 | -33.58 | -36.46 | 0.00 | -48.62 | -57.53 | -64.69 |
| XBADJ | STCKAAA1 | -69.89 | -72.96 | -73.81 | -72.42 | -68.83 | -63.15 |
| XBADJ | STCKAAA1 | -72.14 | -78.93 | -83.33 | -85.19 | -84.47 | -81.18 |
| XBADJ | STCKAAA1 | -75.42 | -67.38 | 0.00 | -55.22 | -51.47 | -46.17 |
| XBADJ | STCKAAA1 | -39.46 | -31.55 | -22.68 | -13.13 | -3.17 | 6.88 |
| XBADJ | STCKWW1 | -3.59 | -16.69 | -29.29 | -40.99 | -51.45 | -60.35 |
| XBADJ | STCKWW1 | -67.41 | -72.43 | 0.00 | -96.90 | -115.62 | -130.82 |
| XBADJ | STCKWW1 | -142.05 | -148.96 | -151.35 | -149.13 | -142.39 | -131.32 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKWW1 | -134.21 | -133.02 | -127.80 | -118.69 | -105.97 | -90.03 |
| XBADJ | STCKWW1 | -71.36 | -50.52 | 0.00 | -26.04 | -23.15 | -19.56 |
| XBADJ | STCKWW1 | -15.37 | -10.72 | -5.74 | -0.58 | 4.59 | 9.62 |
| XBADJ | BBBCCC1 | -2.46 | -16.89 | -30.81 | -43.79 | -55.45 | -65.41 |
| XBADJ | BBBCCC1 | -73.39 | -79.14 | 0.00 | 22.10 | -120.13 | -133.73 |
| XBADJ | BBBCCC1 | -143.28 | -148.47 | -149.14 | -145.29 | -137.02 | -124.59 |
| XBADJ | BBBCCC1 | -139.50 | -150.18 | -156.29 | -157.66 | -154.23 | -146.12 |
| XBADJ | BBBCCC1 | -133.57 | -116.95 | 0.00 | -167.26 | -176.40 | -180.17 |
| XBADJ | BBBCCC1 | -178.47 | -171.34 | -159.01 | -141.85 | -4.94 | 12.05 |
| XBADJ | BBBCCC2 | -74.23 | -70.47 | -78.85 | -84.83 | -88.24 | -88.97 |
| XBADJ | BBBCCC2 | -86.99 | -82.37 | 0.00 | -72.63 | -67.83 | -60.97 |
| XBADJ | BBBCCC2 | -52.25 | -41.95 | -30.38 | -17.88 | -4.84 | 8.35 |
| XBADJ | BBBCCC2 | -1.80 | -12.17 | -22.16 | -31.49 | -39.85 | -47.01 |
| XBADJ | BBBCCC2 | -52.74 | -56.86 | 0.00 | -72.54 | -83.31 | -91.56 |
| XBADJ | BBBCCC2 | -97.02 | -99.53 | -99.02 | -95.50 | -89.08 | -79.95 |
| XBADJ | DDDEEE1 | -109.27 | -106.88 | -101.24 | -105.60 | -110.36 | -111.78 |
| XBADJ | DDDEEE1 | -109.80 | -104.48 | 0.00 | -93.19 | -87.58 | -79.31 |
| XBADJ | DDDEEE1 | -68.64 | -55.88 | -41.42 | -25.70 | -9.20 | 6.94 |
| XBADJ | DDDEEE1 | -0.08 | -7.10 | -13.90 | -20.28 | -26.04 | -31.02 |
| XBADJ | DDDEEE1 | -35.04 | -38.01 | 0.00 | -59.85 | -76.44 | -90.71 |
| XBADJ | DDDEEE1 | -102.23 | -110.63 | -115.68 | -117.21 | -115.18 | -109.65 |
| XBADJ | DDDEEE2 | -61.10 | -51.44 | -40.22 | -27.78 | -14.49 | -0.76 |
| XBADJ | DDDEEE2 | 8.43 | -0.83 | -10.07 | -19.00 | -27.35 | -34.88 |
| XBADJ | DDDEEE2 | -41.34 | -46.54 | -50.34 | 0.00 | -63.42 | -70.61 |
| XBADJ | DDDEEE2 | -75.65 | -78.40 | -78.77 | -76.74 | -72.37 | -65.82 |
| XBADJ | DDDEEE2 | -61.82 | -74.13 | -84.20 | -91.71 | -96.43 | -98.22 |
| XBADJ | DDDEEE2 | -97.03 | -92.88 | -85.92 | 0.00 | -74.61 | -68.90 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |
| YBADJ | STCKFG | 0.00 | 30.79 | 29.46 | 27.23 | 24.17 | 20.38 |
| YBADJ | STCKH | -41.77 | -28.96 | -15.26 | 0.00 | 0.00 | 26.89 |
| YBADJ | STCKH | 39.86 | 51.63 | 61.83 | 70.15 | 76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | 71.25 | 63.25 | 53.32 |
| YBADJ | STCKH | 41.77 | 28.96 | 15.26 | 1.10 | -13.09 | -26.89 |
| YBADJ | STCKH | -39.86 | -51.63 | -61.83 | -70.15 | -76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | -71.25 | -63.25 | -53.32 |
| YBADJ | STCKIJ | -4.39 | -9.42 | -14.18 | -18.50 | -22.25 | -25.33 |
| YBADJ | STCKIJ | -27.65 | -29.12 | -29.71 | -29.39 | -28.18 | -26.12 |
| YBADJ | STCKIJ | -23.26 | -19.70 | -15.53 | -10.90 | -5.93 | -0.78 |
| YBADJ | STCKIJ | 4.39 | 9.42 | 14.18 | 18.50 | 22.25 | 25.33 |
| YBADJ | STCKIJ | 27.65 | 29.12 | 29.71 | 29.39 | 28.18 | 26.12 |
| YBADJ | STCKIJ | 23.26 | 19.70 | 15.53 | 10.90 | 5.93 | 0.78 |
| YBADJ | STCKK | -58.88 | -52.84 | -45.19 | -36.16 | -26.05 | -15.13 |
| YBADJ | STCKK | -3.76 | 7.72 | 18.98 | 29.65 | 39.42 | 48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 65.47 | 63.13 |
| YBADJ | STCKK | 58.88 | 52.84 | 45.19 | 36.16 | 26.05 | 15.13 |
| YBADJ | STCKK | 3.76 | -7.72 | -18.98 | -29.65 | -39.42 | -48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -65.47 | -63.13 |
| YBADJ | STCKLMP | -0.83 | 0.08 | 0.99 | 1.87 | 3.52 | 6.41 |
| YBADJ | STCKLMP | 9.09 | 11.50 | 13.57 | 15.03 | 12.81 | 10.20 |
| YBADJ | STCKLMP | 7.28 | 4.50 | 3.96 | 3.31 | 2.55 | 1.72 |
| YBADJ | STCKLMP | 0.83 | -0.08 | -0.99 | -1.87 | -3.52 | -6.41 |
| YBADJ | STCKLMP | -9.09 | -11.50 | -13.57 | -15.03 | -12.81 | -10.20 |
| YBADJ | STCKLMP | -7.28 | -4.50 | -3.96 | -3.31 | -2.55 | -1.71 |
| YBADJ | STCKNO | 11.13 | 6.84 | 2.35 | -2.22 | -6.72 | -11.01 |
| YBADJ | STCKNO | -14.97 | -18.48 | -21.42 | -23.71 | -25.29 | -26.09 |
| YBADJ | STCKNO | -26.10 | -25.32 | -23.77 | -21.50 | -18.57 | -15.08 |
| YBADJ | STCKNO | -11.13 | -6.84 | -2.35 | 2.22 | 6.72 | 11.01 |
| YBADJ | STCKNO | 14.97 | 18.48 | 21.42 | 23.71 | 25.29 | 26.09 |
| YBADJ | STCKNO | 26.10 | 25.32 | 23.77 | 21.50 | 18.57 | 15.08 |
| YBADJ | STCKQ | 11.99 | 8.13 | 4.02 | -0.22 | -4.44 | -8.53 |
| YBADJ | STCKQ | -12.36 | -15.82 | -18.79 | -21.20 | -22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | -22.81 | -20.98 | -18.52 | -15.49 |
| YBADJ | STCKQ | -11.99 | -8.13 | -4.02 | 0.22 | 4.44 | 8.53 |
| YBADJ | STCKQ | 12.36 | 15.82 | 18.79 | 21.20 | 22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | 22.81 | 20.98 | 18.52 | 15.49 |
| YBADJ | STCKRU | 10.35 | 8.73 | 6.84 | 4.75 | 2.52 | 0.21 |
| YBADJ | STCKRU | -2.12 | -4.37 | -6.50 | -8.42 | -10.09 | -11.45 |
| YBADJ | STCKRU | -12.47 | -13.11 | -13.34 | -13.18 | -12.61 | -11.65 |
| YBADJ | STCKRU | -10.35 | -8.73 | -6.84 | -4.75 | -2.52 | -0.21 |
| YBADJ | STCKRU | 2.12 | 4.37 | 6.50 | 8.42 | 10.09 | 11.45 |
| YBADJ | STCKRU | 12.47 | 13.11 | 13.34 | 13.18 | 12.61 | 11.65 |
| YBADJ | STCKT | 4.47 | 17.01 | 29.02 | 40.16 | 50.08 | 58.47 |
| YBADJ | STCKT | 65.09 | 69.73 | 72.25 | 72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | 52.72 | 43.23 | 32.42 | 20.62 | 8.20 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKT | -4.47 | -17.01 | -29.02 | -40.16 | -50.08 | -58.47 |
| YBADJ | STCKT | -65.09 | -69.73 | -72.25 | -72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | -52.72 | -43.23 | -32.42 | -20.62 | -8.20 |
| YBADJ | STCKVWXY | -42.06 | -32.05 | 0.00 | 0.00 | 2.49 | 14.33 |
| YBADJ | STCKVWXY | 25.73 | 36.35 | 45.87 | 53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | 66.93 | 63.43 | 57.99 | 50.80 |
| YBADJ | STCKVWXY | 42.06 | 32.05 | 21.06 | 9.43 | -2.49 | -14.33 |
| YBADJ | STCKVWXY | -25.73 | -36.35 | -45.87 | -53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | -66.93 | -63.43 | -57.99 | -50.80 |
| YBADJ | STCKAABB | -51.30 | -42.02 | -31.46 | -19.94 | -7.82 | 4.54 |
| YBADJ | STCKAABB | 16.76 | 28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 51.30 | 42.02 | 31.46 | 19.94 | 7.82 | -4.54 |
| YBADJ | STCKAABB | -16.76 | -28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKCC1 | -29.31 | -5.88 | 17.73 | 40.80 | 62.63 | 82.56 |
| YBADJ | STCKCC1 | 92.86 | 89.48 | 82.09 | 89.96 | 95.10 | 97.34 |
| YBADJ | STCKCC1 | 96.63 | 92.99 | 86.52 | 77.41 | 65.96 | 51.85 |
| YBADJ | STCKCC1 | 29.31 | 5.88 | -17.73 | -40.80 | -62.63 | -82.56 |
| YBADJ | STCKCC1 | -92.86 | -89.48 | -82.09 | -89.96 | -95.10 | -97.34 |
| YBADJ | STCKCC1 | -96.63 | -92.99 | -86.52 | -77.41 | -65.96 | -51.85 |
| YBADJ | STCKCC2 | -36.47 | -24.80 | -12.39 | 0.41 | 13.19 | 25.57 |
| YBADJ | STCKCC2 | 30.04 | 22.77 | 13.49 | 21.56 | 28.98 | 35.52 |
| YBADJ | STCKCC2 | 40.98 | 45.19 | 48.03 | 49.41 | 49.29 | 47.02 |
| YBADJ | STCKCC2 | 36.47 | 24.80 | 12.39 | -0.41 | -13.19 | -25.57 |
| YBADJ | STCKCC2 | -30.04 | -22.77 | -13.49 | -21.56 | -28.98 | -35.52 |
| YBADJ | STCKCC2 | -40.98 | -45.19 | -48.03 | -49.41 | -49.29 | -47.02 |
| YBADJ | STCKCC3 | -41.65 | -39.00 | -35.16 | -30.25 | -24.43 | -17.86 |
| YBADJ | STCKCC3 | -17.87 | -28.19 | -38.95 | -30.77 | -21.66 | -11.88 |
| YBADJ | STCKCC3 | -1.75 | 8.44 | 18.37 | 27.74 | 36.27 | 43.04 |
| YBADJ | STCKCC3 | 41.65 | 39.00 | 35.16 | 30.25 | 24.43 | 17.86 |
| YBADJ | STCKCC3 | 17.87 | 28.19 | 38.95 | 30.77 | 21.66 | 11.88 |
| YBADJ | STCKCC3 | 1.75 | -8.44 | -18.37 | -27.74 | -36.27 | -43.04 |
| YBADJ | STCKCC4 | 49.55 | 48.48 | 45.95 | 42.01 | 36.80 | 30.47 |
| YBADJ | STCKCC4 | 16.09 | -9.62 | -36.35 | -44.21 | -50.73 | -55.71 |
| YBADJ | STCKCC4 | -58.99 | -60.48 | -60.14 | -57.97 | -54.03 | -49.11 |
| YBADJ | STCKCC4 | -49.55 | -48.48 | -45.95 | -42.01 | -36.80 | -30.47 |
| YBADJ | STCKCC4 | -16.09 | 9.62 | 36.35 | 44.21 | 50.73 | 55.71 |
| YBADJ | STCKCC4 | 58.99 | 60.48 | 60.14 | 57.97 | 54.03 | 49.11 |
| YBADJ | STCKCC5 | 63.06 | 70.77 | 76.33 | 79.56 | 80.38 | 78.76 |
| YBADJ | STCKCC5 | 67.62 | 43.58 | 16.91 | 7.49 | -2.16 | -11.75 |
| YBADJ | STCKCC5 | -20.98 | -29.57 | -37.26 | -43.82 | -49.05 | -53.44 |
| YBADJ | STCKCC5 | -63.06 | -70.77 | -76.33 | -79.56 | -80.38 | -78.76 |
| YBADJ | STCKCC5 | -67.62 | -43.58 | -16.91 | -7.49 | 2.16 | 11.75 |
| YBADJ | STCKCC5 | 20.98 | 29.57 | 37.26 | 43.82 | 49.05 | 53.44 |
| YBADJ | STCKPP1 | 13.97 | 15.15 | 15.86 | 16.10 | 15.84 | 15.11 |
| YBADJ | STCKPP1 | 13.91 | 12.29 | 10.30 | 8.00 | 5.45 | 2.74 |
| YBADJ | STCKPP1 | -0.06 | -2.86 | -5.56 | -8.10 | -10.39 | -12.37 |
| YBADJ | STCKPP1 | -13.97 | -15.15 | -15.86 | -16.10 | -15.84 | -15.11 |
| YBADJ | STCKPP1 | -13.91 | -12.29 | -10.30 | -8.00 | -5.45 | -2.74 |
| YBADJ | STCKPP1 | 0.06 | 2.86 | 5.56 | 8.10 | 10.39 | 12.37 |
| YBADJ | STCKPP2 | 14.76 | 11.48 | 7.85 | 3.98 | -0.01 | -4.00 |
| YBADJ | STCKPP2 | -7.87 | -11.50 | -14.78 | -17.60 | -19.90 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -19.89 | -17.59 |
| YBADJ | STCKPP2 | -14.76 | -11.48 | -7.85 | -3.98 | 0.01 | 4.00 |
| YBADJ | STCKPP2 | 18.39 | 9.53 | 0.38 | -8.78 | -17.67 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 19.89 | 17.59 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.02 |
| YBADJ | STCKPP3 | 11.83 | 3.29 | -5.36 | -13.84 | -21.90 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | -4.06 | -0.41 | 3.26 | 6.83 | 10.19 | 13.25 |
| YBADJ | STCKPP4 | 15.90 | 18.06 | 19.68 | -5.68 | -16.48 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | 18.47 | 16.42 | 13.87 | 10.90 | 7.59 |
| YBADJ | STCKPP4 | 4.06 | 0.41 | -3.26 | -6.83 | -10.19 | -13.25 |
| YBADJ | STCKPP4 | -15.90 | -18.06 | -19.68 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | -18.47 | -16.42 | -13.87 | -10.90 | -7.59 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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                                                                P3_PM10
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKHOT1         0.87     3.35     5.73     7.93     8.16    12.02
   YBADJ    STCKHOT1        17.05    21.56    25.42    24.16    22.16    19.50
   YBADJ    STCKHOT1        14.83    10.44     8.57     6.43     4.10     1.64
   YBADJ    STCKHOT1        -0.87    -3.35    -5.73    -7.93    -8.15   -12.02
   YBADJ    STCKHOT1       -17.05   -21.56   -25.42   -24.16   -22.16   -19.50
   YBADJ    STCKHOT1       -14.83   -10.44    -8.57    -9.59   -22.92   -35.57

   YBADJ    STCKHOT2         1.08    -2.41    -5.83    -9.08   -12.05   -14.65
   YBADJ    STCKHOT2       -16.81   -18.45   -19.54   -20.03   -19.92   -19.19
   YBADJ    STCKHOT2        27.46    11.95    -1.10   -10.95    -7.87    -4.54
   YBADJ    STCKHOT2        -1.08     2.41     5.83     9.08    12.05    14.65
   YBADJ    STCKHOT2        16.81    18.45    19.54    20.03    19.92    19.19
   YBADJ    STCKHOT2        17.89    16.04    13.71    10.95     7.87     4.54

   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAAA1        -3.30     3.03     9.26    15.21    20.70    25.56
   YBADJ    STCKAAA1        29.65    32.83     0.00    36.14    36.16    35.08
   YBADJ    STCKAAA1        32.94    29.80    25.75    20.92    15.46     9.52
   YBADJ    STCKAAA1         3.30    -3.03    -9.26   -15.21   -20.70   -25.56
   YBADJ    STCKAAA1       -29.65   -32.83     0.00   -36.14   -36.16   -35.08
   YBADJ    STCKAAA1       -32.94   -29.80   -25.75   -20.92   -15.46    -9.52

   YBADJ    STCKWW1         35.43    46.23    55.63    63.34    69.12    72.80
   YBADJ    STCKWW1         74.27    73.49     0.00    65.31    58.17    49.25
   YBADJ    STCKWW1         38.85    27.26    14.84     1.97   -10.96   -23.55
   YBADJ    STCKWW1        -35.43   -46.23   -55.63   -63.34   -69.12   -72.80
   YBADJ    STCKWW1        -74.27   -73.49     0.00   -65.31   -58.17   -49.25
   YBADJ    STCKWW1        -38.85   -27.26   -14.84    -1.97    10.96    23.55

   YBADJ    BBBCCC1          4.82    16.65    27.97    38.44    47.74    55.59
   YBADJ    BBBCCC1         61.75    66.04     0.00   -35.05    66.65    62.74
   YBADJ    BBBCCC1         56.93    49.39    40.35    30.09    18.90     7.15
   YBADJ    BBBCCC1         -4.82   -16.65   -27.97   -38.44   -47.74   -55.59
   YBADJ    BBBCCC1        -61.75   -66.04     0.00    35.05    11.55    -5.15
   YBADJ    BBBCCC1        -21.70   -37.59   -52.34   -65.49   -18.90    -7.15

   YBADJ    BBBCCC2          0.04    -7.74   -15.29   -22.38   -28.79   -34.32
   YBADJ    BBBCCC2        -38.81   -42.12     0.00   -36.21   -29.15   -28.34
   YBADJ    BBBCCC2        -26.67   -24.19   -20.98   -17.13   -12.75    -7.84
   YBADJ    BBBCCC2         -0.04     7.74    15.29    22.38    28.79    34.32
   YBADJ    BBBCCC2         38.81    42.12     0.00    36.21    29.15    28.34
   YBADJ    BBBCCC2         26.67    24.19    20.98    17.13    12.75     7.84

   YBADJ    DDDEEE1         16.67     5.57    -5.70   -16.79   -27.38   -37.13
   YBADJ    DDDEEE1        -45.76   -52.99     0.00   -54.59   -49.89   -43.67
   YBADJ    DDDEEE1        -42.66   -42.16   -40.38   -37.38   -33.24   -27.27
   YBADJ    DDDEEE1        -16.67    -5.57     5.70    16.79    27.38    37.13
   YBADJ    DDDEEE1         45.76    52.99     0.00    54.59    49.89    43.67
   YBADJ    DDDEEE1         42.66    42.16    40.38    37.38    33.24    27.27

   YBADJ    DDDEEE2        -36.35   -34.54   -31.67   -27.84   -23.17   -17.79
   YBADJ    DDDEEE2        -11.87    -5.59     0.85     7.28    13.48    19.27
   YBADJ    DDDEEE2         24.48    28.94    32.53     0.00    36.65    37.06
   YBADJ    DDDEEE2         36.35    34.54    31.67    27.84    23.17    17.79
   YBADJ    DDDEEE2         11.87     5.59    -0.85    -7.28   -13.48   -19.27
   YBADJ    DDDEEE2        -24.48   -28.94   -32.53     0.00   -36.65   -37.06

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD RECEPTOR PATHWAY
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**
**
RE STARTING
** DESCRREC "" ""
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   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
** DESCRREC "FENCEGRD" "RECEPTORS GENERATED FROM FENCELINE GRID"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
   DISCCART    267634.96   4048677.29
   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
   DISCCART    268102.55   4048186.93
   DISCCART    268169.35   4048116.88
   DISCCART    267670.70   4048953.95
   DISCCART    267513.93   4049022.11
   DISCCART    267815.89   4048849.82
   DISCCART    267882.69   4048779.77
   DISCCART    267949.49   4048709.72
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   DISCCART    268083.08   4048569.61
   DISCCART    268149.88   4048499.56
   DISCCART    268216.68   4048429.51
   DISCCART    268283.48   4048359.46
   DISCCART    268350.28   4048289.41
   DISCCART    267848.58   4049127.81
   DISCCART    267685.70   4049198.62
   DISCCART    267522.82   4049269.44
   DISCCART    267996.81   4049022.34
   DISCCART    268063.61   4048952.29
   DISCCART    268130.41   4048882.24
   DISCCART    268197.21   4048812.19
   DISCCART    268264.01   4048742.14
   DISCCART    268330.81   4048672.09
   DISCCART    268397.61   4048602.04
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   DISCCART    268207.65   4049474.07
   DISCCART    268123.44   4049510.68
   DISCCART    268039.22   4049547.30
   DISCCART    267955.00   4049583.92
   DISCCART    267870.79   4049620.53
   DISCCART    267786.57   4049657.15
   DISCCART    267702.36   4049693.76
   DISCCART    267618.14   4049730.38
   DISCCART    267533.92   4049767.00
   DISCCART    267449.71   4049803.61
   DISCCART    268291.87   4049437.45
   DISCCART    268358.67   4049367.40
   DISCCART    268425.47   4049297.35
   DISCCART    268492.27   4049227.30
   DISCCART    268559.06   4049157.25
   DISCCART    268625.86   4049087.19
   DISCCART    268692.66   4049017.14
   DISCCART    268759.46   4048947.09
   DISCCART    268826.26   4048877.04
   DISCCART    268893.06   4048806.99
   DISCCART    268568.21   4049819.68
   DISCCART    268482.70   4049856.86
   DISCCART    268397.19   4049894.04
   DISCCART    268311.68   4049931.22
   DISCCART    268226.16   4049968.40
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   DISCCART    268055.14   4050042.76
   DISCCART    267969.63   4050079.94
   DISCCART    267884.12   4050117.12
   DISCCART    267798.61   4050154.30
   DISCCART    267713.09   4050191.48
   DISCCART    267627.58   4050228.66
   DISCCART    267542.07   4050265.84
   DISCCART    267456.56   4050303.02
   DISCCART    268653.72   4049782.50
   DISCCART    268720.52   4049712.45
   DISCCART    268787.32   4049642.40
   DISCCART    268854.12   4049572.35
   DISCCART    268920.92   4049502.30
   DISCCART    268987.72   4049432.25
   DISCCART    269054.52   4049362.20
   DISCCART    269121.31   4049292.15
   DISCCART    269188.11   4049222.09
   DISCCART    269254.91   4049152.04
   DISCCART    268049.51   4047836.85
   DISCCART    268231.35   4047952.96
   DISCCART    268249.36   4047829.16
   DISCCART    268480.18   4047945.95
   DISCCART    268436.88   4048060.44
   DISCCART    268393.58   4048174.92
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| DISCCART | 268499.17 | 4047819.55 |
| DISCCART | 268729.60 | 4047937.39 |
| DISCCART | 268685.52 | 4048053.95 |
| DISCCART | 268641.43 | 4048170.52 |
| DISCCART | 268597.34 | 4048287.09 |
| DISCCART | 268748.99 | 4047809.94 |
| DISCCART | 269227.40 | 4047923.03 |
| DISCCART | 269179.64 | 4048049.31 |
| DISCCART | 269131.87 | 4048175.59 |
| DISCCART | 269084.11 | 4048301.87 |
| DISCCART | 269036.35 | 4048428.15 |
| DISCCART | 268988.58 | 4048554.43 |
| DISCCART | 268940.82 | 4048680.71 |
| DISCCART | 269248.62 | 4047790.73 |
| DISCCART | 269727.29 | 4047903.12 |
| DISCCART | 269680.05 | 4048028.01 |
| DISCCART | 269632.82 | 4048152.90 |
| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
| DISCCART | 269491.10 | 4048527.58 |
| DISCCART | 269443.86 | 4048652.47 |
| DISCCART | 269396.63 | 4048777.37 |
| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
| DISCCART | 269748.25 | 4047771.51 |
| DISCCART | 267983.27 | 4047685.95 |
| DISCCART | 267877.56 | 4047669.79 |
| DISCCART | 267733.92 | 4047666.24 |
| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 268146.82 | 4047300.83 |
| DISCCART | 268271.04 | 4047353.58 |
| DISCCART | 268360.37 | 4047441.69 |
| DISCCART | 268414.83 | 4047565.17 |
| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
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| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |
| DISCCART | 267751.20 | 4046966.45 |
| DISCCART | 268041.92 | 4046498.64 |
| DISCCART | 268167.75 | 4046552.08 |
| DISCCART | 268293.58 | 4046605.52 |
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| DISCCART | 268545.24 | 4046712.40 |
| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
| DISCCART | 268887.40 | 4046908.53 |
| DISCCART | 268942.56 | 4047033.61 |
| DISCCART | 268997.72 | 4047158.70 |
| DISCCART | 269052.89 | 4047283.78 |
| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
| DISCCART | 269218.38 | 4047659.03 |
| DISCCART | 267907.18 | 4046470.15 |
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| DISCCART | 269239.07 | 4046553.82 |
| DISCCART | 269295.35 | 4046681.43 |
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| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
| DISCCART | 267919.53 | 4045970.31 |
| DISCCART | 267775.88 | 4045966.76 |
| DISCCART | 267459.76 | 4047820.08 |
| DISCCART | 267554.14 | 4046962.90 |
| DISCCART | 267084.90 | 4047228.91 |
| DISCCART | 267116.21 | 4046645.91 |
| DISCCART | 267278.04 | 4046601.08 |
| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
| DISCCART | 266962.58 | 4046714.43 |
| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |

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   DISCCART    267149.74   4047840.79
   DISCCART    266913.72   4047720.18
   DISCCART    266805.38   4047478.28
   DISCCART    266677.69   4047599.58
   DISCCART    266550.00   4047720.88
   DISCCART    266461.01   4047115.78
   DISCCART    266333.32   4047237.08
   DISCCART    266205.63   4047358.38
   DISCCART    266116.64   4046753.27
   DISCCART    265988.95   4046874.57
   DISCCART    265861.26   4046995.87
   DISCCART    267004.63   4048385.97
   DISCCART    267011.73   4048547.36
   DISCCART    266811.92   4048556.14
   DISCCART    266579.96   4048254.56
   DISCCART    266636.85   4048113.59
   DISCCART    266555.07   4048405.73
   DISCCART    266562.16   4048567.12
   DISCCART    266329.34   4048267.67
   DISCCART    266345.91   4048065.35
   DISCCART    266323.87   4047905.50
   DISCCART    266494.84   4047857.58
   DISCCART    266305.31   4048416.71
   DISCCART    266312.40   4048578.10
   DISCCART    265831.06   4048286.57
   DISCCART    265888.68   4048143.77
   DISCCART    265946.31   4048000.97
   DISCCART    266003.94   4047858.18
   DISCCART    266061.56   4047715.38
   DISCCART    266119.19   4047572.58
   DISCCART    265805.79   4048438.67
   DISCCART    265812.88   4048600.05
   DISCCART    265332.12   4048307.08
   DISCCART    265390.92   4048161.39
   DISCCART    265449.71   4048015.70
   DISCCART    265508.50   4047870.01
   DISCCART    265567.29   4047724.32
   DISCCART    265626.09   4047578.63
   DISCCART    265684.88   4047432.94
   DISCCART    265743.67   4047287.25
   DISCCART    265802.47   4047141.56
   DISCCART    265306.27   4048460.62
   DISCCART    265313.37   4048622.01
   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
   DISCCART    266916.45   4047837.05
   DISCCART    266987.78   4047831.95
   DISCCART    266916.46   4047977.99
   DISCCART    266982.68   4047979.69
RE FINISHED
**
****************************************
** AERMOD METEOROLOGY PATHWAY
****************************************
**
**
```

```
ME STARTING
   SURFFILE "..\..\..\PHASE 2\PHASE 2_AERMOD\93193 05-09.SFC"
   PROFFILE "..\..\..\PHASE 2\PHASE 2_AERMOD\93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**************************************
** AERMOD OUTPUT PATHWAY
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** AUTO-GENERATED PLOTFILES
   PLOTFILE   24 ALL 1ST P3_PM10.AD\24H1GALL.PLT
   PLOTFILE   ANNUAL ALL P3_PM10.AD\AN00GALL.PLT
   SUMMFILE P3_PM10.SUM
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of           0 Fatal Error Message(s)
 A Total of          56 Warning Message(s)
 A Total of           0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    3274  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3275  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3276  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3277  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3278  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3279  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3280  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3281  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3282  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3283  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3284  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3285  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3286  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    3287  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4371  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4372  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4373  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4374  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4375  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4376  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4377  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4378  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4379  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4380  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4381  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4382  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4383  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4384  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4385  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4386  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4387  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4388  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4389  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4390  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4391  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4392  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4393  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4394  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4395  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4396  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4397  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    4398  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5113  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5114  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5115  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5116  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5117  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5118  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5119  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5120  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5121  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5122  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5123  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5124  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    5125  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 ME W396    6950 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ************************************
 *** SETUP Finishes Successfully ***
 ************************************

 *** AERMOD - VERSION  11353 ***   *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL        ***        03/01/12
                                 *** PM10                                                                  ***        16:19:29
                                                                                                                      PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                    FLAT
                         FASTALL

                                        ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
```

**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F

**Model Uses RURAL Dispersion Only.

**Model Allows User-Specified Options:
        1. Stack-tip Downwash.
        2. Model Assumes Receptors on FLAT Terrain.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.

**Other Options Specified:
        FASTALL  - Use effective sigma-y to optimize meander for
                   POINT and VOLUME sources, and hybrid approach
                   to optimize AREA sources (formerly TOXICS option)

**Model Assumes No FLAGPOLE Receptor Heights.

**Model Calculates  1 Short Term Average(s) of:  24-HR
    and Calculates ANNUAL Averages

**This Run Includes:   2308 Source(s);       1 Source Group(s); and     327 Receptor(s)

**The Model Assumes A Pollutant Type of:  PM_10

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
         Model Outputs Tables of ANNUAL Averages by Receptor
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                           ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      9.0 MB of RAM.

**Detailed Error/Message File:   P3_PM10.ERR
**File for Summary of Results:   P3_PM10.SUM



**MODELOPTs:  NonDFAULT CONC                                FLAT
                        FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.58200E-06 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.85100E-06 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.40700E-05 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.27100E-05 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.14300E-05 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.27100E-05 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.58200E-06 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.39400E-05 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.21600E-05 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.13600E-05 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.27100E-05 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.11600E-05 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.23300E-05 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.27100E-05 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC1 | 0 | 0.23500E-05 | 267188.0 | 4047559.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC2 | 0 | 0.23500E-05 | 267192.8 | 4047628.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC3 | 0 | 0.23500E-05 | 267196.8 | 4047680.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC4 | 0 | 0.23500E-05 | 267288.9 | 4047678.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC5 | 0 | 0.23500E-05 | 267293.3 | 4047625.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP1 | 0 | 0.14300E-05 | 267528.9 | 4047715.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP2 | 0 | 0.14300E-05 | 267571.5 | 4047665.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP3 | 0 | 0.14300E-05 | 267533.9 | 4047605.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP4 | 0 | 0.14300E-05 | 267616.7 | 4047645.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAM1 | 0 | 0.31300E-06 | 267754.5 | 4047492.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM2 | 0 | 0.31300E-06 | 267842.3 | 4047414.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM3 | 0 | 0.31300E-06 | 267759.6 | 4047376.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM4 | 0 | 0.31300E-06 | 267804.7 | 4047291.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM5 | 0 | 0.31300E-06 | 267769.6 | 4047156.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM6 | 0 | 0.31300E-06 | 267879.9 | 4047178.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM7 | 0 | 0.31300E-06 | 267930.0 | 4047168.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKQM8 | 0 | 0.31300E-06 | 267804.7 | 4047061.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM9 | 0 | 0.31300E-06 | 267749.5 | 4047068.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM10 | 0 | 0.31300E-06 | 267762.1 | 4047264.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKHOT1 | 0 | 0.16200E-05 | 267937.5 | 4047356.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKHOT2 | 0 | 0.16200E-05 | 267977.7 | 4047306.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWP1 | 0 | 0.16200E-05 | 268052.9 | 4047218.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAAA1 | 0 | 0.58200E-06 | 267575.1 | 4047380.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWW1 | 0 | 0.85100E-06 | 267445.9 | 4047368.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC1 | 0 | 0.85100E-06 | 267221.6 | 4047295.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC2 | 0 | 0.85100E-06 | 267315.0 | 4047280.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs:  NonDFAULT CONC                                FLAT
                        FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DDDEEE1 | 0 | 0.85100E-06 | 267223.3 | 4047130.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO NO |
| DDDEEE2 | 0 | 0.85100E-06 | 267352.4 | 4047103.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO NO |
| IDDDDHHHH1 | 0 | 0.31300E-06 | 266904.6 | 4047906.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| IDDDDHHHH2 | 0 | 0.31300E-06 | 267006.5 | 4047906.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| IDDDDHHHH3 | 0 | 0.31300E-06 | 266929.1 | 4047923.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| IDDDDHHHH4 | 0 | 0.31300E-06 | 266974.2 | 4047925.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| ICCCCFFFF1 | 0 | 0.31300E-06 | 266711.0 | 4047848.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| ICCCCFFFF2 | 0 | 0.31300E-06 | 266707.6 | 4047969.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| IWWWAAAA1 | 0 | 0.35800E-06 | 266767.0 | 4048137.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| IWWWAAAA2 | 0 | 0.35800E-06 | 266858.7 | 4048137.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| IWWWAAAA3 | 0 | 0.35800E-06 | 266911.4 | 4048134.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| IWWWAAAA4 | 0 | 0.35800E-06 | 267011.5 | 4048122.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| ISSSUUU1 | 0 | 0.37300E-06 | 266758.5 | 4048414.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| ISSSUUU2 | 0 | 0.81900E-05 | 266950.4 | 4048321.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |
| ISSSUUU3 | 0 | 0.37300E-06 | 267028.5 | 4048234.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO NO |

 *** AERMOD - VERSION 11353 *** *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL *** 03/01/12
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018148 | 0 | 0.14449E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018149 | 0 | 0.14449E-07 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018150 | 0 | 0.14449E-07 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018151 | 0 | 0.14449E-07 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018152 | 0 | 0.14449E-07 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018153 | 0 | 0.14449E-07 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018154 | 0 | 0.14449E-07 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018155 | 0 | 0.14449E-07 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018156 | 0 | 0.14449E-07 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018157 | 0 | 0.14449E-07 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018158 | 0 | 0.14449E-07 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018159 | 0 | 0.14449E-07 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018160 | 0 | 0.14449E-07 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018161 | 0 | 0.14449E-07 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018162 | 0 | 0.14449E-07 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018163 | 0 | 0.14449E-07 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018164 | 0 | 0.14449E-07 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018165 | 0 | 0.14449E-07 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018166 | 0 | 0.14449E-07 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018167 | 0 | 0.14449E-07 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018168 | 0 | 0.14449E-07 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018169 | 0 | 0.14449E-07 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018170 | 0 | 0.14449E-07 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018171 | 0 | 0.14449E-07 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018172 | 0 | 0.14449E-07 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018173 | 0 | 0.14449E-07 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018174 | 0 | 0.14449E-07 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018175 | 0 | 0.14449E-07 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018176 | 0 | 0.14449E-07 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018177 | 0 | 0.14449E-07 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018178 | 0 | 0.14449E-07 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018179 | 0 | 0.14449E-07 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018180 | 0 | 0.14449E-07 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018181 | 0 | 0.14449E-07 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018182 | 0 | 0.14449E-07 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018183 | 0 | 0.14449E-07 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018184 | 0 | 0.14449E-07 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018185 | 0 | 0.14449E-07 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018186 | 0 | 0.14449E-07 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018187 | 0 | 0.14449E-07 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

 *** AERMOD - VERSION 11353 *** *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL *** 03/01/12
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018188 | 0 | 0.14449E-07 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018189 | 0 | 0.14449E-07 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018190 | 0 | 0.14449E-07 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018191 | 0 | 0.14449E-07 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018192 | 0 | 0.14449E-07 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018193 | 0 | 0.14449E-07 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018194 | 0 | 0.14449E-07 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018195 | 0 | 0.14449E-07 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018196 | 0 | 0.14449E-07 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018197 | 0 | 0.14449E-07 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018198 | 0 | 0.14449E-07 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018199 | 0 | 0.14449E-07 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018200 | 0 | 0.14449E-07 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018201 | 0 | 0.14449E-07 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018202 | 0 | 0.14449E-07 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018203 | 0 | 0.14449E-07 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018204 | 0 | 0.14449E-07 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018205 | 0 | 0.14449E-07 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018206 | 0 | 0.14449E-07 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018207 | 0 | 0.14449E-07 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018208 | 0 | 0.14449E-07 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018209 | 0 | 0.14449E-07 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018210 | 0 | 0.14449E-07 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018211 | 0 | 0.14449E-07 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018212 | 0 | 0.14449E-07 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018213 | 0 | 0.14449E-07 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018214 | 0 | 0.14449E-07 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018215 | 0 | 0.14449E-07 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018216 | 0 | 0.14449E-07 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018217 | 0 | 0.23898E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018218 | 0 | 0.23898E-07 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018219 | 0 | 0.23898E-07 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018220 | 0 | 0.23898E-07 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018221 | 0 | 0.23898E-07 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018222 | 0 | 0.23898E-07 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018223 | 0 | 0.23898E-07 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018224 | 0 | 0.23898E-07 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018225 | 0 | 0.23898E-07 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018226 | 0 | 0.23898E-07 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018227 | 0 | 0.23898E-07 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018228 | 0 | 0.23898E-07 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018229 | 0 | 0.23898E-07 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018230 | 0 | 0.23898E-07 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018231 | 0 | 0.23898E-07 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018232 | 0 | 0.23898E-07 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018233 | 0 | 0.23898E-07 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018234 | 0 | 0.23898E-07 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018235 | 0 | 0.23898E-07 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018236 | 0 | 0.23898E-07 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018237 | 0 | 0.23898E-07 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018238 | 0 | 0.23898E-07 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018239 | 0 | 0.23898E-07 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018240 | 0 | 0.23898E-07 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018241 | 0 | 0.23898E-07 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018242 | 0 | 0.23898E-07 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018243 | 0 | 0.23898E-07 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018244 | 0 | 0.23898E-07 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018245 | 0 | 0.23898E-07 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018246 | 0 | 0.23898E-07 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018247 | 0 | 0.23898E-07 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018248 | 0 | 0.23898E-07 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018249 | 0 | 0.23898E-07 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018250 | 0 | 0.23898E-07 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018251 | 0 | 0.23898E-07 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018252 | 0 | 0.23898E-07 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018253 | 0 | 0.23898E-07 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018254 | 0 | 0.23898E-07 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018255 | 0 | 0.23898E-07 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018256 | 0 | 0.23898E-07 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018257 | 0 | 0.23898E-07 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018258 | 0 | 0.23898E-07 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018259 | 0 | 0.23898E-07 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018260 | 0 | 0.23898E-07 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018261 | 0 | 0.23898E-07 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018262 | 0 | 0.23898E-07 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018263 | 0 | 0.23898E-07 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018264 | 0 | 0.23898E-07 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018265 | 0 | 0.23898E-07 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018266 | 0 | 0.23898E-07 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018267 | 0 | 0.23898E-07 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018268 | 0 | 0.23898E-07 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018269 | 0 | 0.23898E-07 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018270 | 0 | 0.23898E-07 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018271 | 0 | 0.23898E-07 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018272 | 0 | 0.23898E-07 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018273 | 0 | 0.23898E-07 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018274 | 0 | 0.23898E-07 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018275 | 0 | 0.23898E-07 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018276 | 0 | 0.10414E-07 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018277 | 0 | 0.10414E-07 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018278 | 0 | 0.10414E-07 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018279 | 0 | 0.10414E-07 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018280 | 0 | 0.10414E-07 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018281 | 0 | 0.10414E-07 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018282 | 0 | 0.10414E-07 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018283 | 0 | 0.10414E-07 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018284 | 0 | 0.10414E-07 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018285 | 0 | 0.10414E-07 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018286 | 0 | 0.10414E-07 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018287 | 0 | 0.10414E-07 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018288 | 0 | 0.10414E-07 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018289 | 0 | 0.10414E-07 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018290 | 0 | 0.10414E-07 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018291 | 0 | 0.10414E-07 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018292 | 0 | 0.10414E-07 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018293 | 0 | 0.10414E-07 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018294 | 0 | 0.10414E-07 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018295 | 0 | 0.10414E-07 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018296 | 0 | 0.10414E-07 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018297 | 0 | 0.10414E-07 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018298 | 0 | 0.10414E-07 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018299 | 0 | 0.10414E-07 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018300 | 0 | 0.10414E-07 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018301 | 0 | 0.10414E-07 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018302 | 0 | 0.10414E-07 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018303 | 0 | 0.10414E-07 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018304 | 0 | 0.10414E-07 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018305 | 0 | 0.10414E-07 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018306 | 0 | 0.10414E-07 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018307 | 0 | 0.10414E-07 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018308 | 0 | 0.10414E-07 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018309 | 0 | 0.10414E-07 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018310 | 0 | 0.10414E-07 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018311 | 0 | 0.10414E-07 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018312 | 0 | 0.10414E-07 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018313 | 0 | 0.10414E-07 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018314 | 0 | 0.10414E-07 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018315 | 0 | 0.10414E-07 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018316 | 0 | 0.10414E-07 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018317 | 0 | 0.10414E-07 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018318 | 0 | 0.10414E-07 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018319 | 0 | 0.10414E-07 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018320 | 0 | 0.10414E-07 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018321 | 0 | 0.10414E-07 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018322 | 0 | 0.10414E-07 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018323 | 0 | 0.10414E-07 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018324 | 0 | 0.10414E-07 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018325 | 0 | 0.10414E-07 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018326 | 0 | 0.10414E-07 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018327 | 0 | 0.10414E-07 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018328 | 0 | 0.10414E-07 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018329 | 0 | 0.10414E-07 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018330 | 0 | 0.10414E-07 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018331 | 0 | 0.10414E-07 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018332 | 0 | 0.10414E-07 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018333 | 0 | 0.10414E-07 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018334 | 0 | 0.15000E-07 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018335 | 0 | 0.15000E-07 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018336 | 0 | 0.15000E-07 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018337 | 0 | 0.15000E-07 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018338 | 0 | 0.15000E-07 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018339 | 0 | 0.15000E-07 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018340 | 0 | 0.15000E-07 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018341 | 0 | 0.15000E-07 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018342 | 0 | 0.15000E-07 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018343 | 0 | 0.15000E-07 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018344 | 0 | 0.15000E-07 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018345 | 0 | 0.15000E-07 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018346 | 0 | 0.15000E-07 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018347 | 0 | 0.15000E-07 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0018348 | 0 | 0.15000E-07 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018349 | 0 | 0.15000E-07 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018350 | 0 | 0.15000E-07 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018351 | 0 | 0.15000E-07 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018352 | 0 | 0.15000E-07 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018353 | 0 | 0.15000E-07 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018354 | 0 | 0.15000E-07 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018355 | 0 | 0.15000E-07 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018356 | 0 | 0.15000E-07 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018357 | 0 | 0.15000E-07 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018358 | 0 | 0.15000E-07 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018359 | 0 | 0.15000E-07 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018360 | 0 | 0.15000E-07 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018361 | 0 | 0.15000E-07 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018362 | 0 | 0.15000E-07 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018363 | 0 | 0.15000E-07 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018364 | 0 | 0.15000E-07 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018365 | 0 | 0.15000E-07 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018366 | 0 | 0.15000E-07 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018367 | 0 | 0.15000E-07 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018368 | 0 | 0.15000E-07 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018369 | 0 | 0.15000E-07 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018370 | 0 | 0.15000E-07 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018371 | 0 | 0.15000E-07 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018372 | 0 | 0.15000E-07 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018373 | 0 | 0.15000E-07 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018374 | 0 | 0.15000E-07 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018375 | 0 | 0.15000E-07 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018376 | 0 | 0.15000E-07 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018377 | 0 | 0.15000E-07 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018378 | 0 | 0.15000E-07 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018379 | 0 | 0.15000E-07 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018380 | 0 | 0.15000E-07 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018381 | 0 | 0.15000E-07 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018382 | 0 | 0.40364E-07 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018383 | 0 | 0.40364E-07 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0018384 | 0 | 0.40364E-07 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0018385 | 0 | 0.40364E-07 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0018386 | 0 | 0.40364E-07 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0018387 | 0 | 0.40364E-07 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018388 | 0 | 0.40364E-07 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018389 | 0 | 0.40364E-07 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018390 | 0 | 0.40364E-07 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018391 | 0 | 0.40364E-07 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018392 | 0 | 0.40364E-07 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018393 | 0 | 0.40364E-07 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018394 | 0 | 0.40364E-07 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018395 | 0 | 0.40364E-07 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018396 | 0 | 0.40364E-07 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018397 | 0 | 0.40364E-07 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018398 | 0 | 0.40364E-07 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018399 | 0 | 0.40364E-07 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018400 | 0 | 0.40364E-07 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018401 | 0 | 0.40364E-07 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018402 | 0 | 0.40364E-07 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018403 | 0 | 0.40364E-07 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018404 | 0 | 0.40364E-07 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018405 | 0 | 0.40364E-07 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018406 | 0 | 0.40364E-07 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018407 | 0 | 0.40364E-07 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018408 | 0 | 0.40364E-07 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018409 | 0 | 0.40364E-07 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018410 | 0 | 0.40364E-07 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018411 | 0 | 0.40364E-07 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018412 | 0 | 0.40364E-07 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018413 | 0 | 0.40364E-07 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018414 | 0 | 0.40364E-07 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018415 | 0 | 0.40364E-07 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018416 | 0 | 0.40364E-07 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018417 | 0 | 0.40364E-07 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018418 | 0 | 0.40364E-07 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018419 | 0 | 0.40364E-07 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018420 | 0 | 0.40364E-07 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018421 | 0 | 0.40364E-07 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018422 | 0 | 0.40364E-07 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018423 | 0 | 0.40364E-07 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018424 | 0 | 0.40364E-07 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018425 | 0 | 0.40364E-07 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018426 | 0 | 0.40364E-07 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018427 | 0 | 0.40364E-07 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018428 | 0 | 0.40364E-07 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018429 | 0 | 0.40364E-07 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018430 | 0 | 0.40364E-07 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018431 | 0 | 0.40364E-07 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018432 | 0 | 0.40364E-07 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018433 | 0 | 0.40364E-07 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018434 | 0 | 0.40364E-07 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018435 | 0 | 0.40364E-07 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018436 | 0 | 0.40364E-07 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018437 | 0 | 0.20847E-07 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018438 | 0 | 0.20847E-07 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018439 | 0 | 0.20847E-07 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018440 | 0 | 0.20847E-07 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018441 | 0 | 0.20847E-07 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018442 | 0 | 0.20847E-07 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018443 | 0 | 0.20847E-07 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018444 | 0 | 0.20847E-07 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018445 | 0 | 0.20847E-07 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018446 | 0 | 0.20847E-07 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018447 | 0 | 0.20847E-07 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018448 | 0 | 0.20847E-07 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018449 | 0 | 0.20847E-07 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018450 | 0 | 0.20847E-07 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018451 | 0 | 0.20847E-07 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018452 | 0 | 0.20847E-07 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018453 | 0 | 0.20847E-07 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018454 | 0 | 0.20847E-07 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018455 | 0 | 0.20847E-07 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018456 | 0 | 0.20847E-07 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018457 | 0 | 0.20847E-07 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018458 | 0 | 0.20847E-07 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018459 | 0 | 0.20847E-07 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018460 | 0 | 0.20847E-07 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018461 | 0 | 0.20847E-07 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018462 | 0 | 0.20847E-07 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018463 | 0 | 0.20847E-07 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018464 | 0 | 0.20847E-07 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018465 | 0 | 0.20847E-07 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018466 | 0 | 0.20847E-07 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018467 | 0 | 0.20847E-07 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018468 | 0 | 0.20847E-07 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018469 | 0 | 0.20847E-07 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018470 | 0 | 0.20847E-07 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018471 | 0 | 0.20847E-07 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018472 | 0 | 0.20847E-07 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018473 | 0 | 0.20847E-07 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018474 | 0 | 0.20847E-07 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018475 | 0 | 0.20847E-07 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018476 | 0 | 0.20847E-07 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018477 | 0 | 0.20847E-07 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018478 | 0 | 0.20847E-07 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018479 | 0 | 0.20847E-07 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018480 | 0 | 0.20847E-07 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018481 | 0 | 0.20847E-07 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018482 | 0 | 0.20847E-07 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018483 | 0 | 0.20847E-07 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018484 | 0 | 0.20847E-07 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018485 | 0 | 0.20847E-07 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018486 | 0 | 0.20847E-07 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018487 | 0 | 0.20847E-07 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018488 | 0 | 0.20847E-07 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018489 | 0 | 0.20847E-07 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018490 | 0 | 0.20847E-07 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018491 | 0 | 0.20847E-07 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018492 | 0 | 0.20847E-07 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018493 | 0 | 0.20847E-07 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018494 | 0 | 0.20847E-07 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018495 | 0 | 0.20847E-07 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018496 | 0 | 0.10700E-07 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018497 | 0 | 0.10700E-07 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018498 | 0 | 0.10700E-07 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018499 | 0 | 0.10700E-07 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018500 | 0 | 0.10700E-07 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018501 | 0 | 0.10700E-07 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018502 | 0 | 0.10700E-07 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018503 | 0 | 0.10700E-07 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018504 | 0 | 0.10700E-07 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018505 | 0 | 0.10700E-07 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018506 | 0 | 0.22375E-07 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018507 | 0 | 0.22375E-07 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018508 | 0 | 0.22375E-07 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018509 | 0 | 0.22375E-07 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018510 | 0 | 0.22375E-07 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018511 | 0 | 0.22375E-07 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018512 | 0 | 0.22375E-07 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018513 | 0 | 0.22375E-07 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018514 | 0 | 0.22375E-07 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018515 | 0 | 0.22375E-07 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018516 | 0 | 0.22375E-07 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018517 | 0 | 0.22375E-07 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018518 | 0 | 0.22375E-07 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018519 | 0 | 0.22375E-07 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018520 | 0 | 0.22375E-07 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018521 | 0 | 0.22375E-07 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018522 | 0 | 0.14464E-06 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018523 | 0 | 0.14464E-06 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018524 | 0 | 0.14464E-06 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018525 | 0 | 0.14464E-06 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018526 | 0 | 0.14464E-06 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018527 | 0 | 0.14464E-06 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018528 | 0 | 0.14464E-06 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018529 | 0 | 0.14464E-06 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018530 | 0 | 0.14464E-06 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018531 | 0 | 0.14464E-06 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018532 | 0 | 0.14464E-06 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018533 | 0 | 0.14464E-06 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018534 | 0 | 0.14464E-06 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018535 | 0 | 0.14464E-06 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018536 | 0 | 0.14464E-06 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018537 | 0 | 0.14464E-06 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018538 | 0 | 0.14464E-06 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018539 | 0 | 0.14464E-06 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018540 | 0 | 0.14464E-06 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018541 | 0 | 0.14464E-06 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018542 | 0 | 0.14464E-06 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018543 | 0 | 0.14464E-06 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018544 | 0 | 0.14464E-06 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018545 | 0 | 0.14464E-06 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018546 | 0 | 0.14464E-06 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018547 | 0 | 0.14464E-06 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |

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|---|---|---|---|---|---|---|---|---|---|---|
| L0018548 | 0 | 0.14464E-06 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018549 | 0 | 0.14464E-06 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018550 | 0 | 0.14826E-07 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018551 | 0 | 0.14826E-07 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018552 | 0 | 0.14826E-07 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018553 | 0 | 0.14826E-07 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018554 | 0 | 0.14826E-07 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018555 | 0 | 0.14826E-07 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018556 | 0 | 0.14826E-07 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018557 | 0 | 0.14826E-07 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018558 | 0 | 0.14826E-07 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018559 | 0 | 0.14826E-07 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018560 | 0 | 0.14826E-07 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018561 | 0 | 0.14826E-07 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018562 | 0 | 0.14826E-07 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018563 | 0 | 0.14826E-07 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018564 | 0 | 0.14826E-07 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018565 | 0 | 0.14826E-07 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018566 | 0 | 0.14826E-07 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018567 | 0 | 0.14826E-07 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018568 | 0 | 0.14826E-07 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018569 | 0 | 0.14826E-07 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018570 | 0 | 0.14826E-07 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018571 | 0 | 0.14826E-07 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018572 | 0 | 0.14826E-07 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018573 | 0 | 0.17750E-07 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018574 | 0 | 0.17750E-07 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018575 | 0 | 0.17750E-07 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018576 | 0 | 0.17750E-07 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018577 | 0 | 0.17750E-07 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018578 | 0 | 0.17750E-07 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018579 | 0 | 0.17750E-07 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018580 | 0 | 0.17750E-07 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018581 | 0 | 0.70200E-08 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018582 | 0 | 0.70200E-08 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018583 | 0 | 0.70200E-08 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018584 | 0 | 0.70200E-08 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018585 | 0 | 0.70200E-08 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018586 | 0 | 0.70200E-08 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018587 | 0 | 0.70200E-08 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018588 | 0 | 0.70200E-08 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018589 | 0 | 0.70200E-08 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018590 | 0 | 0.70200E-08 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018591 | 0 | 0.15885E-07 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018592 | 0 | 0.15885E-07 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018593 | 0 | 0.15885E-07 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018594 | 0 | 0.15885E-07 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018595 | 0 | 0.15885E-07 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018596 | 0 | 0.15885E-07 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018597 | 0 | 0.15885E-07 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018598 | 0 | 0.15885E-07 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018599 | 0 | 0.15885E-07 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018600 | 0 | 0.15885E-07 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018601 | 0 | 0.15885E-07 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018602 | 0 | 0.15885E-07 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018603 | 0 | 0.15885E-07 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018604 | 0 | 0.15885E-07 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018605 | 0 | 0.15885E-07 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018606 | 0 | 0.15885E-07 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018607 | 0 | 0.15885E-07 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018608 | 0 | 0.15885E-07 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018609 | 0 | 0.15885E-07 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018610 | 0 | 0.15885E-07 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018611 | 0 | 0.15885E-07 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018612 | 0 | 0.15885E-07 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018613 | 0 | 0.15885E-07 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018614 | 0 | 0.15885E-07 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018615 | 0 | 0.15885E-07 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018616 | 0 | 0.15885E-07 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018617 | 0 | 0.13263E-07 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018618 | 0 | 0.13263E-07 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018619 | 0 | 0.13263E-07 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018620 | 0 | 0.13263E-07 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018621 | 0 | 0.13263E-07 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018622 | 0 | 0.13263E-07 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018623 | 0 | 0.13263E-07 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018624 | 0 | 0.13263E-07 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018625 | 0 | 0.13263E-07 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018626 | 0 | 0.13263E-07 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018627 | 0 | 0.13263E-07 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018628 | 0 | 0.13263E-07 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018629 | 0 | 0.13263E-07 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018630 | 0 | 0.13263E-07 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018631 | 0 | 0.13263E-07 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018632 | 0 | 0.13263E-07 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018633 | 0 | 0.13263E-07 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018634 | 0 | 0.13263E-07 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018635 | 0 | 0.13263E-07 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018636 | 0 | 0.36290E-07 | 267629.2 | 4047768.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018637 | 0 | 0.36290E-07 | 267621.9 | 4047768.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018638 | 0 | 0.36290E-07 | 267614.6 | 4047768.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018639 | 0 | 0.36290E-07 | 267607.4 | 4047768.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018640 | 0 | 0.36290E-07 | 267600.1 | 4047768.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018641 | 0 | 0.36290E-07 | 267592.8 | 4047767.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018642 | 0 | 0.36290E-07 | 267585.5 | 4047767.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018643 | 0 | 0.36290E-07 | 267578.3 | 4047767.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018644 | 0 | 0.36290E-07 | 267571.0 | 4047767.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018645 | 0 | 0.36290E-07 | 267563.7 | 4047767.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018646 | 0 | 0.36290E-07 | 267556.5 | 4047767.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018647 | 0 | 0.36290E-07 | 267549.2 | 4047767.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018648 | 0 | 0.36290E-07 | 267541.9 | 4047767.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018649 | 0 | 0.36290E-07 | 267534.6 | 4047766.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018650 | 0 | 0.36290E-07 | 267527.4 | 4047766.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018651 | 0 | 0.36290E-07 | 267520.1 | 4047766.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018652 | 0 | 0.36290E-07 | 267512.8 | 4047766.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018653 | 0 | 0.36290E-07 | 267505.6 | 4047766.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018654 | 0 | 0.36290E-07 | 267498.3 | 4047766.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018655 | 0 | 0.36290E-07 | 267491.0 | 4047766.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018656 | 0 | 0.36290E-07 | 267483.8 | 4047766.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018657 | 0 | 0.36290E-07 | 267476.5 | 4047765.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018658 | 0 | 0.36290E-07 | 267469.2 | 4047765.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018659 | 0 | 0.36290E-07 | 267461.9 | 4047765.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018660 | 0 | 0.36290E-07 | 267454.7 | 4047765.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018661 | 0 | 0.36290E-07 | 267448.6 | 4047764.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018662 | 0 | 0.36290E-07 | 267452.0 | 4047758.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018663 | 0 | 0.36290E-07 | 267455.4 | 4047751.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018664 | 0 | 0.36290E-07 | 267458.9 | 4047745.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018665 | 0 | 0.36290E-07 | 267462.3 | 4047739.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018666 | 0 | 0.36290E-07 | 267465.7 | 4047732.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018667 | 0 | 0.36290E-07 | 267469.1 | 4047726.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018668 | 0 | 0.36290E-07 | 267472.5 | 4047719.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018669 | 0 | 0.36290E-07 | 267475.9 | 4047713.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018670 | 0 | 0.36290E-07 | 267479.3 | 4047706.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018671 | 0 | 0.36290E-07 | 267482.8 | 4047700.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018672 | 0 | 0.36290E-07 | 267486.2 | 4047694.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018673 | 0 | 0.36290E-07 | 267489.6 | 4047687.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018674 | 0 | 0.36290E-07 | 267492.3 | 4047681.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018675 | 0 | 0.36290E-07 | 267492.0 | 4047673.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018676 | 0 | 0.36290E-07 | 267491.8 | 4047666.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018677 | 0 | 0.36290E-07 | 267491.5 | 4047659.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018678 | 0 | 0.36290E-07 | 267491.2 | 4047652.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018679 | 0 | 0.36290E-07 | 267490.9 | 4047644.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018680 | 0 | 0.36290E-07 | 267490.6 | 4047637.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018681 | 0 | 0.36290E-07 | 267495.7 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018682 | 0 | 0.36290E-07 | 267502.8 | 4047633.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018683 | 0 | 0.36290E-07 | 267510.0 | 4047632.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018684 | 0 | 0.36290E-07 | 267517.2 | 4047631.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018685 | 0 | 0.36290E-07 | 267524.4 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018686 | 0 | 0.36290E-07 | 267531.6 | 4047629.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018687 | 0 | 0.36290E-07 | 267538.8 | 4047627.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018688 | 0 | 0.36290E-07 | 267546.0 | 4047626.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018689 | 0 | 0.36290E-07 | 267553.1 | 4047625.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018690 | 0 | 0.36290E-07 | 267560.3 | 4047624.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018691 | 0 | 0.36290E-07 | 267567.5 | 4047623.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018692 | 0 | 0.36290E-07 | 267574.1 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018693 | 0 | 0.36290E-07 | 267579.6 | 4047616.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018694 | 0 | 0.36290E-07 | 267585.2 | 4047611.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018695 | 0 | 0.36290E-07 | 267590.7 | 4047606.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018696 | 0 | 0.36290E-07 | 267596.3 | 4047602.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018697 | 0 | 0.36290E-07 | 267601.8 | 4047597.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018698 | 0 | 0.67165E-07 | 267637.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018699 | 0 | 0.67165E-07 | 267630.6 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018700 | 0 | 0.67165E-07 | 267623.3 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018701 | 0 | 0.67165E-07 | 267616.0 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018702 | 0 | 0.67165E-07 | 267608.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018703 | 0 | 0.67165E-07 | 267601.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018704 | 0 | 0.67165E-07 | 267594.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018705 | 0 | 0.67165E-07 | 267586.9 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018706 | 0 | 0.67165E-07 | 267579.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018707 | 0 | 0.67165E-07 | 267572.3 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE | NUMBER PART. | EMISSION RATE (GRAMS/SEC) | X | Y | BASE ELEV. | RELEASE HEIGHT | INIT. SY | INIT. SZ | URBAN SOURCE | EMISSION RATE SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018708 | 0 | 0.67165E-07 | 267565.0 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018709 | 0 | 0.67165E-07 | 267557.8 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018710 | 0 | 0.67165E-07 | 267550.5 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018711 | 0 | 0.67165E-07 | 267543.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018712 | 0 | 0.67165E-07 | 267535.9 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018713 | 0 | 0.67165E-07 | 267528.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018714 | 0 | 0.67165E-07 | 267521.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018715 | 0 | 0.67165E-07 | 267514.1 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018716 | 0 | 0.67165E-07 | 267506.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018717 | 0 | 0.67165E-07 | 267499.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018718 | 0 | 0.67165E-07 | 267492.2 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018719 | 0 | 0.67165E-07 | 267484.9 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018720 | 0 | 0.67165E-07 | 267477.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018721 | 0 | 0.67165E-07 | 267470.4 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018722 | 0 | 0.67165E-07 | 267463.1 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018723 | 0 | 0.67165E-07 | 267455.8 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018724 | 0 | 0.67165E-07 | 267448.5 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018725 | 0 | 0.67165E-07 | 267447.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018726 | 0 | 0.67165E-07 | 267450.9 | 4047757.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018727 | 0 | 0.67165E-07 | 267454.1 | 4047751.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018728 | 0 | 0.67165E-07 | 267457.3 | 4047744.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018729 | 0 | 0.67165E-07 | 267460.5 | 4047738.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018730 | 0 | 0.67165E-07 | 267463.7 | 4047731.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018731 | 0 | 0.67165E-07 | 267466.9 | 4047725.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018732 | 0 | 0.67165E-07 | 267470.1 | 4047718.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018733 | 0 | 0.67165E-07 | 267473.3 | 4047712.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018734 | 0 | 0.67165E-07 | 267476.5 | 4047705.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018735 | 0 | 0.67165E-07 | 267479.7 | 4047699.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018736 | 0 | 0.67165E-07 | 267482.9 | 4047692.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018737 | 0 | 0.67165E-07 | 267486.1 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018738 | 0 | 0.67165E-07 | 267488.8 | 4047679.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018739 | 0 | 0.67165E-07 | 267489.1 | 4047672.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018740 | 0 | 0.67165E-07 | 267489.4 | 4047664.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018741 | 0 | 0.67165E-07 | 267489.7 | 4047657.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018742 | 0 | 0.67165E-07 | 267490.0 | 4047650.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018743 | 0 | 0.67165E-07 | 267490.3 | 4047642.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018744 | 0 | 0.67165E-07 | 267492.1 | 4047636.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018745 | 0 | 0.67165E-07 | 267499.3 | 4047635.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018746 | 0 | 0.67165E-07 | 267506.5 | 4047634.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018747 | 0 | 0.67165E-07 | 267513.7 | 4047633.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018748 | 0 | 0.67165E-07 | 267520.8 | 4047632.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018749 | 0 | 0.67165E-07 | 267528.0 | 4047631.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018750 | 0 | 0.67165E-07 | 267535.2 | 4047629.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018751 | 0 | 0.67165E-07 | 267542.4 | 4047628.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018752 | 0 | 0.67165E-07 | 267549.6 | 4047627.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018753 | 0 | 0.67165E-07 | 267556.8 | 4047626.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018754 | 0 | 0.67165E-07 | 267564.0 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018755 | 0 | 0.67165E-07 | 267570.6 | 4047622.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018756 | 0 | 0.67165E-07 | 267576.4 | 4047618.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018757 | 0 | 0.67165E-07 | 267582.2 | 4047614.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018758 | 0 | 0.67165E-07 | 267588.0 | 4047609.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018759 | 0 | 0.67165E-07 | 267593.8 | 4047605.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018760 | 0 | 0.67165E-07 | 267599.6 | 4047600.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018761 | 0 | 0.67165E-07 | 267605.4 | 4047596.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018762 | 0 | 0.67165E-07 | 267611.3 | 4047592.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018763 | 0 | 0.67165E-07 | 267617.1 | 4047587.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018764 | 0 | 0.67165E-07 | 267622.9 | 4047583.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018765 | 0 | 0.67165E-07 | 267628.7 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018766 | 0 | 0.67165E-07 | 267634.5 | 4047574.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018767 | 0 | 0.67165E-07 | 267640.3 | 4047570.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018768 | 0 | 0.67165E-07 | 267646.1 | 4047565.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018769 | 0 | 0.67165E-07 | 267651.9 | 4047561.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018770 | 0 | 0.67165E-07 | 267657.7 | 4047556.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018771 | 0 | 0.67165E-07 | 267663.5 | 4047552.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018772 | 0 | 0.67165E-07 | 267669.3 | 4047548.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018773 | 0 | 0.67165E-07 | 267675.1 | 4047543.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018774 | 0 | 0.67165E-07 | 267680.9 | 4047539.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018775 | 0 | 0.67165E-07 | 267686.0 | 4047534.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018776 | 0 | 0.67165E-07 | 267691.2 | 4047528.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018777 | 0 | 0.67165E-07 | 267696.3 | 4047523.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018778 | 0 | 0.67165E-07 | 267701.5 | 4047518.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018779 | 0 | 0.67165E-07 | 267706.6 | 4047513.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018780 | 0 | 0.67165E-07 | 267711.8 | 4047508.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018781 | 0 | 0.67165E-07 | 267716.9 | 4047503.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018782 | 0 | 0.67165E-07 | 267722.1 | 4047498.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018783 | 0 | 0.67165E-07 | 267727.2 | 4047492.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018784 | 0 | 0.67165E-07 | 267732.4 | 4047487.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018785 | 0 | 0.67165E-07 | 267737.5 | 4047482.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018786 | 0 | 0.67165E-07 | 267742.7 | 4047477.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018787 | 0 | 0.67165E-07 | 267747.8 | 4047472.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018788 | 0 | 0.67165E-07 | 267753.0 | 4047467.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018789 | 0 | 0.67165E-07 | 267758.1 | 4047462.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018790 | 0 | 0.67165E-07 | 267763.3 | 4047456.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018791 | 0 | 0.67165E-07 | 267768.4 | 4047451.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018792 | 0 | 0.67165E-07 | 267773.6 | 4047446.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018793 | 0 | 0.67165E-07 | 267778.7 | 4047441.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018794 | 0 | 0.67165E-07 | 267783.9 | 4047436.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018795 | 0 | 0.67165E-07 | 267789.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018796 | 0 | 0.67165E-07 | 267789.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018797 | 0 | 0.67165E-07 | 267789.5 | 4047416.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018798 | 0 | 0.67165E-07 | 267789.5 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018799 | 0 | 0.67165E-07 | 267789.6 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018800 | 0 | 0.67165E-07 | 267789.6 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018801 | 0 | 0.67165E-07 | 267789.7 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018802 | 0 | 0.67165E-07 | 267789.7 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018803 | 0 | 0.67165E-07 | 267789.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018804 | 0 | 0.67165E-07 | 267789.8 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018805 | 0 | 0.67165E-07 | 267789.9 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018806 | 0 | 0.67165E-07 | 267789.9 | 4047351.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018807 | 0 | 0.67165E-07 | 267790.0 | 4047343.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018808 | 0 | 0.67165E-07 | 267790.1 | 4047336.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018809 | 0 | 0.67165E-07 | 267790.1 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018810 | 0 | 0.67165E-07 | 267790.2 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018811 | 0 | 0.67165E-07 | 267790.2 | 4047314.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018812 | 0 | 0.67165E-07 | 267790.3 | 4047307.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018813 | 0 | 0.67165E-07 | 267790.3 | 4047300.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018814 | 0 | 0.67165E-07 | 267790.4 | 4047292.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018815 | 0 | 0.67165E-07 | 267790.4 | 4047285.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018816 | 0 | 0.67165E-07 | 267790.5 | 4047278.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018817 | 0 | 0.67165E-07 | 267790.5 | 4047271.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018818 | 0 | 0.67165E-07 | 267790.6 | 4047263.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018819 | 0 | 0.67165E-07 | 267790.7 | 4047256.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018820 | 0 | 0.67165E-07 | 267790.7 | 4047249.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018821 | 0 | 0.67165E-07 | 267790.8 | 4047241.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018822 | 0 | 0.67165E-07 | 267790.8 | 4047234.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018823 | 0 | 0.67165E-07 | 267790.9 | 4047227.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018824 | 0 | 0.67165E-07 | 267790.9 | 4047220.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018825 | 0 | 0.21129E-07 | 267634.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018826 | 0 | 0.21129E-07 | 267627.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018827 | 0 | 0.21129E-07 | 267619.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018828 | 0 | 0.21129E-07 | 267612.4 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018829 | 0 | 0.21129E-07 | 267605.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018830 | 0 | 0.21129E-07 | 267597.8 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018831 | 0 | 0.21129E-07 | 267590.5 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018832 | 0 | 0.21129E-07 | 267583.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018833 | 0 | 0.21129E-07 | 267575.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018834 | 0 | 0.21129E-07 | 267568.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018835 | 0 | 0.21129E-07 | 267561.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018836 | 0 | 0.21129E-07 | 267554.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018837 | 0 | 0.21129E-07 | 267546.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018838 | 0 | 0.21129E-07 | 267539.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018839 | 0 | 0.21129E-07 | 267532.1 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018840 | 0 | 0.21129E-07 | 267524.8 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018841 | 0 | 0.21129E-07 | 267517.5 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018842 | 0 | 0.21129E-07 | 267510.2 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018843 | 0 | 0.21129E-07 | 267502.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018844 | 0 | 0.21129E-07 | 267495.6 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018845 | 0 | 0.21129E-07 | 267488.3 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018846 | 0 | 0.21129E-07 | 267481.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018847 | 0 | 0.21129E-07 | 267473.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018848 | 0 | 0.21129E-07 | 267466.4 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018849 | 0 | 0.21129E-07 | 267459.1 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018850 | 0 | 0.21129E-07 | 267451.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018851 | 0 | 0.21129E-07 | 267449.8 | 4047760.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018852 | 0 | 0.21129E-07 | 267453.0 | 4047753.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018853 | 0 | 0.21129E-07 | 267456.2 | 4047746.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018854 | 0 | 0.21129E-07 | 267459.4 | 4047740.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018855 | 0 | 0.21129E-07 | 267462.6 | 4047733.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018856 | 0 | 0.21129E-07 | 267465.9 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018857 | 0 | 0.21129E-07 | 267469.1 | 4047720.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018858 | 0 | 0.21129E-07 | 267472.3 | 4047714.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018859 | 0 | 0.21129E-07 | 267475.5 | 4047707.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018860 | 0 | 0.21129E-07 | 267478.7 | 4047701.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018861 | 0 | 0.21129E-07 | 267481.9 | 4047694.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018862 | 0 | 0.21129E-07 | 267485.1 | 4047687.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018863 | 0 | 0.21129E-07 | 267487.2 | 4047681.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018864 | 0 | 0.21129E-07 | 267487.8 | 4047673.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018865 | 0 | 0.21129E-07 | 267488.4 | 4047666.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018866 | 0 | 0.21129E-07 | 267488.9 | 4047659.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018867 | 0 | 0.21129E-07 | 267489.5 | 4047651.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018868 | 0 | 0.21129E-07 | 267490.1 | 4047644.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018869 | 0 | 0.21129E-07 | 267492.1 | 4047638.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018870 | 0 | 0.21129E-07 | 267499.2 | 4047637.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018871 | 0 | 0.21129E-07 | 267506.4 | 4047635.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018872 | 0 | 0.21129E-07 | 267513.5 | 4047633.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018873 | 0 | 0.21129E-07 | 267520.6 | 4047632.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018874 | 0 | 0.21129E-07 | 267527.7 | 4047630.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018875 | 0 | 0.21129E-07 | 267534.9 | 4047629.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018876 | 0 | 0.21129E-07 | 267542.0 | 4047627.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018877 | 0 | 0.21129E-07 | 267549.1 | 4047625.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018878 | 0 | 0.21129E-07 | 267556.2 | 4047624.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018879 | 0 | 0.21129E-07 | 267563.3 | 4047622.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018880 | 0 | 0.21129E-07 | 267570.5 | 4047621.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018881 | 0 | 0.21129E-07 | 267577.6 | 4047619.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018882 | 0 | 0.21129E-07 | 267583.6 | 4047615.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018883 | 0 | 0.21129E-07 | 267589.3 | 4047611.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018884 | 0 | 0.21129E-07 | 267595.0 | 4047606.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018885 | 0 | 0.21129E-07 | 267600.6 | 4047601.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018886 | 0 | 0.21129E-07 | 267606.3 | 4047597.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018887 | 0 | 0.21129E-07 | 267612.0 | 4047592.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018888 | 0 | 0.21129E-07 | 267617.6 | 4047588.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018889 | 0 | 0.21129E-07 | 267623.3 | 4047583.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018890 | 0 | 0.21129E-07 | 267629.0 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018891 | 0 | 0.21129E-07 | 267634.7 | 4047574.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018892 | 0 | 0.21129E-07 | 267640.3 | 4047569.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018893 | 0 | 0.21129E-07 | 267646.0 | 4047565.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018894 | 0 | 0.21129E-07 | 267651.7 | 4047560.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018895 | 0 | 0.21129E-07 | 267657.4 | 4047555.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018896 | 0 | 0.21129E-07 | 267663.0 | 4047551.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018897 | 0 | 0.21129E-07 | 267668.7 | 4047546.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018898 | 0 | 0.21129E-07 | 267674.4 | 4047542.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018899 | 0 | 0.21129E-07 | 267680.1 | 4047537.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018900 | 0 | 0.21129E-07 | 267685.7 | 4047532.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018901 | 0 | 0.21129E-07 | 267691.4 | 4047528.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018902 | 0 | 0.21129E-07 | 267696.8 | 4047523.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018903 | 0 | 0.21129E-07 | 267702.1 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018904 | 0 | 0.21129E-07 | 267707.4 | 4047513.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018905 | 0 | 0.21129E-07 | 267712.7 | 4047508.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018906 | 0 | 0.21129E-07 | 267718.0 | 4047503.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018907 | 0 | 0.21129E-07 | 267723.3 | 4047498.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018908 | 0 | 0.21129E-07 | 267728.6 | 4047493.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018909 | 0 | 0.21129E-07 | 267733.9 | 4047488.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018910 | 0 | 0.21129E-07 | 267739.2 | 4047483.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018911 | 0 | 0.21129E-07 | 267744.5 | 4047478.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018912 | 0 | 0.21129E-07 | 267749.8 | 4047473.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018913 | 0 | 0.21129E-07 | 267755.1 | 4047468.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018914 | 0 | 0.21129E-07 | 267760.4 | 4047463.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018915 | 0 | 0.21129E-07 | 267765.7 | 4047458.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018916 | 0 | 0.21129E-07 | 267771.0 | 4047453.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018917 | 0 | 0.21129E-07 | 267776.3 | 4047448.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018918 | 0 | 0.21129E-07 | 267781.6 | 4047443.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018919 | 0 | 0.21129E-07 | 267786.9 | 4047438.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018920 | 0 | 0.21129E-07 | 267792.2 | 4047433.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018921 | 0 | 0.21129E-07 | 267797.5 | 4047428.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018922 | 0 | 0.21129E-07 | 267802.8 | 4047423.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018923 | 0 | 0.21129E-07 | 267808.1 | 4047418.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018924 | 0 | 0.21129E-07 | 267813.4 | 4047413.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018925 | 0 | 0.21129E-07 | 267818.7 | 4047408.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018926 | 0 | 0.21129E-07 | 267824.0 | 4047403.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018927 | 0 | 0.21129E-07 | 267829.3 | 4047397.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018928 | 0 | 0.21129E-07 | 267834.6 | 4047392.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018929 | 0 | 0.21129E-07 | 267839.9 | 4047387.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018930 | 0 | 0.21129E-07 | 267845.2 | 4047382.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018931 | 0 | 0.21129E-07 | 267850.5 | 4047377.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018932 | 0 | 0.21129E-07 | 267855.8 | 4047372.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018933 | 0 | 0.21129E-07 | 267861.1 | 4047367.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018934 | 0 | 0.21129E-07 | 267866.4 | 4047362.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018935 | 0 | 0.21129E-07 | 267871.7 | 4047357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018936 | 0 | 0.21129E-07 | 267877.0 | 4047352.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018937 | 0 | 0.21129E-07 | 267882.3 | 4047347.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018938 | 0 | 0.21129E-07 | 267887.6 | 4047342.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018939 | 0 | 0.21129E-07 | 267892.9 | 4047337.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018940 | 0 | 0.21129E-07 | 267898.2 | 4047332.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018941 | 0 | 0.21129E-07 | 267904.9 | 4047331.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018942 | 0 | 0.21129E-07 | 267912.2 | 4047330.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018943 | 0 | 0.21129E-07 | 267919.5 | 4047330.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018944 | 0 | 0.21129E-07 | 267926.8 | 4047330.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018945 | 0 | 0.21129E-07 | 267934.1 | 4047330.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018946 | 0 | 0.21129E-07 | 267941.3 | 4047329.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018947 | 0 | 0.21129E-07 | 267948.6 | 4047329.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018948 | 0 | 0.21129E-07 | 267955.9 | 4047329.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018949 | 0 | 0.13387E-07 | 267449.8 | 4047758.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018950 | 0 | 0.13387E-07 | 267453.5 | 4047752.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018951 | 0 | 0.13387E-07 | 267457.2 | 4047746.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018952 | 0 | 0.13387E-07 | 267460.9 | 4047739.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018953 | 0 | 0.13387E-07 | 267464.5 | 4047733.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018954 | 0 | 0.13387E-07 | 267468.2 | 4047727.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018955 | 0 | 0.13387E-07 | 267471.9 | 4047721.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018956 | 0 | 0.13387E-07 | 267475.6 | 4047714.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018957 | 0 | 0.13387E-07 | 267479.2 | 4047708.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018958 | 0 | 0.13387E-07 | 267482.9 | 4047702.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018959 | 0 | 0.13387E-07 | 267486.6 | 4047696.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018960 | 0 | 0.13387E-07 | 267490.3 | 4047689.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018961 | 0 | 0.13387E-07 | 267491.9 | 4047683.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018962 | 0 | 0.13387E-07 | 267490.8 | 4047675.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018963 | 0 | 0.13387E-07 | 267489.7 | 4047668.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018964 | 0 | 0.13387E-07 | 267488.6 | 4047661.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018965 | 0 | 0.13387E-07 | 267487.5 | 4047654.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018966 | 0 | 0.13387E-07 | 267486.4 | 4047647.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018967 | 0 | 0.13387E-07 | 267485.3 | 4047639.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018968 | 0 | 0.13387E-07 | 267491.4 | 4047637.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018969 | 0 | 0.13387E-07 | 267498.5 | 4047636.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018970 | 0 | 0.13387E-07 | 267505.6 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018971 | 0 | 0.13387E-07 | 267512.7 | 4047633.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018972 | 0 | 0.13387E-07 | 267519.9 | 4047631.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018973 | 0 | 0.13387E-07 | 267527.0 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018974 | 0 | 0.13387E-07 | 267534.1 | 4047628.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018975 | 0 | 0.13387E-07 | 267541.2 | 4047627.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018976 | 0 | 0.13387E-07 | 267548.3 | 4047625.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018977 | 0 | 0.13387E-07 | 267555.4 | 4047624.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018978 | 0 | 0.13387E-07 | 267562.6 | 4047622.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018979 | 0 | 0.13387E-07 | 267569.7 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018980 | 0 | 0.13387E-07 | 267575.3 | 4047616.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018981 | 0 | 0.13387E-07 | 267580.8 | 4047611.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018982 | 0 | 0.13387E-07 | 267586.3 | 4047607.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018983 | 0 | 0.13387E-07 | 267591.8 | 4047602.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018984 | 0 | 0.13387E-07 | 267597.3 | 4047597.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018985 | 0 | 0.13387E-07 | 267602.8 | 4047592.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018986 | 0 | 0.13387E-07 | 267608.3 | 4047588.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018987 | 0 | 0.13387E-07 | 267613.8 | 4047583.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018988 | 0 | 0.13387E-07 | 267619.3 | 4047578.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018989 | 0 | 0.13387E-07 | 267624.9 | 4047573.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018990 | 0 | 0.13387E-07 | 267630.4 | 4047568.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018991 | 0 | 0.13387E-07 | 267635.9 | 4047564.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018992 | 0 | 0.13387E-07 | 267641.4 | 4047559.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018993 | 0 | 0.13387E-07 | 267646.9 | 4047554.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018994 | 0 | 0.13387E-07 | 267652.4 | 4047549.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018995 | 0 | 0.13387E-07 | 267657.9 | 4047545.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018996 | 0 | 0.13387E-07 | 267663.4 | 4047540.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018997 | 0 | 0.13387E-07 | 267668.9 | 4047535.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018998 | 0 | 0.13387E-07 | 267674.4 | 4047530.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018999 | 0 | 0.13387E-07 | 267679.9 | 4047526.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019000 | 0 | 0.13387E-07 | 267685.4 | 4047521.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019001 | 0 | 0.13387E-07 | 267690.9 | 4047516.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019002 | 0 | 0.13387E-07 | 267696.4 | 4047511.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019003 | 0 | 0.13387E-07 | 267701.9 | 4047507.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019004 | 0 | 0.13387E-07 | 267707.4 | 4047502.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019005 | 0 | 0.13387E-07 | 267712.9 | 4047497.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019006 | 0 | 0.13387E-07 | 267718.4 | 4047492.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019007 | 0 | 0.13387E-07 | 267723.9 | 4047488.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019008 | 0 | 0.13387E-07 | 267729.5 | 4047483.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019009 | 0 | 0.13387E-07 | 267735.0 | 4047478.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019010 | 0 | 0.13387E-07 | 267740.5 | 4047473.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019011 | 0 | 0.13387E-07 | 267746.0 | 4047469.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019012 | 0 | 0.13387E-07 | 267751.5 | 4047464.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019013 | 0 | 0.13387E-07 | 267757.0 | 4047459.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019014 | 0 | 0.13387E-07 | 267762.5 | 4047454.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019015 | 0 | 0.13387E-07 | 267768.0 | 4047450.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019016 | 0 | 0.13387E-07 | 267773.5 | 4047445.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019017 | 0 | 0.13387E-07 | 267779.0 | 4047440.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019018 | 0 | 0.13387E-07 | 267784.5 | 4047435.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019019 | 0 | 0.13387E-07 | 267790.0 | 4047431.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019020 | 0 | 0.13387E-07 | 267795.5 | 4047426.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019021 | 0 | 0.13387E-07 | 267801.0 | 4047421.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019022 | 0 | 0.13387E-07 | 267806.5 | 4047416.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019023 | 0 | 0.13387E-07 | 267812.0 | 4047411.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019024 | 0 | 0.13387E-07 | 267817.5 | 4047407.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019025 | 0 | 0.13387E-07 | 267823.0 | 4047402.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019026 | 0 | 0.13387E-07 | 267828.6 | 4047397.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019027 | 0 | 0.13387E-07 | 267834.1 | 4047392.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019028 | 0 | 0.13387E-07 | 267839.6 | 4047388.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019029 | 0 | 0.13387E-07 | 267845.1 | 4047383.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019030 | 0 | 0.13387E-07 | 267850.6 | 4047378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019031 | 0 | 0.13387E-07 | 267856.1 | 4047373.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019032 | 0 | 0.13387E-07 | 267861.6 | 4047369.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019033 | 0 | 0.13387E-07 | 267867.1 | 4047364.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019034 | 0 | 0.13387E-07 | 267872.6 | 4047359.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019035 | 0 | 0.13387E-07 | 267878.1 | 4047354.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019036 | 0 | 0.13387E-07 | 267883.6 | 4047350.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019037 | 0 | 0.13387E-07 | 267889.1 | 4047345.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019038 | 0 | 0.13387E-07 | 267894.6 | 4047340.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019039 | 0 | 0.13387E-07 | 267900.1 | 4047335.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019040 | 0 | 0.13387E-07 | 267903.7 | 4047330.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019041 | 0 | 0.13387E-07 | 267904.2 | 4047322.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019042 | 0 | 0.13387E-07 | 267904.8 | 4047315.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019043 | 0 | 0.13387E-07 | 267905.3 | 4047308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019044 | 0 | 0.13387E-07 | 267905.9 | 4047301.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019045 | 0 | 0.13387E-07 | 267906.5 | 4047293.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019046 | 0 | 0.13387E-07 | 267907.0 | 4047286.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019047 | 0 | 0.13387E-07 | 267907.6 | 4047279.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019048 | 0 | 0.13387E-07 | 267908.1 | 4047272.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019049 | 0 | 0.13387E-07 | 267908.7 | 4047264.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019050 | 0 | 0.13387E-07 | 267909.2 | 4047257.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019051 | 0 | 0.13387E-07 | 267909.8 | 4047250.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019052 | 0 | 0.13387E-07 | 267910.4 | 4047243.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019053 | 0 | 0.13387E-07 | 267913.7 | 4047238.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019054 | 0 | 0.13387E-07 | 267921.0 | 4047238.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019055 | 0 | 0.13387E-07 | 267928.3 | 4047238.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019056 | 0 | 0.13387E-07 | 267935.5 | 4047238.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019057 | 0 | 0.13387E-07 | 267942.8 | 4047238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019058 | 0 | 0.13387E-07 | 267950.1 | 4047237.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019059 | 0 | 0.13387E-07 | 267957.4 | 4047237.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019060 | 0 | 0.13387E-07 | 267964.6 | 4047237.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019061 | 0 | 0.13387E-07 | 267971.9 | 4047237.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019062 | 0 | 0.13387E-07 | 267979.2 | 4047237.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019063 | 0 | 0.13387E-07 | 267986.5 | 4047236.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019064 | 0 | 0.13387E-07 | 267993.7 | 4047236.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019065 | 0 | 0.13387E-07 | 268001.0 | 4047236.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019066 | 0 | 0.13387E-07 | 268008.3 | 4047236.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019067 | 0 | 0.13387E-07 | 268015.5 | 4047236.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019068 | 0 | 0.13387E-07 | 268022.8 | 4047235.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019069 | 0 | 0.13387E-07 | 268030.1 | 4047235.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019070 | 0 | 0.13387E-07 | 268037.4 | 4047235.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019071 | 0 | 0.13387E-07 | 268044.6 | 4047235.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019072 | 0 | 0.13387E-07 | 268051.9 | 4047235.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019073 | 0 | 0.10247E-07 | 267639.3 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019074 | 0 | 0.10247E-07 | 267632.0 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019075 | 0 | 0.10247E-07 | 267624.8 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019076 | 0 | 0.10247E-07 | 267617.5 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019077 | 0 | 0.10247E-07 | 267610.3 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019078 | 0 | 0.10247E-07 | 267603.0 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019079 | 0 | 0.10247E-07 | 267595.8 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019080 | 0 | 0.10247E-07 | 267588.5 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019081 | 0 | 0.10247E-07 | 267581.3 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019082 | 0 | 0.10247E-07 | 267574.0 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019083 | 0 | 0.10247E-07 | 267566.8 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019084 | 0 | 0.10247E-07 | 267559.5 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019085 | 0 | 0.10247E-07 | 267552.3 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019086 | 0 | 0.10247E-07 | 267545.0 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019087 | 0 | 0.10247E-07 | 267537.8 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019088 | 0 | 0.10247E-07 | 267530.5 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019089 | 0 | 0.10247E-07 | 267523.2 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019090 | 0 | 0.10247E-07 | 267516.0 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019091 | 0 | 0.10247E-07 | 267508.7 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019092 | 0 | 0.10247E-07 | 267501.5 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019093 | 0 | 0.10247E-07 | 267494.2 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019094 | 0 | 0.10247E-07 | 267487.0 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019095 | 0 | 0.10247E-07 | 267479.7 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019096 | 0 | 0.10247E-07 | 267472.5 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019097 | 0 | 0.10247E-07 | 267465.2 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019098 | 0 | 0.10247E-07 | 267458.0 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019099 | 0 | 0.10247E-07 | 267450.7 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019100 | 0 | 0.10247E-07 | 267447.5 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019101 | 0 | 0.10247E-07 | 267450.7 | 4047759.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019102 | 0 | 0.10247E-07 | 267453.9 | 4047752.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019103 | 0 | 0.10247E-07 | 267457.1 | 4047746.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019104 | 0 | 0.10247E-07 | 267460.3 | 4047739.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019105 | 0 | 0.10247E-07 | 267463.6 | 4047733.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019106 | 0 | 0.10247E-07 | 267466.8 | 4047726.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019107 | 0 | 0.10247E-07 | 267470.0 | 4047720.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019108 | 0 | 0.10247E-07 | 267473.2 | 4047713.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019109 | 0 | 0.10247E-07 | 267476.4 | 4047707.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019110 | 0 | 0.10247E-07 | 267479.7 | 4047700.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019111 | 0 | 0.10247E-07 | 267482.9 | 4047694.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019112 | 0 | 0.10247E-07 | 267485.4 | 4047687.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019113 | 0 | 0.10247E-07 | 267486.2 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019114 | 0 | 0.10247E-07 | 267487.0 | 4047673.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019115 | 0 | 0.10247E-07 | 267487.8 | 4047665.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019116 | 0 | 0.10247E-07 | 267488.7 | 4047658.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019117 | 0 | 0.10247E-07 | 267489.5 | 4047651.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019118 | 0 | 0.10247E-07 | 267490.3 | 4047644.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019119 | 0 | 0.10247E-07 | 267491.1 | 4047637.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019120 | 0 | 0.10247E-07 | 267492.0 | 4047629.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019121 | 0 | 0.10247E-07 | 267492.6 | 4047622.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019122 | 0 | 0.10247E-07 | 267493.0 | 4047615.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019123 | 0 | 0.10247E-07 | 267493.4 | 4047608.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019124 | 0 | 0.10247E-07 | 267493.8 | 4047600.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019125 | 0 | 0.10247E-07 | 267494.3 | 4047593.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019126 | 0 | 0.10247E-07 | 267494.7 | 4047586.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019127 | 0 | 0.10247E-07 | 267495.1 | 4047579.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019128 | 0 | 0.10247E-07 | 267495.5 | 4047572.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019129 | 0 | 0.10247E-07 | 267496.0 | 4047564.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019130 | 0 | 0.10247E-07 | 267496.4 | 4047557.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019131 | 0 | 0.10247E-07 | 267496.8 | 4047550.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019132 | 0 | 0.10247E-07 | 267497.2 | 4047543.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019133 | 0 | 0.10247E-07 | 267497.7 | 4047535.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019134 | 0 | 0.10247E-07 | 267498.1 | 4047528.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019135 | 0 | 0.10247E-07 | 267498.5 | 4047521.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019136 | 0 | 0.10247E-07 | 267498.9 | 4047514.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019137 | 0 | 0.10247E-07 | 267499.3 | 4047506.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019138 | 0 | 0.10247E-07 | 267499.8 | 4047499.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019139 | 0 | 0.10247E-07 | 267500.2 | 4047492.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019140 | 0 | 0.10247E-07 | 267500.6 | 4047485.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019141 | 0 | 0.10247E-07 | 267501.0 | 4047477.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019142 | 0 | 0.10247E-07 | 267501.5 | 4047470.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019143 | 0 | 0.10247E-07 | 267501.9 | 4047463.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019144 | 0 | 0.10247E-07 | 267502.3 | 4047456.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019145 | 0 | 0.10247E-07 | 267502.7 | 4047448.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019146 | 0 | 0.10247E-07 | 267503.1 | 4047441.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019147 | 0 | 0.10247E-07 | 267503.6 | 4047434.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019148 | 0 | 0.10247E-07 | 267504.0 | 4047427.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019149 | 0 | 0.10247E-07 | 267504.4 | 4047419.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019150 | 0 | 0.10247E-07 | 267504.8 | 4047412.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019151 | 0 | 0.10247E-07 | 267505.3 | 4047405.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019152 | 0 | 0.10247E-07 | 267505.7 | 4047398.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019153 | 0 | 0.10247E-07 | 267506.1 | 4047391.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019154 | 0 | 0.10247E-07 | 267506.5 | 4047383.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019155 | 0 | 0.10247E-07 | 267508.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019156 | 0 | 0.10247E-07 | 267515.8 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019157 | 0 | 0.10247E-07 | 267523.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019158 | 0 | 0.10247E-07 | 267530.3 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019159 | 0 | 0.10247E-07 | 267537.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019160 | 0 | 0.10247E-07 | 267544.9 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019161 | 0 | 0.10247E-07 | 267552.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019162 | 0 | 0.14318E-07 | 267637.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019163 | 0 | 0.14318E-07 | 267629.9 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019164 | 0 | 0.14318E-07 | 267622.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019165 | 0 | 0.14318E-07 | 267615.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019166 | 0 | 0.14318E-07 | 267608.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019167 | 0 | 0.14318E-07 | 267600.8 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019168 | 0 | 0.14318E-07 | 267593.5 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019169 | 0 | 0.14318E-07 | 267586.2 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019170 | 0 | 0.14318E-07 | 267578.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019171 | 0 | 0.14318E-07 | 267571.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019172 | 0 | 0.14318E-07 | 267564.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019173 | 0 | 0.14318E-07 | 267557.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019174 | 0 | 0.14318E-07 | 267549.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019175 | 0 | 0.14318E-07 | 267542.5 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019176 | 0 | 0.14318E-07 | 267535.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019177 | 0 | 0.14318E-07 | 267528.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019178 | 0 | 0.14318E-07 | 267520.7 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019179 | 0 | 0.14318E-07 | 267513.4 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019180 | 0 | 0.14318E-07 | 267506.1 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019181 | 0 | 0.14318E-07 | 267498.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019182 | 0 | 0.14318E-07 | 267491.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019183 | 0 | 0.14318E-07 | 267484.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019184 | 0 | 0.14318E-07 | 267477.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019185 | 0 | 0.14318E-07 | 267469.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019186 | 0 | 0.14318E-07 | 267462.5 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019187 | 0 | 0.14318E-07 | 267455.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0019188 | 0 | 0.14318E-07 | 267447.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019189 | 0 | 0.14318E-07 | 267450.7 | 4047756.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019190 | 0 | 0.14318E-07 | 267454.1 | 4047750.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019191 | 0 | 0.14318E-07 | 267457.5 | 4047744.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019192 | 0 | 0.14318E-07 | 267460.8 | 4047737.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019193 | 0 | 0.14318E-07 | 267464.2 | 4047731.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019194 | 0 | 0.14318E-07 | 267467.6 | 4047724.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019195 | 0 | 0.14318E-07 | 267471.0 | 4047718.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019196 | 0 | 0.14318E-07 | 267474.4 | 4047711.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019197 | 0 | 0.14318E-07 | 267477.8 | 4047705.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019198 | 0 | 0.14318E-07 | 267481.2 | 4047698.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019199 | 0 | 0.14318E-07 | 267484.6 | 4047692.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019200 | 0 | 0.14318E-07 | 267487.0 | 4047685.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019201 | 0 | 0.14318E-07 | 267487.4 | 4047678.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019202 | 0 | 0.14318E-07 | 267487.8 | 4047671.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019203 | 0 | 0.14318E-07 | 267488.2 | 4047663.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019204 | 0 | 0.14318E-07 | 267488.5 | 4047656.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019205 | 0 | 0.14318E-07 | 267488.9 | 4047649.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019206 | 0 | 0.14318E-07 | 267489.3 | 4047642.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019207 | 0 | 0.14318E-07 | 267489.6 | 4047634.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019208 | 0 | 0.14318E-07 | 267490.0 | 4047627.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019209 | 0 | 0.14318E-07 | 267490.4 | 4047620.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019210 | 0 | 0.14318E-07 | 267490.7 | 4047613.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019211 | 0 | 0.14318E-07 | 267491.1 | 4047605.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019212 | 0 | 0.14318E-07 | 267491.5 | 4047598.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019213 | 0 | 0.14318E-07 | 267491.8 | 4047591.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019214 | 0 | 0.14318E-07 | 267492.2 | 4047583.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019215 | 0 | 0.14318E-07 | 267492.6 | 4047576.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019216 | 0 | 0.14318E-07 | 267493.0 | 4047569.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019217 | 0 | 0.14318E-07 | 267493.3 | 4047562.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019218 | 0 | 0.14318E-07 | 267493.7 | 4047554.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019219 | 0 | 0.14318E-07 | 267494.1 | 4047547.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019220 | 0 | 0.14318E-07 | 267494.4 | 4047540.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019221 | 0 | 0.14318E-07 | 267494.8 | 4047533.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019222 | 0 | 0.14318E-07 | 267495.2 | 4047525.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019223 | 0 | 0.14318E-07 | 267495.5 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019224 | 0 | 0.14318E-07 | 267495.9 | 4047511.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019225 | 0 | 0.14318E-07 | 267496.3 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019226 | 0 | 0.14318E-07 | 267496.7 | 4047496.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019227 | 0 | 0.14318E-07 | 267497.0 | 4047489.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019228 | 0 | 0.14318E-07 | 267497.4 | 4047482.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019229 | 0 | 0.14318E-07 | 267497.8 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019230 | 0 | 0.14318E-07 | 267498.1 | 4047467.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019231 | 0 | 0.14318E-07 | 267498.5 | 4047460.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019232 | 0 | 0.14318E-07 | 267498.9 | 4047452.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019233 | 0 | 0.14318E-07 | 267499.2 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019234 | 0 | 0.14318E-07 | 267499.6 | 4047438.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019235 | 0 | 0.14318E-07 | 267500.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019236 | 0 | 0.14318E-07 | 267500.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019237 | 0 | 0.14318E-07 | 267500.7 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019238 | 0 | 0.14318E-07 | 267501.1 | 4047409.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019239 | 0 | 0.14318E-07 | 267501.5 | 4047402.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019240 | 0 | 0.14318E-07 | 267501.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019241 | 0 | 0.14318E-07 | 267502.2 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019242 | 0 | 0.14318E-07 | 267502.6 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019243 | 0 | 0.14318E-07 | 267502.9 | 4047372.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019244 | 0 | 0.14318E-07 | 267501.5 | 4047367.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019245 | 0 | 0.14318E-07 | 267494.3 | 4047368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019246 | 0 | 0.14318E-07 | 267487.0 | 4047368.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019247 | 0 | 0.14318E-07 | 267479.7 | 4047369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019248 | 0 | 0.14318E-07 | 267472.5 | 4047369.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019249 | 0 | 0.14318E-07 | 267465.2 | 4047370.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019250 | 0 | 0.27987E-07 | 267637.2 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019251 | 0 | 0.27987E-07 | 267630.0 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019252 | 0 | 0.27987E-07 | 267622.7 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019253 | 0 | 0.27987E-07 | 267615.4 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019254 | 0 | 0.27987E-07 | 267608.1 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019255 | 0 | 0.27987E-07 | 267600.8 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019256 | 0 | 0.27987E-07 | 267593.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019257 | 0 | 0.27987E-07 | 267586.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019258 | 0 | 0.27987E-07 | 267579.0 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019259 | 0 | 0.27987E-07 | 267571.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019260 | 0 | 0.27987E-07 | 267564.4 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019261 | 0 | 0.27987E-07 | 267557.1 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019262 | 0 | 0.27987E-07 | 267549.9 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019263 | 0 | 0.27987E-07 | 267542.6 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019264 | 0 | 0.27987E-07 | 267535.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019265 | 0 | 0.27987E-07 | 267528.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019266 | 0 | 0.27987E-07 | 267520.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019267 | 0 | 0.27987E-07 | 267513.5 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019268 | 0 | 0.27987E-07 | 267506.2 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019269 | 0 | 0.27987E-07 | 267498.9 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019270 | 0 | 0.27987E-07 | 267491.6 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019271 | 0 | 0.27987E-07 | 267484.3 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019272 | 0 | 0.27987E-07 | 267477.0 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019273 | 0 | 0.27987E-07 | 267469.8 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019274 | 0 | 0.27987E-07 | 267462.5 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019275 | 0 | 0.27987E-07 | 267455.2 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019276 | 0 | 0.27987E-07 | 267447.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019277 | 0 | 0.27987E-07 | 267440.6 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019278 | 0 | 0.27987E-07 | 267433.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019279 | 0 | 0.27987E-07 | 267426.1 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019280 | 0 | 0.27987E-07 | 267418.8 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019281 | 0 | 0.27987E-07 | 267411.5 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019282 | 0 | 0.27987E-07 | 267404.2 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019283 | 0 | 0.27987E-07 | 267396.9 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019284 | 0 | 0.27987E-07 | 267389.7 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019285 | 0 | 0.27987E-07 | 267382.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019286 | 0 | 0.27987E-07 | 267375.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019287 | 0 | 0.27987E-07 | 267367.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019288 | 0 | 0.27987E-07 | 267360.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019289 | 0 | 0.27987E-07 | 267353.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019290 | 0 | 0.27987E-07 | 267346.0 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019291 | 0 | 0.27987E-07 | 267338.7 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019292 | 0 | 0.27987E-07 | 267331.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019293 | 0 | 0.27987E-07 | 267324.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019294 | 0 | 0.27987E-07 | 267316.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019295 | 0 | 0.27987E-07 | 267309.6 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019296 | 0 | 0.27987E-07 | 267302.3 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019297 | 0 | 0.27987E-07 | 267295.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019298 | 0 | 0.27987E-07 | 267287.7 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019299 | 0 | 0.27987E-07 | 267280.4 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019300 | 0 | 0.27987E-07 | 267273.1 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019301 | 0 | 0.27987E-07 | 267265.9 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019302 | 0 | 0.27987E-07 | 267258.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019303 | 0 | 0.27987E-07 | 267251.3 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019304 | 0 | 0.27987E-07 | 267244.0 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019305 | 0 | 0.27987E-07 | 267236.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019306 | 0 | 0.27987E-07 | 267229.5 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019307 | 0 | 0.27987E-07 | 267222.2 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019308 | 0 | 0.27987E-07 | 267214.9 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019309 | 0 | 0.27987E-07 | 267207.6 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019310 | 0 | 0.27987E-07 | 267200.3 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019311 | 0 | 0.27987E-07 | 267193.0 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019312 | 0 | 0.27987E-07 | 267185.8 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019313 | 0 | 0.27987E-07 | 267178.5 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019314 | 0 | 0.27987E-07 | 267171.2 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019315 | 0 | 0.27987E-07 | 267163.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019316 | 0 | 0.27987E-07 | 267156.6 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019317 | 0 | 0.27987E-07 | 267149.4 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019318 | 0 | 0.27987E-07 | 267142.1 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019319 | 0 | 0.27987E-07 | 267134.8 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019320 | 0 | 0.27987E-07 | 267127.5 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019321 | 0 | 0.27987E-07 | 267120.2 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019322 | 0 | 0.27987E-07 | 267112.9 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019323 | 0 | 0.27987E-07 | 267105.7 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019324 | 0 | 0.27987E-07 | 267098.4 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019325 | 0 | 0.27987E-07 | 267094.4 | 4047758.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019326 | 0 | 0.27987E-07 | 267094.5 | 4047751.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019327 | 0 | 0.27987E-07 | 267094.6 | 4047744.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019328 | 0 | 0.27987E-07 | 267094.7 | 4047736.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019329 | 0 | 0.27987E-07 | 267094.8 | 4047729.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019330 | 0 | 0.27987E-07 | 267094.9 | 4047722.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019331 | 0 | 0.27987E-07 | 267094.9 | 4047715.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019332 | 0 | 0.27987E-07 | 267095.0 | 4047707.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019333 | 0 | 0.27987E-07 | 267095.1 | 4047700.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019334 | 0 | 0.27987E-07 | 267095.2 | 4047693.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019335 | 0 | 0.27987E-07 | 267095.3 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019336 | 0 | 0.27987E-07 | 267095.4 | 4047678.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019337 | 0 | 0.27987E-07 | 267095.5 | 4047671.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019338 | 0 | 0.27987E-07 | 267095.6 | 4047664.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019339 | 0 | 0.27987E-07 | 267095.7 | 4047656.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019340 | 0 | 0.27987E-07 | 267095.8 | 4047649.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019341 | 0 | 0.27987E-07 | 267095.8 | 4047642.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019342 | 0 | 0.27987E-07 | 267095.9 | 4047635.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019343 | 0 | 0.27987E-07 | 267096.0 | 4047627.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019344 | 0 | 0.27987E-07 | 267096.1 | 4047620.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019345 | 0 | 0.27987E-07 | 267096.2 | 4047613.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019346 | 0 | 0.27987E-07 | 267096.3 | 4047605.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019347 | 0 | 0.27987E-07 | 267096.4 | 4047598.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019348 | 0 | 0.27987E-07 | 267096.5 | 4047591.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019349 | 0 | 0.27987E-07 | 267096.6 | 4047584.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019350 | 0 | 0.27987E-07 | 267096.7 | 4047576.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019351 | 0 | 0.27987E-07 | 267096.7 | 4047569.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019352 | 0 | 0.27987E-07 | 267096.8 | 4047562.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019353 | 0 | 0.27987E-07 | 267096.9 | 4047554.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019354 | 0 | 0.27987E-07 | 267097.0 | 4047547.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019355 | 0 | 0.27987E-07 | 267097.1 | 4047540.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019356 | 0 | 0.27987E-07 | 267097.2 | 4047533.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019357 | 0 | 0.27987E-07 | 267097.3 | 4047525.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019358 | 0 | 0.27987E-07 | 267097.4 | 4047518.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019359 | 0 | 0.27987E-07 | 267097.6 | 4047511.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019360 | 0 | 0.27987E-07 | 267097.9 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019361 | 0 | 0.27987E-07 | 267098.2 | 4047496.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019362 | 0 | 0.27987E-07 | 267098.5 | 4047489.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019363 | 0 | 0.27987E-07 | 267098.9 | 4047482.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019364 | 0 | 0.27987E-07 | 267099.2 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019365 | 0 | 0.27987E-07 | 267099.5 | 4047467.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019366 | 0 | 0.27987E-07 | 267099.8 | 4047460.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019367 | 0 | 0.27987E-07 | 267100.2 | 4047453.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019368 | 0 | 0.27987E-07 | 267100.5 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019369 | 0 | 0.27987E-07 | 267100.8 | 4047438.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019370 | 0 | 0.27987E-07 | 267101.2 | 4047431.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019371 | 0 | 0.27987E-07 | 267101.5 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019372 | 0 | 0.27987E-07 | 267101.8 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019373 | 0 | 0.27987E-07 | 267102.1 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019374 | 0 | 0.27987E-07 | 267102.5 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019375 | 0 | 0.27987E-07 | 267102.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019376 | 0 | 0.27987E-07 | 267103.1 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019377 | 0 | 0.27987E-07 | 267103.4 | 4047380.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019378 | 0 | 0.27987E-07 | 267103.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019379 | 0 | 0.27987E-07 | 267104.1 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019380 | 0 | 0.27987E-07 | 267104.4 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019381 | 0 | 0.27987E-07 | 267104.7 | 4047351.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019382 | 0 | 0.27987E-07 | 267105.1 | 4047343.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019383 | 0 | 0.27987E-07 | 267105.4 | 4047336.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019384 | 0 | 0.27987E-07 | 267105.7 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019385 | 0 | 0.27987E-07 | 267106.0 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019386 | 0 | 0.27987E-07 | 267106.4 | 4047314.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019387 | 0 | 0.27987E-07 | 267106.7 | 4047307.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019388 | 0 | 0.27987E-07 | 267107.0 | 4047300.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019389 | 0 | 0.27987E-07 | 267110.5 | 4047296.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019390 | 0 | 0.27987E-07 | 267117.8 | 4047296.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019391 | 0 | 0.27987E-07 | 267125.1 | 4047296.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019392 | 0 | 0.27987E-07 | 267132.4 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019393 | 0 | 0.27987E-07 | 267139.6 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019394 | 0 | 0.27987E-07 | 267146.9 | 4047296.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019395 | 0 | 0.27987E-07 | 267154.2 | 4047296.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019396 | 0 | 0.27987E-07 | 267161.5 | 4047296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019397 | 0 | 0.27987E-07 | 267168.8 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019398 | 0 | 0.27987E-07 | 267176.1 | 4047297.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019399 | 0 | 0.27987E-07 | 267183.3 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019400 | 0 | 0.27987E-07 | 267190.6 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019401 | 0 | 0.27987E-07 | 267197.9 | 4047297.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019402 | 0 | 0.27987E-07 | 267205.2 | 4047297.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019403 | 0 | 0.27987E-07 | 267212.5 | 4047297.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019404 | 0 | 0.27987E-07 | 267219.7 | 4047297.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019405 | 0 | 0.27987E-07 | 267227.0 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019406 | 0 | 0.27987E-07 | 267234.3 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019407 | 0 | 0.27987E-07 | 267241.6 | 4047297.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019408 | 0 | 0.27987E-07 | 267248.9 | 4047297.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019409 | 0 | 0.60103E-07 | 267635.6 | 4047768.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019410 | 0 | 0.60103E-07 | 267628.3 | 4047768.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019411 | 0 | 0.60103E-07 | 267621.1 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019412 | 0 | 0.60103E-07 | 267613.9 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019413 | 0 | 0.60103E-07 | 267606.6 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019414 | 0 | 0.60103E-07 | 267599.4 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019415 | 0 | 0.60103E-07 | 267592.1 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019416 | 0 | 0.60103E-07 | 267584.9 | 4047766.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019417 | 0 | 0.60103E-07 | 267577.6 | 4047766.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019418 | 0 | 0.60103E-07 | 267570.4 | 4047766.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019419 | 0 | 0.60103E-07 | 267563.2 | 4047766.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019420 | 0 | 0.60103E-07 | 267555.9 | 4047765.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019421 | 0 | 0.60103E-07 | 267548.7 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019422 | 0 | 0.60103E-07 | 267541.4 | 4047765.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019423 | 0 | 0.60103E-07 | 267534.2 | 4047765.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019424 | 0 | 0.60103E-07 | 267526.9 | 4047764.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019425 | 0 | 0.60103E-07 | 267519.7 | 4047764.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019426 | 0 | 0.60103E-07 | 267512.5 | 4047764.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019427 | 0 | 0.60103E-07 | 267505.2 | 4047764.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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FASTALL

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0019428 | 0 | 0.60103E-07 | 267498.0 | 4047764.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019429 | 0 | 0.60103E-07 | 267490.7 | 4047763.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019430 | 0 | 0.60103E-07 | 267483.5 | 4047763.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019431 | 0 | 0.60103E-07 | 267476.2 | 4047763.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019432 | 0 | 0.60103E-07 | 267469.0 | 4047763.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019433 | 0 | 0.60103E-07 | 267461.8 | 4047762.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019434 | 0 | 0.60103E-07 | 267454.5 | 4047762.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019435 | 0 | 0.60103E-07 | 267447.3 | 4047762.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019436 | 0 | 0.60103E-07 | 267450.7 | 4047756.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019437 | 0 | 0.60103E-07 | 267454.3 | 4047749.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019438 | 0 | 0.60103E-07 | 267457.9 | 4047743.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019439 | 0 | 0.60103E-07 | 267461.5 | 4047737.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019440 | 0 | 0.60103E-07 | 267465.1 | 4047731.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019441 | 0 | 0.60103E-07 | 267468.7 | 4047724.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019442 | 0 | 0.60103E-07 | 267472.4 | 4047718.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019443 | 0 | 0.60103E-07 | 267476.0 | 4047712.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019444 | 0 | 0.60103E-07 | 267479.6 | 4047705.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019445 | 0 | 0.60103E-07 | 267483.2 | 4047699.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019446 | 0 | 0.60103E-07 | 267486.8 | 4047693.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019447 | 0 | 0.60103E-07 | 267488.1 | 4047686.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019448 | 0 | 0.60103E-07 | 267489.0 | 4047679.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019449 | 0 | 0.60103E-07 | 267489.9 | 4047671.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019450 | 0 | 0.60103E-07 | 267490.8 | 4047664.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019451 | 0 | 0.60103E-07 | 267491.6 | 4047657.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019452 | 0 | 0.60103E-07 | 267492.5 | 4047650.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019453 | 0 | 0.60103E-07 | 267493.4 | 4047643.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019454 | 0 | 0.60103E-07 | 267494.3 | 4047635.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019455 | 0 | 0.60103E-07 | 267493.2 | 4047630.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019456 | 0 | 0.60103E-07 | 267486.0 | 4047629.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019457 | 0 | 0.60103E-07 | 267478.7 | 4047629.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019458 | 0 | 0.60103E-07 | 267471.5 | 4047628.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019459 | 0 | 0.60103E-07 | 267464.3 | 4047628.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019460 | 0 | 0.60103E-07 | 267457.0 | 4047627.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019461 | 0 | 0.60103E-07 | 267449.8 | 4047627.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0019462 | 0 | 0.60103E-07 | 267442.6 | 4047627.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0019463 | 0 | 0.60103E-07 | 267435.4 | 4047626.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0019464 | 0 | 0.60103E-07 | 267428.1 | 4047626.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0019465 | 0 | 0.60103E-07 | 267421.2 | 4047624.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0019466 | 0 | 0.60103E-07 | 267414.5 | 4047621.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0019467 | 0 | 0.60103E-07 | 267407.8 | 4047618.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019468 | 0 | 0.60103E-07 | 267401.1 | 4047615.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019469 | 0 | 0.60103E-07 | 267394.3 | 4047613.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019470 | 0 | 0.60103E-07 | 267387.6 | 4047610.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019471 | 0 | 0.60103E-07 | 267380.9 | 4047607.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019472 | 0 | 0.60103E-07 | 267374.2 | 4047605.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019473 | 0 | 0.60103E-07 | 267367.5 | 4047602.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019474 | 0 | 0.60103E-07 | 267360.8 | 4047599.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019475 | 0 | 0.60103E-07 | 267354.0 | 4047596.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019476 | 0 | 0.60103E-07 | 267347.3 | 4047594.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019477 | 0 | 0.60103E-07 | 267340.6 | 4047591.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019478 | 0 | 0.60103E-07 | 267333.9 | 4047588.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019479 | 0 | 0.60103E-07 | 267327.2 | 4047586.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019480 | 0 | 0.60103E-07 | 267320.4 | 4047583.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019481 | 0 | 0.60103E-07 | 267314.1 | 4047581.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019482 | 0 | 0.60103E-07 | 267314.1 | 4047588.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019483 | 0 | 0.60103E-07 | 267314.2 | 4047595.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019484 | 0 | 0.60103E-07 | 267314.2 | 4047602.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019485 | 0 | 0.60103E-07 | 267314.2 | 4047610.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019486 | 0 | 0.60103E-07 | 267314.3 | 4047617.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019487 | 0 | 0.60103E-07 | 267314.3 | 4047624.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019488 | 0 | 0.60103E-07 | 267314.4 | 4047631.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019489 | 0 | 0.60103E-07 | 267314.4 | 4047639.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019490 | 0 | 0.60103E-07 | 267314.5 | 4047646.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019491 | 0 | 0.60103E-07 | 267314.5 | 4047653.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019492 | 0 | 0.60103E-07 | 267314.5 | 4047660.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019493 | 0 | 0.60103E-07 | 267314.6 | 4047668.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019494 | 0 | 0.60103E-07 | 267314.6 | 4047675.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019495 | 0 | 0.60103E-07 | 267312.8 | 4047680.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019496 | 0 | 0.60103E-07 | 267305.5 | 4047680.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019497 | 0 | 0.60103E-07 | 267298.3 | 4047680.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019498 | 0 | 0.60103E-07 | 267291.0 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019499 | 0 | 0.60103E-07 | 267283.8 | 4047680.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019500 | 0 | 0.60103E-07 | 267276.5 | 4047680.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019501 | 0 | 0.60103E-07 | 267269.3 | 4047679.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019502 | 0 | 0.60103E-07 | 267262.0 | 4047679.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019503 | 0 | 0.60103E-07 | 267254.8 | 4047679.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019504 | 0 | 0.60103E-07 | 267247.5 | 4047679.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019505 | 0 | 0.60103E-07 | 267240.3 | 4047679.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019506 | 0 | 0.27619E-07 | 267635.3 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019507 | 0 | 0.27619E-07 | 267628.0 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019508 | 0 | 0.27619E-07 | 267620.7 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019509 | 0 | 0.27619E-07 | 267613.4 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019510 | 0 | 0.27619E-07 | 267606.1 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019511 | 0 | 0.27619E-07 | 267598.8 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019512 | 0 | 0.27619E-07 | 267591.5 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019513 | 0 | 0.27619E-07 | 267584.2 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019514 | 0 | 0.27619E-07 | 267577.0 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019515 | 0 | 0.27619E-07 | 267569.7 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019516 | 0 | 0.27619E-07 | 267562.4 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019517 | 0 | 0.27619E-07 | 267555.1 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019518 | 0 | 0.27619E-07 | 267547.8 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019519 | 0 | 0.27619E-07 | 267540.5 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019520 | 0 | 0.27619E-07 | 267533.2 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019521 | 0 | 0.27619E-07 | 267525.9 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019522 | 0 | 0.27619E-07 | 267518.6 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019523 | 0 | 0.27619E-07 | 267511.3 | 4047771.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019524 | 0 | 0.27619E-07 | 267504.0 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019525 | 0 | 0.27619E-07 | 267496.7 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019526 | 0 | 0.27619E-07 | 267489.4 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019527 | 0 | 0.27619E-07 | 267482.2 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019528 | 0 | 0.27619E-07 | 267474.9 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019529 | 0 | 0.27619E-07 | 267467.6 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019530 | 0 | 0.27619E-07 | 267460.3 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019531 | 0 | 0.27619E-07 | 267453.0 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019532 | 0 | 0.27619E-07 | 267445.7 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019533 | 0 | 0.27619E-07 | 267438.4 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019534 | 0 | 0.27619E-07 | 267431.1 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019535 | 0 | 0.27619E-07 | 267423.8 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019536 | 0 | 0.27619E-07 | 267416.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019537 | 0 | 0.27619E-07 | 267409.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019538 | 0 | 0.27619E-07 | 267401.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019539 | 0 | 0.27619E-07 | 267394.7 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019540 | 0 | 0.27619E-07 | 267387.4 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019541 | 0 | 0.27619E-07 | 267380.1 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019542 | 0 | 0.27619E-07 | 267372.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019543 | 0 | 0.27619E-07 | 267365.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019544 | 0 | 0.27619E-07 | 267358.2 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019545 | 0 | 0.27619E-07 | 267350.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019546 | 0 | 0.27619E-07 | 267343.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019547 | 0 | 0.27619E-07 | 267336.3 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019548 | 0 | 0.27619E-07 | 267329.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019549 | 0 | 0.27619E-07 | 267321.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019550 | 0 | 0.27619E-07 | 267314.4 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019551 | 0 | 0.27619E-07 | 267307.1 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019552 | 0 | 0.27619E-07 | 267299.9 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019553 | 0 | 0.27619E-07 | 267292.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019554 | 0 | 0.27619E-07 | 267285.3 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019555 | 0 | 0.27619E-07 | 267278.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019556 | 0 | 0.27619E-07 | 267270.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019557 | 0 | 0.27619E-07 | 267263.4 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019558 | 0 | 0.27619E-07 | 267256.1 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019559 | 0 | 0.27619E-07 | 267248.8 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019560 | 0 | 0.27619E-07 | 267241.5 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019561 | 0 | 0.27619E-07 | 267234.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019562 | 0 | 0.27619E-07 | 267226.9 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019563 | 0 | 0.27619E-07 | 267219.6 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019564 | 0 | 0.27619E-07 | 267212.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019565 | 0 | 0.27619E-07 | 267205.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019566 | 0 | 0.27619E-07 | 267197.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019567 | 0 | 0.27619E-07 | 267190.5 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019568 | 0 | 0.27619E-07 | 267183.2 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019569 | 0 | 0.27619E-07 | 267175.9 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019570 | 0 | 0.27619E-07 | 267168.6 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019571 | 0 | 0.27619E-07 | 267161.3 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019572 | 0 | 0.27619E-07 | 267154.0 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019573 | 0 | 0.27619E-07 | 267146.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019574 | 0 | 0.27619E-07 | 267139.4 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019575 | 0 | 0.27619E-07 | 267132.1 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019576 | 0 | 0.27619E-07 | 267124.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019577 | 0 | 0.27619E-07 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019578 | 0 | 0.27619E-07 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019579 | 0 | 0.27619E-07 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019580 | 0 | 0.27619E-07 | 267095.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019581 | 0 | 0.27619E-07 | 267090.2 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019582 | 0 | 0.27619E-07 | 267090.3 | 4047756.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019583 | 0 | 0.27619E-07 | 267090.4 | 4047749.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019584 | 0 | 0.27619E-07 | 267090.5 | 4047741.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019585 | 0 | 0.27619E-07 | 267090.6 | 4047734.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019586 | 0 | 0.27619E-07 | 267090.8 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019587 | 0 | 0.27619E-07 | 267090.9 | 4047719.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019588 | 0 | 0.27619E-07 | 267091.0 | 4047712.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019589 | 0 | 0.27619E-07 | 267091.1 | 4047705.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019590 | 0 | 0.27619E-07 | 267091.2 | 4047698.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019591 | 0 | 0.27619E-07 | 267091.3 | 4047690.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019592 | 0 | 0.27619E-07 | 267091.4 | 4047683.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019593 | 0 | 0.27619E-07 | 267091.5 | 4047676.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019594 | 0 | 0.27619E-07 | 267091.6 | 4047668.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019595 | 0 | 0.27619E-07 | 267091.7 | 4047661.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019596 | 0 | 0.27619E-07 | 267091.8 | 4047654.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019597 | 0 | 0.27619E-07 | 267091.9 | 4047647.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019598 | 0 | 0.27619E-07 | 267092.0 | 4047639.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019599 | 0 | 0.27619E-07 | 267092.1 | 4047632.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019600 | 0 | 0.27619E-07 | 267092.2 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019601 | 0 | 0.27619E-07 | 267092.3 | 4047617.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019602 | 0 | 0.27619E-07 | 267092.5 | 4047610.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019603 | 0 | 0.27619E-07 | 267092.6 | 4047603.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019604 | 0 | 0.27619E-07 | 267092.7 | 4047596.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019605 | 0 | 0.27619E-07 | 267092.8 | 4047588.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019606 | 0 | 0.27619E-07 | 267092.9 | 4047581.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019607 | 0 | 0.27619E-07 | 267093.0 | 4047574.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019608 | 0 | 0.27619E-07 | 267093.1 | 4047566.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019609 | 0 | 0.27619E-07 | 267093.2 | 4047559.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019610 | 0 | 0.27619E-07 | 267093.3 | 4047552.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019611 | 0 | 0.27619E-07 | 267093.4 | 4047544.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019612 | 0 | 0.27619E-07 | 267093.5 | 4047537.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019613 | 0 | 0.27619E-07 | 267093.6 | 4047530.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019614 | 0 | 0.27619E-07 | 267093.7 | 4047523.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019615 | 0 | 0.27619E-07 | 267093.8 | 4047515.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019616 | 0 | 0.27619E-07 | 267093.9 | 4047508.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019617 | 0 | 0.27619E-07 | 267094.0 | 4047501.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019618 | 0 | 0.27619E-07 | 267094.2 | 4047493.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019619 | 0 | 0.27619E-07 | 267094.3 | 4047486.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019620 | 0 | 0.27619E-07 | 267094.4 | 4047479.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019621 | 0 | 0.27619E-07 | 267094.5 | 4047472.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019622 | 0 | 0.27619E-07 | 267094.6 | 4047464.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019623 | 0 | 0.27619E-07 | 267094.7 | 4047457.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019624 | 0 | 0.27619E-07 | 267094.8 | 4047450.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019625 | 0 | 0.27619E-07 | 267094.9 | 4047442.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019626 | 0 | 0.27619E-07 | 267095.0 | 4047435.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019627 | 0 | 0.27619E-07 | 267095.1 | 4047428.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

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|---|---|---|---|---|---|---|---|---|---|---|
| L0019628 | 0 | 0.27619E-07 | 267095.2 | 4047421.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019629 | 0 | 0.27619E-07 | 267095.3 | 4047413.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019630 | 0 | 0.27619E-07 | 267095.4 | 4047406.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019631 | 0 | 0.27619E-07 | 267095.5 | 4047399.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019632 | 0 | 0.27619E-07 | 267095.6 | 4047391.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019633 | 0 | 0.27619E-07 | 267095.7 | 4047384.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019634 | 0 | 0.27619E-07 | 267095.9 | 4047377.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019635 | 0 | 0.27619E-07 | 267096.0 | 4047369.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019636 | 0 | 0.27619E-07 | 267096.1 | 4047362.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019637 | 0 | 0.27619E-07 | 267096.2 | 4047355.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019638 | 0 | 0.27619E-07 | 267096.3 | 4047348.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019639 | 0 | 0.27619E-07 | 267096.4 | 4047340.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019640 | 0 | 0.27619E-07 | 267096.5 | 4047333.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019641 | 0 | 0.27619E-07 | 267096.6 | 4047326.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019642 | 0 | 0.27619E-07 | 267096.7 | 4047318.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019643 | 0 | 0.27619E-07 | 267096.8 | 4047311.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019644 | 0 | 0.27619E-07 | 267096.9 | 4047304.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019645 | 0 | 0.27619E-07 | 267097.0 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019646 | 0 | 0.27619E-07 | 267097.1 | 4047289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019647 | 0 | 0.27619E-07 | 267097.2 | 4047282.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019648 | 0 | 0.27619E-07 | 267097.3 | 4047275.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019649 | 0 | 0.27619E-07 | 267097.4 | 4047267.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019650 | 0 | 0.27619E-07 | 267097.6 | 4047260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019651 | 0 | 0.27619E-07 | 267097.7 | 4047253.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019652 | 0 | 0.27619E-07 | 267097.8 | 4047246.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019653 | 0 | 0.27619E-07 | 267097.9 | 4047238.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019654 | 0 | 0.27619E-07 | 267098.0 | 4047231.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019655 | 0 | 0.27619E-07 | 267098.1 | 4047224.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019656 | 0 | 0.27619E-07 | 267098.2 | 4047216.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019657 | 0 | 0.27619E-07 | 267098.3 | 4047209.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019658 | 0 | 0.27619E-07 | 267098.4 | 4047202.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019659 | 0 | 0.27619E-07 | 267098.5 | 4047194.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019660 | 0 | 0.27619E-07 | 267098.6 | 4047187.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019661 | 0 | 0.27619E-07 | 267098.7 | 4047180.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019662 | 0 | 0.27619E-07 | 267098.8 | 4047173.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019663 | 0 | 0.27619E-07 | 267098.9 | 4047165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019664 | 0 | 0.27619E-07 | 267099.0 | 4047158.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019665 | 0 | 0.27619E-07 | 267099.1 | 4047151.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019666 | 0 | 0.27619E-07 | 267099.7 | 4047144.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019667 | 0 | 0.27619E-07 | 267107.0 | 4047144.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019668 | 0 | 0.27619E-07 | 267114.3 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019669 | 0 | 0.27619E-07 | 267121.6 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019670 | 0 | 0.27619E-07 | 267128.9 | 4047144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019671 | 0 | 0.27619E-07 | 267136.2 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019672 | 0 | 0.27619E-07 | 267143.4 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019673 | 0 | 0.27619E-07 | 267150.7 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019674 | 0 | 0.27619E-07 | 267158.0 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019675 | 0 | 0.27619E-07 | 267165.3 | 4047144.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019676 | 0 | 0.27619E-07 | 267172.6 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019677 | 0 | 0.27619E-07 | 267179.9 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019678 | 0 | 0.27619E-07 | 267187.2 | 4047145.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019679 | 0 | 0.27619E-07 | 267194.5 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019680 | 0 | 0.27619E-07 | 267201.8 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019681 | 0 | 0.27619E-07 | 267209.1 | 4047145.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019682 | 0 | 0.27619E-07 | 267216.4 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019683 | 0 | 0.27619E-07 | 267223.7 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019684 | 0 | 0.27619E-07 | 267231.0 | 4047145.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019685 | 0 | 0.27619E-07 | 267238.2 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019686 | 0 | 0.27619E-07 | 267245.5 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019687 | 0 | 0.27619E-07 | 267252.8 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019688 | 0 | 0.27619E-07 | 267260.1 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019689 | 0 | 0.27619E-07 | 267267.4 | 4047145.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019690 | 0 | 0.27619E-07 | 267274.7 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019691 | 0 | 0.27619E-07 | 267282.0 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019692 | 0 | 0.27619E-07 | 267289.3 | 4047146.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019693 | 0 | 0.27619E-07 | 267296.6 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019694 | 0 | 0.27619E-07 | 267303.9 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017445 | 0 | 0.26583E-07 | 267636.4 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017446 | 0 | 0.26583E-07 | 267629.2 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017447 | 0 | 0.26583E-07 | 267621.9 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017448 | 0 | 0.26583E-07 | 267614.6 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017449 | 0 | 0.26583E-07 | 267607.3 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017450 | 0 | 0.26583E-07 | 267600.0 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017451 | 0 | 0.26583E-07 | 267592.8 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017452 | 0 | 0.26583E-07 | 267585.5 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017453 | 0 | 0.26583E-07 | 267578.2 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017454 | 0 | 0.26583E-07 | 267570.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017455 | 0 | 0.26583E-07 | 267563.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017456 | 0 | 0.26583E-07 | 267556.4 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017457 | 0 | 0.26583E-07 | 267549.1 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017458 | 0 | 0.26583E-07 | 267541.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017459 | 0 | 0.26583E-07 | 267534.5 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017460 | 0 | 0.26583E-07 | 267527.3 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017461 | 0 | 0.26583E-07 | 267520.0 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017462 | 0 | 0.26583E-07 | 267512.7 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017463 | 0 | 0.26583E-07 | 267505.4 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017464 | 0 | 0.26583E-07 | 267498.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017465 | 0 | 0.26583E-07 | 267490.9 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017466 | 0 | 0.26583E-07 | 267483.6 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017467 | 0 | 0.26583E-07 | 267476.3 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017468 | 0 | 0.26583E-07 | 267469.0 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017469 | 0 | 0.26583E-07 | 267461.7 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017470 | 0 | 0.26583E-07 | 267454.5 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017471 | 0 | 0.26583E-07 | 267447.2 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017472 | 0 | 0.26583E-07 | 267439.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017473 | 0 | 0.26583E-07 | 267432.6 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017474 | 0 | 0.26583E-07 | 267425.4 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017475 | 0 | 0.26583E-07 | 267418.1 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017476 | 0 | 0.26583E-07 | 267410.8 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017477 | 0 | 0.26583E-07 | 267403.5 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017478 | 0 | 0.26583E-07 | 267396.2 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017479 | 0 | 0.26583E-07 | 267389.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017480 | 0 | 0.26583E-07 | 267381.7 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017481 | 0 | 0.26583E-07 | 267374.4 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017482 | 0 | 0.26583E-07 | 267367.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017483 | 0 | 0.26583E-07 | 267359.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017484 | 0 | 0.26583E-07 | 267352.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017485 | 0 | 0.26583E-07 | 267345.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017486 | 0 | 0.26583E-07 | 267338.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017487 | 0 | 0.26583E-07 | 267330.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017488 | 0 | 0.26583E-07 | 267323.4 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017489 | 0 | 0.26583E-07 | 267316.2 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017490 | 0 | 0.26583E-07 | 267308.9 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017491 | 0 | 0.26583E-07 | 267301.6 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017492 | 0 | 0.26583E-07 | 267294.3 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017493 | 0 | 0.26583E-07 | 267287.1 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017494 | 0 | 0.26583E-07 | 267279.8 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017495 | 0 | 0.26583E-07 | 267272.5 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017496 | 0 | 0.26583E-07 | 267265.2 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017497 | 0 | 0.26583E-07 | 267257.9 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017498 | 0 | 0.26583E-07 | 267250.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017499 | 0 | 0.26583E-07 | 267243.4 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017500 | 0 | 0.26583E-07 | 267236.1 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017501 | 0 | 0.26583E-07 | 267228.8 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017502 | 0 | 0.26583E-07 | 267221.5 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017503 | 0 | 0.26583E-07 | 267214.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017504 | 0 | 0.26583E-07 | 267207.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017505 | 0 | 0.26583E-07 | 267199.7 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017506 | 0 | 0.26583E-07 | 267192.4 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017507 | 0 | 0.26583E-07 | 267185.1 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017508 | 0 | 0.26583E-07 | 267177.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017509 | 0 | 0.26583E-07 | 267170.6 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017510 | 0 | 0.26583E-07 | 267163.3 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017511 | 0 | 0.26583E-07 | 267156.0 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017512 | 0 | 0.26583E-07 | 267148.8 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017513 | 0 | 0.26583E-07 | 267141.5 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017514 | 0 | 0.26583E-07 | 267134.2 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017515 | 0 | 0.26583E-07 | 267126.9 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017516 | 0 | 0.26583E-07 | 267119.6 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017517 | 0 | 0.26583E-07 | 267112.4 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017518 | 0 | 0.26583E-07 | 267105.1 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017519 | 0 | 0.26583E-07 | 267097.8 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017520 | 0 | 0.26583E-07 | 267090.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017521 | 0 | 0.26583E-07 | 267083.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017522 | 0 | 0.26583E-07 | 267076.0 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017523 | 0 | 0.26583E-07 | 267068.7 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017524 | 0 | 0.26583E-07 | 267061.4 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017525 | 0 | 0.26583E-07 | 267054.1 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017526 | 0 | 0.26583E-07 | 267046.8 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017527 | 0 | 0.26583E-07 | 267039.6 | 4047761.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017528 | 0 | 0.26583E-07 | 267032.3 | 4047761.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017529 | 0 | 0.26583E-07 | 267025.0 | 4047761.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017530 | 0 | 0.26583E-07 | 267017.7 | 4047761.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017531 | 0 | 0.26583E-07 | 267010.5 | 4047761.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017532 | 0 | 0.26583E-07 | 267003.2 | 4047760.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017533 | 0 | 0.26583E-07 | 266995.9 | 4047760.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017534 | 0 | 0.26583E-07 | 266988.6 | 4047760.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017535 | 0 | 0.26583E-07 | 266981.3 | 4047760.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017536 | 0 | 0.26583E-07 | 266974.1 | 4047760.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017537 | 0 | 0.26583E-07 | 266966.8 | 4047760.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017538 | 0 | 0.26583E-07 | 266959.5 | 4047760.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017539 | 0 | 0.26583E-07 | 266956.1 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017540 | 0 | 0.26583E-07 | 266956.0 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017541 | 0 | 0.26583E-07 | 266956.0 | 4047778.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017542 | 0 | 0.26583E-07 | 266956.0 | 4047786.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017543 | 0 | 0.26583E-07 | 266955.9 | 4047793.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017544 | 0 | 0.26583E-07 | 266955.9 | 4047800.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017545 | 0 | 0.26583E-07 | 266955.8 | 4047807.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017546 | 0 | 0.26583E-07 | 266955.8 | 4047815.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017547 | 0 | 0.26583E-07 | 266955.7 | 4047822.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017548 | 0 | 0.26583E-07 | 266955.7 | 4047829.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017549 | 0 | 0.26583E-07 | 266955.6 | 4047836.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017550 | 0 | 0.26583E-07 | 266955.6 | 4047844.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017551 | 0 | 0.26583E-07 | 266955.5 | 4047851.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017552 | 0 | 0.26583E-07 | 266955.5 | 4047858.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017553 | 0 | 0.26583E-07 | 266955.4 | 4047866.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017554 | 0 | 0.26583E-07 | 266955.4 | 4047873.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017555 | 0 | 0.26583E-07 | 266955.3 | 4047880.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017556 | 0 | 0.26583E-07 | 266955.3 | 4047887.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017557 | 0 | 0.26583E-07 | 266955.2 | 4047895.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017558 | 0 | 0.26583E-07 | 266955.2 | 4047902.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017559 | 0 | 0.26583E-07 | 266955.1 | 4047909.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017560 | 0 | 0.26583E-07 | 266955.1 | 4047917.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017561 | 0 | 0.26583E-07 | 266955.0 | 4047924.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017562 | 0 | 0.26583E-07 | 266955.0 | 4047931.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017563 | 0 | 0.26583E-07 | 266955.0 | 4047938.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017564 | 0 | 0.26583E-07 | 266954.9 | 4047946.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017565 | 0 | 0.13899E-07 | 267636.4 | 4047771.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017566 | 0 | 0.13899E-07 | 267629.1 | 4047771.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017567 | 0 | 0.13899E-07 | 267621.8 | 4047771.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017568 | 0 | 0.13899E-07 | 267614.5 | 4047771.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017569 | 0 | 0.13899E-07 | 267607.2 | 4047771.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017570 | 0 | 0.13899E-07 | 267599.9 | 4047770.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017571 | 0 | 0.13899E-07 | 267592.6 | 4047770.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017572 | 0 | 0.13899E-07 | 267585.3 | 4047770.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017573 | 0 | 0.13899E-07 | 267578.0 | 4047770.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017574 | 0 | 0.13899E-07 | 267570.7 | 4047770.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017575 | 0 | 0.13899E-07 | 267563.4 | 4047770.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017576 | 0 | 0.13899E-07 | 267556.1 | 4047770.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017577 | 0 | 0.13899E-07 | 267548.7 | 4047770.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017578 | 0 | 0.13899E-07 | 267541.4 | 4047770.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017579 | 0 | 0.13899E-07 | 267534.1 | 4047770.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017580 | 0 | 0.13899E-07 | 267526.8 | 4047770.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017581 | 0 | 0.13899E-07 | 267519.5 | 4047770.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017582 | 0 | 0.13899E-07 | 267512.2 | 4047770.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017583 | 0 | 0.13899E-07 | 267504.9 | 4047769.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017584 | 0 | 0.13899E-07 | 267497.6 | 4047769.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017585 | 0 | 0.13899E-07 | 267490.3 | 4047769.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017586 | 0 | 0.13899E-07 | 267483.0 | 4047769.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017587 | 0 | 0.13899E-07 | 267475.7 | 4047769.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017588 | 0 | 0.13899E-07 | 267468.4 | 4047769.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017589 | 0 | 0.13899E-07 | 267461.1 | 4047769.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017590 | 0 | 0.13899E-07 | 267453.7 | 4047769.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017591 | 0 | 0.13899E-07 | 267446.4 | 4047769.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017592 | 0 | 0.13899E-07 | 267439.1 | 4047769.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017593 | 0 | 0.13899E-07 | 267431.8 | 4047769.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017594 | 0 | 0.13899E-07 | 267424.5 | 4047769.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017595 | 0 | 0.13899E-07 | 267417.2 | 4047769.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017596 | 0 | 0.13899E-07 | 267409.9 | 4047768.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017597 | 0 | 0.13899E-07 | 267402.6 | 4047768.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017598 | 0 | 0.13899E-07 | 267395.3 | 4047768.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017599 | 0 | 0.13899E-07 | 267388.0 | 4047768.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017600 | 0 | 0.13899E-07 | 267380.7 | 4047768.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017601 | 0 | 0.13899E-07 | 267373.4 | 4047768.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017602 | 0 | 0.13899E-07 | 267366.1 | 4047768.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017603 | 0 | 0.13899E-07 | 267358.8 | 4047768.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017604 | 0 | 0.13899E-07 | 267351.4 | 4047768.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017605 | 0 | 0.13899E-07 | 267344.1 | 4047768.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017606 | 0 | 0.13899E-07 | 267336.8 | 4047768.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017607 | 0 | 0.13899E-07 | 267329.5 | 4047768.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017608 | 0 | 0.13899E-07 | 267322.2 | 4047768.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017609 | 0 | 0.13899E-07 | 267314.9 | 4047767.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017610 | 0 | 0.13899E-07 | 267307.6 | 4047767.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017611 | 0 | 0.13899E-07 | 267300.3 | 4047767.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017612 | 0 | 0.13899E-07 | 267293.0 | 4047767.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017613 | 0 | 0.13899E-07 | 267285.7 | 4047767.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017614 | 0 | 0.13899E-07 | 267278.4 | 4047767.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017615 | 0 | 0.13899E-07 | 267271.1 | 4047767.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017616 | 0 | 0.13899E-07 | 267263.8 | 4047767.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017617 | 0 | 0.13899E-07 | 267256.4 | 4047767.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0017618 | 0 | 0.13899E-07 | 267249.1 | 4047767.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017619 | 0 | 0.13899E-07 | 267241.8 | 4047767.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017620 | 0 | 0.13899E-07 | 267234.5 | 4047767.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017621 | 0 | 0.13899E-07 | 267227.2 | 4047767.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017622 | 0 | 0.13899E-07 | 267219.9 | 4047766.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017623 | 0 | 0.13899E-07 | 267212.6 | 4047766.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017624 | 0 | 0.13899E-07 | 267205.3 | 4047766.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017625 | 0 | 0.13899E-07 | 267198.0 | 4047766.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017626 | 0 | 0.13899E-07 | 267190.7 | 4047766.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017627 | 0 | 0.13899E-07 | 267183.4 | 4047766.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017628 | 0 | 0.13899E-07 | 267176.1 | 4047766.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017629 | 0 | 0.13899E-07 | 267168.8 | 4047766.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017630 | 0 | 0.13899E-07 | 267161.4 | 4047766.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017631 | 0 | 0.13899E-07 | 267154.1 | 4047766.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017632 | 0 | 0.13899E-07 | 267146.8 | 4047766.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017633 | 0 | 0.13899E-07 | 267139.5 | 4047766.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017634 | 0 | 0.13899E-07 | 267132.2 | 4047766.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017635 | 0 | 0.13899E-07 | 267124.9 | 4047766.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017636 | 0 | 0.13899E-07 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017637 | 0 | 0.13899E-07 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017638 | 0 | 0.13899E-07 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017639 | 0 | 0.13899E-07 | 267095.7 | 4047765.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017640 | 0 | 0.13899E-07 | 267088.4 | 4047765.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017641 | 0 | 0.13899E-07 | 267081.1 | 4047765.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017642 | 0 | 0.13899E-07 | 267073.8 | 4047765.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017643 | 0 | 0.13899E-07 | 267066.4 | 4047765.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017644 | 0 | 0.13899E-07 | 267059.1 | 4047765.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017645 | 0 | 0.13899E-07 | 267051.8 | 4047765.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017646 | 0 | 0.13899E-07 | 267044.5 | 4047765.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017647 | 0 | 0.13899E-07 | 267037.2 | 4047765.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017648 | 0 | 0.13899E-07 | 267029.9 | 4047765.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017649 | 0 | 0.13899E-07 | 267022.6 | 4047764.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017650 | 0 | 0.13899E-07 | 267015.3 | 4047764.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017651 | 0 | 0.13899E-07 | 267008.0 | 4047764.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017652 | 0 | 0.13899E-07 | 267000.7 | 4047764.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017653 | 0 | 0.13899E-07 | 266993.4 | 4047764.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017654 | 0 | 0.13899E-07 | 266986.1 | 4047764.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017655 | 0 | 0.13899E-07 | 266978.8 | 4047764.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017656 | 0 | 0.13899E-07 | 266971.4 | 4047764.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO |
| L0017657 | 0 | 0.13899E-07 | 266964.1 | 4047764.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017658 | 0 | 0.13899E-07 | 266956.8 | 4047764.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017659 | 0 | 0.13899E-07 | 266949.5 | 4047764.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017660 | 0 | 0.13899E-07 | 266942.2 | 4047764.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017661 | 0 | 0.13899E-07 | 266934.9 | 4047764.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017662 | 0 | 0.13899E-07 | 266927.6 | 4047763.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017663 | 0 | 0.13899E-07 | 266920.3 | 4047763.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017664 | 0 | 0.13899E-07 | 266913.0 | 4047763.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017665 | 0 | 0.13899E-07 | 266905.7 | 4047763.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017666 | 0 | 0.13899E-07 | 266898.4 | 4047763.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017667 | 0 | 0.13899E-07 | 266891.1 | 4047763.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017668 | 0 | 0.13899E-07 | 266883.8 | 4047763.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017669 | 0 | 0.13899E-07 | 266876.4 | 4047763.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017670 | 0 | 0.13899E-07 | 266869.1 | 4047763.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017671 | 0 | 0.13899E-07 | 266861.8 | 4047763.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017672 | 0 | 0.13899E-07 | 266854.5 | 4047763.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017673 | 0 | 0.13899E-07 | 266847.2 | 4047763.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017674 | 0 | 0.13899E-07 | 266839.9 | 4047763.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017675 | 0 | 0.13899E-07 | 266832.6 | 4047762.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017676 | 0 | 0.13899E-07 | 266825.3 | 4047762.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017677 | 0 | 0.13899E-07 | 266818.0 | 4047762.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017678 | 0 | 0.13899E-07 | 266810.7 | 4047762.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017679 | 0 | 0.13899E-07 | 266803.4 | 4047762.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017680 | 0 | 0.13899E-07 | 266796.1 | 4047762.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017681 | 0 | 0.13899E-07 | 266788.8 | 4047762.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017682 | 0 | 0.13899E-07 | 266781.4 | 4047762.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017683 | 0 | 0.13899E-07 | 266774.1 | 4047762.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017684 | 0 | 0.13899E-07 | 266766.8 | 4047762.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017685 | 0 | 0.13899E-07 | 266759.5 | 4047762.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017686 | 0 | 0.13899E-07 | 266752.2 | 4047762.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017687 | 0 | 0.13899E-07 | 266744.9 | 4047762.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017688 | 0 | 0.13899E-07 | 266737.6 | 4047761.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017689 | 0 | 0.13899E-07 | 266730.3 | 4047761.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017690 | 0 | 0.13899E-07 | 266723.0 | 4047761.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017691 | 0 | 0.13899E-07 | 266715.7 | 4047761.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017692 | 0 | 0.13899E-07 | 266708.4 | 4047761.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017693 | 0 | 0.13899E-07 | 266701.1 | 4047761.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017694 | 0 | 0.13899E-07 | 266693.8 | 4047761.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017695 | 0 | 0.13899E-07 | 266692.5 | 4047767.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017696 | 0 | 0.13899E-07 | 266692.8 | 4047774.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017697 | 0 | 0.13899E-07 | 266693.1 | 4047782.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017698 | 0 | 0.13899E-07 | 266693.3 | 4047789.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017699 | 0 | 0.13899E-07 | 266693.6 | 4047796.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017700 | 0 | 0.13899E-07 | 266693.8 | 4047803.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017701 | 0 | 0.13899E-07 | 266694.1 | 4047811.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017702 | 0 | 0.13899E-07 | 266694.3 | 4047818.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017703 | 0 | 0.13899E-07 | 266694.6 | 4047825.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017704 | 0 | 0.13899E-07 | 266694.8 | 4047833.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017705 | 0 | 0.13899E-07 | 266695.1 | 4047840.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017706 | 0 | 0.13899E-07 | 266695.3 | 4047847.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017707 | 0 | 0.13899E-07 | 266695.6 | 4047855.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017708 | 0 | 0.13899E-07 | 266695.8 | 4047862.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017709 | 0 | 0.13899E-07 | 266696.1 | 4047869.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017710 | 0 | 0.13899E-07 | 266696.4 | 4047876.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017711 | 0 | 0.13899E-07 | 266696.6 | 4047884.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017712 | 0 | 0.13899E-07 | 266696.9 | 4047891.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017713 | 0 | 0.13899E-07 | 266697.1 | 4047898.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017714 | 0 | 0.13899E-07 | 266700.8 | 4047902.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017715 | 0 | 0.13899E-07 | 266708.1 | 4047902.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017716 | 0 | 0.13899E-07 | 266715.4 | 4047902.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017717 | 0 | 0.13899E-07 | 266722.7 | 4047902.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017718 | 0 | 0.13899E-07 | 266730.0 | 4047902.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017719 | 0 | 0.13899E-07 | 266737.4 | 4047901.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017720 | 0 | 0.13899E-07 | 266744.7 | 4047901.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017721 | 0 | 0.13899E-07 | 266752.0 | 4047901.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017722 | 0 | 0.13899E-07 | 266759.3 | 4047901.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017723 | 0 | 0.13899E-07 | 266766.6 | 4047901.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017724 | 0 | 0.24195E-07 | 267637.7 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017725 | 0 | 0.24195E-07 | 267630.4 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017726 | 0 | 0.24195E-07 | 267623.1 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017727 | 0 | 0.24195E-07 | 267615.8 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017728 | 0 | 0.24195E-07 | 267608.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017729 | 0 | 0.24195E-07 | 267601.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017730 | 0 | 0.24195E-07 | 267593.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017731 | 0 | 0.24195E-07 | 267586.6 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017732 | 0 | 0.24195E-07 | 267579.3 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017733 | 0 | 0.24195E-07 | 267572.0 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017734 | 0 | 0.24195E-07 | 267564.7 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017735 | 0 | 0.24195E-07 | 267557.4 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017736 | 0 | 0.24195E-07 | 267550.1 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017737 | 0 | 0.24195E-07 | 267542.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017738 | 0 | 0.24195E-07 | 267535.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017739 | 0 | 0.24195E-07 | 267528.2 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017740 | 0 | 0.24195E-07 | 267520.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017741 | 0 | 0.24195E-07 | 267513.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017742 | 0 | 0.24195E-07 | 267506.4 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017743 | 0 | 0.24195E-07 | 267499.1 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017744 | 0 | 0.24195E-07 | 267491.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017745 | 0 | 0.24195E-07 | 267484.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017746 | 0 | 0.24195E-07 | 267477.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017747 | 0 | 0.24195E-07 | 267469.9 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017748 | 0 | 0.24195E-07 | 267462.6 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017749 | 0 | 0.24195E-07 | 267455.3 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017750 | 0 | 0.24195E-07 | 267448.0 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017751 | 0 | 0.24195E-07 | 267440.7 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017752 | 0 | 0.24195E-07 | 267433.4 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017753 | 0 | 0.24195E-07 | 267426.1 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017754 | 0 | 0.24195E-07 | 267418.8 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017755 | 0 | 0.24195E-07 | 267411.5 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017756 | 0 | 0.24195E-07 | 267404.2 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017757 | 0 | 0.24195E-07 | 267396.9 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017758 | 0 | 0.24195E-07 | 267389.6 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017759 | 0 | 0.24195E-07 | 267382.3 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017760 | 0 | 0.24195E-07 | 267375.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017761 | 0 | 0.24195E-07 | 267367.7 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017762 | 0 | 0.24195E-07 | 267360.4 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017763 | 0 | 0.24195E-07 | 267353.2 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017764 | 0 | 0.24195E-07 | 267345.9 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017765 | 0 | 0.24195E-07 | 267338.6 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017766 | 0 | 0.24195E-07 | 267331.3 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017767 | 0 | 0.24195E-07 | 267324.0 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017768 | 0 | 0.24195E-07 | 267316.7 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017769 | 0 | 0.24195E-07 | 267309.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017770 | 0 | 0.24195E-07 | 267302.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017771 | 0 | 0.24195E-07 | 267294.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017772 | 0 | 0.24195E-07 | 267287.5 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017773 | 0 | 0.24195E-07 | 267280.2 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017774 | 0 | 0.24195E-07 | 267272.9 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017775 | 0 | 0.24195E-07 | 267265.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017776 | 0 | 0.24195E-07 | 267258.3 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017777 | 0 | 0.24195E-07 | 267251.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017778 | 0 | 0.24195E-07 | 267243.7 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017779 | 0 | 0.24195E-07 | 267236.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017780 | 0 | 0.24195E-07 | 267229.1 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017781 | 0 | 0.24195E-07 | 267221.8 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017782 | 0 | 0.24195E-07 | 267214.5 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017783 | 0 | 0.24195E-07 | 267207.2 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017784 | 0 | 0.24195E-07 | 267200.0 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017785 | 0 | 0.24195E-07 | 267192.7 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017786 | 0 | 0.24195E-07 | 267185.4 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017787 | 0 | 0.24195E-07 | 267178.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017788 | 0 | 0.24195E-07 | 267170.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017789 | 0 | 0.24195E-07 | 267163.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017790 | 0 | 0.24195E-07 | 267156.2 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017791 | 0 | 0.24195E-07 | 267148.9 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017792 | 0 | 0.24195E-07 | 267141.6 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017793 | 0 | 0.24195E-07 | 267134.3 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017794 | 0 | 0.24195E-07 | 267127.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017795 | 0 | 0.24195E-07 | 267119.7 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017796 | 0 | 0.24195E-07 | 267112.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017797 | 0 | 0.24195E-07 | 267105.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017798 | 0 | 0.24195E-07 | 267097.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017799 | 0 | 0.24195E-07 | 267090.5 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017800 | 0 | 0.24195E-07 | 267083.2 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017801 | 0 | 0.24195E-07 | 267075.9 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017802 | 0 | 0.24195E-07 | 267068.6 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017803 | 0 | 0.24195E-07 | 267061.3 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017804 | 0 | 0.24195E-07 | 267054.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017805 | 0 | 0.24195E-07 | 267046.8 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017806 | 0 | 0.24195E-07 | 267039.5 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017807 | 0 | 0.24195E-07 | 267032.2 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017808 | 0 | 0.24195E-07 | 267024.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017809 | 0 | 0.24195E-07 | 267017.6 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017810 | 0 | 0.24195E-07 | 267010.3 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017811 | 0 | 0.24195E-07 | 267003.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017812 | 0 | 0.24195E-07 | 266995.7 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017813 | 0 | 0.24195E-07 | 266988.4 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017814 | 0 | 0.24195E-07 | 266981.1 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017815 | 0 | 0.24195E-07 | 266973.8 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017816 | 0 | 0.24195E-07 | 266966.5 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017817 | 0 | 0.24195E-07 | 266959.2 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017818 | 0 | 0.24195E-07 | 266951.9 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017819 | 0 | 0.24195E-07 | 266944.6 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017820 | 0 | 0.24195E-07 | 266937.3 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017821 | 0 | 0.24195E-07 | 266930.0 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017822 | 0 | 0.24195E-07 | 266922.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017823 | 0 | 0.24195E-07 | 266915.4 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017824 | 0 | 0.24195E-07 | 266908.1 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017825 | 0 | 0.24195E-07 | 266900.8 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017826 | 0 | 0.24195E-07 | 266893.5 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017827 | 0 | 0.24195E-07 | 266886.3 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017828 | 0 | 0.24195E-07 | 266879.0 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017829 | 0 | 0.24195E-07 | 266871.7 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017830 | 0 | 0.24195E-07 | 266864.4 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017831 | 0 | 0.24195E-07 | 266857.1 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017832 | 0 | 0.24195E-07 | 266849.8 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017833 | 0 | 0.24195E-07 | 266842.5 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017834 | 0 | 0.24195E-07 | 266835.2 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017835 | 0 | 0.24195E-07 | 266827.9 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017836 | 0 | 0.24195E-07 | 266820.6 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017837 | 0 | 0.24195E-07 | 266813.3 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017838 | 0 | 0.24195E-07 | 266806.0 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017839 | 0 | 0.24195E-07 | 266798.7 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017840 | 0 | 0.24195E-07 | 266791.4 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017841 | 0 | 0.24195E-07 | 266784.1 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017842 | 0 | 0.24195E-07 | 266776.8 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017843 | 0 | 0.24195E-07 | 266769.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017844 | 0 | 0.24195E-07 | 266762.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017845 | 0 | 0.24195E-07 | 266754.9 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017846 | 0 | 0.24195E-07 | 266747.6 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017847 | 0 | 0.24195E-07 | 266740.3 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017848 | 0 | 0.24195E-07 | 266733.1 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017849 | 0 | 0.24195E-07 | 266725.8 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017850 | 0 | 0.24195E-07 | 266718.5 | 4047761.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017851 | 0 | 0.24195E-07 | 266711.2 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017852 | 0 | 0.24195E-07 | 266703.9 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017853 | 0 | 0.24195E-07 | 266696.6 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017854 | 0 | 0.24195E-07 | 266691.1 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017855 | 0 | 0.24195E-07 | 266691.2 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017856 | 0 | 0.24195E-07 | 266691.3 | 4047777.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017857 | 0 | 0.24195E-07 | 266691.3 | 4047785.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017858 | 0 | 0.24195E-07 | 266691.4 | 4047792.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017859 | 0 | 0.24195E-07 | 266691.5 | 4047799.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017860 | 0 | 0.24195E-07 | 266691.6 | 4047807.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017861 | 0 | 0.24195E-07 | 266691.6 | 4047814.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017862 | 0 | 0.24195E-07 | 266691.7 | 4047821.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017863 | 0 | 0.24195E-07 | 266691.8 | 4047829.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017864 | 0 | 0.24195E-07 | 266691.9 | 4047836.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017865 | 0 | 0.24195E-07 | 266691.9 | 4047843.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017866 | 0 | 0.24195E-07 | 266692.0 | 4047850.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017867 | 0 | 0.24195E-07 | 266692.1 | 4047858.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017868 | 0 | 0.24195E-07 | 266692.1 | 4047865.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0017869 | 0 | 0.24195E-07 | 266692.2 | 4047872.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017870 | 0 | 0.24195E-07 | 266692.3 | 4047880.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017871 | 0 | 0.24195E-07 | 266692.4 | 4047887.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017872 | 0 | 0.24195E-07 | 266692.4 | 4047894.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017873 | 0 | 0.24195E-07 | 266692.5 | 4047901.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017874 | 0 | 0.24195E-07 | 266692.6 | 4047909.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017875 | 0 | 0.24195E-07 | 266692.6 | 4047916.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017876 | 0 | 0.24195E-07 | 266692.7 | 4047923.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017877 | 0 | 0.24195E-07 | 266692.8 | 4047931.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017878 | 0 | 0.24195E-07 | 266692.9 | 4047938.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017879 | 0 | 0.24195E-07 | 266692.9 | 4047945.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017880 | 0 | 0.24195E-07 | 266693.0 | 4047953.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017881 | 0 | 0.24195E-07 | 266693.1 | 4047960.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017882 | 0 | 0.24195E-07 | 266693.1 | 4047967.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017883 | 0 | 0.24195E-07 | 266693.2 | 4047974.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017884 | 0 | 0.24195E-07 | 266693.3 | 4047982.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017885 | 0 | 0.24195E-07 | 266693.4 | 4047989.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017886 | 0 | 0.24195E-07 | 266693.4 | 4047996.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017887 | 0 | 0.24195E-07 | 266693.5 | 4048004.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017888 | 0 | 0.24195E-07 | 266693.6 | 4048011.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017889 | 0 | 0.24195E-07 | 266693.7 | 4048018.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017890 | 0 | 0.24195E-07 | 266693.7 | 4048025.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017891 | 0 | 0.24195E-07 | 266693.8 | 4048033.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017892 | 0 | 0.24195E-07 | 266693.9 | 4048040.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017893 | 0 | 0.24195E-07 | 266693.9 | 4048047.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017894 | 0 | 0.24195E-07 | 266694.0 | 4048055.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017895 | 0 | 0.24195E-07 | 266694.1 | 4048062.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017896 | 0 | 0.24195E-07 | 266694.2 | 4048069.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0017897 | 0 | 0.24195E-07 | 266694.2 | 4048077.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0017898 | 0 | 0.24195E-07 | 266694.3 | 4048084.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017899 | 0 | 0.24195E-07 | 266694.4 | 4048091.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017900 | 0 | 0.24195E-07 | 266694.4 | 4048098.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017901 | 0 | 0.24195E-07 | 266694.5 | 4048106.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017902 | 0 | 0.24195E-07 | 266694.6 | 4048113.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017903 | 0 | 0.24195E-07 | 266694.7 | 4048120.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017904 | 0 | 0.24195E-07 | 266694.7 | 4048128.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017905 | 0 | 0.24195E-07 | 266695.7 | 4048134.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017906 | 0 | 0.24195E-07 | 266703.0 | 4048134.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017907 | 0 | 0.24195E-07 | 266710.3 | 4048134.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017908 | 0 | 0.24195E-07 | 266717.6 | 4048134.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017909 | 0 | 0.24195E-07 | 266724.9 | 4048134.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017910 | 0 | 0.24195E-07 | 266732.2 | 4048134.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017911 | 0 | 0.24195E-07 | 266739.5 | 4048134.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017912 | 0 | 0.24195E-07 | 266746.8 | 4048134.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017913 | 0 | 0.24195E-07 | 266754.1 | 4048134.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017914 | 0 | 0.24195E-07 | 266761.4 | 4048134.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017915 | 0 | 0.24195E-07 | 266768.7 | 4048135.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017916 | 0 | 0.24195E-07 | 266776.0 | 4048135.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017917 | 0 | 0.24195E-07 | 266783.3 | 4048135.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017918 | 0 | 0.24195E-07 | 266790.5 | 4048135.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017919 | 0 | 0.24195E-07 | 266797.8 | 4048135.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017920 | 0 | 0.24195E-07 | 266805.1 | 4048135.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017921 | 0 | 0.24195E-07 | 266812.4 | 4048135.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017922 | 0 | 0.24195E-07 | 266819.7 | 4048135.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017923 | 0 | 0.24195E-07 | 266827.0 | 4048135.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017924 | 0 | 0.24195E-07 | 266834.3 | 4048135.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017925 | 0 | 0.24195E-07 | 266841.6 | 4048135.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017926 | 0 | 0.24195E-07 | 266848.9 | 4048135.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017927 | 0 | 0.24195E-07 | 266856.2 | 4048135.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017928 | 0 | 0.24195E-07 | 266863.5 | 4048135.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017929 | 0 | 0.17580E-07 | 267636.3 | 4047774.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017930 | 0 | 0.17580E-07 | 267629.0 | 4047774.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017931 | 0 | 0.17580E-07 | 267621.7 | 4047774.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017932 | 0 | 0.17580E-07 | 267614.4 | 4047773.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017933 | 0 | 0.17580E-07 | 267607.1 | 4047773.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017934 | 0 | 0.17580E-07 | 267599.8 | 4047773.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017935 | 0 | 0.17580E-07 | 267592.5 | 4047773.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017936 | 0 | 0.17580E-07 | 267585.2 | 4047773.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017937 | 0 | 0.17580E-07 | 267578.0 | 4047773.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017938 | 0 | 0.17580E-07 | 267570.7 | 4047773.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017939 | 0 | 0.17580E-07 | 267563.4 | 4047773.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017940 | 0 | 0.17580E-07 | 267556.1 | 4047773.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017941 | 0 | 0.17580E-07 | 267548.8 | 4047772.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017942 | 0 | 0.17580E-07 | 267541.5 | 4047772.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017943 | 0 | 0.17580E-07 | 267534.2 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017944 | 0 | 0.17580E-07 | 267526.9 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017945 | 0 | 0.17580E-07 | 267519.6 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017946 | 0 | 0.17580E-07 | 267512.3 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017947 | 0 | 0.17580E-07 | 267505.0 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017948 | 0 | 0.17580E-07 | 267497.7 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017949 | 0 | 0.17580E-07 | 267490.4 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017950 | 0 | 0.17580E-07 | 267483.1 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017951 | 0 | 0.17580E-07 | 267475.8 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017952 | 0 | 0.17580E-07 | 267468.5 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017953 | 0 | 0.17580E-07 | 267461.2 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017954 | 0 | 0.17580E-07 | 267453.9 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017955 | 0 | 0.17580E-07 | 267446.6 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017956 | 0 | 0.17580E-07 | 267439.3 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017957 | 0 | 0.17580E-07 | 267432.0 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017958 | 0 | 0.17580E-07 | 267424.7 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017959 | 0 | 0.17580E-07 | 267417.4 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017960 | 0 | 0.17580E-07 | 267410.1 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017961 | 0 | 0.17580E-07 | 267402.8 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017962 | 0 | 0.17580E-07 | 267395.5 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017963 | 0 | 0.17580E-07 | 267388.2 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017964 | 0 | 0.17580E-07 | 267380.9 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017965 | 0 | 0.17580E-07 | 267373.6 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017966 | 0 | 0.17580E-07 | 267366.3 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017967 | 0 | 0.17580E-07 | 267359.0 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017968 | 0 | 0.17580E-07 | 267351.8 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017969 | 0 | 0.17580E-07 | 267344.5 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017970 | 0 | 0.17580E-07 | 267337.2 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017971 | 0 | 0.17580E-07 | 267329.9 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017972 | 0 | 0.17580E-07 | 267322.6 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017973 | 0 | 0.17580E-07 | 267315.3 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017974 | 0 | 0.17580E-07 | 267308.0 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017975 | 0 | 0.17580E-07 | 267300.7 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017976 | 0 | 0.17580E-07 | 267293.4 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017977 | 0 | 0.17580E-07 | 267286.1 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017978 | 0 | 0.17580E-07 | 267278.8 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017979 | 0 | 0.17580E-07 | 267271.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017980 | 0 | 0.17580E-07 | 267264.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017981 | 0 | 0.17580E-07 | 267256.9 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017982 | 0 | 0.17580E-07 | 267249.6 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017983 | 0 | 0.17580E-07 | 267242.3 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017984 | 0 | 0.17580E-07 | 267235.0 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017985 | 0 | 0.17580E-07 | 267227.7 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017986 | 0 | 0.17580E-07 | 267220.4 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017987 | 0 | 0.17580E-07 | 267213.1 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017988 | 0 | 0.17580E-07 | 267205.8 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017989 | 0 | 0.17580E-07 | 267198.5 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017990 | 0 | 0.17580E-07 | 267191.2 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017991 | 0 | 0.17580E-07 | 267183.9 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017992 | 0 | 0.17580E-07 | 267176.6 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017993 | 0 | 0.17580E-07 | 267169.3 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017994 | 0 | 0.17580E-07 | 267162.0 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017995 | 0 | 0.17580E-07 | 267154.7 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017996 | 0 | 0.17580E-07 | 267147.4 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017997 | 0 | 0.17580E-07 | 267140.1 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017998 | 0 | 0.17580E-07 | 267132.9 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017999 | 0 | 0.17580E-07 | 267125.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018000 | 0 | 0.17580E-07 | 267118.3 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018001 | 0 | 0.17580E-07 | 267111.0 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018002 | 0 | 0.17580E-07 | 267103.7 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018003 | 0 | 0.17580E-07 | 267096.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018004 | 0 | 0.17580E-07 | 267089.1 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018005 | 0 | 0.17580E-07 | 267081.8 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018006 | 0 | 0.17580E-07 | 267074.5 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018007 | 0 | 0.17580E-07 | 267067.2 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018008 | 0 | 0.17580E-07 | 267059.9 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018009 | 0 | 0.17580E-07 | 267052.6 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018010 | 0 | 0.17580E-07 | 267045.3 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018011 | 0 | 0.17580E-07 | 267038.0 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018012 | 0 | 0.17580E-07 | 267030.7 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018013 | 0 | 0.17580E-07 | 267023.4 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018014 | 0 | 0.17580E-07 | 267016.1 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018015 | 0 | 0.17580E-07 | 267008.8 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018016 | 0 | 0.17580E-07 | 267001.5 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018017 | 0 | 0.17580E-07 | 266994.2 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018018 | 0 | 0.17580E-07 | 266986.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018019 | 0 | 0.17580E-07 | 266979.6 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018020 | 0 | 0.17580E-07 | 266972.3 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018021 | 0 | 0.17580E-07 | 266965.0 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018022 | 0 | 0.17580E-07 | 266957.7 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018023 | 0 | 0.17580E-07 | 266950.4 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018024 | 0 | 0.17580E-07 | 266943.1 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018025 | 0 | 0.17580E-07 | 266935.8 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018026 | 0 | 0.17580E-07 | 266928.5 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018027 | 0 | 0.17580E-07 | 266921.2 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018028 | 0 | 0.17580E-07 | 266913.9 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018029 | 0 | 0.17580E-07 | 266906.7 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018030 | 0 | 0.17580E-07 | 266899.4 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018031 | 0 | 0.17580E-07 | 266892.1 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018032 | 0 | 0.17580E-07 | 266884.8 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018033 | 0 | 0.17580E-07 | 266877.5 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018034 | 0 | 0.17580E-07 | 266870.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018035 | 0 | 0.17580E-07 | 266862.9 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018036 | 0 | 0.17580E-07 | 266855.6 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018037 | 0 | 0.17580E-07 | 266848.3 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018038 | 0 | 0.17580E-07 | 266841.0 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018039 | 0 | 0.17580E-07 | 266833.7 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018040 | 0 | 0.17580E-07 | 266826.4 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018041 | 0 | 0.17580E-07 | 266819.1 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018042 | 0 | 0.17580E-07 | 266811.8 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018043 | 0 | 0.17580E-07 | 266804.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018044 | 0 | 0.17580E-07 | 266797.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018045 | 0 | 0.17580E-07 | 266789.9 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018046 | 0 | 0.17580E-07 | 266782.6 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018047 | 0 | 0.17580E-07 | 266775.3 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018048 | 0 | 0.17580E-07 | 266768.0 | 4047761.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018049 | 0 | 0.17580E-07 | 266760.7 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018050 | 0 | 0.17580E-07 | 266753.4 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018051 | 0 | 0.17580E-07 | 266746.1 | 4047761.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018052 | 0 | 0.17580E-07 | 266738.8 | 4047761.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018053 | 0 | 0.17580E-07 | 266731.5 | 4047761.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018054 | 0 | 0.17580E-07 | 266724.2 | 4047761.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018055 | 0 | 0.17580E-07 | 266716.9 | 4047761.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018056 | 0 | 0.17580E-07 | 266709.6 | 4047760.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018057 | 0 | 0.17580E-07 | 266702.3 | 4047760.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018058 | 0 | 0.17580E-07 | 266695.0 | 4047760.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018059 | 0 | 0.17580E-07 | 266692.4 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018060 | 0 | 0.17580E-07 | 266692.5 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018061 | 0 | 0.17580E-07 | 266692.6 | 4047779.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018062 | 0 | 0.17580E-07 | 266692.8 | 4047787.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018063 | 0 | 0.17580E-07 | 266692.9 | 4047794.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018064 | 0 | 0.17580E-07 | 266693.0 | 4047801.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018065 | 0 | 0.17580E-07 | 266693.1 | 4047809.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018066 | 0 | 0.17580E-07 | 266693.3 | 4047816.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018067 | 0 | 0.17580E-07 | 266693.4 | 4047823.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018068 | 0 | 0.17580E-07 | 266693.5 | 4047830.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018069 | 0 | 0.17580E-07 | 266693.7 | 4047838.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018070 | 0 | 0.17580E-07 | 266693.8 | 4047845.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018071 | 0 | 0.17580E-07 | 266693.9 | 4047852.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018072 | 0 | 0.17580E-07 | 266694.0 | 4047860.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018073 | 0 | 0.17580E-07 | 266694.2 | 4047867.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018074 | 0 | 0.17580E-07 | 266694.3 | 4047874.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018075 | 0 | 0.17580E-07 | 266694.4 | 4047881.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018076 | 0 | 0.17580E-07 | 266694.5 | 4047889.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018077 | 0 | 0.17580E-07 | 266694.7 | 4047896.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018078 | 0 | 0.17580E-07 | 266694.8 | 4047903.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018079 | 0 | 0.17580E-07 | 266694.9 | 4047911.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018080 | 0 | 0.17580E-07 | 266695.1 | 4047918.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018081 | 0 | 0.17580E-07 | 266695.2 | 4047925.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018082 | 0 | 0.17580E-07 | 266695.3 | 4047933.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018083 | 0 | 0.17580E-07 | 266695.4 | 4047940.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018084 | 0 | 0.17580E-07 | 266695.6 | 4047947.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018085 | 0 | 0.17580E-07 | 266695.7 | 4047954.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018086 | 0 | 0.17580E-07 | 266695.8 | 4047962.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018087 | 0 | 0.17580E-07 | 266695.9 | 4047969.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018088 | 0 | 0.17580E-07 | 266696.1 | 4047976.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018089 | 0 | 0.17580E-07 | 266696.2 | 4047984.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018090 | 0 | 0.17580E-07 | 266696.3 | 4047991.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018091 | 0 | 0.17580E-07 | 266696.4 | 4047998.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018092 | 0 | 0.17580E-07 | 266696.6 | 4048006.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018093 | 0 | 0.17580E-07 | 266696.7 | 4048013.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018094 | 0 | 0.17580E-07 | 266696.8 | 4048020.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018095 | 0 | 0.17580E-07 | 266697.0 | 4048027.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018096 | 0 | 0.17580E-07 | 266697.1 | 4048035.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018097 | 0 | 0.17580E-07 | 266697.2 | 4048042.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018098 | 0 | 0.17580E-07 | 266697.3 | 4048049.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018099 | 0 | 0.17580E-07 | 266697.5 | 4048057.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018100 | 0 | 0.17580E-07 | 266697.6 | 4048064.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018101 | 0 | 0.17580E-07 | 266697.7 | 4048071.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018102 | 0 | 0.17580E-07 | 266697.8 | 4048078.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018103 | 0 | 0.17580E-07 | 266698.0 | 4048086.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018104 | 0 | 0.17580E-07 | 266698.1 | 4048093.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018105 | 0 | 0.17580E-07 | 266698.2 | 4048100.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018106 | 0 | 0.17580E-07 | 266698.4 | 4048108.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018107 | 0 | 0.17580E-07 | 266698.5 | 4048115.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018108 | 0 | 0.17580E-07 | 266698.6 | 4048122.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018109 | 0 | 0.17580E-07 | 266698.7 | 4048130.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018110 | 0 | 0.17580E-07 | 266698.9 | 4048137.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018111 | 0 | 0.17580E-07 | 266699.0 | 4048144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018112 | 0 | 0.17580E-07 | 266699.1 | 4048151.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018113 | 0 | 0.17580E-07 | 266699.2 | 4048159.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018114 | 0 | 0.17580E-07 | 266699.4 | 4048166.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018115 | 0 | 0.17580E-07 | 266699.5 | 4048173.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018116 | 0 | 0.17580E-07 | 266699.6 | 4048181.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018117 | 0 | 0.17580E-07 | 266699.8 | 4048188.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018118 | 0 | 0.17580E-07 | 266699.9 | 4048195.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018119 | 0 | 0.17580E-07 | 266700.0 | 4048203.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018120 | 0 | 0.17580E-07 | 266700.1 | 4048210.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018121 | 0 | 0.17580E-07 | 266700.3 | 4048217.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018122 | 0 | 0.17580E-07 | 266700.4 | 4048224.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018123 | 0 | 0.17580E-07 | 266700.5 | 4048232.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018124 | 0 | 0.17580E-07 | 266700.6 | 4048239.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018125 | 0 | 0.17580E-07 | 266700.8 | 4048246.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018126 | 0 | 0.17580E-07 | 266705.6 | 4048251.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018127 | 0 | 0.17580E-07 | 266711.4 | 4048256.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018128 | 0 | 0.17580E-07 | 266717.1 | 4048260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018129 | 0 | 0.17580E-07 | 266722.9 | 4048265.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018130 | 0 | 0.17580E-07 | 266728.7 | 4048269.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018131 | 0 | 0.17580E-07 | 266734.5 | 4048274.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018132 | 0 | 0.17580E-07 | 266740.8 | 4048277.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018133 | 0 | 0.17580E-07 | 266748.1 | 4048277.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018134 | 0 | 0.17580E-07 | 266755.3 | 4048277.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018135 | 0 | 0.17580E-07 | 266762.6 | 4048278.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018136 | 0 | 0.17580E-07 | 266769.9 | 4048278.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018137 | 0 | 0.17580E-07 | 266777.2 | 4048279.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018138 | 0 | 0.17580E-07 | 266784.5 | 4048279.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018139 | 0 | 0.17580E-07 | 266791.8 | 4048279.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018140 | 0 | 0.17580E-07 | 266799.1 | 4048280.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018141 | 0 | 0.17580E-07 | 266806.3 | 4048280.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018142 | 0 | 0.17580E-07 | 266813.6 | 4048281.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018143 | 0 | 0.17580E-07 | 266820.9 | 4048281.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018144 | 0 | 0.17580E-07 | 266828.2 | 4048281.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018145 | 0 | 0.17580E-07 | 266835.5 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018146 | 0 | 0.17580E-07 | 266842.8 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018147 | 0 | 0.17580E-07 | 266850.1 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.38400E-08 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |
| LOT2 | 0 | 0.92600E-08 | 267198.0 | 4047680.2 | 101.0 | 0.91 | 28 | 0.00 | NO | |
| LOT3 | 0 | 0.36400E-08 | 266699.1 | 4048531.6 | 101.0 | 1.00 | 19 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0018148 , L0018149 , L0018150 , L0018151 , L0018152 , L0018153 , L0018154 , L0018155 , |
| | L0018156 , L0018157 , L0018158 , L0018159 , L0018160 , L0018161 , L0018162 , L0018163 , |
| | L0018164 , L0018165 , L0018166 , L0018167 , L0018168 , L0018169 , L0018170 , L0018171 , |
| | L0018172 , L0018173 , L0018174 , L0018175 , L0018176 , L0018177 , L0018178 , L0018179 , |
| | L0018180 , L0018181 , L0018182 , L0018183 , L0018184 , L0018185 , L0018186 , L0018187 , |
| | L0018188 , L0018189 , L0018190 , L0018191 , L0018192 , L0018193 , L0018194 , L0018195 , |
| | L0018196 , L0018197 , L0018198 , L0018199 , L0018200 , L0018201 , L0018202 , L0018203 , |
| | L0018204 , L0018205 , L0018206 , L0018207 , L0018208 , L0018209 , L0018210 , L0018211 , |
| | L0018212 , L0018213 , L0018214 , L0018215 , L0018216 , L0018217 , L0018218 , L0018219 , |
| | L0018220 , L0018221 , L0018222 , L0018223 , L0018224 , L0018225 , L0018226 , L0018227 , |
| | L0018228 , L0018229 , L0018230 , L0018231 , L0018232 , L0018233 , L0018234 , L0018235 , |
| | L0018236 , L0018237 , L0018238 , L0018239 , L0018240 , L0018241 , L0018242 , L0018243 , |
| | L0018244 , L0018245 , L0018246 , L0018247 , L0018248 , L0018249 , L0018250 , L0018251 , |
| | L0018252 , L0018253 , L0018254 , L0018255 , L0018256 , L0018257 , L0018258 , L0018259 , |
| | L0018260 , L0018261 , L0018262 , L0018263 , L0018264 , L0018265 , L0018266 , L0018267 , |
| | L0018268 , L0018269 , L0018270 , L0018271 , L0018272 , L0018273 , L0018274 , L0018275 , |
| | L0018276 , L0018277 , L0018278 , L0018279 , L0018280 , L0018281 , L0018282 , L0018283 , |
| | L0018284 , L0018285 , L0018286 , L0018287 , L0018288 , L0018289 , L0018290 , L0018291 , |
| | L0018292 , L0018293 , L0018294 , L0018295 , L0018296 , L0018297 , L0018298 , L0018299 , |
| | L0018300 , L0018301 , L0018302 , L0018303 , L0018304 , L0018305 , L0018306 , L0018307 , |

**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0018308 , L0018309 , L0018310 , L0018311 , L0018312 , L0018313 , L0018314 , L0018315 ,
L0018316 , L0018317 , L0018318 , L0018319 , L0018320 , L0018321 , L0018322 , L0018323 ,
L0018324 , L0018325 , L0018326 , L0018327 , L0018328 , L0018329 , L0018330 , L0018331 ,
L0018332 , L0018333 , L0018334 , L0018335 , L0018336 , L0018337 , L0018338 , L0018339 ,
L0018340 , L0018341 , L0018342 , L0018343 , L0018344 , L0018345 , L0018346 , L0018347 ,
L0018348 , L0018349 , L0018350 , L0018351 , L0018352 , L0018353 , L0018354 , L0018355 ,
L0018356 , L0018357 , L0018358 , L0018359 , L0018360 , L0018361 , L0018362 , L0018363 ,
L0018364 , L0018365 , L0018366 , L0018367 , L0018368 , L0018369 , L0018370 , L0018371 ,
L0018372 , L0018373 , L0018374 , L0018375 , L0018376 , L0018377 , L0018378 , L0018379 ,
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L0018388 , L0018389 , L0018390 , L0018391 , L0018392 , L0018393 , L0018394 , L0018395 ,
L0018396 , L0018397 , L0018398 , L0018399 , L0018400 , L0018401 , L0018402 , L0018403 ,
L0018404 , L0018405 , L0018406 , L0018407 , L0018408 , L0018409 , L0018410 , L0018411 ,
L0018412 , L0018413 , L0018414 , L0018415 , L0018416 , L0018417 , L0018418 , L0018419 ,
L0018420 , L0018421 , L0018422 , L0018423 , L0018424 , L0018425 , L0018426 , L0018427 ,
L0018428 , L0018429 , L0018430 , L0018431 , L0018432 , L0018433 , L0018434 , L0018435 ,
L0018436 , L0018437 , L0018438 , L0018439 , L0018440 , L0018441 , L0018442 , L0018443 ,
L0018444 , L0018445 , L0018446 , L0018447 , L0018448 , L0018449 , L0018450 , L0018451 ,
L0018452 , L0018453 , L0018454 , L0018455 , L0018456 , L0018457 , L0018458 , L0018459 ,
L0018460 , L0018461 , L0018462 , L0018463 , L0018464 , L0018465 , L0018466 , L0018467 ,



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0018468 , L0018469 , L0018470 , L0018471 , L0018472 , L0018473 , L0018474 , L0018475 ,
L0018476 , L0018477 , L0018478 , L0018479 , L0018480 , L0018481 , L0018482 , L0018483 ,
L0018484 , L0018485 , L0018486 , L0018487 , L0018488 , L0018489 , L0018490 , L0018491 ,
L0018492 , L0018493 , L0018494 , L0018495 , L0018496 , L0018497 , L0018498 , L0018499 ,
L0018500 , L0018501 , L0018502 , L0018503 , L0018504 , L0018505 , L0018506 , L0018507 ,
L0018508 , L0018509 , L0018510 , L0018511 , L0018512 , L0018513 , L0018514 , L0018515 ,
L0018516 , L0018517 , L0018518 , L0018519 , L0018520 , L0018521 , L0018522 , L0018523 ,
L0018524 , L0018525 , L0018526 , L0018527 , L0018528 , L0018529 , L0018530 , L0018531 ,
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L0018548 , L0018549 , L0018550 , L0018551 , L0018552 , L0018553 , L0018554 , L0018555 ,
L0018556 , L0018557 , L0018558 , L0018559 , L0018560 , L0018561 , L0018562 , L0018563 ,
L0018564 , L0018565 , L0018566 , L0018567 , L0018568 , L0018569 , L0018570 , L0018571 ,
L0018572 , L0018573 , L0018574 , L0018575 , L0018576 , L0018577 , L0018578 , L0018579 ,
L0018580 , L0018581 , L0018582 , L0018583 , L0018584 , L0018585 , L0018586 , L0018587 ,
L0018588 , L0018589 , L0018590 , L0018591 , L0018592 , L0018593 , L0018594 , L0018595 ,
L0018596 , L0018597 , L0018598 , L0018599 , L0018600 , L0018601 , L0018602 , L0018603 ,
L0018604 , L0018605 , L0018606 , L0018607 , L0018608 , L0018609 , L0018610 , L0018611 ,
L0018612 , L0018613 , L0018614 , L0018615 , L0018616 , L0018617 , L0018618 , L0018619 ,
L0018620 , L0018621 , L0018622 , L0018623 , L0018624 , L0018625 , L0018626 , L0018627 ,



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0018628 , L0018629 , L0018630 , L0018631 , L0018632 , L0018633 , L0018634 , L0018635 ,
STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,
STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 , L0018636 ,
L0018637 , L0018638 , L0018639 , L0018640 , L0018641 , L0018642 , L0018643 , L0018644 ,
L0018645 , L0018646 , L0018647 , L0018648 , L0018649 , L0018650 , L0018651 , L0018652 ,
L0018653 , L0018654 , L0018655 , L0018656 , L0018657 , L0018658 , L0018659 , L0018660 ,
L0018661 , L0018662 , L0018663 , L0018664 , L0018665 , L0018666 , L0018667 , L0018668 ,
L0018669 , L0018670 , L0018671 , L0018672 , L0018673 , L0018674 , L0018675 , L0018676 ,
L0018677 , L0018678 , L0018679 , L0018680 , L0018681 , L0018682 , L0018683 , L0018684 ,
L0018685 , L0018686 , L0018687 , L0018688 , L0018689 , L0018690 , L0018691 , L0018692 ,
L0018693 , L0018694 , L0018695 , L0018696 , L0018697 , L0018698 , L0018699 , L0018700 ,
L0018701 , L0018702 , L0018703 , L0018704 , L0018705 , L0018706 , L0018707 , L0018708 ,
L0018709 , L0018710 , L0018711 , L0018712 , L0018713 , L0018714 , L0018715 , L0018716 ,
L0018717 , L0018718 , L0018719 , L0018720 , L0018721 , L0018722 , L0018723 , L0018724 ,
L0018725 , L0018726 , L0018727 , L0018728 , L0018729 , L0018730 , L0018731 , L0018732 ,
L0018733 , L0018734 , L0018735 , L0018736 , L0018737 , L0018738 , L0018739 , L0018740 ,
L0018741 , L0018742 , L0018743 , L0018744 , L0018745 , L0018746 , L0018747 , L0018748 ,
L0018749 , L0018750 , L0018751 , L0018752 , L0018753 , L0018754 , L0018755 , L0018756 ,
L0018757 , L0018758 , L0018759 , L0018760 , L0018761 , L0018762 , L0018763 , L0018764 ,
L0018765 , L0018766 , L0018767 , L0018768 , L0018769 , L0018770 , L0018771 , L0018772 ,



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0018773 , L0018774 , L0018775 , L0018776 , L0018777 , L0018778 , L0018779 , L0018780 ,
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L0018789 , L0018790 , L0018791 , L0018792 , L0018793 , L0018794 , L0018795 , L0018796 ,
L0018797 , L0018798 , L0018799 , L0018800 , L0018801 , L0018802 , L0018803 , L0018804 ,
L0018805 , L0018806 , L0018807 , L0018808 , L0018809 , L0018810 , L0018811 , L0018812 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -42.4, | -29.3, | 2 | 9.1, | 289.6, | 297.5, | -53.7, | -5.9, |
| 3 | 9.1, | 291.8, | 321.4, | -63.3, | 17.7, | 4 | 9.1, | 285.1, | 335.4, | -71.1, | 40.8, |
| 5 | 9.1, | 269.8, | 339.3, | -76.7, | 62.6, | 6 | 9.1, | 246.3, | 332.9, | -79.9, | 82.6, |
| 7 | 9.1, | 229.5, | 316.3, | -80.7, | 92.9, | 8 | 9.1, | 227.5, | 290.2, | -79.1, | 89.5, |
| 9 | 9.1, | 223.8, | 259.1, | -77.7, | 82.1, | 10 | 9.1, | 264.7, | 278.6, | -110.0, | 90.0, |
| 11 | 9.1, | 297.5, | 289.6, | -138.9, | 95.1, | 12 | 9.1, | 321.4, | 291.8, | -163.6, | 97.3, |
| 13 | 9.1, | 335.4, | 285.1, | -183.4, | 96.6, | 14 | 9.1, | 339.3, | 269.8, | -197.5, | 93.0, |
| 15 | 9.1, | 332.9, | 246.3, | -205.7, | 86.5, | 16 | 9.1, | 316.3, | 229.5, | -207.6, | 77.4, |
| 17 | 9.1, | 290.2, | 227.5, | -203.2, | 66.0, | 18 | 9.1, | 259.1, | 223.8, | -194.0, | 51.8, |
| 19 | 9.1, | 278.6, | 264.7, | -222.3, | 29.3, | 20 | 9.1, | 289.6, | 297.5, | -243.9, | 5.9, |
| 21 | 9.1, | 291.8, | 321.4, | -258.0, | -17.7, | 22 | 9.1, | 285.1, | 335.4, | -264.4, | -40.8, |
| 23 | 9.1, | 269.8, | 339.3, | -262.6, | -62.6, | 24 | 9.1, | 246.3, | 332.9, | -253.0, | -82.6, |
| 25 | 9.1, | 229.5, | 316.3, | -235.6, | -92.9, | 26 | 9.1, | 227.5, | 290.2, | -211.0, | -89.5, |
| 27 | 9.1, | 223.8, | 259.1, | -181.4, | -82.1, | 28 | 9.1, | 264.7, | 278.6, | -168.6, | -90.0, |
| 29 | 9.1, | 297.5, | 289.6, | -150.7, | -95.1, | 30 | 9.1, | 321.4, | 291.8, | -128.2, | -97.3, |
| 31 | 9.1, | 335.4, | 285.1, | -101.8, | -96.6, | 32 | 9.1, | 339.3, | 269.8, | -72.3, | -93.0, |
| 33 | 9.1, | 332.9, | 246.3, | -40.6, | -86.5, | 34 | 9.1, | 316.3, | 229.5, | -21.9, | -77.4, |
| 35 | 9.1, | 290.2, | 227.5, | -24.3, | -66.0, | 36 | 9.1, | 259.1, | 223.8, | -29.8, | -51.8, |

SOURCE ID: STCKCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -110.8, | -36.5, | 2 | 9.1, | 289.6, | 297.5, | -119.8, | -24.8, |
| 3 | 9.1, | 291.8, | 321.4, | -125.2, | -12.4, | 4 | 9.1, | 285.1, | 335.4, | -126.7, | 0.4, |
| 5 | 9.1, | 269.8, | 339.3, | -124.5, | 13.2, | 6 | 9.1, | 246.3, | 332.9, | -118.4, | 25.6, |
| 7 | 9.1, | 229.5, | 316.3, | -108.7, | 30.0, | 8 | 9.1, | 227.5, | 290.2, | -95.8, | 22.8, |
| 9 | 9.1, | 223.8, | 259.1, | -82.5, | 13.5, | 10 | 9.1, | 264.7, | 278.6, | -102.8, | 21.6, |
| 11 | 9.1, | 297.5, | 289.6, | -120.0, | 29.0, | 12 | 9.1, | 321.4, | 291.8, | -133.5, | 35.5, |
| 13 | 9.1, | 335.4, | 285.1, | -143.0, | 41.0, | 14 | 9.1, | 339.3, | 269.8, | -148.1, | 45.2, |
| 15 | 9.1, | 332.9, | 246.3, | -148.7, | 48.0, | 16 | 9.1, | 316.3, | 229.5, | -144.8, | 49.4, |
| 17 | 9.1, | 290.2, | 227.5, | -136.5, | 49.3, | 18 | 9.1, | 259.1, | 223.8, | -125.4, | 47.0, |
| 19 | 9.1, | 278.6, | 264.7, | -153.9, | 36.5, | 20 | 9.1, | 289.6, | 297.5, | -177.8, | 24.8, |
| 21 | 9.1, | 291.8, | 321.4, | -196.2, | 12.4, | 22 | 9.1, | 285.1, | 335.4, | -208.7, | -0.4, |
| 23 | 9.1, | 269.8, | 339.3, | -214.8, | -13.2, | 24 | 9.1, | 246.3, | 332.9, | -214.5, | -25.6, |
| 25 | 9.1, | 229.5, | 316.3, | -207.6, | -30.0, | 26 | 9.1, | 227.5, | 290.2, | -194.4, | -22.8, |
| 27 | 9.1, | 223.8, | 259.1, | -176.6, | -13.5, | 28 | 9.1, | 264.7, | 278.6, | -175.8, | -21.6, |
| 29 | 9.1, | 297.5, | 289.6, | -169.6, | -29.0, | 30 | 9.1, | 321.4, | 291.8, | -158.3, | -35.5, |
| 31 | 9.1, | 335.4, | 285.1, | -142.2, | -41.0, | 32 | 9.1, | 339.3, | 269.8, | -121.7, | -45.2, |
| 33 | 9.1, | 332.9, | 246.3, | -97.6, | -48.0, | 34 | 9.1, | 316.3, | 229.5, | -84.7, | -49.4, |
| 35 | 9.1, | 290.2, | 227.5, | -91.0, | -49.3, | 36 | 9.1, | 259.1, | 223.8, | -98.4, | -47.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKCC3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -163.1, | -41.6, | 2 | 9.1, | 289.6, | 297.5, | -170.4, | -39.0, |
| 3 | 9.1, | 291.8, | 321.4, | -172.6, | -35.2, | 4 | 9.1, | 285.1, | 335.4, | -169.5, | -30.2, |
| 5 | 9.1, | 269.8, | 339.3, | -161.2, | -24.4, | 6 | 9.1, | 246.3, | 332.9, | -148.1, | -17.9, |
| 7 | 9.1, | 229.5, | 316.3, | -130.4, | -17.9, | 8 | 9.1, | 227.5, | 290.2, | -108.8, | -28.2, |
| 9 | 9.1, | 223.8, | 259.1, | -86.5, | -38.9, | 10 | 9.1, | 264.7, | 278.6, | -97.6, | -30.8, |
| 11 | 9.1, | 297.5, | 289.6, | -105.8, | -21.7, | 12 | 9.1, | 321.4, | 291.8, | -110.7, | -11.9, |
| 13 | 9.1, | 335.4, | 285.1, | -112.3, | -1.8, | 14 | 9.1, | 339.3, | 269.8, | -110.5, | 8.4, |
| 15 | 9.1, | 332.9, | 246.3, | -105.3, | 18.4, | 16 | 9.1, | 316.3, | 229.5, | -96.9, | 27.7, |
| 17 | 9.1, | 290.2, | 227.5, | -85.5, | 36.3, | 18 | 9.1, | 259.1, | 223.8, | -72.9, | 43.0, |
| 19 | 9.1, | 278.6, | 264.7, | -101.6, | 41.6, | 20 | 9.1, | 289.6, | 297.5, | -127.1, | 39.0, |
| 21 | 9.1, | 291.8, | 321.4, | -148.8, | 35.2, | 22 | 9.1, | 285.1, | 335.4, | -166.0, | 30.2, |
| 23 | 9.1, | 269.8, | 339.3, | -178.1, | 24.4, | 24 | 9.1, | 246.3, | 332.9, | -184.8, | 17.9, |
| 25 | 9.1, | 229.5, | 316.3, | -185.9, | 17.9, | 26 | 9.1, | 227.5, | 290.2, | -181.3, | 28.2, |
| 27 | 9.1, | 223.8, | 259.1, | -172.6, | 38.9, | 28 | 9.1, | 264.7, | 278.6, | -180.9, | 30.8, |
| 29 | 9.1, | 297.5, | 289.6, | -183.8, | 21.7, | 30 | 9.1, | 321.4, | 291.8, | -181.1, | 11.9, |
| 31 | 9.1, | 335.4, | 285.1, | -172.8, | 1.8, | 32 | 9.1, | 339.3, | 269.8, | -159.3, | -8.4, |
| 33 | 9.1, | 332.9, | 246.3, | -141.0, | -18.4, | 34 | 9.1, | 316.3, | 229.5, | -132.6, | -27.7, |
| 35 | 9.1, | 290.2, | 227.5, | -141.9, | -36.3, | 36 | 9.1, | 259.1, | 223.8, | -150.8, | -43.0, |

SOURCE ID: STCKCC4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -176.6, | 49.5, | 2 | 9.1, | 289.6, | 297.5, | -199.5, | 48.5, |
| 3 | 9.1, | 291.8, | 321.4, | -216.4, | 45.9, | 4 | 9.1, | 285.1, | 335.4, | -226.7, | 42.0, |
| 5 | 9.1, | 269.8, | 339.3, | -230.1, | 36.8, | 6 | 9.1, | 246.3, | 332.9, | -226.6, | 30.5, |
| 7 | 9.1, | 229.5, | 316.3, | -216.1, | 16.1, | 8 | 9.1, | 227.5, | 290.2, | -199.1, | -9.6, |
| 9 | 9.1, | 223.8, | 259.1, | -178.7, | -36.3, | 10 | 9.1, | 264.7, | 278.6, | -188.8, | -44.2, |
| 11 | 9.1, | 297.5, | 289.6, | -193.3, | -50.7, | 12 | 9.1, | 321.4, | 291.8, | -191.8, | -55.7, |
| 13 | 9.1, | 335.4, | 285.1, | -184.6, | -59.0, | 14 | 9.1, | 339.3, | 269.8, | -171.7, | -60.5, |
| 15 | 9.1, | 332.9, | 246.3, | -153.6, | -60.1, | 16 | 9.1, | 316.3, | 229.5, | -130.9, | -58.0, |
| 17 | 9.1, | 290.2, | 227.5, | -104.1, | -54.0, | 18 | 9.1, | 259.1, | 223.8, | -75.5, | -49.1, |
| 19 | 9.1, | 278.6, | 264.7, | -88.1, | -49.5, | 20 | 9.1, | 289.6, | 297.5, | -98.0, | -48.5, |
| 21 | 9.1, | 291.8, | 321.4, | -105.0, | -45.9, | 22 | 9.1, | 285.1, | 335.4, | -108.7, | -42.0, |
| 23 | 9.1, | 269.8, | 339.3, | -109.2, | -36.8, | 24 | 9.1, | 246.3, | 332.9, | -106.3, | -30.5, |
| 25 | 9.1, | 229.5, | 316.3, | -100.2, | -16.1, | 26 | 9.1, | 227.5, | 290.2, | -91.0, | 9.6, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 | 9.1, | 223.8, | 259.1, | -80.4, | 36.3, | 28 | 9.1, | 264.7, | 278.6, | -89.7, | 44.2, |
| 29 | 9.1, | 297.5, | 289.6, | -96.3, | 50.7, | 30 | 9.1, | 321.4, | 291.8, | -99.9, | 55.7, |
| 31 | 9.1, | 335.4, | 285.1, | -100.5, | 59.0, | 32 | 9.1, | 339.3, | 269.8, | -98.1, | 60.5, |
| 33 | 9.1, | 332.9, | 246.3, | -92.7, | 60.1, | 34 | 9.1, | 316.3, | 229.5, | -98.7, | 58.0, |
| 35 | 9.1, | 290.2, | 227.5, | -123.4, | 54.0, | 36 | 9.1, | 259.1, | 223.8, | -148.2, | 49.1, |

SOURCE ID: STCKCC5

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -124.8, | 63.1, | 2 | 9.1, | 289.6, | 297.5, | -150.9, | 70.8, |
| 3 | 9.1, | 291.8, | 321.4, | -172.4, | 76.3, | 4 | 9.1, | 285.1, | 335.4, | -188.7, | 79.6, |
| 5 | 9.1, | 269.8, | 339.3, | -199.2, | 80.4, | 6 | 9.1, | 246.3, | 332.9, | -203.7, | 78.8, |
| 7 | 9.1, | 229.5, | 316.3, | -202.0, | 67.6, | 8 | 9.1, | 227.5, | 290.2, | -194.1, | 43.6, |
| 9 | 9.1, | 223.8, | 259.1, | -183.0, | 16.9, | 10 | 9.1, | 264.7, | 278.6, | -202.4, | 7.5, |
| 11 | 9.1, | 297.5, | 289.6, | -215.6, | -2.2, | 12 | 9.1, | 321.4, | 291.8, | -222.2, | -11.8, |
| 13 | 9.1, | 335.4, | 285.1, | -222.1, | -21.0, | 14 | 9.1, | 339.3, | 269.8, | -215.3, | -29.6, |
| 15 | 9.1, | 332.9, | 246.3, | -201.9, | -37.3, | 16 | 9.1, | 316.3, | 229.5, | -182.4, | -43.8, |
| 17 | 9.1, | 290.2, | 227.5, | -157.3, | -49.0, | 18 | 9.1, | 259.1, | 223.8, | -128.8, | -53.4, |
| 19 | 9.1, | 278.6, | 264.7, | -139.8, | -63.1, | 20 | 9.1, | 289.6, | 297.5, | -146.6, | -70.8, |
| 21 | 9.1, | 291.8, | 321.4, | -148.9, | -76.3, | 22 | 9.1, | 285.1, | 335.4, | -146.7, | -79.6, |
| 23 | 9.1, | 269.8, | 339.3, | -140.1, | -80.4, | 24 | 9.1, | 246.3, | 332.9, | -129.2, | -78.8, |
| 25 | 9.1, | 229.5, | 316.3, | -114.3, | -67.6, | 26 | 9.1, | 227.5, | 290.2, | -96.0, | -43.6, |
| 27 | 9.1, | 223.8, | 259.1, | -76.1, | -16.9, | 28 | 9.1, | 264.7, | 278.6, | -76.2, | -7.5, |
| 29 | 9.1, | 297.5, | 289.6, | -74.0, | 2.2, | 30 | 9.1, | 321.4, | 291.8, | -69.6, | 11.8, |
| 31 | 9.1, | 335.4, | 285.1, | -63.0, | 21.0, | 32 | 9.1, | 339.3, | 269.8, | -54.5, | 29.6, |
| 33 | 9.1, | 332.9, | 246.3, | -44.4, | 37.3, | 34 | 9.1, | 316.3, | 229.5, | -47.1, | 43.8, |
| 35 | 9.1, | 290.2, | 227.5, | -70.2, | 49.0, | 36 | 9.1, | 259.1, | 223.8, | -95.0, | 53.4, |

SOURCE ID: STCKPP1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 38.6, | 36.5, | -10.2, | 14.0, | 2 | 9.1, | 38.5, | 33.6, | -11.4, | 15.2, |
| 3 | 9.1, | 37.1, | 29.8, | -12.2, | 15.9, | 4 | 9.1, | 34.7, | 25.1, | -12.6, | 16.1, |
| 5 | 9.1, | 33.4, | 23.0, | -14.3, | 15.8, | 6 | 9.1, | 36.3, | 28.0, | -19.6, | 15.1, |
| 7 | 9.1, | 38.1, | 32.2, | -24.2, | 13.9, | 8 | 9.1, | 38.7, | 35.5, | -28.1, | 12.3, |
| 9 | 9.1, | 38.2, | 37.6, | -31.2, | 10.3, | 10 | 9.1, | 36.5, | 38.6, | -33.3, | 8.0, |
| 11 | 9.1, | 33.6, | 38.5, | -34.4, | 5.5, | 12 | 9.1, | 29.8, | 37.1, | -34.4, | 2.7, |
| 13 | 9.1, | 25.1, | 34.7, | -33.4, | -0.1, | 14 | 9.1, | 23.0, | 33.4, | -32.5, | -2.9, |
| 15 | 9.1, | 28.0, | 36.3, | -33.2, | -5.6, | 16 | 9.1, | 32.2, | 38.1, | -32.9, | -8.1, |
| 17 | 9.1, | 35.5, | 38.7, | -31.6, | -10.4, | 18 | 9.1, | 37.6, | 38.2, | -29.4, | -12.4, |
| 19 | 9.1, | 38.6, | 36.5, | -26.2, | -14.0, | 20 | 9.1, | 38.5, | 33.6, | -22.3, | -15.2, |
| 21 | 9.1, | 37.1, | 29.8, | -17.6, | -15.9, | 22 | 9.1, | 34.7, | 25.1, | -12.5, | -16.1, |
| 23 | 9.1, | 33.4, | 23.0, | -8.6, | -15.8, | 24 | 9.1, | 36.3, | 28.0, | -8.5, | -15.1, |
| 25 | 9.1, | 38.1, | 32.2, | -8.0, | -13.9, | 26 | 9.1, | 38.7, | 35.5, | -7.3, | -12.3, |
| 27 | 9.1, | 38.2, | 37.6, | -6.4, | -10.3, | 28 | 9.1, | 36.5, | 38.6, | -5.3, | -8.0, |
| 29 | 9.1, | 33.6, | 38.5, | -4.1, | -5.5, | 30 | 9.1, | 29.8, | 37.1, | -2.7, | -2.7, |
| 31 | 9.1, | 25.1, | 34.7, | -1.2, | 0.1, | 32 | 9.1, | 23.0, | 33.4, | -0.9, | 2.9, |
| 33 | 9.1, | 28.0, | 36.3, | -3.0, | 5.6, | 34 | 9.1, | 32.2, | 38.1, | -5.1, | 8.1, |
| 35 | 9.1, | 35.5, | 38.7, | -7.1, | 10.4, | 36 | 9.1, | 37.6, | 38.2, | -8.8, | 12.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKPP2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 39.9, | 36.1, | -35.6, | 14.8, | 2 | 9.1, | 41.8, | 31.6, | -35.7, | 11.5, |
| 3 | 9.1, | 42.5, | 26.2, | -34.7, | 7.8, | 4 | 9.1, | 41.8, | 20.0, | -32.6, | 4.0, |
| 5 | 9.1, | 40.4, | 14.6, | -30.3, | 0.0, | 6 | 9.1, | 42.0, | 21.3, | -33.3, | -4.0, |
| 7 | 9.1, | 42.4, | 27.4, | -35.3, | -7.9, | 8 | 9.1, | 41.6, | 32.6, | -36.2, | -11.5, |
| 9 | 9.1, | 39.4, | 36.8, | -36.0, | -14.8, | 10 | 9.1, | 36.1, | 39.9, | -34.7, | -17.6, |
| 11 | 9.1, | 31.6, | 41.8, | -32.4, | -19.9, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 9.1, | 32.6, | 41.6, | -9.3, | -19.9, | 18 | 9.1, | 36.8, | 39.4, | -4.9, | -17.6, |
| 19 | 9.1, | 39.9, | 36.1, | -0.4, | -14.8, | 20 | 9.1, | 41.8, | 31.6, | 4.1, | -11.5, |
| 21 | 9.1, | 42.5, | 26.2, | 8.5, | -7.8, | 22 | 9.1, | 41.8, | 20.0, | 12.6, | -4.0, |
| 23 | 9.1, | 40.4, | 14.6, | 15.7, | 0.0, | 24 | 9.1, | 42.0, | 21.3, | 12.0, | 4.0, |
| 25 | 10.7, | 30.4, | 31.5, | -65.1, | 18.4, | 26 | 10.7, | 31.4, | 31.5, | -67.6, | 9.5, |
| 27 | 10.7, | 31.6, | 30.7, | -68.0, | 0.4, | 28 | 10.7, | 30.7, | 28.8, | -66.4, | -8.8, |
| 29 | 10.7, | 29.0, | 26.1, | -62.7, | -17.7, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 9.1, | 32.6, | 41.6, | -32.3, | 19.9, | 36 | 9.1, | 36.8, | 39.4, | -34.5, | 17.6, |

SOURCE ID: STCKPP3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 7 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 9.1, | 36.8, | 39.4, | -65.1, | 20.0, |
| 19 | 9.1, | 39.9, | 36.1, | -66.2, | 11.8, | 20 | 9.1, | 41.8, | 31.6, | -65.3, | 3.3, |
| 21 | 9.1, | 42.5, | 26.2, | -62.4, | -5.4, | 22 | 9.1, | 41.8, | 20.0, | -57.6, | -13.8, |
| 23 | 9.1, | 40.4, | 14.6, | -51.8, | -21.9, | 24 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 25 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 26 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKPP4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 28.8, | 30.7, | 5.3, | -4.1, | 2 | 10.7, | 26.1, | 29.0, | 6.6, | -0.4, |
| 3 | 10.7, | 22.6, | 26.3, | 7.7, | 3.3, | 4 | 10.7, | 21.8, | 25.7, | 7.1, | 6.8, |
| 5 | 10.7, | 25.5, | 28.5, | 4.2, | 10.2, | 6 | 10.7, | 28.4, | 30.4, | 1.2, | 13.2, |
| 7 | 10.7, | 30.4, | 31.5, | -1.9, | 15.9, | 8 | 10.7, | 31.4, | 31.5, | -4.9, | 18.1, |
| 9 | 10.7, | 31.6, | 30.7, | -7.7, | 19.7, | 10 | 9.1, | 36.1, | 39.9, | -82.6, | -5.7, |
| 11 | 9.1, | 31.6, | 41.8, | -81.7, | -16.5, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 28.5, | 25.5, | -22.9, | 18.5, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 10.7, | 30.4, | 28.4, | -27.4, | 16.4, | 16 | 10.7, | 31.5, | 30.4, | -31.1, | 13.9, |
| 17 | 10.7, | 31.5, | 31.4, | -33.8, | 10.9, | 18 | 10.7, | 30.7, | 31.6, | -35.5, | 7.6, |
| 19 | 10.7, | 28.8, | 30.7, | -36.1, | 4.1, | 20 | 10.7, | 26.1, | 29.0, | -35.6, | 0.4, |
| 21 | 10.7, | 22.6, | 26.3, | -34.0, | -3.3, | 22 | 10.7, | 21.8, | 25.7, | -32.8, | -6.8, |
| 23 | 10.7, | 25.5, | 28.5, | -32.7, | -10.2, | 24 | 10.7, | 28.4, | 30.4, | -31.6, | -13.2, |
| 25 | 10.7, | 30.4, | 31.5, | -29.6, | -15.9, | 26 | 10.7, | 31.4, | 31.5, | -26.7, | -18.1, |
| 27 | 10.7, | 31.6, | 30.7, | -22.9, | -19.7, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 28.5, | 25.5, | -2.5, | -18.5, |
| 33 | 10.7, | 30.4, | 28.4, | -0.9, | -16.4, | 34 | 10.7, | 31.5, | 30.4, | 0.7, | -13.9, |
| 35 | 10.7, | 31.5, | 31.4, | 2.3, | -10.9, | 36 | 10.7, | 30.7, | 31.6, | 3.9, | -7.6, |

SOURCE ID: STCKHOT1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 88.9, | 60.3, | -6.0, | 0.9, | 2 | 12.2, | 85.0, | 62.0, | -8.9, | 3.3, |
| 3 | 12.2, | 78.6, | 61.9, | -11.5, | 5.7, | 4 | 12.2, | 69.7, | 62.7, | -16.5, | 7.9, |
| 5 | 12.2, | 62.2, | 68.3, | -23.7, | 8.2, | 6 | 12.2, | 61.4, | 77.5, | -30.2, | 12.0, |
| 7 | 12.2, | 61.7, | 84.3, | -35.7, | 17.1, | 8 | 12.2, | 60.1, | 88.5, | -40.2, | 21.6, |
| 9 | 12.2, | 56.7, | 90.1, | -43.4, | 25.4, | 10 | 12.2, | 60.3, | 88.9, | -45.3, | 24.2, |
| 11 | 12.2, | 62.0, | 85.0, | -45.9, | 22.2, | 12 | 12.2, | 61.9, | 78.6, | -45.0, | 19.5, |
| 13 | 12.2, | 62.7, | 69.7, | -42.8, | 14.8, | 14 | 12.2, | 68.3, | 62.2, | -39.3, | 10.4, |
| 15 | 12.2, | 77.5, | 61.4, | -42.7, | 8.6, | 16 | 12.2, | 84.3, | 61.7, | -47.9, | 6.4, |
| 17 | 12.2, | 88.5, | 60.1, | -51.6, | 4.1, | 18 | 12.2, | 90.1, | 56.7, | -53.8, | 1.6, |
| 19 | 12.2, | 88.9, | 60.3, | -54.3, | -0.9, | 20 | 12.2, | 85.0, | 62.0, | -53.2, | -3.3, |
| 21 | 12.2, | 78.6, | 61.9, | -50.4, | -5.7, | 22 | 12.2, | 69.7, | 62.7, | -46.2, | -7.9, |
| 23 | 12.2, | 62.2, | 68.3, | -44.6, | -8.2, | 24 | 12.2, | 61.4, | 77.5, | -47.3, | -12.0, |
| 25 | 12.2, | 61.7, | 84.3, | -48.6, | -17.1, | 26 | 12.2, | 60.1, | 88.5, | -48.4, | -21.6, |
| 27 | 12.2, | 56.7, | 90.1, | -46.7, | -25.4, | 28 | 12.2, | 60.3, | 88.9, | -43.6, | -24.2, |
| 29 | 12.2, | 62.0, | 85.0, | -39.2, | -22.2, | 30 | 12.2, | 61.9, | 78.6, | -33.6, | -19.5, |
| 31 | 12.2, | 62.7, | 69.7, | -26.9, | -14.8, | 32 | 12.2, | 68.3, | 62.2, | -23.0, | -10.4, |
| 33 | 12.2, | 77.5, | 61.4, | -18.7, | -8.6, | 34 | 12.2, | 79.6, | 54.4, | -104.8, | -9.6, |
| 35 | 12.2, | 77.7, | 43.4, | -96.5, | -22.9, | 36 | 12.2, | 73.4, | 31.1, | -85.2, | -35.6, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKHOT2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 77.7, | 43.4, | -41.7, | 1.1, | 2 | 12.2, | 79.6, | 54.4, | -47.1, | -2.4, |
| 3 | 12.2, | 79.1, | 63.7, | -51.0, | -5.8, | 4 | 12.2, | 76.2, | 71.0, | -53.4, | -9.1, |
| 5 | 12.2, | 71.0, | 76.2, | -54.2, | -12.1, | 6 | 12.2, | 63.7, | 79.1, | -53.3, | -14.7, |
| 7 | 12.2, | 54.4, | 79.6, | -50.8, | -16.8, | 8 | 12.2, | 43.4, | 77.7, | -46.7, | -18.4, |
| 9 | 12.2, | 31.1, | 73.4, | -41.2, | -19.5, | 10 | 12.2, | 43.4, | 77.7, | -39.9, | -20.0, |
| 11 | 12.2, | 54.4, | 79.6, | -37.4, | -19.9, | 12 | 12.2, | 63.7, | 79.1, | -33.7, | -19.2, |
| 13 | 12.2, | 62.7, | 69.7, | -105.8, | 27.5, | 14 | 12.2, | 68.3, | 62.2, | -103.5, | 12.0, |
| 15 | 12.2, | 77.5, | 61.4, | -106.2, | -1.1, | 16 | 12.2, | 79.6, | 54.4, | -10.4, | -11.0, |
| 17 | 12.2, | 77.7, | 43.4, | -3.2, | -7.9, | 18 | 12.2, | 73.4, | 31.1, | 4.0, | -4.5, |
| 19 | 12.2, | 77.7, | 43.4, | -1.7, | -1.1, | 20 | 12.2, | 79.6, | 54.4, | -7.3, | 2.4, |
| 21 | 12.2, | 79.1, | 63.7, | -12.6, | 5.8, | 22 | 12.2, | 76.2, | 71.0, | -17.6, | 9.1, |
| 23 | 12.2, | 71.0, | 76.2, | -22.1, | 12.1, | 24 | 12.2, | 63.7, | 79.1, | -25.9, | 14.7, |
| 25 | 12.2, | 54.4, | 79.6, | -28.9, | 16.8, | 26 | 12.2, | 43.4, | 77.7, | -31.0, | 18.4, |
| 27 | 12.2, | 31.1, | 73.4, | -32.2, | 19.5, | 28 | 12.2, | 43.4, | 77.7, | -37.8, | 20.0, |
| 29 | 12.2, | 54.4, | 79.6, | -42.2, | 19.9, | 30 | 12.2, | 63.7, | 79.1, | -45.4, | 19.2, |
| 31 | 12.2, | 71.0, | 76.2, | -47.2, | 17.9, | 32 | 12.2, | 76.2, | 71.0, | -47.6, | 16.0, |
| 33 | 12.2, | 79.1, | 63.7, | -46.5, | 13.7, | 34 | 12.2, | 79.6, | 54.4, | -44.0, | 11.0, |
| 35 | 12.2, | 77.7, | 43.4, | -40.2, | 7.9, | 36 | 12.2, | 73.4, | 31.1, | -35.1, | 4.5, |

SOURCE ID: STCKAAA1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 103.8, | 72.0, | 0.1, | -3.3, | 2 | 10.7, | 109.0, | 85.5, | -6.6, | 3.0, |
| 3 | 10.7, | 110.9, | 96.5, | -13.2, | 9.3, | 4 | 10.7, | 109.3, | 104.5, | -19.3, | 15.2, |
| 5 | 10.7, | 104.5, | 109.3, | -24.9, | 20.7, | 6 | 10.7, | 96.5, | 110.9, | -29.7, | 25.6, |
| 7 | 10.7, | 85.5, | 109.0, | -33.6, | 29.7, | 8 | 10.7, | 72.0, | 103.8, | -36.5, | 32.8, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 72.0, | 103.8, | -48.6, | 36.1, |
| 11 | 10.7, | 85.5, | 109.0, | -57.5, | 36.2, | 12 | 10.7, | 96.5, | 110.9, | -64.7, | 35.1, |
| 13 | 10.7, | 104.5, | 109.3, | -69.9, | 32.9, | 14 | 10.7, | 109.3, | 104.5, | -73.0, | 29.8, |
| 15 | 10.7, | 110.9, | 96.5, | -73.8, | 25.8, | 16 | 10.7, | 109.0, | 85.5, | -72.4, | 20.9, |
| 17 | 10.7, | 103.8, | 72.0, | -68.8, | 15.5, | 18 | 10.7, | 95.5, | 56.3, | -63.1, | 9.5, |
| 19 | 10.7, | 103.8, | 72.0, | -72.1, | 3.3, | 20 | 10.7, | 109.0, | 85.5, | -78.9, | -3.0, |
| 21 | 10.7, | 110.9, | 96.5, | -83.3, | -9.3, | 22 | 10.7, | 109.3, | 104.5, | -85.2, | -15.2, |
| 23 | 10.7, | 104.5, | 109.3, | -84.5, | -20.7, | 24 | 10.7, | 96.5, | 110.9, | -81.2, | -25.6, |
| 25 | 10.7, | 85.5, | 109.0, | -75.4, | -29.7, | 26 | 10.7, | 72.0, | 103.8, | -67.4, | -32.8, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 72.0, | 103.8, | -55.2, | -36.1, |
| 29 | 10.7, | 85.5, | 109.0, | -51.5, | -36.2, | 30 | 10.7, | 96.5, | 110.9, | -46.2, | -35.1, |
| 31 | 10.7, | 104.5, | 109.3, | -39.5, | -32.9, | 32 | 10.7, | 109.3, | 104.5, | -31.6, | -29.8, |
| 33 | 10.7, | 110.9, | 96.5, | -22.7, | -25.8, | 34 | 10.7, | 109.0, | 85.5, | -13.1, | -20.9, |
| 35 | 10.7, | 103.8, | 72.0, | -3.2, | -15.5, | 36 | 10.7, | 95.5, | 56.3, | 6.9, | -9.5, |

SOURCE ID: STCKWW1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 122.9, | 137.8, | -3.6, | 35.4, | 2 | 10.7, | 138.8, | 149.7, | -16.7, | 46.2, |
| 3 | 10.7, | 150.4, | 157.1, | -29.3, | 55.6, | 4 | 10.7, | 157.4, | 159.7, | -41.0, | 63.3, |
| 5 | 10.7, | 159.7, | 157.4, | -51.4, | 69.1, | 6 | 10.7, | 157.1, | 150.4, | -60.3, | 72.8, |
| 7 | 10.7, | 149.7, | 138.8, | -67.4, | 74.3, | 8 | 10.7, | 137.8, | 122.9, | -72.4, | 73.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 137.8, | 122.9, | -96.9, | 65.3, |
| 11 | 10.7, | 149.7, | 138.8, | -115.6, | 58.2, | 12 | 10.7, | 157.1, | 150.4, | -130.8, | 49.2, |
| 13 | 10.7, | 159.7, | 157.4, | -142.1, | 38.8, | 14 | 10.7, | 157.4, | 159.7, | -149.0, | 27.3, |
| 15 | 10.7, | 150.4, | 157.1, | -151.4, | 14.8, | 16 | 10.7, | 138.8, | 149.7, | -149.1, | 2.0, |
| 17 | 10.7, | 122.9, | 137.8, | -142.4, | -11.0, | 18 | 10.7, | 103.4, | 121.7, | -131.3, | -23.6, |
| 19 | 10.7, | 122.9, | 137.8, | -134.2, | -35.4, | 20 | 10.7, | 138.8, | 149.7, | -133.0, | -46.2, |
| 21 | 10.7, | 150.4, | 157.1, | -127.8, | -55.6, | 22 | 10.7, | 157.4, | 159.7, | -118.7, | -63.3, |
| 23 | 10.7, | 159.7, | 157.4, | -106.0, | -69.1, | 24 | 10.7, | 157.1, | 150.4, | -90.0, | -72.8, |
| 25 | 10.7, | 149.7, | 138.8, | -71.4, | -74.3, | 26 | 10.7, | 137.8, | 122.9, | -50.5, | -73.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 137.8, | 122.9, | -26.0, | -65.3, |
| 29 | 10.7, | 149.7, | 138.8, | -23.2, | -58.2, | 30 | 10.7, | 157.1, | 150.4, | -19.6, | -49.2, |
| 31 | 10.7, | 159.7, | 157.4, | -15.4, | -38.8, | 32 | 10.7, | 157.4, | 159.7, | -10.7, | -27.3, |
| 33 | 10.7, | 150.4, | 157.1, | -5.7, | -14.8, | 34 | 10.7, | 138.8, | 149.7, | -0.6, | -2.0, |
| 35 | 10.7, | 122.9, | 137.8, | 4.6, | 11.0, | 36 | 10.7, | 103.4, | 121.7, | 9.6, | 23.6, |

SOURCE ID: BBBCCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 196.1, | 142.0, | -2.5, | 4.8, | 2 | 10.7, | 207.0, | 167.1, | -16.9, | 16.7, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 10.7, | 211.5, | 187.1, | -30.8, | 28.0, | 4 | 10.7, | 209.7, | 201.5, | -43.8, | 38.4, |
| 5 | 10.7, | 201.5, | 209.7, | -55.4, | 47.7, | 6 | 10.7, | 187.1, | 211.5, | -65.4, | 55.6, |
| 7 | 10.7, | 167.1, | 207.0, | -73.4, | 61.8, | 8 | 10.7, | 142.0, | 196.1, | -79.1, | 66.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | 22.1, | -35.0, |
| 11 | 10.7, | 167.1, | 207.0, | -120.1, | 66.6, | 12 | 10.7, | 187.1, | 211.5, | -133.7, | 62.7, |
| 13 | 10.7, | 201.5, | 209.7, | -143.3, | 56.9, | 14 | 10.7, | 209.7, | 201.5, | -148.5, | 49.4, |
| 15 | 10.7, | 211.5, | 187.1, | -149.1, | 40.3, | 16 | 10.7, | 207.0, | 167.1, | -145.3, | 30.1, |
| 17 | 10.7, | 196.1, | 142.0, | -137.0, | 18.9, | 18 | 10.7, | 179.3, | 112.5, | -124.6, | 7.1, |
| 19 | 10.7, | 196.1, | 142.0, | -139.5, | -4.8, | 20 | 10.7, | 207.0, | 167.1, | -150.2, | -16.7, |
| 21 | 10.7, | 211.5, | 187.1, | -156.3, | -28.0, | 22 | 10.7, | 209.7, | 201.5, | -157.7, | -38.4, |
| 23 | 10.7, | 201.5, | 209.7, | -154.2, | -47.7, | 24 | 10.7, | 187.1, | 211.5, | -146.1, | -55.6, |
| 25 | 10.7, | 167.1, | 207.0, | -133.6, | -61.8, | 26 | 10.7, | 142.0, | 196.1, | -117.0, | -66.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -167.3, | 35.0, |
| 29 | 12.2, | 82.6, | 151.1, | -176.4, | 11.6, | 30 | 12.2, | 101.0, | 152.5, | -180.2, | -5.1, |
| 31 | 12.2, | 116.3, | 149.3, | -178.5, | -21.7, | 32 | 12.2, | 128.1, | 141.5, | -171.3, | -37.6, |
| 33 | 12.2, | 136.0, | 129.4, | -159.0, | -52.3, | 34 | 12.2, | 139.7, | 113.4, | -141.9, | -65.5, |
| 35 | 10.7, | 196.1, | 142.0, | -4.9, | -18.9, | 36 | 10.7, | 179.3, | 112.5, | 12.1, | -7.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: BBBCCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 145.2, | 76.0, | -74.2, | 0.0, | 2 | 12.2, | 151.1, | 82.6, | -70.5, | -7.7, |
| 3 | 12.2, | 152.5, | 101.0, | -78.8, | -15.3, | 4 | 12.2, | 149.3, | 116.3, | -84.8, | -22.4, |
| 5 | 12.2, | 141.5, | 128.1, | -88.2, | -28.8, | 6 | 12.2, | 129.4, | 136.0, | -89.0, | -34.3, |
| 7 | 12.2, | 113.4, | 139.7, | -87.0, | -38.8, | 8 | 12.2, | 93.9, | 139.2, | -82.4, | -42.1, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | -72.6, | -36.2, |
| 11 | 12.2, | 82.6, | 151.1, | -67.8, | -29.2, | 12 | 12.2, | 101.0, | 152.5, | -61.0, | -28.3, |
| 13 | 12.2, | 116.3, | 149.3, | -52.2, | -26.7, | 14 | 12.2, | 128.1, | 141.5, | -41.9, | -24.2, |
| 15 | 12.2, | 136.0, | 129.4, | -30.4, | -21.0, | 16 | 12.2, | 139.7, | 113.4, | -17.9, | -17.1, |
| 17 | 12.2, | 139.2, | 93.9, | -4.8, | -12.8, | 18 | 12.2, | 134.8, | 71.6, | 8.4, | -7.8, |
| 19 | 12.2, | 145.2, | 76.0, | -1.8, | 0.0, | 20 | 12.2, | 151.1, | 82.6, | -12.2, | 7.7, |
| 21 | 12.2, | 152.5, | 101.0, | -22.2, | 15.3, | 22 | 12.2, | 149.3, | 116.3, | -31.5, | 22.4, |
| 23 | 12.2, | 141.5, | 128.1, | -39.8, | 28.8, | 24 | 12.2, | 129.4, | 136.0, | -47.0, | 34.3, |
| 25 | 12.2, | 113.4, | 139.7, | -52.7, | 38.8, | 26 | 12.2, | 93.9, | 139.2, | -56.9, | 42.1, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -72.5, | 36.2, |
| 29 | 12.2, | 82.6, | 151.1, | -83.3, | 29.2, | 30 | 12.2, | 101.0, | 152.5, | -91.6, | 28.3, |
| 31 | 12.2, | 116.3, | 149.3, | -97.0, | 26.7, | 32 | 12.2, | 128.1, | 141.5, | -99.5, | 24.2, |
| 33 | 12.2, | 136.0, | 129.4, | -99.0, | 21.0, | 34 | 12.2, | 139.7, | 113.4, | -95.5, | 17.1, |
| 35 | 12.2, | 139.2, | 93.9, | -89.1, | 12.8, | 36 | 12.2, | 134.8, | 71.6, | -80.0, | 7.8, |

SOURCE ID: DDDEEE1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 153.0, | 109.3, | -109.3, | 16.7, | 2 | 12.2, | 164.0, | 114.0, | -106.9, | 5.6, |
| 3 | 12.2, | 170.0, | 115.1, | -101.2, | -5.7, | 4 | 12.2, | 170.9, | 125.9, | -105.6, | -16.8, |
| 5 | 12.2, | 166.5, | 136.4, | -110.4, | -27.4, | 6 | 12.2, | 157.1, | 142.8, | -111.8, | -37.1, |
| 7 | 12.2, | 142.9, | 144.8, | -109.8, | -45.8, | 8 | 12.2, | 124.4, | 142.5, | -104.5, | -53.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 109.3, | 153.0, | -93.2, | -54.6, |
| 11 | 12.2, | 114.0, | 164.0, | -87.6, | -49.9, | 12 | 12.2, | 115.1, | 170.0, | -79.3, | -43.7, |
| 13 | 12.2, | 125.9, | 170.9, | -68.6, | -42.7, | 14 | 12.2, | 136.4, | 166.5, | -55.9, | -42.2, |
| 15 | 12.2, | 142.8, | 157.1, | -41.4, | -40.4, | 16 | 12.2, | 144.8, | 142.9, | -25.7, | -37.4, |
| 17 | 12.2, | 142.5, | 124.4, | -9.2, | -33.2, | 18 | 12.2, | 137.4, | 102.7, | 6.9, | -27.3, |
| 19 | 12.2, | 153.0, | 109.3, | -0.1, | -16.7, | 20 | 12.2, | 164.0, | 114.0, | -7.1, | -5.6, |
| 21 | 12.2, | 170.0, | 115.1, | -13.9, | 5.7, | 22 | 12.2, | 170.9, | 125.9, | -20.3, | 16.8, |
| 23 | 12.2, | 166.5, | 136.4, | -26.0, | 27.4, | 24 | 12.2, | 157.1, | 142.8, | -31.0, | 37.1, |
| 25 | 12.2, | 142.9, | 144.8, | -35.0, | 45.8, | 26 | 12.2, | 124.4, | 142.5, | -38.0, | 53.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 109.3, | 153.0, | -59.8, | 54.6, |
| 29 | 12.2, | 114.0, | 164.0, | -76.4, | 49.9, | 30 | 12.2, | 115.1, | 170.0, | -90.7, | 43.7, |
| 31 | 12.2, | 125.9, | 170.9, | -102.2, | 42.7, | 32 | 12.2, | 136.4, | 166.5, | -110.6, | 42.2, |
| 33 | 12.2, | 142.8, | 157.1, | -115.7, | 40.4, | 34 | 12.2, | 144.8, | 142.9, | -117.2, | 37.4, |
| 35 | 12.2, | 142.5, | 124.4, | -115.2, | 33.2, | 36 | 12.2, | 137.4, | 102.7, | -109.6, | 27.3, |

SOURCE ID: DDDEEE2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 110.7, | 136.8, | -61.1, | -36.3, | 2 | 12.2, | 123.8, | 129.8, | -51.4, | -34.5, |
| 3 | 12.2, | 133.1, | 119.0, | -40.2, | -31.7, | 4 | 12.2, | 138.4, | 104.5, | -27.8, | -27.8, |
| 5 | 12.2, | 139.4, | 86.9, | -14.5, | -23.2, | 6 | 12.2, | 136.3, | 66.6, | -0.8, | -17.8, |
| 7 | 12.2, | 132.4, | 53.4, | 8.4, | -11.9, | 8 | 12.2, | 138.0, | 75.0, | -0.8, | -5.6, |
| 9 | 12.2, | 139.5, | 94.3, | -10.1, | 0.9, | 10 | 12.2, | 136.8, | 110.7, | -19.0, | 7.3, |
| 11 | 12.2, | 129.8, | 123.8, | -27.4, | 13.5, | 12 | 12.2, | 119.0, | 133.1, | -34.9, | 19.3, |
| 13 | 12.2, | 104.5, | 138.4, | -41.3, | 24.5, | 14 | 12.2, | 86.9, | 139.4, | -46.5, | 28.9, |
| 15 | 12.2, | 66.6, | 136.3, | -50.3, | 32.5, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 12.2, | 75.0, | 138.0, | -63.4, | 36.6, | 18 | 12.2, | 94.3, | 139.5, | -70.6, | 37.1, |
| 19 | 12.2, | 110.7, | 136.8, | -75.6, | 36.3, | 20 | 12.2, | 123.8, | 129.8, | -78.4, | 34.5, |
| 21 | 12.2, | 133.1, | 119.0, | -78.8, | 31.7, | 22 | 12.2, | 138.4, | 104.5, | -76.7, | 27.8, |
| 23 | 12.2, | 139.4, | 86.9, | -72.4, | 23.2, | 24 | 12.2, | 136.3, | 66.6, | -65.8, | 17.8, |
| 25 | 12.2, | 132.4, | 53.4, | -61.8, | 11.9, | 26 | 12.2, | 138.0, | 75.0, | -74.1, | 5.6, |
| 27 | 12.2, | 139.5, | 94.3, | -84.2, | -0.9, | 28 | 12.2, | 136.8, | 110.7, | -91.7, | -7.3, |
| 29 | 12.2, | 129.8, | 123.8, | -96.4, | -13.5, | 30 | 12.2, | 119.0, | 133.1, | -98.2, | -19.3, |
| 31 | 12.2, | 104.5, | 138.4, | -97.0, | -24.5, | 32 | 12.2, | 86.9, | 139.4, | -92.9, | -28.9, |
| 33 | 12.2, | 66.6, | 136.3, | -85.9, | -32.5, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 12.2, | 75.0, | 138.0, | -74.6, | -36.6, | 36 | 12.2, | 94.3, | 139.5, | -68.9, | -37.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |

( 267074.9, 4048517.5, 101.0, 101.0, 0.0); ( 267228.1, 4047810.5, 101.0, 101.0, 0.0);
( 267222.2, 4047875.3, 101.0, 101.0, 0.0); ( 267147.6, 4047788.9, 101.0, 101.0, 0.0);
( 267118.1, 4047847.8, 101.0, 101.0, 0.0); ( 267037.6, 4047547.3, 101.0, 101.0, 0.0);
( 267082.1, 4047366.7, 101.0, 101.0, 0.0); ( 267129.9, 4047042.6, 101.0, 101.0, 0.0);
( 267423.4, 4048609.3, 101.0, 101.0, 0.0); ( 267490.2, 4048539.3, 101.0, 101.0, 0.0);
( 267557.0, 4048469.2, 101.0, 101.0, 0.0); ( 267623.8, 4048399.2, 101.0, 101.0, 0.0);
( 267690.6, 4048329.1, 101.0, 101.0, 0.0); ( 267757.4, 4048259.1, 101.0, 101.0, 0.0);
( 267824.2, 4048189.0, 101.0, 101.0, 0.0); ( 267891.0, 4048119.0, 101.0, 101.0, 0.0);
( 267957.8, 4048048.9, 101.0, 101.0, 0.0); ( 268024.6, 4047978.9, 101.0, 101.0, 0.0);
( 267496.9, 4048778.3, 101.0, 101.0, 0.0); ( 267635.0, 4048677.3, 101.0, 101.0, 0.0);
( 267701.8, 4048607.2, 101.0, 101.0, 0.0); ( 267768.6, 4048537.2, 101.0, 101.0, 0.0);
( 267835.4, 4048467.1, 101.0, 101.0, 0.0); ( 267902.2, 4048397.1, 101.0, 101.0, 0.0);
( 267969.0, 4048327.0, 101.0, 101.0, 0.0); ( 268035.8, 4048257.0, 101.0, 101.0, 0.0);
( 268102.5, 4048186.9, 101.0, 101.0, 0.0); ( 268169.3, 4048116.9, 101.0, 101.0, 0.0);
( 267670.7, 4048953.9, 101.0, 101.0, 0.0); ( 267513.9, 4049022.1, 101.0, 101.0, 0.0);
( 267815.9, 4048849.8, 101.0, 101.0, 0.0); ( 267882.7, 4048779.8, 101.0, 101.0, 0.0);
( 267949.5, 4048709.7, 101.0, 101.0, 0.0); ( 268016.3, 4048639.7, 101.0, 101.0, 0.0);
( 268083.1, 4048569.6, 101.0, 101.0, 0.0); ( 268149.9, 4048499.6, 101.0, 101.0, 0.0);
( 268216.7, 4048429.5, 101.0, 101.0, 0.0); ( 268283.5, 4048359.5, 101.0, 101.0, 0.0);
( 268350.3, 4048289.4, 101.0, 101.0, 0.0); ( 267848.6, 4049127.8, 101.0, 101.0, 0.0);
( 267685.7, 4049198.6, 101.0, 101.0, 0.0); ( 267522.8, 4049269.4, 101.0, 101.0, 0.0);
( 267996.8, 4049022.3, 101.0, 101.0, 0.0); ( 268063.6, 4048952.3, 101.0, 101.0, 0.0);
( 268130.4, 4048882.2, 101.0, 101.0, 0.0); ( 268197.2, 4048812.2, 101.0, 101.0, 0.0);
( 268264.0, 4048742.1, 101.0, 101.0, 0.0); ( 268330.8, 4048672.1, 101.0, 101.0, 0.0);
( 268397.6, 4048602.0, 101.0, 101.0, 0.0); ( 268464.4, 4048532.0, 101.0, 101.0, 0.0);
( 268531.2, 4048461.9, 101.0, 101.0, 0.0); ( 268207.6, 4049474.1, 101.0, 101.0, 0.0);
( 268123.4, 4049510.7, 101.0, 101.0, 0.0); ( 268039.2, 4049547.3, 101.0, 101.0, 0.0);
( 267955.0, 4049583.9, 101.0, 101.0, 0.0); ( 267870.8, 4049620.5, 101.0, 101.0, 0.0);
( 267786.6, 4049657.1, 101.0, 101.0, 0.0); ( 267702.4, 4049693.8, 101.0, 101.0, 0.0);
( 267618.1, 4049730.4, 101.0, 101.0, 0.0); ( 267533.9, 4049767.0, 101.0, 101.0, 0.0);
( 267449.7, 4049803.6, 101.0, 101.0, 0.0); ( 268291.9, 4049437.4, 101.0, 101.0, 0.0);
( 268358.7, 4049367.4, 101.0, 101.0, 0.0); ( 268425.5, 4049297.3, 101.0, 101.0, 0.0);
( 268492.3, 4049227.3, 101.0, 101.0, 0.0); ( 268559.1, 4049157.2, 101.0, 101.0, 0.0);
( 268625.9, 4049087.2, 101.0, 101.0, 0.0); ( 268692.7, 4049017.1, 101.0, 101.0, 0.0);
( 268759.5, 4048947.1, 101.0, 101.0, 0.0); ( 268826.3, 4048877.0, 101.0, 101.0, 0.0);
( 268893.1, 4048807.0, 101.0, 101.0, 0.0); ( 268568.2, 4049819.7, 101.0, 101.0, 0.0);
( 268482.7, 4049856.9, 101.0, 101.0, 0.0); ( 268397.2, 4049894.0, 101.0, 101.0, 0.0);
( 268311.7, 4049931.2, 101.0, 101.0, 0.0); ( 268226.2, 4049968.4, 101.0, 101.0, 0.0);
( 268140.6, 4050005.6, 101.0, 101.0, 0.0); ( 268055.1, 4050042.8, 101.0, 101.0, 0.0);
( 267969.6, 4050079.9, 101.0, 101.0, 0.0); ( 267884.1, 4050117.1, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267798.6, 4050154.3, 101.0, 101.0, 0.0); ( 267713.1, 4050191.5, 101.0, 101.0, 0.0);
( 267627.6, 4050228.7, 101.0, 101.0, 0.0); ( 267542.1, 4050265.8, 101.0, 101.0, 0.0);
( 267456.6, 4050303.0, 101.0, 101.0, 0.0); ( 268653.7, 4049782.5, 101.0, 101.0, 0.0);
( 268720.5, 4049712.4, 101.0, 101.0, 0.0); ( 268787.3, 4049642.4, 101.0, 101.0, 0.0);
( 268854.1, 4049572.3, 101.0, 101.0, 0.0); ( 268920.9, 4049502.3, 101.0, 101.0, 0.0);
( 268987.7, 4049432.2, 101.0, 101.0, 0.0); ( 269054.5, 4049362.2, 101.0, 101.0, 0.0);
( 269121.3, 4049292.1, 101.0, 101.0, 0.0); ( 269188.1, 4049222.1, 101.0, 101.0, 0.0);
( 269254.9, 4049152.0, 101.0, 101.0, 0.0); ( 268049.5, 4047836.8, 101.0, 101.0, 0.0);
( 268231.3, 4047953.0, 101.0, 101.0, 0.0); ( 268249.4, 4047829.2, 101.0, 101.0, 0.0);
( 268480.2, 4047945.9, 101.0, 101.0, 0.0); ( 268436.9, 4048060.4, 101.0, 101.0, 0.0);
( 268393.6, 4048174.9, 101.0, 101.0, 0.0); ( 268499.2, 4047819.5, 101.0, 101.0, 0.0);

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ( 268729.6, | 4047937.4, | 101.0, | 101.0, | 0.0); | ( 268685.5, | 4048053.9, | 101.0, | 101.0, | 0.0); |
| ( 268641.4, | 4048170.5, | 101.0, | 101.0, | 0.0); | ( 268597.3, | 4048287.1, | 101.0, | 101.0, | 0.0); |
| ( 268749.0, | 4047809.9, | 101.0, | 101.0, | 0.0); | ( 269227.4, | 4047923.0, | 101.0, | 101.0, | 0.0); |
| ( 269179.6, | 4048049.3, | 101.0, | 101.0, | 0.0); | ( 269131.9, | 4048175.6, | 101.0, | 101.0, | 0.0); |
| ( 269084.1, | 4048301.9, | 101.0, | 101.0, | 0.0); | ( 269036.3, | 4048428.1, | 101.0, | 101.0, | 0.0); |
| ( 268988.6, | 4048554.4, | 101.0, | 101.0, | 0.0); | ( 268940.8, | 4048680.7, | 101.0, | 101.0, | 0.0); |
| ( 269248.6, | 4047790.7, | 101.0, | 101.0, | 0.0); | ( 269727.3, | 4047903.1, | 101.0, | 101.0, | 0.0); |
| ( 269680.0, | 4048028.0, | 101.0, | 101.0, | 0.0); | ( 269632.8, | 4048152.9, | 101.0, | 101.0, | 0.0); |
| ( 269585.6, | 4048277.8, | 101.0, | 101.0, | 0.0); | ( 269538.3, | 4048402.7, | 101.0, | 101.0, | 0.0); |
| ( 269491.1, | 4048527.6, | 101.0, | 101.0, | 0.0); | ( 269443.9, | 4048652.5, | 101.0, | 101.0, | 0.0); |
| ( 269396.6, | 4048777.4, | 101.0, | 101.0, | 0.0); | ( 269349.4, | 4048902.3, | 101.0, | 101.0, | 0.0); |
| ( 269302.1, | 4049027.1, | 101.0, | 101.0, | 0.0); | ( 269748.2, | 4047771.5, | 101.0, | 101.0, | 0.0); |
| ( 267983.3, | 4047685.9, | 101.0, | 101.0, | 0.0); | ( 267877.6, | 4047669.8, | 101.0, | 101.0, | 0.0); |
| ( 267733.9, | 4047666.2, | 101.0, | 101.0, | 0.0); | ( 268005.1, | 4047493.2, | 101.0, | 101.0, | 0.0); |
| ( 268106.8, | 4047536.4, | 101.0, | 101.0, | 0.0); | ( 268179.9, | 4047608.5, | 101.0, | 101.0, | 0.0); |
| ( 268224.4, | 4047709.5, | 101.0, | 101.0, | 0.0); | ( 268146.8, | 4047300.8, | 101.0, | 101.0, | 0.0); |
| ( 268271.0, | 4047353.6, | 101.0, | 101.0, | 0.0); | ( 268360.4, | 4047441.7, | 101.0, | 101.0, | 0.0); |
| ( 268414.8, | 4047565.2, | 101.0, | 101.0, | 0.0); | ( 268469.3, | 4047688.6, | 101.0, | 101.0, | 0.0); |
| ( 268026.9, | 4046997.3, | 101.0, | 101.0, | 0.0); | ( 268147.3, | 4047048.5, | 101.0, | 101.0, | 0.0); |
| ( 268267.8, | 4047099.7, | 101.0, | 101.0, | 0.0); | ( 268388.2, | 4047150.8, | 101.0, | 101.0, | 0.0); |
| ( 268535.1, | 4047261.8, | 101.0, | 101.0, | 0.0); | ( 268587.9, | 4047381.6, | 101.0, | 101.0, | 0.0); |
| ( 268640.7, | 4047501.3, | 101.0, | 101.0, | 0.0); | ( 268693.5, | 4047621.0, | 101.0, | 101.0, | 0.0); |
| ( 267894.8, | 4046970.0, | 101.0, | 101.0, | 0.0); | ( 267751.2, | 4046966.4, | 101.0, | 101.0, | 0.0); |
| ( 268041.9, | 4046498.6, | 101.0, | 101.0, | 0.0); | ( 268167.8, | 4046552.1, | 101.0, | 101.0, | 0.0); |
| ( 268293.6, | 4046605.5, | 101.0, | 101.0, | 0.0); | ( 268419.4, | 4046659.0, | 101.0, | 101.0, | 0.0); |
| ( 268545.2, | 4046712.4, | 101.0, | 101.0, | 0.0); | ( 268671.1, | 4046765.8, | 101.0, | 101.0, | 0.0); |
| ( 268796.9, | 4046819.3, | 101.0, | 101.0, | 0.0); | ( 268887.4, | 4046908.5, | 101.0, | 101.0, | 0.0); |
| ( 268942.6, | 4047033.6, | 101.0, | 101.0, | 0.0); | ( 268997.7, | 4047158.7, | 101.0, | 101.0, | 0.0); |
| ( 269052.9, | 4047283.8, | 101.0, | 101.0, | 0.0); | ( 269108.0, | 4047408.9, | 101.0, | 101.0, | 0.0); |
| ( 269163.2, | 4047533.9, | 101.0, | 101.0, | 0.0); | ( 269218.4, | 4047659.0, | 101.0, | 101.0, | 0.0); |
| ( 267907.2, | 4046470.1, | 101.0, | 101.0, | 0.0); | ( 267763.5, | 4046466.6, | 101.0, | 101.0, | 0.0); |
| ( 268055.5, | 4045999.3, | 101.0, | 101.0, | 0.0); | ( 268183.9, | 4046053.9, | 101.0, | 101.0, | 0.0); |
| ( 268312.3, | 4046108.4, | 101.0, | 101.0, | 0.0); | ( 268440.7, | 4046162.9, | 101.0, | 101.0, | 0.0); |
| ( 268569.0, | 4046217.4, | 101.0, | 101.0, | 0.0); | ( 268697.4, | 4046271.9, | 101.0, | 101.0, | 0.0); |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ( 268825.8, | 4046326.4, | 101.0, | 101.0, | 0.0); | ( 268954.2, | 4046381.0, | 101.0, | 101.0, | 0.0); |
| ( 269082.5, | 4046435.5, | 101.0, | 101.0, | 0.0); | ( 269239.1, | 4046553.8, | 101.0, | 101.0, | 0.0); |
| ( 269295.3, | 4046681.4, | 101.0, | 101.0, | 0.0); | ( 269351.6, | 4046809.0, | 101.0, | 101.0, | 0.0); |
| ( 269407.9, | 4046936.7, | 101.0, | 101.0, | 0.0); | ( 269464.2, | 4047064.3, | 101.0, | 101.0, | 0.0); |
| ( 269520.5, | 4047191.9, | 101.0, | 101.0, | 0.0); | ( 269576.8, | 4047319.5, | 101.0, | 101.0, | 0.0); |
| ( 269633.0, | 4047447.1, | 101.0, | 101.0, | 0.0); | ( 269689.3, | 4047574.7, | 101.0, | 101.0, | 0.0); |
| ( 267919.5, | 4045970.3, | 101.0, | 101.0, | 0.0); | ( 267775.9, | 4045966.8, | 101.0, | 101.0, | 0.0); |
| ( 267459.8, | 4047820.1, | 101.0, | 101.0, | 0.0); | ( 267554.1, | 4046962.9, | 101.0, | 101.0, | 0.0); |
| ( 267084.9, | 4047228.9, | 101.0, | 101.0, | 0.0); | ( 267116.2, | 4046645.9, | 101.0, | 101.0, | 0.0); |
| ( 267278.0, | 4046601.1, | 101.0, | 101.0, | 0.0); | ( 267439.9, | 4046556.3, | 101.0, | 101.0, | 0.0); |
| ( 267601.7, | 4046511.4, | 101.0, | 101.0, | 0.0); | ( 266962.6, | 4046714.4, | 101.0, | 101.0, | 0.0); |
| ( 266817.1, | 4046806.6, | 101.0, | 101.0, | 0.0); | ( 266845.1, | 4046224.6, | 101.0, | 101.0, | 0.0); |
| ( 267000.2, | 4046181.6, | 101.0, | 101.0, | 0.0); | ( 267155.4, | 4046138.6, | 101.0, | 101.0, | 0.0); |
| ( 267310.5, | 4046095.7, | 101.0, | 101.0, | 0.0); | ( 267465.6, | 4046052.7, | 101.0, | 101.0, | 0.0); |
| ( 267620.8, | 4046009.7, | 101.0, | 101.0, | 0.0); | ( 266694.8, | 4046292.2, | 101.0, | 101.0, | 0.0); |
| ( 266549.4, | 4046384.4, | 101.0, | 101.0, | 0.0); | ( 267349.5, | 4047926.9, | 101.0, | 101.0, | 0.0); |
| ( 267031.3, | 4047608.8, | 101.0, | 101.0, | 0.0); | ( 266993.4, | 4047302.2, | 101.0, | 101.0, | 0.0); |

( 266901.0, 4047385.4, 101.0, 101.0, 0.0); ( 266638.6, 4046949.6, 101.0, 101.0, 0.0);
( 266727.9, 4046878.1, 101.0, 101.0, 0.0); ( 266547.5, 4047031.9, 101.0, 101.0, 0.0);
( 266284.6, 4046596.5, 101.0, 101.0, 0.0); ( 266372.9, 4046525.8, 101.0, 101.0, 0.0);
( 266461.1, 4046455.1, 101.0, 101.0, 0.0); ( 266193.9, 4046678.4, 101.0, 101.0, 0.0);
( 267123.7, 4048028.3, 101.0, 101.0, 0.0); ( 267149.7, 4047840.8, 101.0, 101.0, 0.0);
( 266913.7, 4047720.2, 101.0, 101.0, 0.0); ( 266805.4, 4047478.3, 101.0, 101.0, 0.0);
( 266677.7, 4047599.6, 101.0, 101.0, 0.0); ( 266550.0, 4047720.9, 101.0, 101.0, 0.0);
( 266461.0, 4047115.8, 101.0, 101.0, 0.0); ( 266333.3, 4047237.1, 101.0, 101.0, 0.0);
( 266205.6, 4047358.4, 101.0, 101.0, 0.0); ( 266116.6, 4046753.3, 101.0, 101.0, 0.0);
( 265989.0, 4046874.6, 101.0, 101.0, 0.0); ( 265861.3, 4046995.9, 101.0, 101.0, 0.0);
( 267004.6, 4048386.0, 101.0, 101.0, 0.0); ( 267011.7, 4048547.4, 101.0, 101.0, 0.0);
( 266811.9, 4048556.1, 101.0, 101.0, 0.0); ( 266580.0, 4048254.6, 101.0, 101.0, 0.0);
( 266636.8, 4048113.6, 101.0, 101.0, 0.0); ( 266555.1, 4048405.7, 101.0, 101.0, 0.0);
( 266562.2, 4048567.1, 101.0, 101.0, 0.0); ( 266329.3, 4048267.7, 101.0, 101.0, 0.0);
( 266345.9, 4048065.3, 101.0, 101.0, 0.0); ( 266323.9, 4047905.5, 101.0, 101.0, 0.0);
( 266494.8, 4047857.6, 101.0, 101.0, 0.0); ( 266305.3, 4048416.7, 101.0, 101.0, 0.0);
( 266312.4, 4048578.1, 101.0, 101.0, 0.0); ( 265831.1, 4048286.6, 101.0, 101.0, 0.0);
( 265888.7, 4048143.8, 101.0, 101.0, 0.0); ( 265946.3, 4048001.0, 101.0, 101.0, 0.0);
( 266003.9, 4047858.2, 101.0, 101.0, 0.0); ( 266061.6, 4047715.4, 101.0, 101.0, 0.0);
( 266119.2, 4047572.6, 101.0, 101.0, 0.0); ( 265805.8, 4048438.7, 101.0, 101.0, 0.0);
( 265812.9, 4048600.0, 101.0, 101.0, 0.0); ( 265332.1, 4048307.1, 101.0, 101.0, 0.0);
( 265390.9, 4048161.4, 101.0, 101.0, 0.0); ( 265449.7, 4048015.7, 101.0, 101.0, 0.0);
( 265508.5, 4047870.0, 101.0, 101.0, 0.0); ( 265567.3, 4047724.3, 101.0, 101.0, 0.0);
( 265626.1, 4047578.6, 101.0, 101.0, 0.0); ( 265684.9, 4047432.9, 101.0, 101.0, 0.0);
( 265743.7, 4047287.2, 101.0, 101.0, 0.0); ( 265802.5, 4047141.6, 101.0, 101.0, 0.0);
( 265306.3, 4048460.6, 101.0, 101.0, 0.0); ( 265313.4, 4048622.0, 101.0, 101.0, 0.0);
( 267112.7, 4048643.0, 101.0, 101.0, 0.0); ( 267272.3, 4048641.2, 101.0, 101.0, 0.0);
( 267045.1, 4048815.6, 101.0, 101.0, 0.0); ( 266874.2, 4048692.6, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267194.8, 4048842.1, 101.0, 101.0, 0.0); ( 267354.4, 4048840.3, 101.0, 101.0, 0.0);
( 267053.7, 4049067.8, 101.0, 101.0, 0.0); ( 266925.6, 4049017.7, 101.0, 101.0, 0.0);
( 266797.6, 4048967.5, 101.0, 101.0, 0.0); ( 266705.0, 4048879.9, 101.0, 101.0, 0.0);
( 266647.9, 4048754.8, 101.0, 101.0, 0.0); ( 267197.5, 4049092.0, 101.0, 101.0, 0.0);
( 267357.2, 4049090.3, 101.0, 101.0, 0.0); ( 267050.7, 4049315.6, 101.0, 101.0, 0.0);
( 266911.0, 4049260.8, 101.0, 101.0, 0.0); ( 266771.3, 4049206.1, 101.0, 101.0, 0.0);
( 266631.6, 4049151.4, 101.0, 101.0, 0.0); ( 266530.6, 4049055.8, 101.0, 101.0, 0.0);
( 266468.2, 4048919.3, 101.0, 101.0, 0.0); ( 266405.9, 4048782.8, 101.0, 101.0, 0.0);
( 267200.3, 4049342.0, 101.0, 101.0, 0.0); ( 267359.9, 4049340.3, 101.0, 101.0, 0.0);
( 267056.2, 4049815.5, 101.0, 101.0, 0.0); ( 266916.5, 4049760.8, 101.0, 101.0, 0.0);
( 266776.8, 4049706.1, 101.0, 101.0, 0.0); ( 266637.1, 4049651.3, 101.0, 101.0, 0.0);
( 266497.4, 4049596.6, 101.0, 101.0, 0.0); ( 266357.7, 4049541.9, 101.0, 101.0, 0.0);
( 266186.9, 4049418.9, 101.0, 101.0, 0.0); ( 266124.5, 4049282.4, 101.0, 101.0, 0.0);
( 266062.2, 4049146.0, 101.0, 101.0, 0.0); ( 265999.9, 4049009.5, 101.0, 101.0, 0.0);
( 265937.5, 4048873.0, 101.0, 101.0, 0.0); ( 265875.2, 4048736.5, 101.0, 101.0, 0.0);
( 267205.9, 4049842.0, 101.0, 101.0, 0.0); ( 267365.5, 4049840.2, 101.0, 101.0, 0.0);
( 267057.7, 4050313.9, 101.0, 101.0, 0.0); ( 266909.8, 4050255.9, 101.0, 101.0, 0.0);
( 266761.8, 4050198.0, 101.0, 101.0, 0.0); ( 266613.9, 4050140.0, 101.0, 101.0, 0.0);
( 266466.0, 4050082.1, 101.0, 101.0, 0.0); ( 266318.1, 4050024.1, 101.0, 101.0, 0.0);
( 266170.2, 4049966.2, 101.0, 101.0, 0.0); ( 266022.2, 4049908.2, 101.0, 101.0, 0.0);
( 265841.3, 4049778.0, 101.0, 101.0, 0.0); ( 265775.3, 4049633.5, 101.0, 101.0, 0.0);
( 265709.3, 4049489.0, 101.0, 101.0, 0.0); ( 265643.3, 4049344.5, 101.0, 101.0, 0.0);
( 265577.3, 4049200.0, 101.0, 101.0, 0.0); ( 265511.4, 4049055.5, 101.0, 101.0, 0.0);

( 265445.4, 4048911.0, 101.0, 101.0, 0.0); ( 265379.4, 4048766.5, 101.0, 101.0, 0.0);

( 267211.4, 4050342.0, 101.0, 101.0, 0.0); ( 267371.0, 4050340.2, 101.0, 101.0, 0.0);

( 266227.0, 4047703.0, 101.0, 101.0, 0.0); ( 266336.0, 4047616.8, 101.0, 101.0, 0.0);

( 267475.9, 4046685.8, 101.0, 101.0, 0.0); ( 266916.5, 4047837.0, 101.0, 101.0, 0.0);

( 266987.8, 4047831.9, 101.0, 101.0, 0.0); ( 266916.5, 4047978.0, 101.0, 101.0, 0.0);

( 266982.7, 4047979.7, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

| | | | | | |
|---|---|---|---|---|---|
| 268149.19 | 4048568.58 | 0.00095 | 267721.04 | 4048574.48 | 0.00167 |
| 267281.11 | 4048576.44 | 0.00591 | 267157.38 | 4048570.55 | 0.01114 |
| 267074.89 | 4048517.52 | 0.01503 | 267228.08 | 4047810.49 | 0.01661 |
| 267222.19 | 4047875.30 | 0.01431 | 267147.56 | 4047788.88 | 0.02088 |
| 267118.10 | 4047847.80 | 0.01805 | 267037.57 | 4047547.31 | 0.03568 |
| 267082.14 | 4047366.70 | 0.02587 | 267129.88 | 4047042.57 | 0.01659 |
| 267423.42 | 4048609.32 | 0.00256 | 267490.22 | 4048539.27 | 0.00316 |
| 267557.02 | 4048469.22 | 0.00395 | 267623.82 | 4048399.17 | 0.00470 |
| 267690.62 | 4048329.12 | 0.00532 | 267757.42 | 4048259.07 | 0.00579 |
| 267824.21 | 4048189.01 | 0.00625 | 267891.01 | 4048118.96 | 0.00667 |
| 267957.81 | 4048048.91 | 0.00710 | 268024.61 | 4047978.86 | 0.00758 |
| 267496.90 | 4048778.33 | 0.00123 | 267634.96 | 4048677.29 | 0.00141 |
| 267701.76 | 4048607.24 | 0.00156 | 267768.56 | 4048537.19 | 0.00173 |
| 267835.36 | 4048467.14 | 0.00192 | 267902.16 | 4048397.09 | 0.00215 |
| 267968.96 | 4048327.04 | 0.00238 | 268035.75 | 4048256.98 | 0.00257 |
| 268102.55 | 4048186.93 | 0.00277 | 268169.35 | 4048116.88 | 0.00299 |
| 267670.70 | 4048953.95 | 0.00075 | 267513.93 | 4049022.11 | 0.00072 |
| 267815.89 | 4048849.82 | 0.00082 | 267882.69 | 4048779.77 | 0.00086 |
| 267949.49 | 4048709.72 | 0.00090 | 268016.28 | 4048639.66 | 0.00096 |
| 268083.08 | 4048569.61 | 0.00102 | 268149.88 | 4048499.56 | 0.00110 |
| 268216.68 | 4048429.51 | 0.00119 | 268283.48 | 4048359.46 | 0.00132 |
| 268350.28 | 4048289.41 | 0.00146 | 267848.58 | 4049127.81 | 0.00053 |
| 267685.70 | 4049198.62 | 0.00051 | 267522.82 | 4049269.44 | 0.00050 |
| 267996.81 | 4049022.34 | 0.00055 | 268063.61 | 4048952.29 | 0.00056 |
| 268130.41 | 4048882.24 | 0.00058 | 268197.21 | 4048812.19 | 0.00060 |
| 268264.01 | 4048742.14 | 0.00064 | 268330.81 | 4048672.09 | 0.00068 |
| 268397.61 | 4048602.04 | 0.00072 | 268464.41 | 4048531.99 | 0.00078 |
| 268531.21 | 4048461.94 | 0.00084 | 268207.65 | 4049474.07 | 0.00029 |
| 268123.44 | 4049510.68 | 0.00030 | 268039.22 | 4049547.30 | 0.00032 |
| 267955.00 | 4049583.92 | 0.00033 | 267870.79 | 4049620.53 | 0.00032 |
| 267786.57 | 4049657.15 | 0.00030 | 267702.36 | 4049693.76 | 0.00030 |
| 267618.14 | 4049730.38 | 0.00029 | 267533.92 | 4049767.00 | 0.00030 |
| 267449.71 | 4049803.61 | 0.00031 | 268291.87 | 4049437.45 | 0.00028 |
| 268358.67 | 4049367.40 | 0.00029 | 268425.47 | 4049297.35 | 0.00030 |
| 268492.27 | 4049227.30 | 0.00032 | 268559.06 | 4049157.25 | 0.00033 |
| 268625.86 | 4049087.19 | 0.00034 | 268692.66 | 4049017.14 | 0.00036 |
| 268759.46 | 4048947.09 | 0.00038 | 268826.26 | 4048877.04 | 0.00040 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268893.06 | 4048806.99 | 0.00042 | 268568.21 | 4049819.68 | 0.00019 |
| 268482.70 | 4049856.86 | 0.00019 | 268397.19 | 4049894.04 | 0.00019 |
| 268311.68 | 4049931.22 | 0.00021 | 268226.16 | 4049968.40 | 0.00022 |
| 268140.65 | 4050005.58 | 0.00023 | 268055.14 | 4050042.76 | 0.00023 |
| 267969.63 | 4050079.94 | 0.00022 | 267884.12 | 4050117.12 | 0.00021 |
| 267798.61 | 4050154.30 | 0.00020 | 267713.09 | 4050191.48 | 0.00020 |
| 267627.58 | 4050228.66 | 0.00020 | 267542.07 | 4050265.84 | 0.00022 |
| 267456.56 | 4050303.02 | 0.00022 | 268653.72 | 4049782.50 | 0.00019 |
| 268720.52 | 4049712.45 | 0.00020 | 268787.32 | 4049642.40 | 0.00020 |
| 268854.12 | 4049572.35 | 0.00021 | 268920.92 | 4049502.30 | 0.00022 |

| | | | | | |
|---|---|---|---|---|---|
| 268987.72 | 4049432.25 | 0.00023 | 269054.52 | 4049362.20 | 0.00023 |
| 269121.31 | 4049292.15 | 0.00025 | 269188.11 | 4049222.09 | 0.00025 |
| 269254.91 | 4049152.04 | 0.00026 | 268049.51 | 4047836.85 | 0.01132 |
| 268231.35 | 4047952.96 | 0.00410 | 268249.36 | 4047829.16 | 0.00524 |
| 268480.18 | 4047945.95 | 0.00250 | 268436.88 | 4048060.44 | 0.00212 |
| 268393.58 | 4048174.92 | 0.00177 | 268499.17 | 4047819.55 | 0.00301 |
| 268729.60 | 4047937.39 | 0.00176 | 268685.52 | 4048053.95 | 0.00152 |
| 268641.43 | 4048170.52 | 0.00131 | 268597.34 | 4048287.09 | 0.00111 |
| 268748.99 | 4047809.94 | 0.00205 | 269227.40 | 4047923.03 | 0.00105 |
| 269179.64 | 4048049.31 | 0.00093 | 269131.87 | 4048175.59 | 0.00081 |
| 269084.11 | 4048301.87 | 0.00070 | 269036.35 | 4048428.15 | 0.00063 |
| 268988.58 | 4048554.43 | 0.00056 | 268940.82 | 4048680.71 | 0.00049 |
| 269248.62 | 4047790.73 | 0.00122 | 269727.29 | 4047903.12 | 0.00073 |
| 269680.05 | 4048028.01 | 0.00066 | 269632.82 | 4048152.90 | 0.00058 |
| 269585.58 | 4048277.79 | 0.00051 | 269538.34 | 4048402.69 | 0.00047 |
| 269491.10 | 4048527.58 | 0.00043 | 269443.86 | 4048652.47 | 0.00040 |
| 269396.63 | 4048777.37 | 0.00037 | 269349.39 | 4048902.26 | 0.00033 |
| 269302.15 | 4049027.15 | 0.00029 | 269748.25 | 4047771.51 | 0.00082 |
| 267983.27 | 4047685.95 | 0.01126 | 267877.56 | 4047669.79 | 0.01103 |
| 267733.92 | 4047666.24 | 0.01095 | 268005.14 | 4047493.20 | 0.00964 |
| 268106.77 | 4047536.36 | 0.00825 | 268179.87 | 4047608.46 | 0.00704 |
| 268224.42 | 4047709.49 | 0.00644 | 268146.82 | 4047300.83 | 0.00847 |
| 268271.04 | 4047353.58 | 0.00683 | 268360.37 | 4047441.69 | 0.00545 |
| 268414.83 | 4047565.17 | 0.00463 | 268469.29 | 4047688.65 | 0.00379 |
| 268026.89 | 4046997.35 | 0.00979 | 268147.34 | 4047048.50 | 0.00851 |
| 268267.80 | 4047099.66 | 0.00725 | 268388.25 | 4047150.81 | 0.00597 |
| 268535.10 | 4047261.84 | 0.00455 | 268587.91 | 4047381.57 | 0.00409 |
| 268640.72 | 4047501.31 | 0.00339 | 268693.52 | 4047621.05 | 0.00279 |
| 267894.84 | 4046970.00 | 0.01138 | 267751.20 | 4046966.45 | 0.01329 |
| 268041.92 | 4046498.64 | 0.00593 | 268167.75 | 4046552.08 | 0.00592 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268293.58 | 4046605.52 | 0.00562 | 268419.41 | 4046658.96 | 0.00516 |
| 268545.24 | 4046712.40 | 0.00473 | 268671.07 | 4046765.83 | 0.00425 |
| 268796.90 | 4046819.27 | 0.00378 | 268887.40 | 4046908.53 | 0.00325 |
| 268942.56 | 4047033.61 | 0.00302 | 268997.72 | 4047158.70 | 0.00270 |
| 269052.89 | 4047283.78 | 0.00247 | 269108.05 | 4047408.86 | 0.00200 |
| 269163.21 | 4047533.94 | 0.00167 | 269218.38 | 4047659.03 | 0.00140 |
| 267907.18 | 4046470.15 | 0.00594 | 267763.54 | 4046466.61 | 0.00582 |
| 268055.54 | 4045999.34 | 0.00320 | 268183.91 | 4046053.86 | 0.00354 |
| 268312.29 | 4046108.38 | 0.00364 | 268440.67 | 4046162.90 | 0.00371 |
| 268569.04 | 4046217.42 | 0.00361 | 268697.42 | 4046271.94 | 0.00348 |
| 268825.80 | 4046326.45 | 0.00322 | 268954.17 | 4046380.97 | 0.00300 |
| 269082.55 | 4046435.49 | 0.00282 | 269239.07 | 4046553.82 | 0.00242 |
| 269295.35 | 4046681.43 | 0.00227 | 269351.63 | 4046809.05 | 0.00218 |
| 269407.91 | 4046936.66 | 0.00197 | 269464.19 | 4047064.28 | 0.00178 |
| 269520.47 | 4047191.89 | 0.00163 | 269576.75 | 4047319.51 | 0.00137 |
| 269633.03 | 4047447.12 | 0.00113 | 269689.31 | 4047574.74 | 0.00101 |
| 267919.53 | 4045970.31 | 0.00284 | 267775.88 | 4045966.76 | 0.00246 |

| | | | | | |
|---|---|---|---|---|---|
| 267459.76 | 4047820.08 | 0.01219 | 267554.14 | 4046962.90 | 0.01879 |
| 267084.90 | 4047228.91 | 0.03209 | 267116.21 | 4046645.91 | 0.00296 |
| 267278.04 | 4046601.08 | 0.00382 | 267439.87 | 4046556.26 | 0.00467 |
| 267601.70 | 4046511.43 | 0.00568 | 266962.58 | 4046714.43 | 0.00305 |
| 266817.15 | 4046806.64 | 0.00371 | 266845.10 | 4046224.57 | 0.00126 |
| 267000.23 | 4046181.60 | 0.00130 | 267155.36 | 4046138.63 | 0.00151 |
| 267310.49 | 4046095.66 | 0.00175 | 267465.62 | 4046052.70 | 0.00193 |
| 267620.75 | 4046009.73 | 0.00218 | 266694.82 | 4046292.16 | 0.00129 |
| 266549.40 | 4046384.37 | 0.00148 | 267349.50 | 4047926.93 | 0.01232 |
| 267031.28 | 4047608.75 | 0.03148 | 266993.36 | 4047302.22 | 0.01980 |
| 266901.04 | 4047385.43 | 0.01833 | 266638.65 | 4046949.60 | 0.00475 |
| 266727.90 | 4046878.12 | 0.00415 | 266547.47 | 4047031.90 | 0.00511 |
| 266284.58 | 4046596.46 | 0.00182 | 266372.86 | 4046525.76 | 0.00170 |
| 266461.13 | 4046455.07 | 0.00161 | 266193.90 | 4046678.36 | 0.00195 |
| 267123.74 | 4048028.27 | 0.01600 | 267149.74 | 4047840.79 | 0.01741 |
| 266913.72 | 4047720.18 | 0.02465 | 266805.38 | 4047478.28 | 0.01572 |
| 266677.69 | 4047599.58 | 0.01110 | 266550.00 | 4047720.88 | 0.00929 |
| 266461.01 | 4047115.78 | 0.00533 | 266333.32 | 4047237.08 | 0.00543 |
| 266205.63 | 4047358.38 | 0.00506 | 266116.64 | 4046753.27 | 0.00216 |
| 265988.95 | 4046874.57 | 0.00258 | 265861.26 | 4046995.87 | 0.00275 |
| 267004.63 | 4048385.97 | 0.01161 | 267011.73 | 4048547.36 | 0.00902 |
| 266811.92 | 4048556.14 | 0.00643 | 266579.96 | 4048254.56 | 0.01538 |
| 266636.85 | 4048113.59 | 0.01562 | 266555.07 | 4048405.73 | 0.01170 |



**MODELOPTs: NonDFAULT CONC FLAT FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266562.16 | 4048567.12 | 0.00702 | 266329.34 | 4048267.67 | 0.00815 |
| 266345.91 | 4048065.35 | 0.00827 | 266323.87 | 4047905.50 | 0.00736 |
| 266494.84 | 4047857.58 | 0.00977 | 266305.31 | 4048416.71 | 0.00665 |
| 266312.40 | 4048578.10 | 0.00517 | 265831.06 | 4048286.57 | 0.00404 |
| 265888.68 | 4048143.77 | 0.00438 | 265946.31 | 4048000.97 | 0.00469 |
| 266003.94 | 4047858.18 | 0.00483 | 266061.56 | 4047715.38 | 0.00487 |
| 266119.19 | 4047572.58 | 0.00500 | 265805.79 | 4048438.67 | 0.00361 |
| 265812.88 | 4048600.05 | 0.00313 | 265332.12 | 4048307.08 | 0.00241 |
| 265390.92 | 4048161.39 | 0.00270 | 265449.71 | 4048015.70 | 0.00290 |
| 265508.50 | 4047870.01 | 0.00299 | 265567.29 | 4047724.32 | 0.00315 |
| 265626.09 | 4047578.63 | 0.00324 | 265684.88 | 4047432.94 | 0.00315 |
| 265743.67 | 4047287.25 | 0.00316 | 265802.47 | 4047141.56 | 0.00312 |
| 265306.27 | 4048460.62 | 0.00222 | 265313.37 | 4048622.01 | 0.00213 |
| 267112.74 | 4048642.96 | 0.00568 | 267272.35 | 4048641.19 | 0.00334 |
| 267045.11 | 4048815.59 | 0.00250 | 266874.25 | 4048692.62 | 0.00460 |
| 267194.77 | 4048842.06 | 0.00168 | 267354.38 | 4048840.29 | 0.00128 |
| 267053.71 | 4049067.85 | 0.00116 | 266925.65 | 4049017.68 | 0.00154 |
| 266797.60 | 4048967.52 | 0.00204 | 266705.00 | 4048879.88 | 0.00286 |
| 266647.86 | 4048754.78 | 0.00359 | 267197.55 | 4049092.05 | 0.00091 |
| 267357.16 | 4049090.28 | 0.00075 | 267050.67 | 4049315.56 | 0.00073 |
| 266910.97 | 4049260.83 | 0.00090 | 266771.27 | 4049206.10 | 0.00119 |
| 266631.57 | 4049151.37 | 0.00151 | 266530.56 | 4049055.77 | 0.00211 |
| 266468.23 | 4048919.29 | 0.00263 | 266405.90 | 4048782.81 | 0.00347 |
| 267200.32 | 4049342.03 | 0.00061 | 267359.94 | 4049340.26 | 0.00052 |

| | | | | | |
|---|---|---|---|---|---|
| 267056.22 | 4049815.53 | 0.00038 | 266916.52 | 4049760.80 | 0.00044 |
| 266776.83 | 4049706.07 | 0.00052 | 266637.13 | 4049651.34 | 0.00064 |
| 266497.43 | 4049596.61 | 0.00079 | 266357.73 | 4049541.88 | 0.00094 |
| 266186.87 | 4049418.91 | 0.00129 | 266124.54 | 4049282.44 | 0.00156 |
| 266062.20 | 4049145.96 | 0.00189 | 265999.87 | 4049009.48 | 0.00232 |
| 265937.54 | 4048873.01 | 0.00265 | 265875.21 | 4048736.53 | 0.00294 |
| 267205.88 | 4049842.00 | 0.00034 | 267365.49 | 4049840.23 | 0.00032 |
| 267057.67 | 4050313.88 | 0.00025 | 266909.75 | 4050255.94 | 0.00027 |
| 266761.84 | 4050197.99 | 0.00031 | 266613.92 | 4050140.04 | 0.00037 |
| 266466.00 | 4050082.09 | 0.00043 | 266318.09 | 4050024.14 | 0.00053 |
| 266170.17 | 4049966.20 | 0.00062 | 266022.25 | 4049908.25 | 0.00067 |
| 265841.34 | 4049778.05 | 0.00091 | 265775.34 | 4049633.54 | 0.00112 |
| 265709.35 | 4049489.04 | 0.00126 | 265643.35 | 4049344.53 | 0.00152 |
| 265577.35 | 4049200.03 | 0.00176 | 265511.36 | 4049055.52 | 0.00187 |
| 265445.36 | 4048911.02 | 0.00196 | 265379.36 | 4048766.51 | 0.00204 |
| 267211.43 | 4050341.97 | 0.00021 | 267371.05 | 4050340.20 | 0.00022 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266227.04 | 4047703.04 | 0.00594 | 266336.03 | 4047616.75 | 0.00660 |
| 267475.89 | 4046685.79 | 0.00768 | 266916.45 | 4047837.05 | 0.02873 |
| 266987.78 | 4047831.95 | 0.02228 | 266916.46 | 4047977.99 | 0.02687 |
| 266982.68 | 4047979.69 | 0.02258 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 0.08483c | (08010924) | 268200.25 | 4047792.81 | 0.07375c | (07121024) |
| 267927.26 | 4048332.91 | 0.04905c | (05010424) | 267886.01 | 4048503.77 | 0.02803c | (05010424) |
| 267941.00 | 4048515.56 | 0.02748c | (05010424) | 267937.08 | 4048570.55 | 0.02416c | (06011024) |
| 268149.19 | 4048568.58 | 0.02939c | (05010424) | 267721.04 | 4048574.48 | 0.04153c | (05012124) |
| 267281.11 | 4048576.44 | 0.08742c | (05012024) | 267157.38 | 4048570.55 | 0.12311c | (07022424) |
| 267074.89 | 4048517.52 | 0.11523c | (08012624) | 267228.08 | 4047810.49 | 0.12240c | (05121724) |
| 267222.19 | 4047875.30 | 0.09653c | (05012024) | 267147.56 | 4047788.88 | 0.18214c | (08120324) |
| 267118.10 | 4047847.80 | 0.13685c | (08120324) | 267037.57 | 4047547.31 | 0.26362c | (07120224) |
| 267082.14 | 4047366.70 | 0.19531c | (06123024) | 267129.88 | 4047042.57 | 0.15884c | (06123024) |
| 267423.42 | 4048609.32 | 0.05155c | (08120524) | 267490.22 | 4048539.27 | 0.06054c | (08120524) |
| 267557.02 | 4048469.22 | 0.05654c | (05012124) | 267623.82 | 4048399.17 | 0.05330c | (07122524) |
| 267690.62 | 4048329.12 | 0.05514c | (07010224) | 267757.42 | 4048259.07 | 0.06000c | (05010424) |
| 267824.21 | 4048189.01 | 0.07443c | (05010424) | 267891.01 | 4048118.96 | 0.08333c | (05010424) |
| 267957.81 | 4048048.91 | 0.10826c | (05010424) | 268024.61 | 4047978.86 | 0.10138c | (05010424) |
| 267496.90 | 4048778.33 | 0.03498c | (08120524) | 267634.96 | 4048677.29 | 0.03818c | (05012124) |
| 267701.76 | 4048607.24 | 0.03946c | (05012124) | 267768.56 | 4048537.19 | 0.03539c | (05012124) |
| 267835.36 | 4048467.14 | 0.03112c | (05010424) | 267902.16 | 4048397.09 | 0.03906c | (05010424) |
| 267968.96 | 4048327.04 | 0.05033c | (05010424) | 268035.75 | 4048256.98 | 0.05705c | (05010424) |

| | | | | | |
|---|---|---|---|---|---|
| 268102.55 | 4048186.93 | 0.07173c (05010424) | 268169.35 | 4048116.88 | 0.07204c (05010424) |
| 267670.70 | 4048953.95 | 0.02768c (08120524) | 267513.93 | 4049022.11 | 0.02481c (08120524) |
| 267815.89 | 4048849.82 | 0.02414c (06011024) | 267882.69 | 4048779.77 | 0.02408c (06011024) |
| 267949.49 | 4048709.72 | 0.02378c (06011024) | 268016.28 | 4048639.66 | 0.02102c (05010424) |
| 268083.08 | 4048569.61 | 0.02742c (05010424) | 268149.88 | 4048499.56 | 0.03686c (05010424) |
| 268216.68 | 4048429.51 | 0.04306c (05010424) | 268283.48 | 4048359.46 | 0.04912c (05010424) |
| 268350.28 | 4048289.41 | 0.05084c (05010424) | 267848.58 | 4049127.81 | 0.01832c (08120524) |
| 267685.70 | 4049198.62 | 0.02546c (08120524) | 267522.82 | 4049269.44 | 0.01899c (08120524) |
| 267996.81 | 4049022.34 | 0.01986c (07010224) | 268063.61 | 4048952.29 | 0.01886c (07010224) |
| 268130.41 | 4048882.24 | 0.01814c (05010424) | 268197.21 | 4048812.19 | 0.01942c (05010424) |
| 268264.01 | 4048742.14 | 0.02448c (05010424) | 268330.81 | 4048672.09 | 0.02933c (05010424) |
| 268397.61 | 4048602.04 | 0.03371c (05010424) | 268464.41 | 4048531.99 | 0.03417c (05010424) |
| 268531.21 | 4048461.94 | 0.03533c (05010424) | 268207.65 | 4049474.07 | 0.01446c (05022224) |
| 268123.44 | 4049510.68 | 0.01338c (09033024) | 268039.22 | 4049547.30 | 0.01359c (06011024) |
| 267955.00 | 4049583.92 | 0.01449c (08120524) | 267870.79 | 4049620.53 | 0.01819c (08120524) |
| 267786.57 | 4049657.15 | 0.01989c (08120524) | 267702.36 | 4049693.76 | 0.01826c (08120524) |
| 267618.14 | 4049730.38 | 0.01591c (08120524) | 267533.92 | 4049767.00 | 0.01256c (06011224) |
| 267449.71 | 4049803.61 | 0.01541c (05021424) | 268291.87 | 4049437.45 | 0.01564c (07010224) |
| 268358.67 | 4049367.40 | 0.01591c (07010224) | 268425.47 | 4049297.35 | 0.01211c (05010424) |
| 268492.27 | 4049227.30 | 0.01486c (05010424) | 268559.06 | 4049157.25 | 0.01875c (05010424) |
| 268625.86 | 4049087.19 | 0.02120c (05010424) | 268692.66 | 4049017.14 | 0.02471c (05010424) |
| 268759.46 | 4048947.09 | 0.02688c (05010424) | 268826.26 | 4048877.04 | 0.02313c (05010424) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 268893.06 | 4048806.99 | 0.01921c (05010424) | 268568.21 | 4049819.68 | 0.01223c (05022224) |
| 268482.70 | 4049856.86 | 0.01248c (05022224) | 268397.19 | 4049894.04 | 0.01096c (05022224) |
| 268311.68 | 4049931.22 | 0.01108c (09033024) | 268226.16 | 4049968.40 | 0.01195c (06011024) |
| 268140.65 | 4050005.58 | 0.01172c (06011024) | 268055.14 | 4050042.76 | 0.01222c (08120524) |
| 267969.63 | 4050079.94 | 0.01534c (08120524) | 267884.12 | 4050117.12 | 0.01613c (08120524) |
| 267798.61 | 4050154.30 | 0.01455c (08120524) | 267713.09 | 4050191.48 | 0.01333c (08120524) |
| 267627.58 | 4050228.66 | 0.01008c (06011224) | 267542.07 | 4050265.84 | 0.01146c (05021424) |
| 267456.56 | 4050303.02 | 0.01314c (05021424) | 268653.72 | 4049782.50 | 0.01066c (07010224) |
| 268720.52 | 4049712.45 | 0.00920c (05021624) | 268787.32 | 4049642.40 | 0.00914c (06010924) |
| 268854.12 | 4049572.35 | 0.01201c (05010424) | 268920.92 | 4049502.30 | 0.01663c (05010424) |
| 268987.72 | 4049432.25 | 0.01954c (05010424) | 269054.52 | 4049362.20 | 0.02223c (05010424) |
| 269121.31 | 4049292.15 | 0.02180c (05010424) | 269188.11 | 4049222.09 | 0.01796c (05010424) |
| 269254.91 | 4049152.04 | 0.01419c (05010424) | 268049.51 | 4047836.85 | 0.13757c (08010924) |
| 268231.35 | 4047952.96 | 0.04937c (05022424) | 268249.36 | 4047829.16 | 0.05515c (08010924) |
| 268480.18 | 4047945.95 | 0.03512c (05022424) | 268436.88 | 4048060.44 | 0.03157c (05010424) |
| 268393.58 | 4048174.92 | 0.04244c (05010424) | 268499.17 | 4047819.55 | 0.03837c (05011524) |
| 268729.60 | 4047937.39 | 0.02673c (05022424) | 268685.52 | 4048053.95 | 0.02391c (05022424) |
| 268641.43 | 4048170.52 | 0.02640c (05010424) | 268597.34 | 4048287.09 | 0.03111c (05010424) |
| 268748.99 | 4047809.94 | 0.03645c (06121824) | 269227.40 | 4047923.03 | 0.02467c (06121824) |
| 269179.64 | 4048049.31 | 0.01591c (05022424) | 269131.87 | 4048175.59 | 0.01628c (05012124) |
| 269084.11 | 4048301.87 | 0.01531c (05012124) | 269036.35 | 4048428.15 | 0.01796c (05010424) |
| 268988.58 | 4048554.43 | 0.01952c (05010424) | 268940.82 | 4048680.71 | 0.01960c (05010424) |
| 269248.62 | 4047790.73 | 0.02806c (07123124) | 269727.29 | 4047903.12 | 0.01770c (07123124) |
| 269680.05 | 4048028.01 | 0.01848c (06121824) | 269632.82 | 4048152.90 | 0.00899c (08021324) |

| | | | | | |
|---|---|---|---|---|---|
| 269585.58 | 4048277.79 | 0.01028c (05012124) | 269538.34 | 4048402.69 | 0.01361c (05012124) |
| 269491.10 | 4048527.58 | 0.01222c (05012124) | 269443.86 | 4048652.47 | 0.01355c (08121124) |
| 269396.63 | 4048777.37 | 0.01521c (05010424) | 269349.39 | 4048902.26 | 0.01462c (05010424) |
| 269302.15 | 4049027.15 | 0.01208c (05010424) | 269748.25 | 4047771.51 | 0.01655c (05022424) |
| 267983.27 | 4047685.95 | 0.07961c (06011924) | 267877.56 | 4047669.79 | 0.07404c (08021324) |
| 267733.92 | 4047666.24 | 0.10850c (05010424) | 268005.14 | 4047493.20 | 0.09404c (05022424) |
| 268106.77 | 4047536.36 | 0.06740c (07120724) | 268179.87 | 4047608.46 | 0.08003c (08010924) |
| 268224.42 | 4047709.49 | 0.07283c (08010924) | 268146.82 | 4047300.83 | 0.07998c (08010924) |
| 268271.04 | 4047353.58 | 0.08027c (05022424) | 268360.37 | 4047441.69 | 0.05815c (08010924) |
| 268414.83 | 4047565.17 | 0.05413c (08010924) | 268469.29 | 4047688.65 | 0.04014c (06121824) |
| 268026.89 | 4046997.35 | 0.09219c (08010924) | 268147.34 | 4047048.50 | 0.09472c (08010924) |
| 268267.80 | 4047099.66 | 0.05800c (07121024) | 268388.25 | 4047150.81 | 0.04846c (08010924) |
| 268535.10 | 4047261.84 | 0.07300c (08010924) | 268587.91 | 4047381.57 | 0.05302c (05022424) |
| 268640.72 | 4047501.31 | 0.03107c (07121024) | 268693.52 | 4047621.05 | 0.02669c (08020424) |
| 267894.84 | 4046970.00 | 0.10372c (08010924) | 267751.20 | 4046966.45 | 0.08813c (08010924) |
| 268041.92 | 4046498.64 | 0.03559b (07013124) | 268167.75 | 4046552.08 | 0.03967c (06022024) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 268293.58 | 4046605.52 | 0.04361c (08010924) | 268419.41 | 4046658.96 | 0.06034c (08010924) |
| 268545.24 | 4046712.40 | 0.06418c (08010924) | 268671.07 | 4046765.83 | 0.04826c (08010924) |
| 268796.90 | 4046819.27 | 0.03510c (08022524) | 268887.40 | 4046908.53 | 0.04071c (08010924) |
| 268942.56 | 4047033.61 | 0.05031c (08010924) | 268997.72 | 4047158.70 | 0.04644c (08010924) |
| 269052.89 | 4047283.78 | 0.03631c (05022424) | 269108.05 | 4047408.86 | 0.02276c (05022424) |
| 269163.21 | 4047533.94 | 0.02171c (07120724) | 269218.38 | 4047659.03 | 0.01984c (08011024) |
| 267907.18 | 4046470.15 | 0.04843c (06022024) | 267763.54 | 4046466.61 | 0.04181c (07010224) |
| 268055.54 | 4045999.34 | 0.03088c (06042924) | 268183.91 | 4046053.86 | 0.03114c (06042924) |
| 268312.29 | 4046108.38 | 0.02755c (08032224) | 268440.67 | 4046162.90 | 0.02625c (06011924) |
| 268569.04 | 4046217.42 | 0.03005c (08010924) | 268697.42 | 4046271.94 | 0.03451c (08010924) |
| 268825.80 | 4046326.45 | 0.04042c (08010924) | 268954.17 | 4046380.97 | 0.03848c (08010924) |
| 269082.55 | 4046435.49 | 0.03323c (08010924) | 269239.07 | 4046553.82 | 0.03204c (08010924) |
| 269295.35 | 4046681.43 | 0.03253c (08010924) | 269351.63 | 4046809.05 | 0.03372c (08010924) |
| 269407.91 | 4046936.66 | 0.03419c (08010924) | 269464.19 | 4047064.28 | 0.03155c (05022424) |
| 269520.47 | 4047191.89 | 0.02613c (05022424) | 269576.75 | 4047319.51 | 0.01739c (05022424) |
| 269633.03 | 4047447.12 | 0.01444c (08012824) | 269689.31 | 4047574.74 | 0.01786c (05121024) |
| 267919.53 | 4045970.31 | 0.03185c (07010224) | 267775.88 | 4045966.76 | 0.02788c (08021324) |
| 267459.76 | 4047820.08 | 0.09619c (07010224) | 267554.14 | 4046962.90 | 0.12348c (08010924) |
| 267084.90 | 4047228.91 | 0.19344c (07122324) | 267116.21 | 4046645.91 | 0.09721c (08041724) |
| 267278.04 | 4046601.08 | 0.05947c (06031524) | 267439.87 | 4046556.26 | 0.05932c (06040824) |
| 267601.70 | 4046511.43 | 0.04591c (07010224) | 266962.58 | 4046714.43 | 0.08283c (08041724) |
| 266817.15 | 4046806.64 | 0.06876c (06120624) | 266845.10 | 4046224.57 | 0.07078c (08041724) |
| 267000.23 | 4046181.60 | 0.07214c (08040424) | 267155.36 | 4046138.63 | 0.03889c (06031524) |
| 267310.49 | 4046095.66 | 0.03230c (07030524) | 267465.62 | 4046052.70 | 0.03518c (07030524) |
| 267620.75 | 4046009.73 | 0.03066c (06040824) | 266694.82 | 4046292.16 | 0.03746c (06120324) |
| 266549.40 | 4046384.37 | 0.04381c (07012024) | 267349.50 | 4047926.93 | 0.10143c (08120524) |
| 267031.28 | 4047608.75 | 0.19761c (05010524) | 266993.36 | 4047302.22 | 0.14951c (06121224) |
| 266901.04 | 4047385.43 | 0.17864c (06123024) | 266638.65 | 4046949.60 | 0.06022c (05030724) |
| 266727.90 | 4046878.12 | 0.07108c (05030724) | 266547.47 | 4047031.90 | 0.06287c (05030724) |
| 266284.58 | 4046596.46 | 0.04048c (05030724) | 266372.86 | 4046525.76 | 0.03621c (05030724) |
| 266461.13 | 4046455.07 | 0.04336c (06120624) | 266193.90 | 4046678.36 | 0.03910c (05030724) |

| | | | | | |
|---|---|---|---|---|---|
| 267123.74 | 4048028.27 | 0.09393c (05012024) | 267149.74 | 4047840.79 | 0.14294c (08120324) |
| 266913.72 | 4047720.18 | 0.11911c (06021224) | 266805.38 | 4047478.28 | 0.16523c (07120224) |
| 266677.69 | 4047599.58 | 0.10940c (05120724) | 266550.00 | 4047720.88 | 0.07835c (05010524) |
| 266461.01 | 4047115.78 | 0.06695c (07120224) | 266333.32 | 4047237.08 | 0.07511c (06123024) |
| 266205.63 | 4047358.38 | 0.06085c (06123024) | 266116.64 | 4046753.27 | 0.03235b (05122724) |
| 265988.95 | 4046874.57 | 0.03979c (07121424) | 265861.26 | 4046995.87 | 0.04556c (06123024) |
| 267004.63 | 4048385.97 | 0.07397c (06021224) | 267011.73 | 4048547.36 | 0.07736c (06010724) |
| 266811.92 | 4048556.14 | 0.06855c (08120324) | 266579.96 | 4048254.56 | 0.12284c (07120224) |
| 266636.85 | 4048113.59 | 0.12343c (07120224) | 266555.07 | 4048405.73 | 0.08966c (08013124) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC (YYMMDDHH) |
|---|---|---|---|---|---|
| 266562.16 | 4048567.12 | 0.10287c (05010124) | 266329.34 | 4048267.67 | 0.07255c (07120224) |
| 266345.91 | 4048065.35 | 0.06851c (09121524) | 266323.87 | 4047905.50 | 0.05710c (07120224) |
| 266494.84 | 4047857.58 | 0.06668c (07120124) | 266305.31 | 4048416.71 | 0.06184c (08013124) |
| 266312.40 | 4048578.10 | 0.06005c (08013124) | 265831.06 | 4048286.57 | 0.03663c (07011924) |
| 265888.68 | 4048143.77 | 0.03984c (06012324) | 265946.31 | 4048000.97 | 0.04320c (07120124) |
| 266003.94 | 4047858.18 | 0.05389c (05010524) | 266061.56 | 4047715.38 | 0.05266c (05010524) |
| 266119.19 | 4047572.58 | 0.06889c (07120224) | 265805.79 | 4048438.67 | 0.03657c (05010524) |
| 265812.88 | 4048600.05 | 0.03506c (08012624) | 265332.12 | 4048307.08 | 0.02616c (05120724) |
| 265390.92 | 4048161.39 | 0.03346c (05120724) | 265449.71 | 4048015.70 | 0.03069c (05120724) |
| 265508.50 | 4047870.01 | 0.04004c (05010524) | 265567.29 | 4047724.32 | 0.03450c (05120624) |
| 265626.09 | 4047578.63 | 0.05192c (07120224) | 265684.88 | 4047432.94 | 0.04728c (06120424) |
| 265743.67 | 4047287.25 | 0.04194c (07120224) | 265802.47 | 4047141.56 | 0.04794c (06123024) |
| 265306.27 | 4048460.62 | 0.02992c (07011924) | 265313.37 | 4048622.01 | 0.02361c (06021224) |
| 267112.74 | 4048642.96 | 0.09095c (05012024) | 267272.35 | 4048641.19 | 0.05869c (05012024) |
| 267045.11 | 4048815.59 | 0.06066c (05010124) | 266874.25 | 4048692.62 | 0.06206c (05121724) |
| 267194.77 | 4048842.06 | 0.03451c (05012024) | 267354.38 | 4048840.29 | 0.03037c (08120524) |
| 267053.71 | 4049067.85 | 0.02926c (06011824) | 266925.65 | 4049017.68 | 0.03935c (05010124) |
| 266797.60 | 4048967.52 | 0.04399c (05012024) | 266705.00 | 4048879.88 | 0.05288c (08120324) |
| 266647.86 | 4048754.78 | 0.06920c (08120324) | 267197.55 | 4049092.05 | 0.02657b (05012424) |
| 267357.16 | 4049090.28 | 0.02050c (07122524) | 267050.67 | 4049315.56 | 0.02038c (08120524) |
| 266910.97 | 4049260.83 | 0.02604c (08120524) | 266771.27 | 4049206.10 | 0.03269c (05010124) |
| 266631.57 | 4049151.37 | 0.04268c (05012024) | 266530.56 | 4049055.77 | 0.04837c (08120324) |
| 266468.23 | 4048919.29 | 0.05620c (08120524) | 266405.90 | 4048782.81 | 0.06690c (05010124) |
| 267200.32 | 4049342.03 | 0.02039b (05012424) | 267359.94 | 4049340.26 | 0.01873c (05021424) |
| 267056.22 | 4049815.53 | 0.01380c (08122324) | 266916.52 | 4049760.80 | 0.01473c (05012024) |
| 266776.83 | 4049706.07 | 0.01939c (05012024) | 266637.13 | 4049651.34 | 0.01714c (08120324) |
| 266497.43 | 4049596.61 | 0.02266c (05010124) | 266357.73 | 4049541.88 | 0.02952c (08120324) |
| 266186.87 | 4049418.91 | 0.02917c (08122124) | 266124.54 | 4049282.44 | 0.03224c (08122124) |
| 266062.20 | 4049145.96 | 0.03554c (05010124) | 265999.87 | 4049009.48 | 0.03622c (05010124) |
| 265937.54 | 4048873.01 | 0.03114c (07022424) | 265875.21 | 4048736.53 | 0.03177c (08013124) |
| 267205.88 | 4049842.00 | 0.01365c (08011724) | 267365.49 | 4049840.23 | 0.01632c (05021424) |
| 267057.67 | 4050313.88 | 0.01090b (05012424) | 266909.75 | 4050255.94 | 0.01100c (05012024) |
| 266761.84 | 4050197.99 | 0.01399c (05012024) | 266613.92 | 4050140.04 | 0.01517c (05012024) |
| 266466.00 | 4050082.09 | 0.01335c (08120324) | 266318.09 | 4050024.14 | 0.02021c (08120324) |
| 266170.17 | 4049966.20 | 0.02324c (05010124) | 266022.25 | 4049908.25 | 0.01978c (08120524) |
| 265841.34 | 4049778.05 | 0.01979c (08013124) | 265775.34 | 4049633.54 | 0.02536c (05010124) |
| 265709.35 | 4049489.04 | 0.02468c (05010124) | 265643.35 | 4049344.53 | 0.02526c (07022424) |

| | | | | | |
|---|---|---|---|---|---|
| 265577.35 | 4049200.03 | 0.02527c (07122324) | 265511.36 | 4049055.52 | 0.02216c (06122924) |
| 265445.36 | 4048911.02 | 0.02145c (08122724) | 265379.36 | 4048766.51 | 0.02254c (08122724) |
| 267211.43 | 4050341.97 | 0.01151c (08011724) | 267371.05 | 4050340.20 | 0.01186c (05021424) |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 266227.04 | 4047703.04 | 0.06616c | (05010524) | 266336.03 | 4047616.75 | 0.06789c | (07120224) |
| 267475.89 | 4046685.79 | 0.06620c | (08021324) | 266916.45 | 4047837.05 | 0.13110c | (07123124) |
| 266987.78 | 4047831.95 | 0.12447c | (08120324) | 266916.46 | 4047977.99 | 0.11806c | (07010224) |
| 266982.68 | 4047979.69 | 0.11522c | (07010224) | | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5 YEARS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| GROUP ID | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 0.03568 AT ( 267037.57, 4047547.31, 101.00, 101.00, 0.00) | DC | |
| | 2ND HIGHEST VALUE IS | 0.03209 AT ( 267084.90, 4047228.91, 101.00, 101.00, 0.00) | DC | |
| | 3RD HIGHEST VALUE IS | 0.03148 AT ( 267031.28, 4047608.75, 101.00, 101.00, 0.00) | DC | |
| | 4TH HIGHEST VALUE IS | 0.02873 AT ( 266916.45, 4047837.05, 101.00, 101.00, 0.00) | DC | |
| | 5TH HIGHEST VALUE IS | 0.02687 AT ( 266916.46, 4047977.99, 101.00, 101.00, 0.00) | DC | |
| | 6TH HIGHEST VALUE IS | 0.02587 AT ( 267082.14, 4047366.70, 101.00, 101.00, 0.00) | DC | |
| | 7TH HIGHEST VALUE IS | 0.02465 AT ( 266913.72, 4047720.18, 101.00, 101.00, 0.00) | DC | |
| | 8TH HIGHEST VALUE IS | 0.02258 AT ( 266982.68, 4047979.69, 101.00, 101.00, 0.00) | DC | |
| | 9TH HIGHEST VALUE IS | 0.02228 AT ( 266987.78, 4047831.95, 101.00, 101.00, 0.00) | DC | |
| | 10TH HIGHEST VALUE IS | 0.02088 AT ( 267147.56, 4047788.88, 101.00, 101.00, 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF PM_10 IN MICROGRAMS/M**3 **

| GROUP ID | AVERAGE CONC | DATE (YYMMDDHH) | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|---|
| ALL | HIGH 1ST HIGH VALUE IS | 0.26362c ON 07120224: | AT ( 267037.57, 4047547.31, 101.00, 101.00, 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 56 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********

*** NONE ***

******** WARNING MESSAGES ********

```
SO W320    3274  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3275  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3276  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3277  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3278  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3279  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3280  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3281  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3282  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3283  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3284  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3285  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3286  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3287  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4371  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4372  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4373  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4374  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4375  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4376  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4377  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4378  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4379  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4380  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4381  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4382  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4383  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4384  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4385  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4386  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4387  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4388  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4389  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4390  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4391  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4392  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4393  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4394  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4395  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4396  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4397  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4398  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5113  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5114  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5115  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5116  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5117  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5118  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5119  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5120  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5121  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5122  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5123  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5124  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5125  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
ME W396    6950 MEOPEN:Met data from outdated version of AERMET, version:       06341
```

**********
*** AERMOD Finishes Successfully ***
**********

# Appendix C:
# Health Risk Assessment Emissions and AERMOD Model Output

**Proposed Selma Crossings Phase I 2016 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 24 | 2 | 2 | 0 | 0.01 | 0.02 | 2.79E-02 | 0.00E+00 | 2.79E-02 | 2.56E-06 | 0.02 | 3.22E-07 |
| SLINEB | Truck route - Building B | 522 | 24 | 2 | 4 | 0 | 0.07 | 0.24 | 3.11E-01 | 0.00E+00 | 3.11E-01 | 2.86E-05 | 0.25 | 3.60E-06 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 24 | 6 | 0 | 6 | 0.05 | 0.00 | 4.89E-02 | 2.93E-02 | 7.83E-02 | 7.18E-06 | 0.06 | 9.06E-07 |
| SLINEFG | Truck route - Buildings F and G | 202 | 24 | 4 | 0 | 4 | 0.06 | 0.00 | 5.54E-02 | 3.32E-02 | 8.86E-02 | 8.13E-06 | 0.07 | 1.02E-06 |
| SLINEH | Truck route - Building H | 425 | 24 | 4 | 6 | 0 | 0.12 | 0.29 | 4.09E-01 | 0.00E+00 | 4.09E-01 | 3.76E-05 | 0.33 | 4.74E-06 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 24 | 4 | 0 | 4 | 0.05 | 0.00 | 4.66E-02 | 2.79E-02 | 7.45E-02 | 6.84E-06 | 0.06 | 8.63E-07 |
| SLINEK | Truck route - Building K | 427 | 24 | 2 | 2 | 0 | 0.06 | 0.10 | 1.57E-01 | 0.00E+00 | 1.57E-01 | 1.44E-05 | 0.13 | 1.81E-06 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 24 | 0 | 6 | 6 | 0.00 | 0.10 | 9.92E-02 | 3.55E-02 | 1.35E-01 | 1.24E-05 | 0.11 | 1.56E-06 |
| SLINENO | Truck route - Buildings N and O | 57 | 24 | 2 | 6 | 2 | 0.01 | 0.04 | 4.71E-02 | 4.68E-03 | 5.17E-02 | 4.75E-06 | 0.04 | 5.99E-07 |
| SLINEQ | Truck route - Building Q | 70 | 24 | 2 | 0 | 2 | 0.01 | 0.00 | 9.60E-03 | 5.75E-03 | 1.53E-02 | 1.41E-06 | 0.01 | 1.78E-07 |
| SLINERU | Truck route - Buildings R and U | 206 | 24 | 4 | 0 | 4 | 0.06 | 0.00 | 5.65E-02 | 3.38E-02 | 9.03E-02 | 8.29E-06 | 0.07 | 1.05E-06 |
| SLINET | Truck route - Building T | 434 | 24 | 4 | 4 | 0 | 0.12 | 0.20 | 3.18E-01 | 0.00E+00 | 3.18E-01 | 2.92E-05 | 0.26 | 3.68E-06 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 24 | 8 | 8 | 0 | 0.22 | 0.36 | 5.76E-01 | 0.00E+00 | 5.76E-01 | 5.29E-05 | 0.46 | 6.67E-06 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 24 | 4 | 0 | 4 | 0.10 | 0.00 | 9.84E-02 | 5.90E-02 | 1.57E-01 | 1.44E-05 | 0.13 | 1.82E-06 |
| **Total** | | | | **48** | **38** | **32** | **1** | **1** | **2.26E+00** | **2.29E-01** | **2.49E+00** | **2.29E-04** | **2.00E+00** | **2.88E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.110
2-Axle MHDT (g/mi) = 0.185

Truck emissions for trucks based on EMFAC2011 for 2016 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 1.0
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.11
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2016 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors DPM Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (S. | 2016 | Annual | LDA | DSL | AllMYr | 15 | 0.047 |
| Fresno (S. | 2016 | Annual | LDT1 | DSL | AllMYr | 15 | 0.086 |
| Fresno (S. | 2016 | Annual | LDT2 | DSL | AllMYr | 15 | 0.057 |
| Fresno (S. | 2016 | Annual | LHD1 | DSL | AllMYr | 15 | 0.072 |
| Fresno (S. | 2016 | Annual | LHD2 | DSL | AllMYr | 15 | 0.068 |
| Fresno (S. | 2016 | Annual | MDV | DSL | AllMYr | 15 | 0.052 |
| Fresno (S. | 2016 | Annual | MH | DSL | AllMYr | 15 | 0.327 |
| Fresno (S. | 2016 | Annual | OBUS | DSL | AllMYr | 15 | 0.128 |
| Fresno (S. | 2016 | Annual | SBUS | DSL | AllMYr | 15 | 0.208 |
| Fresno (S. | 2016 | Annual | T6 | DSL | AllMYr | 15 | 0.185 |
| Fresno (S. | 2016 | Annual | T7 | DSL | AllMYr | 15 | 0.110 |
| Fresno (S. | 2016 | Annual | UBUS | DSL | AllMYr | 15 | 0.412 |
| Fresno (S. | 2016 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2016 | Annual | LDT1 | GAS | AllMYr | 15 | 0.010 |
| Fresno (S. | 2016 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2016 | Annual | LHD1 | GAS | AllMYr | 15 | 0.004 |
| Fresno (S. | 2016 | Annual | LHD2 | GAS | AllMYr | 15 | 0.004 |
| Fresno (S. | 2016 | Annual | MCY | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2016 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (S. | 2016 | Annual | MH | GAS | AllMYr | 15 | 0.007 |
| Fresno (S. | 2016 | Annual | OBUS | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2016 | Annual | SBUS | GAS | AllMYr | 15 | 0.022 |
| Fresno (S. | 2016 | Annual | T6 | GAS | AllMYr | 15 | 0.004 |
| Fresno (S. | 2016 | Annual | T7 | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2016 | Annual | UBUS | GAS | AllMYr | 15 | 0.002 |

**Proposed Selma Crossing Phase 1 2016 - Emissions for Truck and TRU Idling**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| SLINEA | Truck route - Building A | 24 | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 24 | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 24 | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 24 | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 24 | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 24 | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 24 | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 24 | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 24 | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 24 | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 24 | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 24 | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 24 | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 24 | 4 | 0 | 4 |
| **Total** | | | **48** | **38** | **32** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emisssions (g/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.176 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.308 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 0.133 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.089 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 0.484 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.089 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.176 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 0.395 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 0.440 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 0.044 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.089 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.353 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 0.705 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.089 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 3.571 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 2.973 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 1.982 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 1.982 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 2.973 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.991 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.991 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 1.982 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 1.982 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 15.9 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 1.0
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.11
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.527
HHD Truck Idle Emissions (g/hr) = 0.178

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2016 for the SJV

Proposed Selma Crossing Phase 1  2016 - Emissions for Truck and TRU Idling
DPM Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 2.04E-06 | | | 2.04E-06 |
| STCKB | ISTCKB | 3.57E-06 | | | 3.57E-06 |
| STCKCDE | ISTCKCDE | 1.54E-06 | TRU_CDE | 3.44E-05 | 3.60E-05 |
| STCKFG | ISTCKFG | 1.03E-06 | TRU_FG | 2.29E-05 | 2.40E-05 |
| STCKH | ISTCKH | 5.61E-06 | | | 5.61E-06 |
| STCKIJ | ISTCKIJ | 1.03E-06 | TRU_IJ | 2.29E-05 | 2.40E-05 |
| STCKK | ISTCKK | 2.04E-06 | | | 2.04E-06 |
| STCKLMP | ISTCKLMP | 4.58E-06 | TRU_LMP | 3.44E-05 | 3.90E-05 |
| STCKNO | ISTCKNO | 5.09E-06 | TRU_NO | 1.15E-05 | 1.66E-05 |
| STCKQ | ISTCKQ | 5.14E-07 | TRU_Q | 1.15E-05 | 1.20E-05 |
| STCKRU | ISTCKRU | 1.03E-06 | TRU_RU | 2.29E-05 | 2.40E-05 |
| STCKT | ISTCKT | 4.08E-06 | | | 4.08E-06 |
| STCKVWXY | ISTCKVWX | 8.16E-06 | | | 8.16E-06 |
| STCKAABB | ISTCKAABB | 1.03E-06 | TRU_AABB | 2.29E-05 | 2.40E-05 |
| | | 4.13E-05 | | 1.84E-04 | 2.25E-04 |

**Selma Crossing Phase I** 2016
**DPM Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips |
|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 19921 | 0 |
| LDT1 | 22.5% | 23.4% | 2.8 | 8771 | 246 |
| LDT2 | 16.3% | 17.0% | 0 | 6354 | 0 |
| MDT | 6.2% | 6.5% | 0 | 2417 | 0 |
| Total | 96% | 100.0% | | 37464 | 246 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2016

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) |
|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.047 | 0.086 | 0.057 | 0.052 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 2.63E+00 | 0.00E+00 | 0.00E+00 | 2.63E+00 |
| 1 | grams/sec | 0.00E+00 | 3.05E-05 | 0.00E+00 | 0.00E+00 | 3.05E-05 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) |
|---|---|---|---|
| 0.336 | 0.618 | 0.407 | 0.378 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 4.16E-01 | 0.00E+00 | 0.00E+00 | 4.16E-01 |
| 1 | grams/sec | 0.00E+00 | 4.82E-06 | 0.00E+00 | 0.00E+00 | 4.82E-06 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 3.53E-05 | 3.15E-10 |

Selma Crossing Phase I 2016
DPM Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.067 | 0.33631 |
| LDT1 | DSL | 5 | 0.124 | 0.61774 |
| LDT2 | DSL | 5 | 0.081 | 0.4066 |
| MDV | DSL | 5 | 0.076 | 0.37785 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.047 |
| LDT1 | DSL | 15 | 0.086 |
| LDT2 | DSL | 15 | 0.057 |
| MDV | DSL | 15 | 0.052 |
| T6 | DSL | 15 | 0.185 |
| T7 | DSL | 15 | 0.110 |

**Proposed Selma Crossings Phase I 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 24 | 2 | 2 | 0 | 6.93E-03 | 5.85E-03 | 1.28E-02 | 0.00E+00 | 1.28E-02 | 1.17E-06 | 0.01 | 1.48E-07 |
| SLINEB | Truck route - Building B | 522 | 24 | 2 | 4 | 0 | 4.76E-02 | 8.04E-02 | 1.28E-01 | 0.00E+00 | 1.28E-01 | 1.17E-05 | 0.10 | 1.48E-06 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 24 | 6 | 0 | 6 | 3.26E-02 | 0.00E+00 | 3.26E-02 | 1.07E-02 | 4.32E-02 | 3.97E-06 | 0.03 | 5.00E-07 |
| SLINEFG | Truck route - Buildings F and G | 202 | 24 | 4 | 0 | 4 | 3.69E-02 | 0.00E+00 | 3.69E-02 | 1.21E-02 | 4.89E-02 | 4.49E-06 | 0.04 | 5.66E-07 |
| SLINEH | Truck route - Building H | 425 | 24 | 4 | 6 | 0 | 7.75E-02 | 9.82E-02 | 1.76E-01 | 0.00E+00 | 1.76E-01 | 1.61E-05 | 0.14 | 2.03E-06 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 24 | 4 | 0 | 4 | 3.10E-02 | 0.00E+00 | 3.10E-02 | 1.02E-02 | 4.12E-02 | 3.78E-06 | 0.03 | 4.76E-07 |
| SLINEK | Truck route - Building K | 427 | 24 | 2 | 2 | 0 | 3.89E-02 | 3.29E-02 | 7.18E-02 | 0.00E+00 | 7.18E-02 | 6.59E-06 | 0.06 | 8.31E-07 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 24 | 0 | 6 | 6 | 0.00E+00 | 3.33E-02 | 3.33E-02 | 1.29E-02 | 4.62E-02 | 4.24E-06 | 0.04 | 5.34E-07 |
| SLINENO | Truck route - Buildings N and O | 57 | 24 | 2 | 6 | 2 | 5.20E-03 | 1.32E-02 | 1.84E-02 | 1.70E-03 | 2.01E-02 | 1.84E-06 | 0.02 | 2.32E-07 |
| SLINEQ | Truck route - Building Q | 70 | 24 | 2 | 0 | 2 | 6.39E-03 | 0.00E+00 | 6.39E-03 | 2.09E-03 | 8.48E-03 | 7.78E-07 | 0.01 | 9.81E-08 |
| SLINERU | Truck route - Buildings R and U | 206 | 24 | 4 | 0 | 4 | 3.76E-02 | 0.00E+00 | 3.76E-02 | 1.23E-02 | 4.99E-02 | 4.58E-06 | 0.04 | 5.77E-07 |
| SLINET | Truck route - Building T | 434 | 24 | 4 | 4 | 0 | 7.92E-02 | 6.69E-02 | 1.46E-01 | 0.00E+00 | 1.46E-01 | 1.34E-05 | 0.12 | 1.69E-06 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 24 | 8 | 8 | 0 | 1.43E-01 | 1.21E-01 | 2.64E-01 | 0.00E+00 | 2.64E-01 | 2.43E-05 | 0.21 | 3.06E-06 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 24 | 4 | 0 | 4 | 6.55E-02 | 0.00E+00 | 6.55E-02 | 2.14E-02 | 8.69E-02 | 7.98E-06 | 0.07 | 1.01E-06 |
| **Total** | | | | **48** | **38** | **32** | **6.09E-01** | **4.52E-01** | **1.06E+00** | **8.33E-02** | **1.14E+00** | **1.05E-04** | **9.20E-01** | **1.32E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.073
2-Axle MHDT (g/mi) = 0.062

Truck emissions for trucks based on EMFAC2011 for 2020 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.04
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB ONROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors DPM Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (S. | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.024 |
| Fresno (S. | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.048 |
| Fresno (S. | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.028 |
| Fresno (S. | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 0.059 |
| Fresno (S. | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 0.056 |
| Fresno (S. | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.033 |
| Fresno (S. | 2020 | Annual | MH | DSL | AllMYr | 15 | 0.253 |
| Fresno (S. | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 0.055 |
| Fresno (S. | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 0.108 |
| Fresno (S. | 2020 | Annual | T6 | DSL | AllMYr | 15 | 0.062 |
| Fresno (S. | 2020 | Annual | T7 | DSL | AllMYr | 15 | 0.073 |
| Fresno (S. | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 0.378 |
| Fresno (S. | 2020 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 0.008 |
| Fresno (S. | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 0.003 |
| Fresno (S. | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2020 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (S. | 2020 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (S. | 2020 | Annual | MH | GAS | AllMYr | 15 | 0.004 |
| Fresno (S. | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 0.012 |
| Fresno (S. | 2020 | Annual | T6 | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2020 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 0.002 |

**Proposed Selma Crossing Phase 1 2020 - Emissions for Truck and TRU Idling**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| SLINEA | Truck route - Building A | 24 | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 24 | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 24 | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 24 | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 24 | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 24 | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 24 | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 24 | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 24 | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 24 | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 24 | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 24 | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 24 | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 24 | 4 | 0 | 4 |
| **Total** | | | **48** | **38** | **32** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | Emisssions (g/day) | Emissions (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 1*** | | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.099 | 1.14E-06 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.164 | 1.90E-06 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 0.100 | 1.16E-06 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.067 | 7.72E-07 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 0.262 | 3.04E-06 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.067 | 7.72E-07 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.099 | 1.14E-06 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 0.196 | 2.27E-06 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 0.229 | 2.65E-06 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 0.033 | 3.86E-07 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.067 | 7.72E-07 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.197 | 2.28E-06 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 0.394 | 4.56E-06 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.067 | 7.72E-07 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 2.040 | 2.36E-05 |
| | | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 1.081 | 1.25E-05 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.721 | 8.34E-06 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.721 | 8.34E-06 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 1.081 | 1.25E-05 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.360 | 4.17E-06 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.360 | 4.17E-06 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.721 | 8.34E-06 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.721 | 8.34E-06 |
| | | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 5.8 | 6.67E-05 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.04
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.261
HHD Truck Idle Emissions (g/hr) = 0.133

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2020 for the SJV

Proposed Selma Crossing Phase 1  2020 - Emissions for Truck and TRU Idling
DPM Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 1.14E-06 | | | 1.14E-06 |
| STCKB | ISTCKB | 1.90E-06 | | | 1.90E-06 |
| STCKCDE | ISTCKCDE | 1.16E-06 | TRU_CDE | 1.25E-05 | 1.37E-05 |
| STCKFG | ISTCKFG | 7.72E-07 | TRU_FG | 8.34E-06 | 9.11E-06 |
| STCKH | ISTCKH | 3.04E-06 | | | 3.04E-06 |
| STCKIJ | ISTCKIJ | 7.72E-07 | TRU_IJ | 8.34E-06 | 9.11E-06 |
| STCKK | ISTCKK | 1.14E-06 | | | 1.14E-06 |
| STCKLMP | ISTCKLMP | 2.27E-06 | TRU_LMP | 1.25E-05 | 1.48E-05 |
| STCKNO | ISTCKNO | 2.65E-06 | TRU_NO | 4.17E-06 | 6.82E-06 |
| STCKQ | ISTCKQ | 3.86E-07 | TRU_Q | 4.17E-06 | 4.56E-06 |
| STCKRU | ISTCKRU | 7.72E-07 | TRU_RU | 8.34E-06 | 9.11E-06 |
| STCKT | ISTCKT | 2.28E-06 | | | 2.28E-06 |
| STCKVWXY | ISTCKVWX | 4.56E-06 | | | 4.56E-06 |
| STCKAABB | ISTCKAABB | 7.72E-07 | TRU_AABB | 8.34E-06 | 9.11E-06 |
| | | 2.36E-05 | | 6.67E-05 | 9.04E-05 |

**Selma Crossing Phase I** 2020
**DPM Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 1 | 111810 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips |
|---|---|---|---|---|---|
| LDA | 51.1% | 53.2% | 0 | 19921 | 0 |
| LDT1 | 22.5% | 23.4% | 1.9 | 8771 | 167 |
| LDT2 | 16.3% | 17.0% | 0 | 6354 | 0 |
| MDT | 6.2% | 6.5% | 0 | 2417 | 0 |
| Total | 96% | 100.0% | | 37464 | 167 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2020

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) |
|---|---|---|---|---|---|---|---|
| 1 | 15 mph | 200 | 0.12 | 0.024 | 0.048 | 0.028 | 0.033 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 1.00E+00 | 0.00E+00 | 0.00E+00 | 1.00E+00 |
| 1 | grams/sec | 0.00E+00 | 1.16E-05 | 0.00E+00 | 0.00E+00 | 1.16E-05 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) |
|---|---|---|---|
| 0.175 | 0.350 | 0.205 | 0.240 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 1 | grams/day | 0.00E+00 | 1.42E-01 | 0.00E+00 | 0.00E+00 | 1.42E-01 |
| 1 | grams/sec | 0.00E+00 | 1.65E-06 | 0.00E+00 | 0.00E+00 | 1.65E-06 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 1 | 111810 | 1.33E-05 | 1.19E-10 |

Selma Crossing Phase I 2020
DPM Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.035 | 0.175 |
| LDT1 | DSL | 5 | 0.070 | 0.35 |
| LDT2 | DSL | 5 | 0.041 | 0.205 |
| MDV | DSL | 5 | 0.048 | 0.24 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.024 |
| LDT1 | DSL | 15 | 0.048 |
| LDT2 | DSL | 15 | 0.028 |
| MDV | DSL | 15 | 0.033 |

**Proposed Selma Crossings Phase 2 2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINECCOO | Truck route - Buildings CC to OO | 700 | 24 | 8 | 16 | 16 | 0.26 | 0.43 | 6.87E-01 | 1.67E-01 | 8.54E-01 | 7.84E-05 | 0.69 | 9.88E-06 |
| SLPPRRTTUU | Truck route - Buildings PP,QQ,RR,TT, and UU | 456 | 24 | 10 | 0 | 8 | 0.21 | 0.00 | 2.08E-01 | 5.45E-02 | 2.62E-01 | 2.41E-05 | 0.21 | 3.04E-06 |
| SLINEAUTO | Truck route - Buildings - Auto Mall | 931 | 24 | 20 | 0 | 0 | 0.85 | 0.00 | 8.49E-01 | 0.00E+00 | 8.49E-01 | 7.79E-05 | 0.68 | 9.83E-06 |
| SLINEHOTL | Truck route - Buildings - Hotels | 900 | 24 | 4 | 4 | 2 | 0.16 | 0.14 | 3.03E-01 | 2.69E-02 | 3.30E-01 | 3.03E-05 | 0.27 | 3.82E-06 |
| SLINEWP | Truck route - Building - Waterpark | 1109 | 24 | 2 | 2 | 2 | 0.10 | 0.09 | 1.87E-01 | 3.31E-02 | 2.20E-01 | 2.02E-05 | 0.18 | 2.54E-06 |
| SLINEAAA | Truck route - Building AAA | 645 | 24 | 2 | 2 | 0 | 0.06 | 0.05 | 1.09E-01 | 0.00E+00 | 1.09E-01 | 9.96E-06 | 0.09 | 1.26E-06 |
| SLINEWW | Truck route - Building WW | 645 | 24 | 2 | 4 | 0 | 0.06 | 0.10 | 1.58E-01 | 0.00E+00 | 1.58E-01 | 1.45E-05 | 0.13 | 1.83E-06 |
| SLINEBBBCCC | Truck route - Buildings BBB and CCC | 1165 | 24 | 4 | 8 | 0 | 0.21 | 0.36 | 5.71E-01 | 0.00E+00 | 5.71E-01 | 5.24E-05 | 0.46 | 6.61E-06 |
| SLINEDDDEEE | Truck route - Buildings DDD and EEE | 1366 | 24 | 4 | 8 | 0 | 0.25 | 0.42 | 6.70E-01 | 0.00E+00 | 6.70E-01 | 6.15E-05 | 0.54 | 7.76E-06 |
| **Total** | | | | **56** | **44** | **28** | **2** | **2** | **3.74E+00** | **2.82E-01** | **4.02E+00** | **#DIV/0!** | **#DIV/0!** | **4.66E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.073
2-Axle MHDT (g/mi) = 0.062

Truck emissions for trucks based on EMFAC2011 for 2020 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.04
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 2  2020 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors DPM Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2020 | Annual | LDA | DSL | AllMYr | 15 | 0.024 |
| Fresno (SJV) | 2020 | Annual | LDT1 | DSL | AllMYr | 15 | 0.048 |
| Fresno (SJV) | 2020 | Annual | LDT2 | DSL | AllMYr | 15 | 0.028 |
| Fresno (SJV) | 2020 | Annual | LHD1 | DSL | AllMYr | 15 | 0.059 |
| Fresno (SJV) | 2020 | Annual | LHD2 | DSL | AllMYr | 15 | 0.056 |
| Fresno (SJV) | 2020 | Annual | MDV | DSL | AllMYr | 15 | 0.033 |
| Fresno (SJV) | 2020 | Annual | MH | DSL | AllMYr | 15 | 0.253 |
| Fresno (SJV) | 2020 | Annual | OBUS | DSL | AllMYr | 15 | 0.055 |
| Fresno (SJV) | 2020 | Annual | SBUS | DSL | AllMYr | 15 | 0.108 |
| Fresno (SJV) | 2020 | Annual | T6 | DSL | AllMYr | 15 | 0.062 |
| Fresno (SJV) | 2020 | Annual | T7 | DSL | AllMYr | 15 | 0.073 |
| Fresno (SJV) | 2020 | Annual | UBUS | DSL | AllMYr | 15 | 0.378 |
| Fresno (SJV) | 2020 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2020 | Annual | LDT1 | GAS | AllMYr | 15 | 0.008 |
| Fresno (SJV) | 2020 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2020 | Annual | LHD1 | GAS | AllMYr | 15 | 0.003 |
| Fresno (SJV) | 2020 | Annual | LHD2 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2020 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (SJV) | 2020 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (SJV) | 2020 | Annual | MH | GAS | AllMYr | 15 | 0.004 |
| Fresno (SJV) | 2020 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2020 | Annual | SBUS | GAS | AllMYr | 15 | 0.012 |
| Fresno (SJV) | 2020 | Annual | T6 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2020 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2020 | Annual | UBUS | GAS | AllMYr | 15 | 0.002 |

**Proposed Selma Crossing Phase 2 2020 - Emissions for Truck and TRU Idling**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | 2-Axle Trucks | No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 24 | 4 | 8 | 8 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 24 | 5 | 0 | 4 |
| IAUTO | Truck idling - Buildings - Auto Mall | 24 | 10 | 0 | 0 |
| IHOT | Truck idling - Buildings - Hotels | 24 | 2 | 2 | 1 |
| IWP | Truck idling - Building - Waterpark | 24 | 1 | 1 | 1 |
| IAAA | Truck idling - Building AAA | 24 | 1 | 1 | 0 |
| IWW | Truck idling - Building WW | 24 | 1 | 2 | 0 |
| IBBBCCC | Truck idling - Building BBB | 24 | 2 | 4 | 0 |
| IDDDEEE | Truck idling - Building DDD | 24 | 2 | 4 | 0 |
| **Total** | | | **28** | **22** | **14** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Emissions Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 2*** | | | | | | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 0 | 4 | 8 | 0 | 4 | 8 | HV | 0.250 | 0.656 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | 5 | 0 | HV | 0.250 | 0.167 |
| IAUTO | Truck idling - Buildings - Auto Mall | 0 | 10 | 0 | 0 | 10 | 0 | HV | 0.250 | 0.334 |
| IHOT | Truck idling - Buildings - Hotels | 1 | 1 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.197 |
| IWP | Truck idling - Building - Waterpark | 1 | 0 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.099 |
| IAAA | Truck idling - Building AAA | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.099 |
| IWW | Truck idling - Building WW | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.164 |
| IBBBCCC | Truck idling - Buildings BBB and CCC | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 0.328 |
| IDDDEEE | Truck idling - Buildings DDD and EEE | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 0.328 |
| Total | | 6 | 22 | 8 | 14 | 28 | 22 | | | 2.371 |
| | | | | | | | | | | |
| TCCOO | TRU operation - Buildings CC to OO | 0 | 0 | 8 | 0 | --- | --- | T | 1 | 2.883 |
| TPPRRTTUU | TRU operation - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | --- | --- | T | 1 | 1.442 |
| THOT | TRU operation - Buildings - Hotels | 1 | 1 | 0 | 2 | --- | --- | T | 1 | 0.360 |
| TWP | TRU operation - Building - Waterpark | 1 | 0 | 0 | 1 | --- | --- | T | 1 | 0.360 |
| Total | | 6 | 2 | 8 | 3 | | | - | - | 5.0 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.4
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.04
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.261
HHD Truck Idle Emissions (g/hr) = 0.133

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2020 for the SJV

Proposed Selma Crossing Phase 2 2020 - Emissions for Truck and TRU Idling
DPM Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| STCKCC1-5 | ICCOO | 1.52E-06 | TCCOO | 6.67E-06 | 8.19E-06 |
| STCKPP1-4 | IPPRRTTUU | 4.82E-07 | TPPRRTTUU | 4.17E-06 | 4.65E-06 |
| STCKAM1-10 | IAUTO | 3.86E-07 | | | 3.86E-07 |
| STCKHOT1-2 | IHOT | 1.14E-06 | THOT | 4.17E-06 | 5.31E-06 |
| STCKWP1 | IWP | 1.14E-06 | TWP | 4.17E-06 | 5.31E-06 |
| STCKAAA1 | IAAA | 1.14E-06 | | | 1.14E-06 |
| STCKWW1 | IWW | 1.90E-06 | | | 1.90E-06 |
| STCKBBCC1-2 | IBBBCCC | 1.90E-06 | | | 1.90E-06 |
| STCKDDDEEE | IDDDEEE | 1.90E-06 | | | 1.90E-06 |

**Selma Crossing Phase 2** 2020
**DPM Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 39158 | Weekday |
| Total Number of Peak Hour Trips | 4004 | Saturday |
| Trip Length | 0.329 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 2 | 106071 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 20757 | 0 | 20757 |
| LDT1 | 22.5% | 23.3% | 1.9 | 9140 | 174 | 8966 |
| LDT2 | 16.4% | 17.0% | 0 | 6662 | 0 | 6662 |
| MDT | 6.4% | 6.6% | 0 | 2600 | 0 | 2600 |
| Total | 96.4% | 100.0% | | 39158 | 174 | 38984 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2020

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) |
|---|---|---|---|---|---|---|---|
| 2 | 15 mph | 530 | 0.3292 | 0.024 | 0.048 | 0.028 | 0.033 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 2 | grams/day | 0.00E+00 | 2.77E+00 | 0.00E+00 | 0.00E+00 | 2.77E+00 |
| 2 | grams/sec | 0.00E+00 | 3.20E-05 | 0.00E+00 | 0.00E+00 | 3.20E-05 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) |
|---|---|---|---|
| 0.175 | 0.349 | 0.205 | 0.239 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 2 | grams/day | 0.00E+00 | 1.49E-01 | 0.00E+00 | 0.00E+00 | 1.49E-01 |
| 2 | grams/sec | 0.00E+00 | 1.72E-06 | 0.00E+00 | 0.00E+00 | 1.72E-06 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 2 | 106071 | 3.38E-05 | 3.18E-10 |

Selma Crossing Phase 2 2020
DPM Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.035 | 0.175 |
| LDT1 | DSL | 5 | 0.070 | 0.349 |
| LDT2 | DSL | 5 | 0.041 | 0.205 |
| MDV | DSL | 5 | 0.048 | 0.239 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.024 |
| LDT1 | DSL | 15 | 0.048 |
| LDT2 | DSL | 15 | 0.028 |
| MDV | DSL | 15 | 0.033 |

**Proposed Selma Crossings Phase I 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINEA | Truck route - Building A | 76 | 24 | 2 | 2 | 0 | 6.02E-03 | 3.26E-03 | 9.28E-03 | 0.00E+00 | 9.28E-03 | 8.52E-07 | 0.01 | 1.07E-07 |
| SLINEB | Truck route - Building B | 522 | 24 | 2 | 4 | 0 | 4.13E-02 | 4.48E-02 | 8.61E-02 | 0.00E+00 | 8.61E-02 | 7.91E-06 | 0.07 | 9.97E-07 |
| SLINECDE | Truck route - Buildings C, D, and E | 119 | 24 | 6 | 0 | 6 | 2.83E-02 | 0.00E+00 | 2.83E-02 | 2.66E-03 | 3.09E-02 | 2.84E-06 | 0.02 | 3.58E-07 |
| SLINEFG | Truck route - Buildings F and G | 202 | 24 | 4 | 0 | 4 | 3.20E-02 | 0.00E+00 | 3.20E-02 | 3.02E-03 | 3.50E-02 | 3.21E-06 | 0.03 | 4.05E-07 |
| SLINEH | Truck route - Building H | 425 | 24 | 4 | 6 | 0 | 6.73E-02 | 5.47E-02 | 1.22E-01 | 0.00E+00 | 1.22E-01 | 1.12E-05 | 0.10 | 1.41E-06 |
| SLINEIJ | Truck route - Buildings I and J | 170 | 24 | 4 | 0 | 4 | 2.69E-02 | 0.00E+00 | 2.69E-02 | 2.54E-03 | 2.95E-02 | 2.70E-06 | 0.02 | 3.41E-07 |
| SLINEK | Truck route - Building K | 427 | 24 | 2 | 2 | 0 | 3.38E-02 | 1.83E-02 | 5.21E-02 | 0.00E+00 | 5.21E-02 | 4.79E-06 | 0.04 | 6.04E-07 |
| SLINE LMP | Truck route - Buildings L, M, and P | 144 | 24 | 0 | 6 | 6 | 0.00E+00 | 1.85E-02 | 1.85E-02 | 3.22E-03 | 2.18E-02 | 2.00E-06 | 0.02 | 2.52E-07 |
| SLINENO | Truck route - Buildings N and O | 57 | 24 | 2 | 6 | 2 | 4.51E-03 | 7.34E-03 | 1.19E-02 | 4.25E-04 | 1.23E-02 | 1.13E-06 | 0.01 | 1.42E-07 |
| SLINEQ | Truck route - Building Q | 70 | 24 | 2 | 0 | 2 | 5.54E-03 | 0.00E+00 | 5.54E-03 | 5.23E-04 | 6.07E-03 | 5.57E-07 | 0.00 | 7.02E-08 |
| SLINERU | Truck route - Buildings R and U | 206 | 24 | 4 | 0 | 4 | 3.26E-02 | 0.00E+00 | 3.26E-02 | 3.08E-03 | 3.57E-02 | 3.28E-06 | 0.03 | 4.13E-07 |
| SLINET | Truck route - Building T | 434 | 24 | 4 | 4 | 0 | 6.87E-02 | 3.72E-02 | 1.06E-01 | 0.00E+00 | 1.06E-01 | 9.73E-06 | 0.09 | 1.23E-06 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 393 | 24 | 8 | 8 | 0 | 1.25E-01 | 6.75E-02 | 1.92E-01 | 0.00E+00 | 1.92E-01 | 1.76E-05 | 0.15 | 2.22E-06 |
| SLINEAABB | Truck route - Buildings AA and BB | 359 | 24 | 4 | 0 | 4 | 5.69E-02 | 0.00E+00 | 5.69E-02 | 5.36E-03 | 6.22E-02 | 5.71E-06 | 0.05 | 7.20E-07 |
| **Total** | | | | **48** | **38** | **32** | **5.29E-01** | **2.52E-01** | **7.80E-01** | **2.08E-02** | **8.01E-01** | **7.35E-05** | **6.44E-01** | **9.27E-06** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.064
2-Axle MHDT (g/mi) = 0.035

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase I 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors DPM Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (S. | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.013 |
| Fresno (S. | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.033 |
| Fresno (S. | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.018 |
| Fresno (S. | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 0.049 |
| Fresno (S. | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 0.045 |
| Fresno (S. | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.016 |
| Fresno (S. | 2024 | Annual | MH | DSL | AllMYr | 15 | 0.178 |
| Fresno (S. | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 0.043 |
| Fresno (S. | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 0.095 |
| Fresno (S. | 2024 | Annual | T6 | DSL | AllMYr | 15 | 0.035 |
| Fresno (S. | 2024 | Annual | T7 | DSL | AllMYr | 15 | 0.064 |
| Fresno (S. | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 0.339 |
| Fresno (S. | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.007 |
| Fresno (S. | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (S. | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (S. | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 0.008 |
| Fresno (S. | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 0.001 |

**Proposed Selma Crossing Phase 1 2024 - Emissions for Truck and TRU Idling**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| SLINEA | Truck route - Building A | 24 | 2 | 2 | 0 |
| SLINEB | Truck route - Building B | 24 | 2 | 4 | 0 |
| SLINECDE | Truck route - Buildings C, D, and E | 24 | 6 | 0 | 6 |
| SLINEFG | Truck route - Buildings F and G | 24 | 4 | 0 | 4 |
| SLINEH | Truck route - Building H | 24 | 4 | 6 | 0 |
| SLINEIJ | Truck route - Buildings I and J | 24 | 4 | 0 | 4 |
| SLINEK | Truck route - Building K | 24 | 2 | 2 | 0 |
| SLINE LMP | Truck route - Buildings L, M, and P | 24 | 0 | 6 | 6 |
| SLINENO | Truck route - Buildings N and O | 24 | 2 | 6 | 2 |
| SLINEQ | Truck route - Building Q | 24 | 2 | 0 | 2 |
| SLINERU | Truck route - Buildings R and U | 24 | 4 | 0 | 4 |
| SLINET | Truck route - Building T | 24 | 4 | 4 | 0 |
| SLINEVWXY | Truck route - Buildings V, W, X, and Y | 24 | 8 | 8 | 0 |
| SLINEAABB | Truck route - Buildings AA and BB | 24 | 4 | 0 | 4 |
| **Total** | | | **48** | **38** | **32** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 1*** | | | | | | | | | | |
| ISTCKA | Idling at Building A | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.050 |
| ISTCKB | Idling at Building B | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.074 |
| ISTCKCDE | Idling at Buildings C, D, and E | 3 | 0 | 0 | 0 | 3 | 0 | HV | 0.250 | 0.081 |
| ISTCKFG | Idling at Buildings F and G | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| ISTCKH | Idling at Building H | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 0.124 |
| ISTCKIJ | Idling at Buildings I and J | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| ISTCKK | Idling at Building K | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.050 |
| ISTCKLMP | Idling at Buildings L, M and P | 0 | 0 | 3 | 0 | 0 | 3 | HV | 0.250 | 0.070 |
| ISTCKNO | Idling at Buildings N and O | 1 | 0 | 0 | 3 | 1 | 3 | HV | 0.250 | 0.097 |
| ISTCKQ | Idling at Building Q | 1 | 0 | 0 | 0 | 1 | 0 | HV | 0.250 | 0.027 |
| ISTCKRU | Idling at Buildings R and U | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| ISTCKT | Idling at Building T | 0 | 2 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.101 |
| ISTCKVWXY | Idling at Buildings V, W, X, and Y | 0 | 4 | 0 | 4 | 4 | 4 | HV | 0.250 | 0.201 |
| ISTCKAABB | Idling at Buildings AA and BB | 2 | 0 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| Total | | 13 | 11 | 3 | 16 | 24 | 19 | | | 1.090 |
| | | | | | | | | | | |
| TRU_CDE | TRU operation - Buildings C, D, and E | 3 | 0 | 0 | 0 | --- | --- | T | 1 | 0.270 |
| TRU_FG | TRU operation - Buildings F and G | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.180 |
| TRU_IJ | TRU operation - Buildings I and J | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.180 |
| TRU_LMP | TRU operations - Buildings L,M,and P | 0 | 0 | 3 | 0 | --- | --- | T | 1 | 0.270 |
| TRU_NO | TRU operations - Buildings N and O | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.090 |
| TRU_Q | TRU operations - Building Q | 1 | 0 | 0 | 0 | --- | --- | T | 1 | 0.090 |
| TRU_RU | TRU operations - Buildings R and U | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.180 |
| TRU_AABB | TRU operations - Buildings AA and BB | 2 | 0 | 0 | 0 | --- | --- | T | 1 | 0.180 |
| | | | | | | | | | | |
| Total | | 13 | 0 | 3 | 0 | | | - | - | 1.4 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.093
HHD Truck Idle Emissions (g/hr) = 0.108

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 1  2024 - Emissions for Truck and TRU Idling
DPM Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 5.82E-07 | | | 5.82E-07 |
| STCKB | ISTCKB | 8.51E-07 | | | 8.51E-07 |
| STCKCDE | ISTCKCDE | 9.38E-07 | TRU_CDE | 3.13E-06 | 4.07E-06 |
| STCKFG | ISTCKFG | 6.25E-07 | TRU_FG | 2.09E-06 | 2.71E-06 |
| STCKH | ISTCKH | 1.43E-06 | | | 1.43E-06 |
| STCKIJ | ISTCKIJ | 6.25E-07 | TRU_IJ | 2.09E-06 | 2.71E-06 |
| STCKK | ISTCKK | 5.82E-07 | | | 5.82E-07 |
| STCKLMP | ISTCKLMP | 8.07E-07 | TRU_LMP | 3.13E-06 | 3.94E-06 |
| STCKNO | ISTCKNO | 1.12E-06 | TRU_NO | 1.04E-06 | 2.16E-06 |
| STCKQ | ISTCKQ | 3.13E-07 | TRU_Q | 1.04E-06 | 1.36E-06 |
| STCKRU | ISTCKRU | 6.25E-07 | TRU_RU | 2.09E-06 | 2.71E-06 |
| STCKT | ISTCKT | 1.16E-06 | | | 1.16E-06 |
| STCKVWXY | ISTCKVWX | 2.33E-06 | | | 2.33E-06 |
| STCKAABB | ISTCKAABB | 6.25E-07 | TRU_AABB | 2.09E-06 | 2.71E-06 |
| | | 1.26E-05 | | 1.67E-05 | 2.93E-05 |

**Selma Crossing Phase 1** 2024
**DPM Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 37464 | Saturday |
| Total Number of Peak Hour Trips | 3667 | Saturday |
| Trip Length | 0.124 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 3 | 87225 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips |
|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 19859 | 0 |
| LDT1 | 22.5% | 23.3% | 0.9 | 8744 | 79 |
| LDT2 | 16.4% | 17.0% | 0 | 6374 | 0 |
| MDT | 6.4% | 6.6% | 0 | 2487 | 0 |
| Total | 96% | 100.0% | | 37464 | 79 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) |
|---|---|---|---|---|---|---|---|
| 3 | 15 mph | 200 | 0.12 | 0.013 | 0.033 | 0.018 | 0.016 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 3 | grams/day | 0.00E+00 | 3.26E-01 | 0.00E+00 | 0.00E+00 | 3.26E-01 |
| 3 | grams/sec | 0.00E+00 | 3.77E-06 | 0.00E+00 | 0.00E+00 | 3.77E-06 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) |
|---|---|---|---|
| 0.099 | 0.242 | 0.135 | 0.121 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 3 | grams/day | 0.00E+00 | 4.42E-02 | 0.00E+00 | 0.00E+00 | 4.42E-02 |
| 3 | grams/sec | 0.00E+00 | 5.11E-07 | 0.00E+00 | 0.00E+00 | 5.11E-07 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 3 | 87225 | 4.28E-06 | 4.91E-11 |

Selma Crossing Phase 1 2024
DPM Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.020 | 0.09869 |
| LDT1 | DSL | 5 | 0.048 | 0.24195 |
| LDT2 | DSL | 5 | 0.027 | 0.13477 |
| MDV | DSL | 5 | 0.024 | 0.12057 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.013 |
| LDT1 | DSL | 15 | 0.033 |
| LDT2 | DSL | 15 | 0.018 |
| MDV | DSL | 15 | 0.016 |

**Proposed Selma Crossings Phase 2 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| SLINECCOO | Truck route - Buildings CC to OO | 700 | 24 | 8 | 16 | 16 | 2.22E-01 | 2.40E-01 | 4.62E-01 | 4.18E-02 | 5.04E-01 | 4.62E-05 | 0.41 | 5.83E-06 |
| SLPPRRTTUU | Truck route - Buildings PP,QQ,RR,TT, and UU | 456 | 24 | 10 | 0 | 8 | 1.81E-01 | 0.00E+00 | 1.81E-01 | 1.36E-02 | 1.94E-01 | 1.78E-05 | 0.16 | 2.25E-06 |
| SLINEAUTO | Truck route - Buildings - Auto Mall | 931 | 24 | 20 | 0 | 0 | 7.37E-01 | 0.00E+00 | 7.37E-01 | 0.00E+00 | 7.37E-01 | 6.77E-05 | 0.59 | 8.53E-06 |
| SLINEHOTL | Truck route - Buildings - Hotels | 900 | 24 | 4 | 4 | 2 | 1.43E-01 | 7.72E-02 | 2.20E-01 | 6.72E-03 | 2.27E-01 | 2.08E-05 | 0.18 | 2.62E-06 |
| SLINEWP | Truck route - Building - Waterpark | 1109 | 24 | 2 | 2 | 2 | 8.78E-02 | 4.76E-02 | 1.35E-01 | 8.28E-03 | 1.44E-01 | 1.32E-05 | 0.12 | 1.66E-06 |
| SLINEAAA | Truck route - Building AAA | 645 | 24 | 2 | 2 | 0 | 5.11E-02 | 2.77E-02 | 7.88E-02 | 0.00E+00 | 7.88E-02 | 7.23E-06 | 0.06 | 9.12E-07 |
| SLINEWW | Truck route - Building WW | 645 | 24 | 2 | 4 | 0 | 5.11E-02 | 5.54E-02 | 1.06E-01 | 0.00E+00 | 1.06E-01 | 9.77E-06 | 0.09 | 1.23E-06 |
| SLINEBBBCCC | Truck route - Buildings BBB and CCC | 1165 | 24 | 4 | 8 | 0 | 1.85E-01 | 2.00E-01 | 3.85E-01 | 0.00E+00 | 3.85E-01 | 3.53E-05 | 0.31 | 4.45E-06 |
| SLINEDDDEEE | Truck route - Buildings DDD and EEE | 1366 | 24 | 4 | 8 | 0 | 2.16E-01 | 2.34E-01 | 4.51E-01 | 0.00E+00 | 4.51E-01 | 4.14E-05 | 0.36 | 5.22E-06 |
| **Total** | | | | **56** | **44** | **28** | **1.87E+00** | **8.83E-01** | **2.76E+00** | **7.04E-02** | **2.83E+00** | **2.59E-04** | **2.27E+00** | **3.27E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.064
2-Axle MHDT (g/mi) = 0.035

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 2  2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors DPM Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (SJV) | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.013 |
| Fresno (SJV) | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.033 |
| Fresno (SJV) | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.018 |
| Fresno (SJV) | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 0.049 |
| Fresno (SJV) | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 0.045 |
| Fresno (SJV) | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.016 |
| Fresno (SJV) | 2024 | Annual | MH | DSL | AllMYr | 15 | 0.178 |
| Fresno (SJV) | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 0.043 |
| Fresno (SJV) | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 0.095 |
| Fresno (SJV) | 2024 | Annual | T6 | DSL | AllMYr | 15 | 0.035 |
| Fresno (SJV) | 2024 | Annual | T7 | DSL | AllMYr | 15 | 0.064 |
| Fresno (SJV) | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 0.339 |
| Fresno (SJV) | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.007 |
| Fresno (SJV) | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (SJV) | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2024 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (SJV) | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (SJV) | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.002 |
| Fresno (SJV) | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 0.008 |
| Fresno (SJV) | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2024 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (SJV) | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 0.001 |

**Proposed Selma Crossing Phase 2 2024 - Emissions for Truck and TRU Idling**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Trucks | 2-Axle Trucks | No. TRU s |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 24 | 4 | 8 | 8 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 24 | 5 | 0 | 4 |
| IAUTO | Truck idling - Buildings - Auto Mall | 24 | 10 | 0 | 0 |
| IHOT | Truck idling - Buildings - Hotels | 24 | 2 | 2 | 1 |
| IWP | Truck idling - Building - Waterpark | 24 | 1 | 1 | 1 |
| IAAA | Truck idling - Building AAA | 24 | 1 | 1 | 0 |
| IWW | Truck idling - Building WW | 24 | 1 | 2 | 0 |
| IBBBCCC | Truck idling - Building BBB | 24 | 2 | 4 | 0 |
| IDDDEEE | Truck idling - Building DDD | 24 | 2 | 4 | 0 |
| **Total** | | | **28** | **22** | **14** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Emissions Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 2*** | | | | | | | | | | |
| ICCOO | Truck idling - Buildings CC to OO | 0 | 4 | 8 | 0 | 4 | 8 | HV | 0.250 | 0.294 |
| IPPRRTTUU | Truck idling - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | 5 | 0 | HV | 0.250 | 0.135 |
| IAUTO | Truck idling - Buildings - Auto Mall | 0 | 10 | 0 | 0 | 10 | 0 | HV | 0.250 | 0.270 |
| IHOT | Truck idling - Buildings - Hotels | 1 | 1 | 0 | 2 | 2 | 2 | HV | 0.250 | 0.101 |
| IWP | Truck idling - Building - Waterpark | 1 | 0 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.050 |
| IAAA | Truck idling - Building AAA | 0 | 1 | 0 | 1 | 1 | 1 | HV | 0.250 | 0.050 |
| IWW | Truck idling - Building WW | 0 | 1 | 0 | 2 | 1 | 2 | HV | 0.250 | 0.074 |
| IBBBCCC | Truck idling - Buildings BBB and CCC | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 0.147 |
| IDDDEEE | Truck idling - Buildings DDD and EEE | 0 | 2 | 0 | 4 | 2 | 4 | HV | 0.250 | 0.147 |
| Total | | 6 | 22 | 8 | 14 | 28 | 22 | | | 1.268 |
| | | | | | | | | | | |
| TCCOO | TRU operation - Buildings CC to OO | 0 | 0 | 8 | 0 | --- | --- | T | 1 | 0.721 |
| TPPRRTTUU | TRU operation - Buildings PP,QQ,RR,TT, and UU | 4 | 1 | 0 | 0 | --- | --- | T | 1 | 0.360 |
| THOT | TRU operation - Buildings - Hotels | 1 | 1 | 0 | 2 | --- | --- | T | 1 | 0.090 |
| TWP | TRU operation - Building - Waterpark | 1 | 0 | 0 | 1 | --- | --- | T | 1 | 0.090 |
| Total | | 6 | 2 | 8 | 3 | | | - | - | 1.3 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.093
HHD Truck Idle Emissions (g/hr) = 0.108

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 2 2024 - Emissions for Truck and TRU Idling
DPM Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions per Source (g/sec) | TRU Source ID | TRU Emissions per Source (g/sec) | Total Idling and TRU Emissions per source (g/sec) |
|---|---|---|---|---|---|
| STCKCC1-5 | ICCOO | 6.81E-07 | TCCOO | 1.67E-06 | 2.35E-06 |
| STCKPP1-4 | IPPRRTTUU | 3.91E-07 | TPPRRTTUU | 1.04E-06 | 1.43E-06 |
| STCKAM1-10 | IAUTO | 3.13E-07 | | | 3.13E-07 |
| STCKHOT1-2 | IHOT | 5.82E-07 | THOT | 1.04E-06 | 1.62E-06 |
| STCKWP1 | IWP | 5.82E-07 | TWP | 1.04E-06 | 1.62E-06 |
| STCKAAA1 | IAAA | 5.82E-07 | | | 5.82E-07 |
| STCKWW1 | IWW | 8.51E-07 | | | 8.51E-07 |
| BBCC1-2 | IBBBCCC | 8.51E-07 | | | 8.51E-07 |
| DDDEEE | IDDDEEE | 8.51E-07 | | | 8.51E-07 |

**Selma Crossing Phase 2** 2024
**DPM Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 39158 | Weekday |
| Total Number of Peak Hour Trips | 4004 | Saturday |
| Trip Length | 0.329 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 2 | 106071 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips |
|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 20757 | 0 |
| LDT1 | 22.5% | 23.3% | 0.9 | 9140 | 82 |
| LDT2 | 16.4% | 17.0% | 0 | 6662 | 0 |
| MDT | 6.4% | 6.6% | 0 | 2600 | 0 |
| Total | 96.4% | 100.0% | | 39158 | 82 |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) |
|---|---|---|---|---|---|---|---|
| 2 | 15 mph | 530 | 0.33 | 0.013 | 0.033 | 0.018 | 0.016 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 2 | grams/day | 0.00E+00 | 9.03E-01 | 0.00E+00 | 0.00E+00 | 9.03E-01 |
| 2 | grams/sec | 0.00E+00 | 1.04E-05 | 0.00E+00 | 0.00E+00 | 1.04E-05 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) |
|---|---|---|---|
| 0.099 | 0.242 | 0.135 | 0.121 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 2 | grams/day | 0.00E+00 | 4.62E-02 | 0.00E+00 | 0.00E+00 | 4.62E-02 |
| 2 | grams/sec | 0.00E+00 | 5.35E-07 | 0.00E+00 | 0.00E+00 | 5.35E-07 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 2 | 106071 | 1.10E-05 | 1.04E-10 |

Selma Crossing Phase 2 2024
DPM Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.020 | 0.099 |
| LDT1 | DSL | 5 | 0.048 | 0.242 |
| LDT2 | DSL | 5 | 0.027 | 0.135 |
| MDV | DSL | 5 | 0.024 | 0.121 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.013 |
| LDT1 | DSL | 15 | 0.033 |
| LDT2 | DSL | 15 | 0.018 |
| MDV | DSL | 15 | 0.016 |

**Proposed Selma Crossings Phase 3 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Length (m) | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips | Daily Emissions 4-Axle Emissions (g/day) | Daily Emissions 2-Axle Emissions (g/day) | Daily Emissions Total Trucks (g/day) | Daily Emissions TRUs (g/day) | Total Daily (g/day) | Total Hourly (lb/hr) | Total Annual (lb/year) | Total Hourly (g/sec) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | | | | | | | | | | |
| DDDDHHHH | Travel route- Buildings DDDD,EEEE,GGGG,HHHH | 871 | 24 | 8 | 0 | 0 | 2.76E-01 | 0.00E+00 | 2.76E-01 | 0.00E+00 | 2.76E-01 | 2.53E-05 | 0.22 | 3.19E-06 |
| CCCCFFFF | Travel route - Buildings CCCC and FFFF | 1158 | 24 | 4 | 0 | 0 | 1.83E-01 | 0.00E+00 | 1.83E-01 | 0.00E+00 | 1.83E-01 | 1.68E-05 | 0.15 | 2.12E-06 |
| WWWAAAA | Travel route - Buildings WWW,XXX,YYY,AAAA | 1491 | 24 | 4 | 6 | 0 | 2.36E-01 | 1.92E-01 | 4.28E-01 | 0.00E+00 | 4.28E-01 | 3.93E-05 | 0.34 | 4.96E-06 |
| SSSUUU | Travel route - Buildings SSS, TTT, aand UUU | 1600 | 24 | 2 | 6 | 0 | 1.27E-01 | 2.06E-01 | 3.33E-01 | 0.00E+00 | 3.33E-01 | 3.05E-05 | 0.27 | 3.85E-06 |
| **Total** | | | | **18** | **12** | **0** | **8.22E-01** | **3.98E-01** | **1.22E+00** | **0.00E+00** | **1.22E+00** | **1.12E-04** | **9.81E-01** | **1.41E-05** |

Operation Days = 365
Delivery Truck Hours (hrs/day) = 24
Delivery Truck Speed (mph) = 15

**Truck Emission Factors**

4-Axle HHD (g/mi) = 0.064
2-Axle MHDT (g/mi) = 0.035

Truck emissions for trucks based on EMFAC2011 for 2024 Fresno Co. and truck speed of 15 mph
Truck emissions (lb/hr) = EF (g/mi) * Road Length (mi) * No. Trips / Hours per day * conversion factors

**TRU Emission Factor**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
On/off cycle factor 0.50
TRU run time during travel (hr) = Road Length (mi)/Truck Speed (mph)
TRU emissions per link (g/day) = TRU Emission Rate (g/hr) x TRU run time during travel (hr) x # TRUs

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County

Proposed Selma Crossings Phase 3 2024 - Truck Deliveries and Emissions for Onsite Truck and TRU Travel

EMFAC2011 Emission Factors DPM Emissions

| Area | CalYr | Season | Veh | Fuel | MdlYr | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|---|---|---|---|
| Fresno (S. | 2024 | Annual | LDA | DSL | AllMYr | 15 | 0.013 |
| Fresno (S. | 2024 | Annual | LDT1 | DSL | AllMYr | 15 | 0.033 |
| Fresno (S. | 2024 | Annual | LDT2 | DSL | AllMYr | 15 | 0.018 |
| Fresno (S. | 2024 | Annual | LHD1 | DSL | AllMYr | 15 | 0.049 |
| Fresno (S. | 2024 | Annual | LHD2 | DSL | AllMYr | 15 | 0.045 |
| Fresno (S. | 2024 | Annual | MDV | DSL | AllMYr | 15 | 0.016 |
| Fresno (S. | 2024 | Annual | MH | DSL | AllMYr | 15 | 0.178 |
| Fresno (S. | 2024 | Annual | OBUS | DSL | AllMYr | 15 | 0.043 |
| Fresno (S. | 2024 | Annual | SBUS | DSL | AllMYr | 15 | 0.095 |
| Fresno (S. | 2024 | Annual | T6 | DSL | AllMYr | 15 | 0.035 |
| Fresno (S. | 2024 | Annual | T7 | DSL | AllMYr | 15 | 0.064 |
| Fresno (S. | 2024 | Annual | UBUS | DSL | AllMYr | 15 | 0.339 |
| Fresno (S. | 2024 | Annual | LDA | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2024 | Annual | LDT1 | GAS | AllMYr | 15 | 0.007 |
| Fresno (S. | 2024 | Annual | LDT2 | GAS | AllMYr | 15 | 0.005 |
| Fresno (S. | 2024 | Annual | LHD1 | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2024 | Annual | LHD2 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | MCY | GAS | AllMYr | 15 | 0.000 |
| Fresno (S. | 2024 | Annual | MDV | GAS | AllMYr | 15 | 0.006 |
| Fresno (S. | 2024 | Annual | MH | GAS | AllMYr | 15 | 0.002 |
| Fresno (S. | 2024 | Annual | OBUS | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | SBUS | GAS | AllMYr | 15 | 0.008 |
| Fresno (S. | 2024 | Annual | T6 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | T7 | GAS | AllMYr | 15 | 0.001 |
| Fresno (S. | 2024 | Annual | UBUS | GAS | AllMYr | 15 | 0.001 |

**Proposed Selma Crossing Phase 3 2024 - Emissions for Truck and TRU Idling**
**DPM Emissions**

**On-Site Truck Delivery Emissions**

| Segment ID | | Trip Period (hours) | Average Daily 4-Axle Truck Trips | Average Daily 2-Axle Truck Trips | Average Daily No. TRU Trips |
|---|---|---|---|---|---|
| ***Proposed Project*** | | | | | |
| DDDDHHHH | Travel route- Buildings DDDD,EEEE,GGGG,HHHH | 24 | 8 | 0 | 0 |
| CCCCFFFF | Travel route - Buildings CCCC and FFFF | 24 | 4 | 0 | 0 |
| WWWAAAA | Travel route - Buildings WWW,XXX,YYY,AAAA | 24 | 4 | 6 | 0 |
| SSSUUU | Travel route - Buildings SSS, TTT, aand UUU | 24 | 2 | 6 | 0 |
| **Total** | | | **18** | **12** | **0** |

| Source ID | User/ Location | Daily Truck Deliveries 4+ Axle w/TRU* | 4+ Axle w/o TRU | 2-Axle w/TRU | 2 Axle w/o TRU | Total 4-Axle | Total 2-Axle | Type Truck (HV) or TRU (T) | Oper. Time per Event (hour) | PM10 (g/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Phase 3*** | | | | | | | | | | |
| IDDDDHHHH | Travel idling- Buildings DDDD,EEEE,GGGG,HHHH | 0 | 4 | 0 | 0 | 4 | 0 | HV | 0.250 | 0.108 |
| ICCCCFFFF | Travel idling - Buildings CCCC and FFFF | 0 | 2 | 0 | 0 | 2 | 0 | HV | 0.250 | 0.054 |
| IWWWAAAA | Travel idling - Buildings WWW,XXX,YYY,AAAA | 0 | 2 | 0 | 3 | 2 | 3 | HV | 0.250 | 0.124 |
| ISSSUUU | Travel idling - Buildings SSS, TTT, aand UUU | 0 | 1 | 0 | 3 | 1 | 3 | HV | 0.250 | 0.097 |
| Total | | 0 | 9 | 0 | 6 | 9 | 6 | | | 0.383 |
| | | | | | | | | | | |
| | NO TRUs assumed in this Phase | | | | | --- | --- | T | 1 | 0.000 |

* TRU = Transport Refrigeration Unit

Operation Days = 365

**TRU Emissions**

TRU Emission Rate[a] (g/hr) = 0.1
TRU engine (hp) = 34
TRU emission factor (g/hp-hr) = 0.01
TRU engine load factor (%) = 53
TRU run time (min) = 60
On/Off Cycle Factor 0.50

TRU emissions (g/s) = TRU Emission Rate (g/hr) * TRU run time (min)/60 / Daily Hours (hr) * No. TRUs

**EMFAC2011 Diesel Truck Emission Factors[b]**

MHDT Truck Idle Emissions (g/hr) = 0.093
HHD Truck Idle Emissions (g/hr) = 0.108

Truck idle time (min) = 15

Truck idle emissions (g/sec) = Idle EF (g/hr) * idle time (min)/60 / daily hours (hr)/3600 * No. trucks

Notes:
a TRU emission factor from CARB OFFROAD2007 fleet average for Fresno County
b Diesel idling emisison factors for MHDT and HHDT derived from EMFAC2011 in 2024 for the SJV

Proposed Selma Crossing Phase 3  2024 - Emissions for Truck and TRU Idling
DPM Emissions

AERMOD Modeling Emission Sources

Idling Sources

| AERMOD Source ID | Truck Idle Source ID | Truck Idle Emissions (g/sec) | TRU Source ID | TRU Emissions (g/sec) | Total Idling and TRU Emissions (g/sec) |
|---|---|---|---|---|---|
| STCKA | ISTCKA | 1.25E-06 | | | 1.25E-06 |
| STCKB | ISTCKB | 6.25E-07 | | | 6.25E-07 |
| STCKCDE | ISTCKCDE | 1.43E-06 | TRU_CDE | 0.00E+00 | 1.43E-06 |
| STCKFG | ISTCKFG | 1.12E-06 | TRU_FG | 0.00E+00 | 1.12E-06 |
| STCKH | ISTCKH | 0.00E+00 | | | 0.00E+00 |
| STCKIJ | ISTCKIJ | 0.00E+00 | TRU_IJ | 0.00E+00 | 0.00E+00 |
| STCKK | ISTCKK | 0.00E+00 | | | 0.00E+00 |
| STCKLMP | ISTCKLMP | 0.00E+00 | TRU_LMP | 0.00E+00 | 0.00E+00 |
| STCKNO | ISTCKNO | 0.00E+00 | TRU_NO | 0.00E+00 | 0.00E+00 |
| STCKQ | ISTCKQ | 0.00E+00 | TRU_Q | 0.00E+00 | 0.00E+00 |
| STCKRU | ISTCKRU | 0.00E+00 | TRU_RU | 0.00E+00 | 0.00E+00 |
| STCKT | ISTCKT | 0.00E+00 | | | 0.00E+00 |
| STCKVWXY | ISTCKVWX | 0.00E+00 | | | 0.00E+00 |
| STCKAABB | ISTCKAABB | 0.00E+00 | TRU_AABB | 0.00E+00 | 0.00E+00 |
| | | 4.43E-06 | | 0.00E+00 | 4.43E-06 |

**Selma Crossing Phase 3** 2024
**DPM Emissions**

**Onsite Customer Vehicle Emissions**

| | | |
|---|---|---|
| Total Number of Daily Trips | 27694 | Saturday |
| Total Number of Peak Hour Trips | 2733 | Saturday |
| Trip Length | 0.239 | average trip length |

Size of Parking Lot

| Lot | Area (m2) |
|---|---|
| Lot 3 | 87225 |

Vehicle Fleet Mix - SJVAPCD

| Class | Vehicle Class % | Redistribiuted Vehicle Class % | URBEMIS Diesel % | Daily Parking Lot Trips | Daily Diesel Trips | Daily Non-Diesel Trips |
|---|---|---|---|---|---|---|
| LDA | 51.1% | 53.0% | 0 | 14680 | 0 | |
| LDT1 | 22.5% | 23.3% | 0.9 | 6464 | 58 | |
| LDT2 | 16.4% | 17.0% | 0 | 4711 | 0 | |
| MDT | 6.4% | 6.6% | 0 | 1839 | 0 | |
| Total | 96% | 100.0% | | 27694 | 58 | |

% diesel vehicle class derived from the URBEMIS land use model for Fresno County in 2024

**Estimates of Parking Lot Running Emissions (LDA, LDT1, LDT2, MDT)**

**Running Exhaust Emission Factors**

| Lot Number | Vehicle Speed (mph) | Average Trip Length (m) | Average Trip Length (mi) | LDA-DSL (g/mi) | LDT1-DSL (g/mi) | LDT2-DSL (g/mi) | MDT-DSL (g/mi) |
|---|---|---|---|---|---|---|---|
| 3 | 15 mph | 200 | 0.12 | 0.013 | 0.033 | 0.018 | 0.016 |

**Running Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 3 | grams/day | 0.00E+00 | 2.41E-01 | 0.00E+00 | 0.00E+00 | 2.41E-01 |
| 3 | grams/sec | 0.00E+00 | 2.79E-06 | 0.00E+00 | 0.00E+00 | 2.79E-06 |

**Estimates of Parking Lot Idling Emissions (LDA, LDT1, LDT2, MDT)**

Average Idling Time: 30 sec

**Idling Emission Factors**

| LDA-DSL (g/hr) | LDT1-DSL (g/hr) | LDT2-DSL (g/hr) | MDT-DSL (g/hr) |
|---|---|---|---|
| 0.099 | 0.242 | 0.135 | 0.121 |

**Idling Emissions**

| Lot Number | Units | LDA-DSL | LDT1-DSL | LDT2-DSL | MDT-DSL | Total |
|---|---|---|---|---|---|---|
| 3 | grams/day | 0.00E+00 | 3.27E-02 | 0.00E+00 | 0.00E+00 | 3.27E-02 |
| 3 | grams/sec | 0.00E+00 | 3.78E-07 | 0.00E+00 | 0.00E+00 | 3.78E-07 |

**Estimate of Parking Lot Area Source Emission Rate**

| Lot Number | Lot Area (m2) | Total Emissions (g/sec) | Emission Rate (g/m2-sec) |
|---|---|---|---|
| 3 | 87225 | 3.17E-06 | 3.63E-11 |

Selma Crossing Phase 3 2024
DPM Emissions

EMFAC2011 Emission Factors

EMFAC 2011
2013 Estimated Annual Emission Rates
EMFAC 2007 Vehicle Categories
Fresno COUNTY
San Joaquin Valley AIR BASIN
San Joaquin Valley Unified APCD

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) | PM10 Idle (g/hr) |
|---|---|---|---|---|
| LDA | DSL | 5 | 0.020 | 0.09869 |
| LDT1 | DSL | 5 | 0.048 | 0.24195 |
| LDT2 | DSL | 5 | 0.027 | 0.13477 |
| MDV | DSL | 5 | 0.024 | 0.12057 |

Idling emission factor (in g/hr) for LDA, LDT1, LDT2, MDT calculated by multiplying the running exhaust emission factor (g/mi)
at 5 mph by 5 mph

| Veh | Fuel | Speed (Miles/hr) | PM10_RUNEX (gms/mile) |
|---|---|---|---|
| LDA | DSL | 15 | 0.013 |
| LDT1 | DSL | 15 | 0.033 |
| LDT2 | DSL | 15 | 0.018 |
| MDV | DSL | 15 | 0.016 |

## Selma Crossing

### Service Station - Benzene Emissions

**Summary of Benzene Emissions**

| Process | Average Emissions (lb/hr) | Average Emissions (lb/day) | Total Emissions (tons/yr) | Average Emissions (g/sec) | Average Emissions (lbs/year) |
|---|---|---|---|---|---|
| Gasoline Loading Emissions | 0.0005 | 0.0111 | 0.0020 | 0.0001 | 4.0471 |
| Gasoline Breathing Emissions | 0.0000 | 0.0007 | 0.0001 | 0.0000 | 0.2409 |
| Gasoline Refueling Emissions | 0.0004 | 0.0084 | 0.0015 | 0.0000 | 3.0835 |
| Gasoline Spillage Emissions | 0.0015 | 0.0370 | 0.0067 | 0.0002 | 13.4904 |
| Total | 0.0024 | 0.0572 | 0.0104 | 0.0003 | 20.8619 |

**Gasoline Loading Emission Summary**

| Location | Throughput (gal/yr) | VOC Emission Factor (lb/1000 gal) | VOC Emissions (lb/yr) | Benzene Emissions (lb/yr) | Benzene Emissions (lb/hr) | Benzene Emissions (g/sec) | Stak Exit Velocity (mps) |
|---|---|---|---|---|---|---|---|
| Underground Tank | 3,212,000 | 0.42 | 1349.04 | 4.04712 | 0.000462 | 5.8263E-05 | 0.00035 |

Source: SCAQMD: Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations (January, 2007)

Assumes underground tanks with Phase I and II controls with vent valves

Benzene = VOC * 0.003

**Gasoline Breathing Loss Emissions Summary**

| Location | Throughput (gal/yr) | VOC Emission Factor (lb/1000 gal) | VOC Emissions (lb/yr) | Benzene Emissions (lb/yr) | Benzene Emissions (lb/hr) | Benzene Emissions (g/sec) | Stak Exit Velocity (mps) |
|---|---|---|---|---|---|---|---|
| Service Station | 3212000 | 0.025 | 80.3 | 0.2409 | 0.0000275 | 3.4681E-06 | 0.000106 |

Source: SCAQMD: Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations (January, 2007)

Benzene = VOC * 0.003

**Gasoline Refueling Emissions Summary**

| Location | Throughput (gal/yr) | VOC Emission Factor (lb/1000 gal) | VOC Emissions (lb/yr) | Benzene Emissions (lb/yr) | Benzene Emissions (lb/hr) | Benzene Emissions (g/sec) | Stak Exit Velocity (mps) |
|---|---|---|---|---|---|---|---|
| Service Station | 3212000 | 0.32 | 1027.84 | 3.08352 | 0.000352 | 3.08352 | 0.000352 |

Source: SCAQMD: Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations (January, 2007)

Benzene = VOC * 0.003

**Gasoline Spillage Emission Summary**

| Location | Throughput (gal/yr) | VOC Emission Factor (lb/1000 gal) | VOC Emissions (lb/yr) | Benzene Emissions (lb/yr) | Benzene Emissions (lb/hr) | Benzene Emissions (g/sec) | Stak Exit Velocity (mps) |
|---|---|---|---|---|---|---|---|
| Service Station | 3212000 | 0.42 | 1349.04 | 13.4904 | 0.00154 | 13.4904 | 0.00154 |

Source: SCAQMD: Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations (January, 2007)

Benzene = VOC * 0.01

# Selma Crossing

## Estimation of Restaurant Cooking Emissions

The type of restaurant (fast food, non-fast food, cooking type) is unknown.

Therefore, restaurant types were assumed to be follow the charbroiler equipement as per the recommendation in the SJVAPCD Air Dispersion Modeling Guidance

| Source | Annual Emissions PAH w/o Naphthalene(1) (pounds/year) | Average Emissions PAH w/o Naphthalene(1) (pounds/hr) | Annual Emissions Naphthalene (pounds/year) | Average Emissions Naphthalene (pounds/hr) |
|---|---|---|---|---|
| Phase 1:Pads CDE | 7.65E-03 | 8.43E-07 | 4.53E-01 | 5.19E-05 |
| Phase 1:Pads FG | 1.51E-03 | 1.73E-07 | 3.40E-01 | 3.88E-05 |
| Phase 1:Pads IJ | 1.33E-02 | 1.52E-06 | 6.70E-01 | 7.64E-05 |
| Phase 1:Pads NO | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 1:Pads Q | 2.52E-04 | 2.87E-08 | 5.72E-02 | 6.53E-06 |
| Phase 1:Pads LMP | 7.56E-04 | 8.61E-08 | 1.72E-01 | 1.96E-05 |
| Phase 1:Pads RU | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 1:Pads AABB | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 2: Pad PP | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 2: Pad QQ | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 2: Pad RR | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 2: Pad TT | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 2: Pad Hotel1 | 2.52E-04 | 2.87E-08 | 5.72E-02 | 6.53E-06 |
| Phase 2: Pad Hotel 2 | 2.52E-04 | 2.87E-08 | 5.72E-02 | 6.53E-06 |
| Phase 2: Pad II | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 2: Pad JJ | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 2: Pad LL | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |
| Phase 2: Pad MM | 5.04E-04 | 5.74E-08 | 1.14E-01 | 1.31E-05 |

Note:
(1) Assumed to be benzo(a)pyrene in accordance with the SJVAPCD guidance

**Selma Crossings Cancer Risk Assessment**
**Combined Cancer Risk: Phase 1, Phase 2, and Phase 3**

| X(m) | Y(m) | DPM Concentration (ug/m3) | Cancer Risk from DPM (risk/million) | X(m) | Y(m) | Cancer Risk from Restautant and Service Station (risk per million) | Total Cancer Risk (risk per million) |
|---|---|---|---|---|---|---|---|
| 267147.6 | 4047789 | 0.0024 | 0.99 | 267147.6 | 4047789 | 0.27 | 1.26 |
| 267459.8 | 4047820 | 0.00208 | 0.86 | 267459.8 | 4047820 | 0.24 | 1.11 |
| 267228.1 | 4047810 | 0.00192 | 0.80 | 267228.1 | 4047810 | 0.30 | 1.10 |
| 267733.9 | 4047666 | 0.00171 | 0.71 | 267733.9 | 4047666 | 0.34 | 1.05 |
| 267031.3 | 4047609 | 0.00169 | 0.70 | 267031.3 | 4047609 | 0.24 | 0.94 |
| 266913.7 | 4047720 | 0.00183 | 0.76 | 266913.7 | 4047720 | 0.16 | 0.92 |
| 267824.2 | 4048189 | 0.00059 | 0.24 | 267824.2 | 4048189 | 0.65 | 0.89 |
| 267149.7 | 4047841 | 0.00152 | 0.63 | 267149.7 | 4047841 | 0.25 | 0.88 |
| 267877.6 | 4047670 | 0.00121 | 0.50 | 267877.6 | 4047670 | 0.38 | 0.88 |
| 267891 | 4048119 | 0.0006 | 0.25 | 267891 | 4048119 | 0.63 | 0.87 |
| 266987.8 | 4047832 | 0.00167 | 0.69 | 266987.8 | 4047832 | 0.17 | 0.86 |
| 267037.6 | 4047547 | 0.00153 | 0.63 | 267037.6 | 4047547 | 0.22 | 0.85 |
| 267983.3 | 4047686 | 0.00101 | 0.42 | 267983.3 | 4047686 | 0.42 | 0.84 |
| 267118.1 | 4047848 | 0.00144 | 0.60 | 267118.1 | 4047848 | 0.23 | 0.83 |
| 267757.4 | 4048259 | 0.00059 | 0.24 | 267757.4 | 4048259 | 0.58 | 0.82 |
| 267957.8 | 4048049 | 0.0006 | 0.25 | 267957.8 | 4048049 | 0.56 | 0.81 |
| 267222.2 | 4047875 | 0.00129 | 0.53 | 267222.2 | 4047875 | 0.26 | 0.79 |
| 268005.1 | 4047493 | 0.00093 | 0.39 | 268005.1 | 4047493 | 0.40 | 0.78 |
| 266916.5 | 4047837 | 0.00145 | 0.60 | 266916.5 | 4047837 | 0.15 | 0.75 |
| 268049.5 | 4047837 | 0.00072 | 0.30 | 268049.5 | 4047837 | 0.43 | 0.73 |
| 268024.6 | 4047979 | 0.00057 | 0.24 | 268024.6 | 4047979 | 0.47 | 0.71 |
| 268106.8 | 4047536 | 0.00075 | 0.31 | 268106.8 | 4047536 | 0.36 | 0.67 |
| 268070.6 | 4047907 | 0.00058 | 0.24 | 268070.6 | 4047907 | 0.43 | 0.67 |
| 267690.6 | 4048329 | 0.00058 | 0.24 | 267690.6 | 4048329 | 0.42 | 0.66 |
| 268146.8 | 4047301 | 0.00079 | 0.33 | 268146.8 | 4047301 | 0.33 | 0.66 |
| 267349.5 | 4047927 | 0.0011 | 0.46 | 267349.5 | 4047927 | 0.17 | 0.63 |
| 267082.1 | 4047367 | 0.00119 | 0.49 | 267082.1 | 4047367 | 0.13 | 0.62 |
| 266916.5 | 4047978 | 0.00106 | 0.44 | 266916.5 | 4047978 | 0.17 | 0.61 |
| 268179.9 | 4047608 | 0.00061 | 0.25 | 268179.9 | 4047608 | 0.34 | 0.59 |
| 266982.7 | 4047980 | 0.00098 | 0.41 | 266982.7 | 4047980 | 0.18 | 0.58 |
| 267123.7 | 4048028 | 0.00094 | 0.39 | 267123.7 | 4048028 | 0.18 | 0.57 |
| 268147.3 | 4047049 | 0.00078 | 0.32 | 268147.3 | 4047049 | 0.25 | 0.57 |
| 268267.8 | 4047100 | 0.00068 | 0.28 | 268267.8 | 4047100 | 0.26 | 0.54 |
| 268271 | 4047354 | 0.00059 | 0.24 | 268271 | 4047354 | 0.29 | 0.54 |
| 268026.9 | 4046997 | 0.00073 | 0.30 | 268026.9 | 4046997 | 0.23 | 0.53 |
| 267623.8 | 4048399 | 0.00051 | 0.21 | 267623.8 | 4048399 | 0.31 | 0.52 |

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** LAKES ENVIRONMENTAL SOFTWARE INC.
** DATE: 2/29/2012
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   ERRORFIL P1_DPM.ERR
CO FINISHED
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEK
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.81E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
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   LOCATION L0015336     VOLUME   267689.606 4048173.761 0.0
   LOCATION L0015337     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0015338     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0015339     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0015340     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0015341     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0015342     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0015343     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0015344     VOLUME   267644.259 4048138.205 0.0
   LOCATION L0015345     VOLUME   267638.591 4048133.761 0.0
   LOCATION L0015346     VOLUME   267632.922 4048129.316 0.0
   LOCATION L0015347     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0015348     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0015349     VOLUME   267615.917 4048115.983 0.0
   LOCATION L0015350     VOLUME   267610.249 4048111.538 0.0
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   LOCATION L0015351     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0015352     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0015353     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0015354     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0015355     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0015356     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0015357     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0015358     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0015359     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0015360     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0015361     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0015362     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0015363     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0015364     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0015365     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0015366     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0015367     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0015368     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0015369     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0015370     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0015371     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0015372     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0015373     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0015374     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0015375     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0015376     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0015377     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0015378     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0015379     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0015380     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0015381     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0015382     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0015383     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0015384     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0015385     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0015386     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0015387     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0015388     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0015389     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0015390     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0015391     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0015392     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0015393     VOLUME   267378.555 4048079.064 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.82E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
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** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
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   LOCATION L0015395     VOLUME   267875.726 4047986.011 0.0
   LOCATION L0015396     VOLUME   267880.184 4047980.305 0.0
   LOCATION L0015397     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0015398     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0015399     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0015400     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0015401     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0015402     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0015403     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0015404     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0015405     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0015406     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0015407     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0015408     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0015409     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0015410     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0015411     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0015412     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0015413     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0015414     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0015415     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0015416     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0015417     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0015418     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0015419     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0015420     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0015421     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0015422     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0015423     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0015424     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0015425     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0015426     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0015427     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0015428     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0015429     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0015430     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0015431     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0015432     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0015433     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0015434     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0015435     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0015436     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0015437     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0015438     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0015439     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0015440     VOLUME   267829.170 4047785.091 0.0
   LOCATION L0015441     VOLUME   267821.928 4047785.091 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEVWXY
** DESCRSRC
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** LENGTH OF SIDE = 3.66
** EMISSION RATE = 6.67E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
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** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
** 267662.07, 4047845.67, 0.00, 1.83, 3.37
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   LOCATION L0015443     VOLUME   267853.764 4047995.198 0.0
   LOCATION L0015444     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0015445     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0015446     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0015447     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0015448     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0015449     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0015450     VOLUME   267806.884 4047976.789 0.0
   LOCATION L0015451     VOLUME   267806.291 4047969.573 0.0
   LOCATION L0015452     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0015453     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0015454     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0015455     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0015456     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0015457     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0015458     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0015459     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0015460     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0015461     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0015462     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0015463     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0015464     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0015465     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0015466     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0015467     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0015468     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0015469     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0015470     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0015471     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0015472     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0015473     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0015474     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0015475     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0015476     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0015477     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0015478     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0015479     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0015480     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0015481     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0015482     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0015483     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0015484     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0015485     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0015486     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0015487     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0015488     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0015489     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0015490     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0015491     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0015492     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0015493     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0015494     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0015495     VOLUME   267670.283 4047841.814 0.0
   LOCATION L0015496     VOLUME   267663.729 4047844.891 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINET
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 3.68E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 4
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** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0015499     VOLUME   267670.558 4048161.917 0.0
   LOCATION L0015500     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0015501     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0015502     VOLUME   267653.798 4048148.151 0.0
   LOCATION L0015503     VOLUME   267648.212 4048143.562 0.0
   LOCATION L0015504     VOLUME   267642.626 4048138.973 0.0
   LOCATION L0015505     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0015506     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0015507     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0015508     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0015509     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0015510     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0015511     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0015512     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0015513     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0015514     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0015515     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0015516     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0015517     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0015518     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0015519     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0015520     VOLUME   267553.244 4048065.553 0.0
   LOCATION L0015521     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0015522     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0015523     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0015524     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0015525     VOLUME   267525.312 4048042.609 0.0
   LOCATION L0015526     VOLUME   267519.726 4048038.020 0.0
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   LOCATION L0015527     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0015528     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0015529     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0015530     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0015531     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0015532     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0015533     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0015534     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0015535     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0015536     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0015537     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0015538     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0015539     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0015540     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0015541     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0015542     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0015543     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0015544     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0015545     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0015546     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0015547     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0015548     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0015549     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0015550     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0015551     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0015552     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0015553     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0015554     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0015555     VOLUME   267560.543 4047899.462 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 3.22E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0015557     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0015558     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0015559     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0015560     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0015561     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0015562     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0015563     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0015564     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0015565     VOLUME   267369.865 4048491.944 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 9.06E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
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   LOCATION L0015567     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0015568     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0015569     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0015570     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0015571     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0015572     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0015573     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0015574     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0015575     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0015576     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0015577     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0015578     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0015579     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0015580     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0015581     VOLUME   267469.919 4048399.802 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEFG
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.02E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0015583     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0015584     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0015585     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0015586     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0015587     VOLUME   267416.989 4048450.427 0.0
   LOCATION L0015588     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0015589     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0015590     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0015591     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0015592     VOLUME   267442.081 4048424.907 0.0
   LOCATION L0015593     VOLUME   267447.099 4048419.803 0.0
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   LOCATION L0015594     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0015595     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0015596     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0015597     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0015598     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0015599     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0015600     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0015601     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0015602     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0015603     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0015604     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0015605     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0015606     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0015607     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0015608     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0015609     VOLUME   267527.393 4048338.140 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEIJ
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 8.63E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0015610     VOLUME   267689.541 4048175.890 0.0
   LOCATION L0015611     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0015612     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0015613     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0015614     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0015615     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0015616     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0015617     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0015618     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0015619     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0015620     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0015621     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0015622     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0015623     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0015624     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0015625     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0015626     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0015627     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0015628     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0015629     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0015630     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0015631     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0015632     VOLUME   267574.505 4048283.911 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINENO
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 5.99E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267688.72, 4048177.51, 0.00, 1.83, 3.37
** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0015633     VOLUME   267687.416 4048178.790 0.0
   LOCATION L0015634     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0015635     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0015636     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0015637     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0015638     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0015639     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0015640     VOLUME   267651.271 4048214.265 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEQ
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.78E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
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   LOCATION L0015641     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0015642     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0015643     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0015644     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0015645     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0015646     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0015647     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0015648     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0015649     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0015650     VOLUME   267735.150 4048128.078 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINERU
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.05E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267688.25, 4048180.33, 0.00, 1.83, 3.37
** 267814.74, 4048045.59, 0.00, 1.83, 3.37
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   LOCATION L0015651     VOLUME   267689.497 4048179.000 0.0
   LOCATION L0015652     VOLUME   267694.457 4048173.717 0.0
   LOCATION L0015653     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0015654     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0015655     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0015656     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0015657     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0015658     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0015659     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0015660     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0015661     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0015662     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0015663     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0015664     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0015665     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0015666     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0015667     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0015668     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0015669     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0015670     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0015671     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0015672     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0015673     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0015674     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0015675     VOLUME   267808.524 4048052.211 0.0
   LOCATION L0015676     VOLUME   267813.484 4048046.928 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINELMP
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.56E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
** 267691.00, 4048176.21, 0.00, 1.83, 3.39
** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0015677     VOLUME   267689.578 4048175.053 0.0
   LOCATION L0015678     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0015679     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0015680     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0015681     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0015682     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0015683     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0015684     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0015685     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0015686     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0015687     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0015688     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0015689     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0015690     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0015691     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0015692     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0015693     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0015694     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0015695     VOLUME   267587.921 4048092.122 0.0
** END OF LINE SOURCE
   LOCATION STCKA        POINT      267365.870  4048495.170          0.0
   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** SOURCE PARAMETERS **
   SRCPARAM L0015208     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015209     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015210     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015211     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015212     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015213     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015214     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015215     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015216     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015217     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015218     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015219     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015220     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015221     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015222     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015223     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015224     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015225     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015226     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015227     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015228     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015229     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015230     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015231     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015232     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015233     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015234     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015235     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015236     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015237     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015238     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015239     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015240     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015241     5.2174E-08      1.83      3.39      0.43
   SRCPARAM L0015242     5.2174E-08      1.83      3.39      0.43
```

| | | | | | |
|---|---|---|---|---|---|
| SRCPARAM | L0015243 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015244 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015245 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015246 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015247 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015248 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015249 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015250 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015251 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015252 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015253 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015254 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015255 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015256 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015257 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015258 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015259 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015260 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015261 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015262 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015263 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015264 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015265 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015266 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015267 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015268 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015269 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015270 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015271 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015272 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015273 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015274 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015275 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015276 | 5.2174E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015277 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015278 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015279 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015280 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015281 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015282 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015283 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015284 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015285 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015286 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015287 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015288 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015289 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015290 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015291 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015292 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015293 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015294 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015295 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015296 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015297 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015298 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015299 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015300 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015301 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015302 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015303 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015304 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015305 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015306 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015307 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015308 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015309 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015310 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015311 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015312 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015313 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015314 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015315 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015316 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015317 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015318 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015319 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015320 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015321 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015322 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015323 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015324 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015325 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015326 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015327 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015328 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015329 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015330 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015331 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015332 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015333 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015334 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015335 | 8.0339E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015336 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015337 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015338 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015339 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015340 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015341 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015342 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015343 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015344 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015345 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015346 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015347 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015348 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015349 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015350 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015351 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015352 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015353 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015354 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |

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| SRCPARAM | L0015355 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015356 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015357 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015358 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015359 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015360 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015361 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015362 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015363 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015364 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015365 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015366 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015367 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015368 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015369 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015370 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015371 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015372 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015373 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015374 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015375 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015376 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015377 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015378 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015379 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015380 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015381 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015382 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015383 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015384 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015385 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015386 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015387 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015388 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015389 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015390 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015391 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015392 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015393 | 3.1207E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015394 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015395 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015396 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015397 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015398 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015399 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015400 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015401 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015402 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015403 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015404 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015405 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015406 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015407 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015408 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015409 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015410 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015411 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015412 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015413 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015414 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015415 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015416 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015417 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015418 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015419 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015420 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015421 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015422 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015423 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015424 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015425 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015426 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015427 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015428 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015429 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015430 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015431 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015432 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015433 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015434 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015435 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015436 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015437 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015438 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015439 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015440 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015441 | 3.7917E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015442 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015443 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015444 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015445 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015446 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015447 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015448 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015449 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015450 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015451 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015452 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015453 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015454 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015455 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015456 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015457 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015458 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015459 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015460 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015461 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015462 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015463 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015464 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015465 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015466 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |

| | | | | | P1_DPM |
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| SRCPARAM | L0015467 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015468 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015469 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015470 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015471 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015472 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015473 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015474 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015475 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015476 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015477 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015478 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015479 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015480 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015481 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015482 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015483 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015484 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015485 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015486 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015487 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015488 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015489 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015490 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015491 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015492 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015493 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015494 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015495 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015496 | 1.2127E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015497 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015498 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015499 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015500 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015501 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015502 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015503 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015504 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015505 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015506 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015507 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015508 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015509 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015510 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015511 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015512 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015513 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015514 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015515 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015516 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015517 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015518 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015519 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015520 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015521 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015522 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015523 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015524 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015525 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015526 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015527 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015528 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015529 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015530 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015531 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015532 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015533 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015534 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015535 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015536 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015537 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015538 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015539 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015540 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015541 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015542 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015543 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015544 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015545 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015546 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015547 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015548 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015549 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015550 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015551 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015552 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015553 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015554 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015555 | 6.2373E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015556 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015557 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015558 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015559 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015560 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015561 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015562 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015563 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015564 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015565 | 3.22E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015566 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015567 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015568 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015569 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015570 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015571 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015572 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015573 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015574 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015575 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015576 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015577 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015578 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |

| | | | | | P1_DPM |
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| SRCPARAM | L0015579 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015580 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015581 | 5.6625E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015582 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015583 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015584 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015585 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015586 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015587 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015588 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015589 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015590 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015591 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015592 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015593 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015594 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015595 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015596 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015597 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015598 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015599 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015600 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015601 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015602 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015603 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015604 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015605 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015606 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015607 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015608 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015609 | 3.6429E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015610 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015611 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015612 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015613 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015614 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015615 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015616 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015617 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015618 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015619 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015620 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015621 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015622 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015623 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015624 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015625 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015626 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015627 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015628 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015629 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015630 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015631 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015632 | 3.7522E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015633 | 7.4875E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015634 | 7.4875E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015635 | 7.4875E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015636 | 7.4875E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015637 | 7.4875E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015638 | 7.4875E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015639 | 7.4875E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015640 | 7.4875E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015641 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015642 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015643 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015644 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015645 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015646 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015647 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015648 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015649 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015650 | 1.78E-08 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015651 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015652 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015653 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015654 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015655 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015656 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015657 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015658 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015659 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015660 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015661 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015662 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015663 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015664 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015665 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015666 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015667 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015668 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015669 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015670 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015671 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015672 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015673 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015674 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015675 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015676 | 4.0385E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015677 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015678 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015679 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015680 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015681 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015682 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015683 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015684 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015685 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015686 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015687 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015688 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015689 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015690 | 8.2105E-08 | 1.83 | 3.39 | 0.43 |

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                                                                P1_DPM
   SRCPARAM L0015691     8.2105E-08      1.83      3.39      0.43
   SRCPARAM L0015692     8.2105E-08      1.83      3.39      0.43
   SRCPARAM L0015693     8.2105E-08      1.83      3.39      0.43
   SRCPARAM L0015694     8.2105E-08      1.83      3.39      0.43
   SRCPARAM L0015695     8.2105E-08      1.83      3.39      0.43
   SRCPARAM STCKA         2.04E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKB         3.57E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCDE       0.000036     3.658   366.483  51.70000     0.100
   SRCPARAM STCKFG        0.000024     3.658   366.483  51.70000     0.100
   SRCPARAM STCKH         5.61E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKIJ        0.000024     3.658   366.483  51.70000     0.100
   SRCPARAM STCKK         2.04E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKLMP       0.000039     3.658   366.483  51.70000     0.100
   SRCPARAM STCKNO       0.0000166     3.658   366.483  51.70000     0.100
   SRCPARAM STCKQ         0.000012     3.658   366.483  51.70000     0.100
   SRCPARAM STCKRU        0.000024     3.658   366.483  51.70000     0.100
   SRCPARAM STCKT         4.08E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKVWXY      8.16E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAABB      0.000024     3.658   366.483  51.70000     0.100
   SRCPARAM LOT1          3.15E-10     0.305        16
   AREAVERT LOT1         267120.418 4048530.358 267120.418 4048476.500
   AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
   AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
   AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
   AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
   AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
   AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
   AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976

** BUILDING DOWNWASH **
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA           9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB           9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         0.00     0.00     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE         0.00     0.00     9.14     9.14     9.14     9.14

   BUILDHGT STCKFG          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          0.00     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG          0.00     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKH          10.67    10.67    10.67     0.00     0.00    10.67
   BUILDHGT STCKH          10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH           0.00     0.00     0.00    10.67    10.67    10.67
   BUILDHGT STCKH          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKH          10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH           0.00     0.00     0.00    10.67    10.67    10.67

   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ          9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKK          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK           0.00     0.00     0.00     0.00    10.67    10.67
   BUILDHGT STCKK          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK           0.00     0.00     0.00     0.00    10.67    10.67

   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP         9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO         10.67    10.67    10.67    10.67    10.67    10.67

   BUILDHGT STCKQ          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ          10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ           0.00     0.00    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ          10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ           0.00     0.00    10.67    10.67    10.67    10.67

   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU         10.67    10.67    10.67    10.67    10.67    10.67

   BUILDHGT STCKT          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKT          10.67    10.67    10.67    10.67     0.00     0.00
   BUILDHGT STCKT           0.00    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKT          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKT          10.67    10.67    10.67    10.67     0.00     0.00
                                                          Page 12
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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDHGT | STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT | STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT | STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT | STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID | STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID | STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID | STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID | STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID | STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID | STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID | STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID | STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID | STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID | STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID | STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID | STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID | STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID | STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID | STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID | STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID | STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID | STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID | STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID | STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID | STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID | STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID | STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID | STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID | STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID | STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID | STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID | STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID | STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID | STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID | STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID | STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID | STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID | STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID | STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID | STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID | STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID | STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID | STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID | STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID | STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID | STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID | STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID | STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID | STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |

P1_DPM

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDWID | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN | STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN | STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN | STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN | STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN | STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN | STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN | STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN | STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN | STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN | STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN | STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN | STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN | STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN | STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN | STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN | STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN | STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN | STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN | STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN | STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN | STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN | STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN | STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN | STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN | STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN | STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN | STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN | STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN | STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN | STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN | STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN | STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN | STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN | STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN | STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN | STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN | STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN | STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN | STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN | STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN | STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN | STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN | STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN | STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN | STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN | STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN | STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN | STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN | STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |

| | | | | | | P1_DPM | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |

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                                                                  P1_DPM
   YBADJ    STCKFG          0.00    30.79    29.46    27.23    24.17    20.38

   YBADJ    STCKH         -41.77   -28.96   -15.26     0.00     0.00    26.89
   YBADJ    STCKH          39.86    51.63    61.83    70.15    76.34     0.00
   YBADJ    STCKH           0.00     0.00     0.00    71.25    63.25    53.32
   YBADJ    STCKH          41.77    28.96    15.26     1.10   -13.09   -26.89
   YBADJ    STCKH         -39.86   -51.63   -61.83   -70.15   -76.34     0.00
   YBADJ    STCKH           0.00     0.00     0.00   -71.25   -63.25   -53.32

   YBADJ    STCKIJ         -4.39    -9.42   -14.18   -18.50   -22.25   -25.33
   YBADJ    STCKIJ        -27.65   -29.12   -29.71   -29.39   -28.18   -26.12
   YBADJ    STCKIJ        -23.26   -19.70   -15.53   -10.90    -5.93    -0.78
   YBADJ    STCKIJ          4.39     9.42    14.18    18.50    22.25    25.33
   YBADJ    STCKIJ         27.65    29.12    29.71    29.39    28.18    26.12
   YBADJ    STCKIJ         23.26    19.70    15.53    10.90     5.93     0.78

   YBADJ    STCKK         -58.88   -52.84   -45.19   -36.16   -26.05   -15.13
   YBADJ    STCKK          -3.76     7.72    18.98    29.65    39.42    48.00
   YBADJ    STCKK           0.00     0.00     0.00     0.00    65.47    63.13
   YBADJ    STCKK          58.88    52.84    45.19    36.16    26.05    15.13
   YBADJ    STCKK           3.76    -7.72   -18.98   -29.65   -39.42   -48.00
   YBADJ    STCKK           0.00     0.00     0.00     0.00   -65.47   -63.13

   YBADJ    STCKLMP        -0.83     0.08     0.99     1.87     3.52     6.41
   YBADJ    STCKLMP         9.09    11.50    13.57    15.03    12.81    10.20
   YBADJ    STCKLMP         7.28     4.50     3.96     3.31     2.55     1.72
   YBADJ    STCKLMP         0.83    -0.08    -0.99    -1.87    -3.52    -6.41
   YBADJ    STCKLMP        -9.09   -11.50   -13.57   -15.03   -12.81   -10.20
   YBADJ    STCKLMP        -7.28    -4.50    -3.96    -3.31    -2.55    -1.71

   YBADJ    STCKNO         11.13     6.84     2.35    -2.22    -6.72   -11.01
   YBADJ    STCKNO        -14.97   -18.48   -21.42   -23.71   -25.29   -26.09
   YBADJ    STCKNO        -26.10   -25.32   -23.77   -21.50   -18.57   -15.08
   YBADJ    STCKNO        -11.13    -6.84    -2.35     2.22     6.72    11.01
   YBADJ    STCKNO         14.97    18.48    21.42    23.71    25.29    26.09
   YBADJ    STCKNO         26.10    25.32    23.77    21.50    18.57    15.08

   YBADJ    STCKQ          11.99     8.13     4.02    -0.22    -4.44    -8.53
   YBADJ    STCKQ         -12.36   -15.82   -18.79   -21.20   -22.96     0.00
   YBADJ    STCKQ           0.00     0.00   -22.81   -20.98   -18.52   -15.49
   YBADJ    STCKQ         -11.99    -8.13    -4.02     0.22     4.44     8.53
   YBADJ    STCKQ          12.36    15.82    18.79    21.20    22.96     0.00
   YBADJ    STCKQ           0.00     0.00    22.81    20.98    18.52    15.49

   YBADJ    STCKRU         10.35     8.73     6.84     4.75     2.52     0.21
   YBADJ    STCKRU         -2.12    -4.37    -6.50    -8.42   -10.09   -11.45
   YBADJ    STCKRU        -12.47   -13.11   -13.34   -13.18   -12.61   -11.65
   YBADJ    STCKRU        -10.35    -8.73    -6.84    -4.75    -2.52    -0.21
   YBADJ    STCKRU          2.12     4.37     6.50     8.42    10.09    11.45
   YBADJ    STCKRU         12.47    13.11    13.34    13.18    12.61    11.65

   YBADJ    STCKT           4.47    17.01    29.02    40.16    50.08    58.47
   YBADJ    STCKT          65.09    69.73    72.25    72.58     0.00     0.00
   YBADJ    STCKT           0.00    52.72    43.23    32.42    20.62     8.20
   YBADJ    STCKT          -4.47   -17.01   -29.02   -40.16   -50.08   -58.47
   YBADJ    STCKT         -65.09   -69.73   -72.25   -72.58     0.00     0.00
   YBADJ    STCKT           0.00   -52.72   -43.23   -32.42   -20.62    -8.20

   YBADJ    STCKVWXY      -42.06   -32.05     0.00     0.00     2.49    14.33
   YBADJ    STCKVWXY       25.73    36.35    45.87    53.99     0.00     0.00
   YBADJ    STCKVWXY        0.00     0.00    66.93    63.43    57.99    50.80
   YBADJ    STCKVWXY       42.06    32.05    21.06     9.43    -2.49   -14.33
   YBADJ    STCKVWXY      -25.73   -36.35   -45.87   -53.99     0.00     0.00
   YBADJ    STCKVWXY        0.00     0.00   -66.93   -63.43   -57.99   -50.80

   YBADJ    STCKAABB      -51.30   -42.02   -31.46   -19.94    -7.82     4.54
   YBADJ    STCKAABB       16.76    28.47     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB        0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB       51.30    42.02    31.46    19.94     7.82    -4.54
   YBADJ    STCKAABB      -16.76   -28.47     0.00     0.00     0.00     0.00
   YBADJ    STCKAABB        0.00     0.00     0.00     0.00     0.00     0.00

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD RECEPTOR PATHWAY
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**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267063.10   4047802.63
   DISCCART    266966.87   4047818.34
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
   DISCCART    267530.53   4047517.86
   DISCCART    267524.64   4047227.19
   DISCCART    267632.66   4047272.36
** DESCRREC "FENCEGRD" "RECEPTORS GENERATED FROM FENCELINE GRID"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
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| DISCCART | 267891.01 | 4048118.96 |
| DISCCART | 267957.81 | 4048048.91 |
| DISCCART | 268024.61 | 4047978.86 |
| DISCCART | 267496.90 | 4048778.33 |
| DISCCART | 267634.96 | 4048677.29 |
| DISCCART | 267701.76 | 4048607.24 |
| DISCCART | 267768.56 | 4048537.19 |
| DISCCART | 267835.36 | 4048467.14 |
| DISCCART | 267902.16 | 4048397.09 |
| DISCCART | 267968.96 | 4048327.04 |
| DISCCART | 268035.75 | 4048256.98 |
| DISCCART | 268102.55 | 4048186.93 |
| DISCCART | 268169.35 | 4048116.88 |
| DISCCART | 267670.70 | 4048953.95 |
| DISCCART | 267513.93 | 4049022.11 |
| DISCCART | 267815.89 | 4048849.82 |
| DISCCART | 267882.69 | 4048779.77 |
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| DISCCART | 268216.68 | 4048429.51 |
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| DISCCART | 268039.22 | 4049547.30 |
| DISCCART | 267955.00 | 4049583.92 |
| DISCCART | 267870.79 | 4049620.53 |
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| DISCCART | 267702.36 | 4049693.76 |
| DISCCART | 267618.14 | 4049730.38 |
| DISCCART | 267533.92 | 4049767.00 |
| DISCCART | 267449.71 | 4049803.61 |
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| DISCCART | 268720.52 | 4049712.45 |
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| DISCCART | 268231.35 | 4047952.96 |
| DISCCART | 268249.36 | 4047829.16 |
| DISCCART | 268480.18 | 4047945.95 |
| DISCCART | 268436.88 | 4048060.44 |
| DISCCART | 268393.58 | 4048174.92 |
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| DISCCART | 268729.60 | 4047937.39 |
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| DISCCART | 268641.43 | 4048170.52 |
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| DISCCART | 269036.35 | 4048428.15 |
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| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
| DISCCART | 269748.25 | 4047771.51 |

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| DISCCART | 267877.56 | 4047669.79 |
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| DISCCART | 267888.67 | 4047219.92 |
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| DISCCART | 269239.07 | 4046553.82 |
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| DISCCART | 269520.47 | 4047191.89 |
| DISCCART | 269576.75 | 4047319.51 |
| DISCCART | 269633.03 | 4047447.12 |
| DISCCART | 269689.31 | 4047574.74 |
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| DISCCART | 267124.38 | 4047515.64 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |
| DISCCART | 267095.96 | 4048167.74 |
| DISCCART | 267149.74 | 4047840.79 |
| DISCCART | 267022.06 | 4047962.09 |
| DISCCART | 266894.37 | 4048083.39 |
| DISCCART | 266913.72 | 4047720.18 |
| DISCCART | 266786.03 | 4047841.48 |
| DISCCART | 266805.38 | 4047478.28 |
| DISCCART | 266677.69 | 4047599.58 |
| DISCCART | 266550.00 | 4047720.88 |

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   DISCCART    266461.01   4047115.78
   DISCCART    266333.32   4047237.08
   DISCCART    266205.63   4047358.38
   DISCCART    266116.64   4046753.27
   DISCCART    265988.95   4046874.57
   DISCCART    265861.26   4046995.87
   DISCCART    267016.60   4048266.84
   DISCCART    267004.63   4048385.97
   DISCCART    267011.73   4048547.36
   DISCCART    266824.55   4048256.39
   DISCCART    266804.83   4048394.76
   DISCCART    266811.92   4048556.14
   DISCCART    266579.96   4048254.56
   DISCCART    266636.85   4048113.59
   DISCCART    266693.74   4047972.62
   DISCCART    266555.07   4048405.73
   DISCCART    266562.16   4048567.12
   DISCCART    266329.34   4048267.67
   DISCCART    266345.91   4048065.35
   DISCCART    266323.87   4047905.50
   DISCCART    266494.84   4047857.58
   DISCCART    266305.31   4048416.71
   DISCCART    266312.40   4048578.10
   DISCCART    265831.06   4048286.57
   DISCCART    265888.68   4048143.77
   DISCCART    265946.31   4048000.97
   DISCCART    266003.94   4047858.18
   DISCCART    266061.56   4047715.38
   DISCCART    266119.19   4047572.58
   DISCCART    265805.79   4048438.67
   DISCCART    265812.88   4048600.05
   DISCCART    265332.12   4048307.08
   DISCCART    265390.92   4048161.39
   DISCCART    265449.71   4048015.70
   DISCCART    265508.50   4047870.01
   DISCCART    265567.29   4047724.32
   DISCCART    265626.09   4047578.63
   DISCCART    265684.88   4047432.94
   DISCCART    265743.67   4047287.25
   DISCCART    265802.47   4047141.56
   DISCCART    265306.27   4048460.62
   DISCCART    265313.37   4048622.01
   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
** DESCRREC "ARCREC" "DISCRETE CARTESIAN RECEPTORS FOR EVALFILE OUTPUT"
   EVALCART    267057.21   4047804.60    0.00    0.00    0.00 ARCREC
RE FINISHED
**
**********************************
** AERMOD METEOROLOGY PATHWAY
**********************************
**
**
ME STARTING
   SURFFILE "..\..\..\93193 05-09.SFC"
   PROFFILE "..\..\..\93193 05-09.PFL"
```

```
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**************************************
** AERMOD OUTPUT PATHWAY
**************************************
**
**
OU STARTING
** AUTO-GENERATED PLOTFILES
   PLOTFILE   PERIOD ALL P1_DPM.AD\PE00GALL.PLT
   SUMMFILE P1_DPM.SUM
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           15 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    1238  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1239  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1240  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1241  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1242  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1243  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1244  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1245  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1246  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1247  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1248  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1249  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1250  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    1251  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 ME W396    2132 MEOPEN:Met data from outdated version of AERMET, version:        06341

 ************************************
 *** SETUP Finishes Successfully ***
 ************************************

 *** AERMOD - VERSION  11103 ***   *** SELMA CROSSING - PHASE 1 (2016) - RURAL                          ***        02/29/12
                                  *** DPM                                                              ***        11:18:26
                                                                                                                  PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                    FLAT
                         FASTALL

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses RURAL Dispersion Only.

 **Model Allows User-Specified Options:
         1. Stack-tip Downwash.
         2. Model Assumes Receptors on FLAT Terrain.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.

 **Other Options Specified:
         FASTALL  - Use effective sigma-y to optimize meander for
                    POINT and VOLUME sources, and hybrid approach
                    to optimize AREA sources (formerly TOXICS option)

 **Model Assumes No FLAGPOLE Receptor Heights.

 **Model Calculates PERIOD Averages Only

 **This Run Includes:    503 Source(s);       1 Source Group(s); and     353 Receptor(s)

 **The Model Assumes A Pollutant Type of:  DPM

 **Model Set To Continue RUNning After the Setup Testing.

 **Output Options Selected:
          Model Outputs Tables of PERIOD Averages by Receptor
          Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                            ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      4.6 MB of RAM.

 **Detailed Error/Message File:   P1_DPM.ERR
 **File for Summary of Results:   P1_DPM.SUM
 *** AERMOD - VERSION  11103 ***   *** SELMA CROSSING - PHASE 1 (2016) - RURAL                          ***        02/29/12
                                  *** DPM                                                              ***        11:18:26
                                                                                                                  PAGE   2
```

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.20400E-05 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.35700E-05 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.36000E-04 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.24000E-04 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.56100E-05 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.24000E-04 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.20400E-05 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.39000E-04 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.16600E-04 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.12000E-04 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.24000E-04 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.40800E-05 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.81600E-05 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.24000E-04 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |





*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015208 | 0 | 0.52174E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015209 | 0 | 0.52174E-07 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015210 | 0 | 0.52174E-07 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015211 | 0 | 0.52174E-07 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015212 | 0 | 0.52174E-07 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015213 | 0 | 0.52174E-07 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015214 | 0 | 0.52174E-07 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015215 | 0 | 0.52174E-07 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015216 | 0 | 0.52174E-07 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015217 | 0 | 0.52174E-07 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015218 | 0 | 0.52174E-07 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015219 | 0 | 0.52174E-07 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015220 | 0 | 0.52174E-07 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015221 | 0 | 0.52174E-07 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015222 | 0 | 0.52174E-07 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015223 | 0 | 0.52174E-07 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015224 | 0 | 0.52174E-07 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015225 | 0 | 0.52174E-07 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015226 | 0 | 0.52174E-07 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015227 | 0 | 0.52174E-07 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015228 | 0 | 0.52174E-07 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015229 | 0 | 0.52174E-07 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015230 | 0 | 0.52174E-07 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015231 | 0 | 0.52174E-07 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015232 | 0 | 0.52174E-07 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015233 | 0 | 0.52174E-07 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015234 | 0 | 0.52174E-07 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015235 | 0 | 0.52174E-07 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015236 | 0 | 0.52174E-07 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015237 | 0 | 0.52174E-07 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015238 | 0 | 0.52174E-07 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015239 | 0 | 0.52174E-07 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015240 | 0 | 0.52174E-07 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015241 | 0 | 0.52174E-07 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015242 | 0 | 0.52174E-07 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015243 | 0 | 0.52174E-07 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015244 | 0 | 0.52174E-07 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015245 | 0 | 0.52174E-07 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015246 | 0 | 0.52174E-07 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015247 | 0 | 0.52174E-07 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |





*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015248 | 0 | 0.52174E-07 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015249 | 0 | 0.52174E-07 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015250 | 0 | 0.52174E-07 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015251 | 0 | 0.52174E-07 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015252 | 0 | 0.52174E-07 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015253 | 0 | 0.52174E-07 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015254 | 0 | 0.52174E-07 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015255 | 0 | 0.52174E-07 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015256 | 0 | 0.52174E-07 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015257 | 0 | 0.52174E-07 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015258 | 0 | 0.52174E-07 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015259 | 0 | 0.52174E-07 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015260 | 0 | 0.52174E-07 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015261 | 0 | 0.52174E-07 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015262 | 0 | 0.52174E-07 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015263 | 0 | 0.52174E-07 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015264 | 0 | 0.52174E-07 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015265 | 0 | 0.52174E-07 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015266 | 0 | 0.52174E-07 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015267 | 0 | 0.52174E-07 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015268 | 0 | 0.52174E-07 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015269 | 0 | 0.52174E-07 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015270 | 0 | 0.52174E-07 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015271 | 0 | 0.52174E-07 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015272 | 0 | 0.52174E-07 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015273 | 0 | 0.52174E-07 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015274 | 0 | 0.52174E-07 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015275 | 0 | 0.52174E-07 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015276 | 0 | 0.52174E-07 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015277 | 0 | 0.80339E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015278 | 0 | 0.80339E-07 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015279 | 0 | 0.80339E-07 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015280 | 0 | 0.80339E-07 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015281 | 0 | 0.80339E-07 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015282 | 0 | 0.80339E-07 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015283 | 0 | 0.80339E-07 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015284 | 0 | 0.80339E-07 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015285 | 0 | 0.80339E-07 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015286 | 0 | 0.80339E-07 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015287 | 0 | 0.80339E-07 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015288 | 0 | 0.80339E-07 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015289 | 0 | 0.80339E-07 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015290 | 0 | 0.80339E-07 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015291 | 0 | 0.80339E-07 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015292 | 0 | 0.80339E-07 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015293 | 0 | 0.80339E-07 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015294 | 0 | 0.80339E-07 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015295 | 0 | 0.80339E-07 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015296 | 0 | 0.80339E-07 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015297 | 0 | 0.80339E-07 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015298 | 0 | 0.80339E-07 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015299 | 0 | 0.80339E-07 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015300 | 0 | 0.80339E-07 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015301 | 0 | 0.80339E-07 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015302 | 0 | 0.80339E-07 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015303 | 0 | 0.80339E-07 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015304 | 0 | 0.80339E-07 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015305 | 0 | 0.80339E-07 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015306 | 0 | 0.80339E-07 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015307 | 0 | 0.80339E-07 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015308 | 0 | 0.80339E-07 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015309 | 0 | 0.80339E-07 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015310 | 0 | 0.80339E-07 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015311 | 0 | 0.80339E-07 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015312 | 0 | 0.80339E-07 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015313 | 0 | 0.80339E-07 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015314 | 0 | 0.80339E-07 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015315 | 0 | 0.80339E-07 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015316 | 0 | 0.80339E-07 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015317 | 0 | 0.80339E-07 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015318 | 0 | 0.80339E-07 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015319 | 0 | 0.80339E-07 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015320 | 0 | 0.80339E-07 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015321 | 0 | 0.80339E-07 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015322 | 0 | 0.80339E-07 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015323 | 0 | 0.80339E-07 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015324 | 0 | 0.80339E-07 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015325 | 0 | 0.80339E-07 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015326 | 0 | 0.80339E-07 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015327 | 0 | 0.80339E-07 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015328 | 0 | 0.80339E-07 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015329 | 0 | 0.80339E-07 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015330 | 0 | 0.80339E-07 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015331 | 0 | 0.80339E-07 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015332 | 0 | 0.80339E-07 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015333 | 0 | 0.80339E-07 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015334 | 0 | 0.80339E-07 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015335 | 0 | 0.80339E-07 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015336 | 0 | 0.31207E-07 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015337 | 0 | 0.31207E-07 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015338 | 0 | 0.31207E-07 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015339 | 0 | 0.31207E-07 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015340 | 0 | 0.31207E-07 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015341 | 0 | 0.31207E-07 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015342 | 0 | 0.31207E-07 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015343 | 0 | 0.31207E-07 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015344 | 0 | 0.31207E-07 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015345 | 0 | 0.31207E-07 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015346 | 0 | 0.31207E-07 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015347 | 0 | 0.31207E-07 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015348 | 0 | 0.31207E-07 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015349 | 0 | 0.31207E-07 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015350 | 0 | 0.31207E-07 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |

P1_DPM

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015351 | 0 | 0.31207E-07 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015352 | 0 | 0.31207E-07 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015353 | 0 | 0.31207E-07 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015354 | 0 | 0.31207E-07 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015355 | 0 | 0.31207E-07 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015356 | 0 | 0.31207E-07 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015357 | 0 | 0.31207E-07 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015358 | 0 | 0.31207E-07 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015359 | 0 | 0.31207E-07 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015360 | 0 | 0.31207E-07 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015361 | 0 | 0.31207E-07 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015362 | 0 | 0.31207E-07 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015363 | 0 | 0.31207E-07 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015364 | 0 | 0.31207E-07 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015365 | 0 | 0.31207E-07 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015366 | 0 | 0.31207E-07 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0015367 | 0 | 0.31207E-07 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

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|---|---|---|---|---|---|---|---|---|---|---|
| L0015368 | 0 | 0.31207E-07 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015369 | 0 | 0.31207E-07 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015370 | 0 | 0.31207E-07 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015371 | 0 | 0.31207E-07 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015372 | 0 | 0.31207E-07 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015373 | 0 | 0.31207E-07 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015374 | 0 | 0.31207E-07 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015375 | 0 | 0.31207E-07 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015376 | 0 | 0.31207E-07 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015377 | 0 | 0.31207E-07 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015378 | 0 | 0.31207E-07 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015379 | 0 | 0.31207E-07 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015380 | 0 | 0.31207E-07 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015381 | 0 | 0.31207E-07 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015382 | 0 | 0.31207E-07 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015383 | 0 | 0.31207E-07 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015384 | 0 | 0.31207E-07 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015385 | 0 | 0.31207E-07 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015386 | 0 | 0.31207E-07 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015387 | 0 | 0.31207E-07 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015388 | 0 | 0.31207E-07 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015389 | 0 | 0.31207E-07 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015390 | 0 | 0.31207E-07 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015391 | 0 | 0.31207E-07 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015392 | 0 | 0.31207E-07 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015393 | 0 | 0.31207E-07 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015394 | 0 | 0.37917E-07 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015395 | 0 | 0.37917E-07 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015396 | 0 | 0.37917E-07 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015397 | 0 | 0.37917E-07 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015398 | 0 | 0.37917E-07 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015399 | 0 | 0.37917E-07 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015400 | 0 | 0.37917E-07 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015401 | 0 | 0.37917E-07 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015402 | 0 | 0.37917E-07 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015403 | 0 | 0.37917E-07 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015404 | 0 | 0.37917E-07 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015405 | 0 | 0.37917E-07 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015406 | 0 | 0.37917E-07 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015407 | 0 | 0.37917E-07 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015408 | 0 | 0.37917E-07 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015409 | 0 | 0.37917E-07 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015410 | 0 | 0.37917E-07 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015411 | 0 | 0.37917E-07 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015412 | 0 | 0.37917E-07 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015413 | 0 | 0.37917E-07 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015414 | 0 | 0.37917E-07 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015415 | 0 | 0.37917E-07 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015416 | 0 | 0.37917E-07 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015417 | 0 | 0.37917E-07 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015418 | 0 | 0.37917E-07 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015419 | 0 | 0.37917E-07 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015420 | 0 | 0.37917E-07 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015421 | 0 | 0.37917E-07 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015422 | 0 | 0.37917E-07 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015423 | 0 | 0.37917E-07 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015424 | 0 | 0.37917E-07 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015425 | 0 | 0.37917E-07 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015426 | 0 | 0.37917E-07 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015427 | 0 | 0.37917E-07 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015428 | 0 | 0.37917E-07 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015429 | 0 | 0.37917E-07 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015430 | 0 | 0.37917E-07 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015431 | 0 | 0.37917E-07 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015432 | 0 | 0.37917E-07 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015433 | 0 | 0.37917E-07 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015434 | 0 | 0.37917E-07 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015435 | 0 | 0.37917E-07 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015436 | 0 | 0.37917E-07 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015437 | 0 | 0.37917E-07 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015438 | 0 | 0.37917E-07 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015439 | 0 | 0.37917E-07 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015440 | 0 | 0.37917E-07 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015441 | 0 | 0.37917E-07 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015442 | 0 | 0.12127E-06 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015443 | 0 | 0.12127E-06 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015444 | 0 | 0.12127E-06 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015445 | 0 | 0.12127E-06 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015446 | 0 | 0.12127E-06 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015447 | 0 | 0.12127E-06 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015448 | 0 | 0.12127E-06 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015449 | 0 | 0.12127E-06 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015450 | 0 | 0.12127E-06 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015451 | 0 | 0.12127E-06 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015452 | 0 | 0.12127E-06 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015453 | 0 | 0.12127E-06 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015454 | 0 | 0.12127E-06 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015455 | 0 | 0.12127E-06 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015456 | 0 | 0.12127E-06 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015457 | 0 | 0.12127E-06 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015458 | 0 | 0.12127E-06 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015459 | 0 | 0.12127E-06 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015460 | 0 | 0.12127E-06 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015461 | 0 | 0.12127E-06 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015462 | 0 | 0.12127E-06 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015463 | 0 | 0.12127E-06 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015464 | 0 | 0.12127E-06 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015465 | 0 | 0.12127E-06 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015466 | 0 | 0.12127E-06 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015467 | 0 | 0.12127E-06 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015468 | 0 | 0.12127E-06 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015469 | 0 | 0.12127E-06 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015470 | 0 | 0.12127E-06 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015471 | 0 | 0.12127E-06 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015472 | 0 | 0.12127E-06 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015473 | 0 | 0.12127E-06 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015474 | 0 | 0.12127E-06 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015475 | 0 | 0.12127E-06 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015476 | 0 | 0.12127E-06 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015477 | 0 | 0.12127E-06 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015478 | 0 | 0.12127E-06 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015479 | 0 | 0.12127E-06 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015480 | 0 | 0.12127E-06 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015481 | 0 | 0.12127E-06 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015482 | 0 | 0.12127E-06 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015483 | 0 | 0.12127E-06 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015484 | 0 | 0.12127E-06 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015485 | 0 | 0.12127E-06 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015486 | 0 | 0.12127E-06 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015487 | 0 | 0.12127E-06 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015488 | 0 | 0.12127E-06 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015489 | 0 | 0.12127E-06 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015490 | 0 | 0.12127E-06 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015491 | 0 | 0.12127E-06 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015492 | 0 | 0.12127E-06 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015493 | 0 | 0.12127E-06 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015494 | 0 | 0.12127E-06 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015495 | 0 | 0.12127E-06 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015496 | 0 | 0.12127E-06 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015497 | 0 | 0.62373E-07 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015498 | 0 | 0.62373E-07 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015499 | 0 | 0.62373E-07 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015500 | 0 | 0.62373E-07 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015501 | 0 | 0.62373E-07 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015502 | 0 | 0.62373E-07 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015503 | 0 | 0.62373E-07 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015504 | 0 | 0.62373E-07 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015505 | 0 | 0.62373E-07 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015506 | 0 | 0.62373E-07 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015507 | 0 | 0.62373E-07 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015508 | 0 | 0.62373E-07 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015509 | 0 | 0.62373E-07 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015510 | 0 | 0.62373E-07 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015511 | 0 | 0.62373E-07 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015512 | 0 | 0.62373E-07 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015513 | 0 | 0.62373E-07 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015514 | 0 | 0.62373E-07 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015515 | 0 | 0.62373E-07 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015516 | 0 | 0.62373E-07 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015517 | 0 | 0.62373E-07 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015518 | 0 | 0.62373E-07 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015519 | 0 | 0.62373E-07 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015520 | 0 | 0.62373E-07 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015521 | 0 | 0.62373E-07 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015522 | 0 | 0.62373E-07 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015523 | 0 | 0.62373E-07 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015524 | 0 | 0.62373E-07 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015525 | 0 | 0.62373E-07 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015526 | 0 | 0.62373E-07 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015527 | 0 | 0.62373E-07 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0015528 | 0 | 0.62373E-07 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015529 | 0 | 0.62373E-07 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015530 | 0 | 0.62373E-07 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015531 | 0 | 0.62373E-07 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015532 | 0 | 0.62373E-07 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015533 | 0 | 0.62373E-07 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015534 | 0 | 0.62373E-07 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015535 | 0 | 0.62373E-07 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015536 | 0 | 0.62373E-07 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015537 | 0 | 0.62373E-07 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015538 | 0 | 0.62373E-07 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015539 | 0 | 0.62373E-07 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015540 | 0 | 0.62373E-07 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015541 | 0 | 0.62373E-07 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015542 | 0 | 0.62373E-07 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015543 | 0 | 0.62373E-07 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015544 | 0 | 0.62373E-07 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015545 | 0 | 0.62373E-07 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015546 | 0 | 0.62373E-07 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015547 | 0 | 0.62373E-07 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015548 | 0 | 0.62373E-07 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015549 | 0 | 0.62373E-07 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015550 | 0 | 0.62373E-07 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015551 | 0 | 0.62373E-07 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015552 | 0 | 0.62373E-07 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015553 | 0 | 0.62373E-07 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015554 | 0 | 0.62373E-07 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015555 | 0 | 0.62373E-07 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015556 | 0 | 0.32200E-07 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015557 | 0 | 0.32200E-07 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015558 | 0 | 0.32200E-07 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015559 | 0 | 0.32200E-07 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015560 | 0 | 0.32200E-07 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015561 | 0 | 0.32200E-07 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015562 | 0 | 0.32200E-07 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015563 | 0 | 0.32200E-07 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015564 | 0 | 0.32200E-07 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015565 | 0 | 0.32200E-07 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015566 | 0 | 0.56625E-07 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015567 | 0 | 0.56625E-07 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0015568 | 0 | 0.56625E-07 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015569 | 0 | 0.56625E-07 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015570 | 0 | 0.56625E-07 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015571 | 0 | 0.56625E-07 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015572 | 0 | 0.56625E-07 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015573 | 0 | 0.56625E-07 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015574 | 0 | 0.56625E-07 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015575 | 0 | 0.56625E-07 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015576 | 0 | 0.56625E-07 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015577 | 0 | 0.56625E-07 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015578 | 0 | 0.56625E-07 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015579 | 0 | 0.56625E-07 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015580 | 0 | 0.56625E-07 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015581 | 0 | 0.56625E-07 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015582 | 0 | 0.36429E-07 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015583 | 0 | 0.36429E-07 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015584 | 0 | 0.36429E-07 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015585 | 0 | 0.36429E-07 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015586 | 0 | 0.36429E-07 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015587 | 0 | 0.36429E-07 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015588 | 0 | 0.36429E-07 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015589 | 0 | 0.36429E-07 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015590 | 0 | 0.36429E-07 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015591 | 0 | 0.36429E-07 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015592 | 0 | 0.36429E-07 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015593 | 0 | 0.36429E-07 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015594 | 0 | 0.36429E-07 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015595 | 0 | 0.36429E-07 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015596 | 0 | 0.36429E-07 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015597 | 0 | 0.36429E-07 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015598 | 0 | 0.36429E-07 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015599 | 0 | 0.36429E-07 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015600 | 0 | 0.36429E-07 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015601 | 0 | 0.36429E-07 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015602 | 0 | 0.36429E-07 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015603 | 0 | 0.36429E-07 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015604 | 0 | 0.36429E-07 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015605 | 0 | 0.36429E-07 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015606 | 0 | 0.36429E-07 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO |
| L0015607 | 0 | 0.36429E-07 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015608 | 0 | 0.36429E-07 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015609 | 0 | 0.36429E-07 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015610 | 0 | 0.37522E-07 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015611 | 0 | 0.37522E-07 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015612 | 0 | 0.37522E-07 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015613 | 0 | 0.37522E-07 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015614 | 0 | 0.37522E-07 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015615 | 0 | 0.37522E-07 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015616 | 0 | 0.37522E-07 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015617 | 0 | 0.37522E-07 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015618 | 0 | 0.37522E-07 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015619 | 0 | 0.37522E-07 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015620 | 0 | 0.37522E-07 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015621 | 0 | 0.37522E-07 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015622 | 0 | 0.37522E-07 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015623 | 0 | 0.37522E-07 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015624 | 0 | 0.37522E-07 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015625 | 0 | 0.37522E-07 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015626 | 0 | 0.37522E-07 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015627 | 0 | 0.37522E-07 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015628 | 0 | 0.37522E-07 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015629 | 0 | 0.37522E-07 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015630 | 0 | 0.37522E-07 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015631 | 0 | 0.37522E-07 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015632 | 0 | 0.37522E-07 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015633 | 0 | 0.74875E-07 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015634 | 0 | 0.74875E-07 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015635 | 0 | 0.74875E-07 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015636 | 0 | 0.74875E-07 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015637 | 0 | 0.74875E-07 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015638 | 0 | 0.74875E-07 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015639 | 0 | 0.74875E-07 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015640 | 0 | 0.74875E-07 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015641 | 0 | 0.17800E-07 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015642 | 0 | 0.17800E-07 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015643 | 0 | 0.17800E-07 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015644 | 0 | 0.17800E-07 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015645 | 0 | 0.17800E-07 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015646 | 0 | 0.17800E-07 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015647 | 0 | 0.17800E-07 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015648 | 0 | 0.17800E-07 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015649 | 0 | 0.17800E-07 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015650 | 0 | 0.17800E-07 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015651 | 0 | 0.40385E-07 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015652 | 0 | 0.40385E-07 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015653 | 0 | 0.40385E-07 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015654 | 0 | 0.40385E-07 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015655 | 0 | 0.40385E-07 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015656 | 0 | 0.40385E-07 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015657 | 0 | 0.40385E-07 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015658 | 0 | 0.40385E-07 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015659 | 0 | 0.40385E-07 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015660 | 0 | 0.40385E-07 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015661 | 0 | 0.40385E-07 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015662 | 0 | 0.40385E-07 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015663 | 0 | 0.40385E-07 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015664 | 0 | 0.40385E-07 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015665 | 0 | 0.40385E-07 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015666 | 0 | 0.40385E-07 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015667 | 0 | 0.40385E-07 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015668 | 0 | 0.40385E-07 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015669 | 0 | 0.40385E-07 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015670 | 0 | 0.40385E-07 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015671 | 0 | 0.40385E-07 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015672 | 0 | 0.40385E-07 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015673 | 0 | 0.40385E-07 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015674 | 0 | 0.40385E-07 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015675 | 0 | 0.40385E-07 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015676 | 0 | 0.40385E-07 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015677 | 0 | 0.82105E-07 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015678 | 0 | 0.82105E-07 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015679 | 0 | 0.82105E-07 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015680 | 0 | 0.82105E-07 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015681 | 0 | 0.82105E-07 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015682 | 0 | 0.82105E-07 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015683 | 0 | 0.82105E-07 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015684 | 0 | 0.82105E-07 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015685 | 0 | 0.82105E-07 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015686 | 0 | 0.82105E-07 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015687 | 0 | 0.82105E-07 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015688 | 0 | 0.82105E-07 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015689 | 0 | 0.82105E-07 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015690 | 0 | 0.82105E-07 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015691 | 0 | 0.82105E-07 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015692 | 0 | 0.82105E-07 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015693 | 0 | 0.82105E-07 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015694 | 0 | 0.82105E-07 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015695 | 0 | 0.82105E-07 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.31500E-09 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0015208 , L0015209 , L0015210 , L0015211 , L0015212 , L0015213 , L0015214 , L0015215 , |
| | L0015216 , L0015217 , L0015218 , L0015219 , L0015220 , L0015221 , L0015222 , L0015223 , |
| | L0015224 , L0015225 , L0015226 , L0015227 , L0015228 , L0015229 , L0015230 , L0015231 , |
| | L0015232 , L0015233 , L0015234 , L0015235 , L0015236 , L0015237 , L0015238 , L0015239 , |
| | L0015240 , L0015241 , L0015242 , L0015243 , L0015244 , L0015245 , L0015246 , L0015247 , |
| | L0015248 , L0015249 , L0015250 , L0015251 , L0015252 , L0015253 , L0015254 , L0015255 , |
| | L0015256 , L0015257 , L0015258 , L0015259 , L0015260 , L0015261 , L0015262 , L0015263 , |
| | L0015264 , L0015265 , L0015266 , L0015267 , L0015268 , L0015269 , L0015270 , L0015271 , |
| | L0015272 , L0015273 , L0015274 , L0015275 , L0015276 , L0015277 , L0015278 , L0015279 , |
| | L0015280 , L0015281 , L0015282 , L0015283 , L0015284 , L0015285 , L0015286 , L0015287 , |
| | L0015288 , L0015289 , L0015290 , L0015291 , L0015292 , L0015293 , L0015294 , L0015295 , |
| | L0015296 , L0015297 , L0015298 , L0015299 , L0015300 , L0015301 , L0015302 , L0015303 , |
| | L0015304 , L0015305 , L0015306 , L0015307 , L0015308 , L0015309 , L0015310 , L0015311 , |
| | L0015312 , L0015313 , L0015314 , L0015315 , L0015316 , L0015317 , L0015318 , L0015319 , |
| | L0015320 , L0015321 , L0015322 , L0015323 , L0015324 , L0015325 , L0015326 , L0015327 , |
| | L0015328 , L0015329 , L0015330 , L0015331 , L0015332 , L0015333 , L0015334 , L0015335 , |
| | L0015336 , L0015337 , L0015338 , L0015339 , L0015340 , L0015341 , L0015342 , L0015343 , |
| | L0015344 , L0015345 , L0015346 , L0015347 , L0015348 , L0015349 , L0015350 , L0015351 , |
| | L0015352 , L0015353 , L0015354 , L0015355 , L0015356 , L0015357 , L0015358 , L0015359 , |
| | L0015360 , L0015361 , L0015362 , L0015363 , L0015364 , L0015365 , L0015366 , L0015367 , |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| | L0015368 , L0015369 , L0015370 , L0015371 , L0015372 , L0015373 , L0015374 , L0015375 , |
| | L0015376 , L0015377 , L0015378 , L0015379 , L0015380 , L0015381 , L0015382 , L0015383 , |
| | L0015384 , L0015385 , L0015386 , L0015387 , L0015388 , L0015389 , L0015390 , L0015391 , |
| | L0015392 , L0015393 , L0015394 , L0015395 , L0015396 , L0015397 , L0015398 , L0015399 , |
| | L0015400 , L0015401 , L0015402 , L0015403 , L0015404 , L0015405 , L0015406 , L0015407 , |

L0015408 , L0015409 , L0015410 , L0015411 , L0015412 , L0015413 , L0015414 , L0015415 ,
L0015416 , L0015417 , L0015418 , L0015419 , L0015420 , L0015421 , L0015422 , L0015423 ,
L0015424 , L0015425 , L0015426 , L0015427 , L0015428 , L0015429 , L0015430 , L0015431 ,
L0015432 , L0015433 , L0015434 , L0015435 , L0015436 , L0015437 , L0015438 , L0015439 ,
L0015440 , L0015441 , L0015442 , L0015443 , L0015444 , L0015445 , L0015446 , L0015447 ,
L0015448 , L0015449 , L0015450 , L0015451 , L0015452 , L0015453 , L0015454 , L0015455 ,
L0015456 , L0015457 , L0015458 , L0015459 , L0015460 , L0015461 , L0015462 , L0015463 ,
L0015464 , L0015465 , L0015466 , L0015467 , L0015468 , L0015469 , L0015470 , L0015471 ,
L0015472 , L0015473 , L0015474 , L0015475 , L0015476 , L0015477 , L0015478 , L0015479 ,
L0015480 , L0015481 , L0015482 , L0015483 , L0015484 , L0015485 , L0015486 , L0015487 ,
L0015488 , L0015489 , L0015490 , L0015491 , L0015492 , L0015493 , L0015494 , L0015495 ,
L0015496 , L0015497 , L0015498 , L0015499 , L0015500 , L0015501 , L0015502 , L0015503 ,
L0015504 , L0015505 , L0015506 , L0015507 , L0015508 , L0015509 , L0015510 , L0015511 ,
L0015512 , L0015513 , L0015514 , L0015515 , L0015516 , L0015517 , L0015518 , L0015519 ,
L0015520 , L0015521 , L0015522 , L0015523 , L0015524 , L0015525 , L0015526 , L0015527 ,



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015528 , L0015529 , L0015530 , L0015531 , L0015532 , L0015533 , L0015534 , L0015535 ,
L0015536 , L0015537 , L0015538 , L0015539 , L0015540 , L0015541 , L0015542 , L0015543 ,
L0015544 , L0015545 , L0015546 , L0015547 , L0015548 , L0015549 , L0015550 , L0015551 ,
L0015552 , L0015553 , L0015554 , L0015555 , L0015556 , L0015557 , L0015558 , L0015559 ,
L0015560 , L0015561 , L0015562 , L0015563 , L0015564 , L0015565 , L0015566 , L0015567 ,
L0015568 , L0015569 , L0015570 , L0015571 , L0015572 , L0015573 , L0015574 , L0015575 ,
L0015576 , L0015577 , L0015578 , L0015579 , L0015580 , L0015581 , L0015582 , L0015583 ,
L0015584 , L0015585 , L0015586 , L0015587 , L0015588 , L0015589 , L0015590 , L0015591 ,
L0015592 , L0015593 , L0015594 , L0015595 , L0015596 , L0015597 , L0015598 , L0015599 ,
L0015600 , L0015601 , L0015602 , L0015603 , L0015604 , L0015605 , L0015606 , L0015607 ,
L0015608 , L0015609 , L0015610 , L0015611 , L0015612 , L0015613 , L0015614 , L0015615 ,
L0015616 , L0015617 , L0015618 , L0015619 , L0015620 , L0015621 , L0015622 , L0015623 ,
L0015624 , L0015625 , L0015626 , L0015627 , L0015628 , L0015629 , L0015630 , L0015631 ,
L0015632 , L0015633 , L0015634 , L0015635 , L0015636 , L0015637 , L0015638 , L0015639 ,
L0015640 , L0015641 , L0015642 , L0015643 , L0015644 , L0015645 , L0015646 , L0015647 ,
L0015648 , L0015649 , L0015650 , L0015651 , L0015652 , L0015653 , L0015654 , L0015655 ,
L0015656 , L0015657 , L0015658 , L0015659 , L0015660 , L0015661 , L0015662 , L0015663 ,
L0015664 , L0015665 , L0015666 , L0015667 , L0015668 , L0015669 , L0015670 , L0015671 ,
L0015672 , L0015673 , L0015674 , L0015675 , L0015676 , L0015677 , L0015678 , L0015679 ,
L0015680 , L0015681 , L0015682 , L0015683 , L0015684 , L0015685 , L0015686 , L0015687 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015688 , L0015689 , L0015690 , L0015691 , L0015692 , L0015693 , L0015694 , L0015695 ,
STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,
STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |

P1_DPM

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |

P1_DPM

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |



*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268070.6, 4047906.7, 101.0, 101.0, 0.0); ( 268200.2, 4047792.8, 101.0, 101.0, 0.0);

( 267927.3, 4048332.9, 101.0, 101.0, 0.0); ( 267886.0, 4048503.8, 101.0, 101.0, 0.0);
( 267941.0, 4048515.6, 101.0, 101.0, 0.0); ( 267937.1, 4048570.5, 101.0, 101.0, 0.0);
( 268149.2, 4048568.6, 101.0, 101.0, 0.0); ( 267721.0, 4048574.5, 101.0, 101.0, 0.0);
( 267281.1, 4048576.4, 101.0, 101.0, 0.0); ( 267157.4, 4048570.5, 101.0, 101.0, 0.0);
( 267074.9, 4048517.5, 101.0, 101.0, 0.0); ( 267228.1, 4047810.5, 101.0, 101.0, 0.0);
( 267222.2, 4047875.3, 101.0, 101.0, 0.0); ( 267147.6, 4047788.9, 101.0, 101.0, 0.0);
( 267118.1, 4047847.8, 101.0, 101.0, 0.0); ( 267063.1, 4047802.6, 101.0, 101.0, 0.0);
( 266966.9, 4047818.3, 101.0, 101.0, 0.0); ( 267037.6, 4047547.3, 101.0, 101.0, 0.0);
( 267082.1, 4047366.7, 101.0, 101.0, 0.0); ( 267129.9, 4047042.6, 101.0, 101.0, 0.0);
( 267530.5, 4047517.9, 101.0, 101.0, 0.0); ( 267524.6, 4047227.2, 101.0, 101.0, 0.0);
( 267632.7, 4047272.4, 101.0, 101.0, 0.0); ( 267423.4, 4048609.3, 101.0, 101.0, 0.0);
( 267490.2, 4048539.3, 101.0, 101.0, 0.0); ( 267557.0, 4048469.2, 101.0, 101.0, 0.0);
( 267623.8, 4048399.2, 101.0, 101.0, 0.0); ( 267690.6, 4048329.1, 101.0, 101.0, 0.0);
( 267757.4, 4048259.1, 101.0, 101.0, 0.0); ( 267824.2, 4048189.0, 101.0, 101.0, 0.0);
( 267891.0, 4048119.0, 101.0, 101.0, 0.0); ( 267957.8, 4048048.9, 101.0, 101.0, 0.0);
( 268024.6, 4047978.9, 101.0, 101.0, 0.0); ( 267496.9, 4048778.3, 101.0, 101.0, 0.0);
( 267635.0, 4048677.3, 101.0, 101.0, 0.0); ( 267701.8, 4048607.2, 101.0, 101.0, 0.0);
( 267768.6, 4048537.2, 101.0, 101.0, 0.0); ( 267835.4, 4048467.1, 101.0, 101.0, 0.0);
( 267902.2, 4048397.1, 101.0, 101.0, 0.0); ( 267969.0, 4048327.0, 101.0, 101.0, 0.0);
( 268035.8, 4048257.0, 101.0, 101.0, 0.0); ( 268102.5, 4048186.9, 101.0, 101.0, 0.0);
( 268169.3, 4048116.9, 101.0, 101.0, 0.0); ( 267670.7, 4048953.9, 101.0, 101.0, 0.0);
( 267513.9, 4049022.1, 101.0, 101.0, 0.0); ( 267815.9, 4048849.8, 101.0, 101.0, 0.0);
( 267882.7, 4048779.8, 101.0, 101.0, 0.0); ( 267949.5, 4048709.7, 101.0, 101.0, 0.0);
( 268016.3, 4048639.7, 101.0, 101.0, 0.0); ( 268083.1, 4048569.6, 101.0, 101.0, 0.0);
( 268149.9, 4048499.6, 101.0, 101.0, 0.0); ( 268216.7, 4048429.5, 101.0, 101.0, 0.0);
( 268283.5, 4048359.5, 101.0, 101.0, 0.0); ( 268350.3, 4048289.4, 101.0, 101.0, 0.0);
( 267848.6, 4049127.8, 101.0, 101.0, 0.0); ( 267685.7, 4049198.6, 101.0, 101.0, 0.0);
( 267522.8, 4049269.4, 101.0, 101.0, 0.0); ( 267996.8, 4049022.3, 101.0, 101.0, 0.0);
( 268063.6, 4048952.3, 101.0, 101.0, 0.0); ( 268130.4, 4048882.2, 101.0, 101.0, 0.0);
( 268197.2, 4048812.2, 101.0, 101.0, 0.0); ( 268264.0, 4048742.1, 101.0, 101.0, 0.0);
( 268330.8, 4048672.1, 101.0, 101.0, 0.0); ( 268397.6, 4048602.0, 101.0, 101.0, 0.0);
( 268464.4, 4048532.0, 101.0, 101.0, 0.0); ( 268531.2, 4048461.9, 101.0, 101.0, 0.0);
( 268207.6, 4049474.1, 101.0, 101.0, 0.0); ( 268123.4, 4049510.7, 101.0, 101.0, 0.0);
( 268039.2, 4049547.3, 101.0, 101.0, 0.0); ( 267955.0, 4049583.9, 101.0, 101.0, 0.0);
( 267870.8, 4049620.5, 101.0, 101.0, 0.0); ( 267786.6, 4049657.1, 101.0, 101.0, 0.0);
( 267702.4, 4049693.8, 101.0, 101.0, 0.0); ( 267618.1, 4049730.4, 101.0, 101.0, 0.0);
( 267533.9, 4049767.0, 101.0, 101.0, 0.0); ( 267449.7, 4049803.6, 101.0, 101.0, 0.0);
( 268291.9, 4049437.4, 101.0, 101.0, 0.0); ( 268358.7, 4049367.4, 101.0, 101.0, 0.0);
( 268425.5, 4049297.3, 101.0, 101.0, 0.0); ( 268492.3, 4049227.3, 101.0, 101.0, 0.0);
( 268559.1, 4049157.2, 101.0, 101.0, 0.0); ( 268625.9, 4049087.2, 101.0, 101.0, 0.0);
( 268692.7, 4049017.1, 101.0, 101.0, 0.0); ( 268759.5, 4048947.1, 101.0, 101.0, 0.0);
( 268826.3, 4048877.0, 101.0, 101.0, 0.0); ( 268893.1, 4048807.0, 101.0, 101.0, 0.0);
( 268568.2, 4049819.7, 101.0, 101.0, 0.0); ( 268482.7, 4049856.9, 101.0, 101.0, 0.0);
( 268397.2, 4049894.0, 101.0, 101.0, 0.0); ( 268311.7, 4049931.2, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268226.2, 4049968.4, 101.0, 101.0, 0.0); ( 268140.6, 4050005.6, 101.0, 101.0, 0.0);
( 268055.1, 4050042.8, 101.0, 101.0, 0.0); ( 267969.6, 4050079.9, 101.0, 101.0, 0.0);
( 267884.1, 4050117.1, 101.0, 101.0, 0.0); ( 267798.6, 4050154.3, 101.0, 101.0, 0.0);
( 267713.1, 4050191.5, 101.0, 101.0, 0.0); ( 267627.6, 4050228.7, 101.0, 101.0, 0.0);
( 267542.1, 4050265.8, 101.0, 101.0, 0.0); ( 267456.6, 4050303.0, 101.0, 101.0, 0.0);
( 268653.7, 4049782.5, 101.0, 101.0, 0.0); ( 268720.5, 4049712.4, 101.0, 101.0, 0.0);
( 268787.3, 4049642.4, 101.0, 101.0, 0.0); ( 268854.1, 4049572.3, 101.0, 101.0, 0.0);

( 268920.9, 4049502.3, 101.0, 101.0, 0.0); ( 268987.7, 4049432.2, 101.0, 101.0, 0.0);
( 269054.5, 4049362.2, 101.0, 101.0, 0.0); ( 269121.3, 4049292.1, 101.0, 101.0, 0.0);
( 269188.1, 4049222.1, 101.0, 101.0, 0.0); ( 269254.9, 4049152.0, 101.0, 101.0, 0.0);
( 268049.5, 4047836.8, 101.0, 101.0, 0.0); ( 268231.3, 4047953.0, 101.0, 101.0, 0.0);
( 268249.4, 4047829.2, 101.0, 101.0, 0.0); ( 268480.2, 4047945.9, 101.0, 101.0, 0.0);
( 268436.9, 4048060.4, 101.0, 101.0, 0.0); ( 268393.6, 4048174.9, 101.0, 101.0, 0.0);
( 268499.2, 4047819.5, 101.0, 101.0, 0.0); ( 268729.6, 4047937.4, 101.0, 101.0, 0.0);
( 268685.5, 4048053.9, 101.0, 101.0, 0.0); ( 268641.4, 4048170.5, 101.0, 101.0, 0.0);
( 268597.3, 4048287.1, 101.0, 101.0, 0.0); ( 268749.0, 4047809.9, 101.0, 101.0, 0.0);
( 269227.4, 4047923.0, 101.0, 101.0, 0.0); ( 269179.6, 4048049.3, 101.0, 101.0, 0.0);
( 269131.9, 4048175.6, 101.0, 101.0, 0.0); ( 269084.1, 4048301.9, 101.0, 101.0, 0.0);
( 269036.3, 4048428.1, 101.0, 101.0, 0.0); ( 268988.6, 4048554.4, 101.0, 101.0, 0.0);
( 268940.8, 4048680.7, 101.0, 101.0, 0.0); ( 269248.6, 4047790.7, 101.0, 101.0, 0.0);
( 269727.3, 4047903.1, 101.0, 101.0, 0.0); ( 269680.0, 4048028.0, 101.0, 101.0, 0.0);
( 269632.8, 4048152.9, 101.0, 101.0, 0.0); ( 269585.6, 4048277.8, 101.0, 101.0, 0.0);
( 269538.3, 4048402.7, 101.0, 101.0, 0.0); ( 269491.1, 4048527.6, 101.0, 101.0, 0.0);
( 269443.9, 4048652.5, 101.0, 101.0, 0.0); ( 269396.6, 4048777.4, 101.0, 101.0, 0.0);
( 269349.4, 4048902.3, 101.0, 101.0, 0.0); ( 269302.1, 4049027.1, 101.0, 101.0, 0.0);
( 269748.2, 4047771.5, 101.0, 101.0, 0.0); ( 267983.3, 4047685.9, 101.0, 101.0, 0.0);
( 267877.6, 4047669.8, 101.0, 101.0, 0.0); ( 267733.9, 4047666.2, 101.0, 101.0, 0.0);
( 268005.1, 4047493.2, 101.0, 101.0, 0.0); ( 268106.8, 4047536.4, 101.0, 101.0, 0.0);
( 268179.9, 4047608.5, 101.0, 101.0, 0.0); ( 268224.4, 4047709.5, 101.0, 101.0, 0.0);
( 267882.5, 4047469.8, 101.0, 101.0, 0.0); ( 267738.8, 4047466.3, 101.0, 101.0, 0.0);
( 268022.6, 4047248.1, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 267888.7, 4047219.9, 101.0, 101.0, 0.0); ( 267745.0, 4047216.4, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);
( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);
( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267589.8, 4047677.7, 101.0, 101.0, 0.0); ( 267459.8, 4047820.1, 101.0, 101.0, 0.0);

( 267626.8, 4047497.3, 101.0, 101.0, 0.0); ( 267498.1, 4047559.0, 101.0, 101.0, 0.0);
( 267352.7, 4047651.2, 101.0, 101.0, 0.0); ( 267514.0, 4047280.4, 101.0, 101.0, 0.0);
( 267364.2, 4047347.8, 101.0, 101.0, 0.0); ( 267218.8, 4047440.0, 101.0, 101.0, 0.0);
( 267377.7, 4047069.9, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267230.3, 4047136.7, 101.0, 101.0, 0.0); ( 267084.9, 4047228.9, 101.0, 101.0, 0.0);
( 267116.2, 4046645.9, 101.0, 101.0, 0.0); ( 267278.0, 4046601.1, 101.0, 101.0, 0.0);
( 267439.9, 4046556.3, 101.0, 101.0, 0.0); ( 267601.7, 4046511.4, 101.0, 101.0, 0.0);
( 266962.6, 4046714.4, 101.0, 101.0, 0.0); ( 266817.1, 4046806.6, 101.0, 101.0, 0.0);
( 266845.1, 4046224.6, 101.0, 101.0, 0.0); ( 267000.2, 4046181.6, 101.0, 101.0, 0.0);
( 267155.4, 4046138.6, 101.0, 101.0, 0.0); ( 267310.5, 4046095.7, 101.0, 101.0, 0.0);
( 267465.6, 4046052.7, 101.0, 101.0, 0.0); ( 267620.8, 4046009.7, 101.0, 101.0, 0.0);
( 266694.8, 4046292.2, 101.0, 101.0, 0.0); ( 266549.4, 4046384.4, 101.0, 101.0, 0.0);
( 267349.5, 4047926.9, 101.0, 101.0, 0.0); ( 267254.6, 4047739.0, 101.0, 101.0, 0.0);
( 267124.4, 4047515.6, 101.0, 101.0, 0.0); ( 267031.3, 4047608.8, 101.0, 101.0, 0.0);
( 266993.4, 4047302.2, 101.0, 101.0, 0.0); ( 266901.0, 4047385.4, 101.0, 101.0, 0.0);
( 266638.6, 4046949.6, 101.0, 101.0, 0.0); ( 266727.9, 4046878.1, 101.0, 101.0, 0.0);
( 266547.5, 4047031.9, 101.0, 101.0, 0.0); ( 266284.6, 4046596.5, 101.0, 101.0, 0.0);
( 266372.9, 4046525.8, 101.0, 101.0, 0.0); ( 266461.1, 4046455.1, 101.0, 101.0, 0.0);
( 266193.9, 4046678.4, 101.0, 101.0, 0.0); ( 267123.7, 4048028.3, 101.0, 101.0, 0.0);
( 267096.0, 4048167.7, 101.0, 101.0, 0.0); ( 267149.7, 4047840.8, 101.0, 101.0, 0.0);
( 267022.1, 4047962.1, 101.0, 101.0, 0.0); ( 266894.4, 4048083.4, 101.0, 101.0, 0.0);
( 266913.7, 4047720.2, 101.0, 101.0, 0.0); ( 266786.0, 4047841.5, 101.0, 101.0, 0.0);
( 266805.4, 4047478.3, 101.0, 101.0, 0.0); ( 266677.7, 4047599.6, 101.0, 101.0, 0.0);
( 266550.0, 4047720.9, 101.0, 101.0, 0.0); ( 266461.0, 4047115.8, 101.0, 101.0, 0.0);
( 266333.3, 4047237.1, 101.0, 101.0, 0.0); ( 266205.6, 4047358.4, 101.0, 101.0, 0.0);
( 266116.6, 4046753.3, 101.0, 101.0, 0.0); ( 265989.0, 4046874.6, 101.0, 101.0, 0.0);
( 265861.3, 4046995.9, 101.0, 101.0, 0.0); ( 267016.6, 4048266.8, 101.0, 101.0, 0.0);
( 267004.6, 4048386.0, 101.0, 101.0, 0.0); ( 267011.7, 4048547.4, 101.0, 101.0, 0.0);
( 266824.5, 4048256.4, 101.0, 101.0, 0.0); ( 266804.8, 4048394.8, 101.0, 101.0, 0.0);
( 266811.9, 4048556.1, 101.0, 101.0, 0.0); ( 266580.0, 4048254.6, 101.0, 101.0, 0.0);
( 266636.8, 4048113.6, 101.0, 101.0, 0.0); ( 266693.7, 4047972.6, 101.0, 101.0, 0.0);
( 266555.1, 4048405.7, 101.0, 101.0, 0.0); ( 266562.2, 4048567.1, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 266329.3, 4048267.7, 101.0, 101.0, 0.0); ( 266345.9, 4048065.3, 101.0, 101.0, 0.0);
( 266323.9, 4047905.5, 101.0, 101.0, 0.0); ( 266494.8, 4047857.6, 101.0, 101.0, 0.0);
( 266305.3, 4048416.7, 101.0, 101.0, 0.0); ( 266312.4, 4048578.1, 101.0, 101.0, 0.0);
( 265831.1, 4048286.6, 101.0, 101.0, 0.0); ( 265888.7, 4048143.8, 101.0, 101.0, 0.0);
( 265946.3, 4048001.0, 101.0, 101.0, 0.0); ( 266003.9, 4047858.2, 101.0, 101.0, 0.0);
( 266061.6, 4047715.4, 101.0, 101.0, 0.0); ( 266119.2, 4047572.6, 101.0, 101.0, 0.0);
( 265805.8, 4048438.7, 101.0, 101.0, 0.0); ( 265812.9, 4048600.0, 101.0, 101.0, 0.0);
( 265332.1, 4048307.1, 101.0, 101.0, 0.0); ( 265390.9, 4048161.4, 101.0, 101.0, 0.0);
( 265449.7, 4048015.7, 101.0, 101.0, 0.0); ( 265508.5, 4047870.0, 101.0, 101.0, 0.0);
( 265567.3, 4047724.3, 101.0, 101.0, 0.0); ( 265626.1, 4047578.6, 101.0, 101.0, 0.0);
( 265684.9, 4047432.9, 101.0, 101.0, 0.0); ( 265743.7, 4047287.2, 101.0, 101.0, 0.0);
( 265802.5, 4047141.6, 101.0, 101.0, 0.0); ( 265306.3, 4048460.6, 101.0, 101.0, 0.0);
( 265313.4, 4048622.0, 101.0, 101.0, 0.0); ( 267112.7, 4048643.0, 101.0, 101.0, 0.0);
( 267272.3, 4048641.2, 101.0, 101.0, 0.0); ( 267045.1, 4048815.6, 101.0, 101.0, 0.0);
( 266874.2, 4048692.6, 101.0, 101.0, 0.0); ( 267194.8, 4048842.1, 101.0, 101.0, 0.0);
( 267354.4, 4048840.3, 101.0, 101.0, 0.0); ( 267053.7, 4049067.8, 101.0, 101.0, 0.0);
( 266925.6, 4049017.7, 101.0, 101.0, 0.0); ( 266797.6, 4048967.5, 101.0, 101.0, 0.0);
( 266705.0, 4048879.9, 101.0, 101.0, 0.0); ( 266647.9, 4048754.8, 101.0, 101.0, 0.0);
( 267197.5, 4049092.0, 101.0, 101.0, 0.0); ( 267357.2, 4049090.3, 101.0, 101.0, 0.0);

( 267050.7, 4049315.6, 101.0, 101.0, 0.0); ( 266911.0, 4049260.8, 101.0, 101.0, 0.0);
( 266771.3, 4049206.1, 101.0, 101.0, 0.0); ( 266631.6, 4049151.4, 101.0, 101.0, 0.0);
( 266530.6, 4049055.8, 101.0, 101.0, 0.0); ( 266468.2, 4048919.3, 101.0, 101.0, 0.0);
( 266405.9, 4048782.8, 101.0, 101.0, 0.0); ( 267200.3, 4049342.0, 101.0, 101.0, 0.0);
( 267359.9, 4049340.3, 101.0, 101.0, 0.0); ( 267056.2, 4049815.5, 101.0, 101.0, 0.0);
( 266916.5, 4049760.8, 101.0, 101.0, 0.0); ( 266776.8, 4049706.1, 101.0, 101.0, 0.0);
( 266637.1, 4049651.3, 101.0, 101.0, 0.0); ( 266497.4, 4049596.6, 101.0, 101.0, 0.0);
( 266357.7, 4049541.9, 101.0, 101.0, 0.0); ( 266186.9, 4049418.9, 101.0, 101.0, 0.0);
( 266124.5, 4049282.4, 101.0, 101.0, 0.0); ( 266062.2, 4049146.0, 101.0, 101.0, 0.0);
( 265999.9, 4049009.5, 101.0, 101.0, 0.0); ( 265937.5, 4048873.0, 101.0, 101.0, 0.0);
( 265875.2, 4048736.5, 101.0, 101.0, 0.0); ( 267205.9, 4049842.0, 101.0, 101.0, 0.0);
( 267365.5, 4049840.2, 101.0, 101.0, 0.0); ( 267057.7, 4050313.9, 101.0, 101.0, 0.0);
( 266909.8, 4050255.9, 101.0, 101.0, 0.0); ( 266761.8, 4050198.0, 101.0, 101.0, 0.0);
( 266613.9, 4050140.0, 101.0, 101.0, 0.0); ( 266466.0, 4050082.1, 101.0, 101.0, 0.0);
( 266318.1, 4050024.1, 101.0, 101.0, 0.0); ( 266170.2, 4049966.2, 101.0, 101.0, 0.0);
( 266022.2, 4049908.2, 101.0, 101.0, 0.0); ( 265841.3, 4049778.0, 101.0, 101.0, 0.0);
( 265775.3, 4049633.5, 101.0, 101.0, 0.0); ( 265709.3, 4049489.0, 101.0, 101.0, 0.0);
( 265643.3, 4049344.5, 101.0, 101.0, 0.0); ( 265577.3, 4049200.0, 101.0, 101.0, 0.0);
( 265511.4, 4049055.5, 101.0, 101.0, 0.0); ( 265445.4, 4048911.0, 101.0, 101.0, 0.0);
( 265379.4, 4048766.5, 101.0, 101.0, 0.0); ( 267211.4, 4050342.0, 101.0, 101.0, 0.0);
( 267371.0, 4050340.2, 101.0, 101.0, 0.0); ( 266227.0, 4047703.0, 101.0, 101.0, 0.0);
( 266336.0, 4047616.8, 101.0, 101.0, 0.0); ( 267475.9, 4046685.8, 101.0, 101.0, 0.0);
( 267057.2, 4047804.6, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

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*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268559.06 | 4049157.25 | 0.00006 | 268625.86 | 4049087.19 | 0.00006 |
| 268692.66 | 4049017.14 | 0.00006 | 268759.46 | 4048947.09 | 0.00007 |
| 268826.26 | 4048877.04 | 0.00007 | 268893.06 | 4048806.99 | 0.00008 |
| 268568.21 | 4049819.68 | 0.00003 | 268482.70 | 4049856.86 | 0.00003 |
| 268397.19 | 4049894.04 | 0.00003 | 268311.68 | 4049931.22 | 0.00003 |
| 268226.16 | 4049968.40 | 0.00003 | 268140.65 | 4050005.58 | 0.00003 |
| 268055.14 | 4050042.76 | 0.00003 | 267969.63 | 4050079.94 | 0.00003 |
| 267884.12 | 4050117.12 | 0.00003 | 267798.61 | 4050154.30 | 0.00003 |
| 267713.09 | 4050191.48 | 0.00003 | 267627.58 | 4050228.66 | 0.00003 |
| 267542.07 | 4050265.84 | 0.00003 | 267456.56 | 4050303.02 | 0.00004 |
| 268653.72 | 4049782.50 | 0.00003 | 268720.52 | 4049712.45 | 0.00003 |
| 268787.32 | 4049642.40 | 0.00003 | 268854.12 | 4049572.35 | 0.00003 |
| 268920.92 | 4049502.30 | 0.00004 | 268987.72 | 4049432.25 | 0.00004 |
| 269054.52 | 4049362.20 | 0.00004 | 269121.31 | 4049292.15 | 0.00004 |
| 269188.11 | 4049222.09 | 0.00004 | 269254.91 | 4049152.04 | 0.00005 |
| 268049.51 | 4047836.85 | 0.00313 | 268231.35 | 4047952.96 | 0.00137 |
| 268249.36 | 4047829.16 | 0.00157 | 268480.18 | 4047945.95 | 0.00075 |
| 268436.88 | 4048060.44 | 0.00062 | 268393.58 | 4048174.92 | 0.00049 |
| 268499.17 | 4047819.55 | 0.00088 | 268729.60 | 4047937.39 | 0.00049 |
| 268685.52 | 4048053.95 | 0.00041 | 268641.43 | 4048170.52 | 0.00034 |
| 268597.34 | 4048287.09 | 0.00027 | 268748.99 | 4047809.94 | 0.00056 |
| 269227.40 | 4047923.03 | 0.00026 | 269179.64 | 4048049.31 | 0.00023 |
| 269131.87 | 4048175.59 | 0.00019 | 269084.11 | 4048301.87 | 0.00015 |
| 269036.35 | 4048428.15 | 0.00013 | 268988.58 | 4048554.43 | 0.00011 |
| 268940.82 | 4048680.71 | 0.00009 | 269248.62 | 4047790.73 | 0.00030 |
| 269727.29 | 4047903.12 | 0.00017 | 269680.05 | 4048028.01 | 0.00015 |
| 269632.82 | 4048152.90 | 0.00013 | 269585.58 | 4048277.79 | 0.00011 |
| 269538.34 | 4048402.69 | 0.00010 | 269491.10 | 4048527.58 | 0.00008 |
| 269443.86 | 4048652.47 | 0.00007 | 269396.63 | 4048777.37 | 0.00006 |
| 269349.39 | 4048902.26 | 0.00006 | 269302.15 | 4049027.15 | 0.00005 |
| 269748.25 | 4047771.51 | 0.00019 | 267983.27 | 4047685.95 | 0.00359 |
| 267877.56 | 4047669.79 | 0.00344 | 267733.92 | 4047666.24 | 0.00181 |
| 268005.14 | 4047493.20 | 0.00181 | 268106.77 | 4047536.36 | 0.00201 |
| 268179.87 | 4047608.46 | 0.00194 | 268224.42 | 4047709.49 | 0.00179 |
| 267882.50 | 4047469.85 | 0.00129 | 267738.85 | 4047466.30 | 0.00085 |
| 268022.60 | 4047248.07 | 0.00093 | 268146.82 | 4047300.83 | 0.00121 |
| 268271.04 | 4047353.58 | 0.00126 | 268360.37 | 4047441.69 | 0.00123 |
| 268414.83 | 4047565.17 | 0.00118 | 268469.29 | 4047688.65 | 0.00105 |
| 267888.67 | 4047219.92 | 0.00066 | 267745.03 | 4047216.38 | 0.00048 |
| 268026.89 | 4046997.35 | 0.00055 | 268147.34 | 4047048.50 | 0.00073 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M) Y-COORD (M) CONC X-COORD (M) Y-COORD (M) CONC

| | | | | | |
|---|---|---|---|---|---|
| 268267.80 | 4047099.66 | 0.00087 | 268388.25 | 4047150.81 | 0.00091 |
| 268535.10 | 4047261.84 | 0.00087 | 268587.91 | 4047381.57 | 0.00087 |
| 268640.72 | 4047501.31 | 0.00083 | 268693.52 | 4047621.05 | 0.00074 |
| 267894.84 | 4046970.00 | 0.00041 | 267751.20 | 4046966.45 | 0.00033 |
| 268041.92 | 4046498.64 | 0.00026 | 268167.75 | 4046552.08 | 0.00033 |
| 268293.58 | 4046605.52 | 0.00042 | 268419.41 | 4046658.96 | 0.00050 |
| 268545.24 | 4046712.40 | 0.00055 | 268671.07 | 4046765.83 | 0.00056 |
| 268796.90 | 4046819.27 | 0.00054 | 268887.40 | 4046908.53 | 0.00052 |
| 268942.56 | 4047033.61 | 0.00053 | 268997.72 | 4047158.70 | 0.00053 |
| 269052.89 | 4047283.78 | 0.00051 | 269108.05 | 4047408.86 | 0.00046 |
| 269163.21 | 4047533.94 | 0.00041 | 269218.38 | 4047659.03 | 0.00035 |
| 267907.18 | 4046470.15 | 0.00022 | 267763.54 | 4046466.61 | 0.00019 |
| 268055.54 | 4045999.34 | 0.00016 | 268183.91 | 4046053.86 | 0.00019 |
| 268312.29 | 4046108.38 | 0.00023 | 268440.67 | 4046162.90 | 0.00028 |
| 268569.04 | 4046217.42 | 0.00033 | 268697.42 | 4046271.94 | 0.00037 |
| 268825.80 | 4046326.45 | 0.00039 | 268954.17 | 4046380.97 | 0.00039 |
| 269082.55 | 4046435.49 | 0.00039 | 269239.07 | 4046553.82 | 0.00036 |
| 269295.35 | 4046681.43 | 0.00036 | 269351.63 | 4046809.05 | 0.00037 |
| 269407.91 | 4046936.66 | 0.00036 | 269464.19 | 4047064.28 | 0.00035 |
| 269520.47 | 4047191.89 | 0.00033 | 269576.75 | 4047319.51 | 0.00029 |
| 269633.03 | 4047447.12 | 0.00026 | 269689.31 | 4047574.74 | 0.00023 |
| 267919.53 | 4045970.31 | 0.00014 | 267775.88 | 4045966.76 | 0.00013 |
| 267589.75 | 4047677.68 | 0.00118 | 267459.76 | 4047820.08 | 0.00138 |
| 267626.82 | 4047497.33 | 0.00069 | 267498.08 | 4047558.96 | 0.00062 |
| 267352.66 | 4047651.17 | 0.00064 | 267513.95 | 4047280.38 | 0.00035 |
| 267364.21 | 4047347.82 | 0.00032 | 267218.78 | 4047440.04 | 0.00032 |
| 267377.74 | 4047069.90 | 0.00021 | 267554.14 | 4046962.90 | 0.00025 |
| 267230.33 | 4047136.69 | 0.00020 | 267084.90 | 4047228.91 | 0.00021 |
| 267116.21 | 4046645.91 | 0.00011 | 267278.04 | 4046601.08 | 0.00012 |
| 267439.87 | 4046556.26 | 0.00015 | 267601.70 | 4046511.43 | 0.00017 |
| 266962.58 | 4046714.43 | 0.00011 | 266817.15 | 4046806.64 | 0.00012 |
| 266845.10 | 4046224.57 | 0.00007 | 267000.23 | 4046181.60 | 0.00007 |
| 267155.36 | 4046138.63 | 0.00008 | 267310.49 | 4046095.66 | 0.00009 |
| 267465.62 | 4046052.70 | 0.00011 | 267620.75 | 4046009.73 | 0.00012 |
| 266694.82 | 4046292.16 | 0.00007 | 266549.40 | 4046384.37 | 0.00008 |
| 267349.50 | 4047926.93 | 0.00155 | 267254.62 | 4047738.96 | 0.00073 |
| 267124.38 | 4047515.64 | 0.00037 | 267031.28 | 4047608.75 | 0.00045 |
| 266993.36 | 4047302.22 | 0.00023 | 266901.04 | 4047385.43 | 0.00027 |
| 266638.65 | 4046949.60 | 0.00014 | 266727.90 | 4046878.12 | 0.00013 |
| 266547.47 | 4047031.90 | 0.00015 | 266284.58 | 4046596.46 | 0.00010 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266372.86 | 4046525.76 | 0.00009 | 266461.13 | 4046455.07 | 0.00009 |
| 266193.90 | 4046678.36 | 0.00010 | 267123.74 | 4048028.27 | 0.00129 |
| 267095.96 | 4048167.74 | 0.00167 | 267149.74 | 4047840.79 | 0.00079 |
| 267022.06 | 4047962.09 | 0.00094 | 266894.37 | 4048083.39 | 0.00099 |
| 266913.72 | 4047720.18 | 0.00051 | 266786.03 | 4047841.48 | 0.00060 |
| 266805.38 | 4047478.28 | 0.00031 | 266677.69 | 4047599.58 | 0.00038 |
| 266550.00 | 4047720.88 | 0.00042 | 266461.01 | 4047115.78 | 0.00017 |

| | | | | | |
|---|---|---|---|---|---|
| 266333.32 | 4047237.08 | 0.00019 | 266205.63 | 4047358.38 | 0.00022 |
| 266116.64 | 4046753.27 | 0.00011 | 265988.95 | 4046874.57 | 0.00012 |
| 265861.26 | 4046995.87 | 0.00013 | 267016.60 | 4048266.84 | 0.00178 |
| 267004.63 | 4048385.97 | 0.00188 | 267011.73 | 4048547.36 | 0.00151 |
| 266824.55 | 4048256.39 | 0.00112 | 266804.83 | 4048394.76 | 0.00108 |
| 266811.92 | 4048556.14 | 0.00095 | 266579.96 | 4048254.56 | 0.00077 |
| 266636.85 | 4048113.59 | 0.00077 | 266693.74 | 4047972.62 | 0.00069 |
| 266555.07 | 4048405.73 | 0.00071 | 266562.16 | 4048567.12 | 0.00062 |
| 266329.34 | 4048267.67 | 0.00056 | 266345.91 | 4048065.35 | 0.00055 |
| 266323.87 | 4047905.50 | 0.00048 | 266494.84 | 4047857.58 | 0.00050 |
| 266305.31 | 4048416.71 | 0.00052 | 266312.40 | 4048578.10 | 0.00045 |
| 265831.06 | 4048286.57 | 0.00036 | 265888.68 | 4048143.77 | 0.00039 |
| 265946.31 | 4048000.97 | 0.00039 | 266003.94 | 4047858.18 | 0.00037 |
| 266061.56 | 4047715.38 | 0.00033 | 266119.19 | 4047572.58 | 0.00028 |
| 265805.79 | 4048438.67 | 0.00033 | 265812.88 | 4048600.05 | 0.00030 |
| 265332.12 | 4048307.08 | 0.00026 | 265390.92 | 4048161.39 | 0.00027 |
| 265449.71 | 4048015.70 | 0.00028 | 265508.50 | 4047870.01 | 0.00028 |
| 265567.29 | 4047724.32 | 0.00027 | 265626.09 | 4047578.63 | 0.00024 |
| 265684.88 | 4047432.94 | 0.00021 | 265743.67 | 4047287.25 | 0.00018 |
| 265802.47 | 4047141.56 | 0.00015 | 265306.27 | 4048460.62 | 0.00024 |
| 265313.37 | 4048622.01 | 0.00022 | 267112.74 | 4048642.96 | 0.00117 |
| 267272.35 | 4048641.19 | 0.00092 | 267045.11 | 4048815.59 | 0.00058 |
| 266874.25 | 4048692.62 | 0.00089 | 267194.77 | 4048842.06 | 0.00041 |
| 267354.38 | 4048840.29 | 0.00031 | 267053.71 | 4049067.85 | 0.00026 |
| 266925.65 | 4049017.68 | 0.00035 | 266797.60 | 4048967.52 | 0.00045 |
| 266705.00 | 4048879.88 | 0.00057 | 266647.86 | 4048754.78 | 0.00062 |
| 267197.55 | 4049092.05 | 0.00021 | 267357.16 | 4049090.28 | 0.00016 |
| 267050.67 | 4049315.56 | 0.00015 | 266910.97 | 4049260.83 | 0.00020 |
| 266771.27 | 4049206.10 | 0.00026 | 266631.57 | 4049151.37 | 0.00033 |
| 266530.56 | 4049055.77 | 0.00041 | 266468.23 | 4048919.29 | 0.00046 |
| 266405.90 | 4048782.81 | 0.00046 | 267200.32 | 4049342.03 | 0.00013 |
| 267359.94 | 4049340.26 | 0.00010 | 267056.22 | 4049815.53 | 0.00008 |
| 266916.52 | 4049760.80 | 0.00009 | 266776.83 | 4049706.07 | 0.00011 |



**MODELOPTs: NonDFAULT CONC FLAT FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015208 , L0015209 , L0015210 , L0015211 , L0015212 ,
L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 ,
L0015221 , L0015222 , L0015223 , L0015224 , L0015225 , L0015226 , L0015227 , L0015228 ,
L0015229 , L0015230 , L0015231 , L0015232 , L0015233 , L0015234 , L0015235 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266637.13 | 4049651.34 | 0.00013 | 266497.43 | 4049596.61 | 0.00016 |
| 266357.73 | 4049541.88 | 0.00019 | 266186.87 | 4049418.91 | 0.00025 |
| 266124.54 | 4049282.44 | 0.00029 | 266062.20 | 4049145.96 | 0.00030 |
| 265999.87 | 4049009.48 | 0.00030 | 265937.54 | 4048873.01 | 0.00029 |
| 265875.21 | 4048736.53 | 0.00028 | 267205.88 | 4049842.00 | 0.00006 |
| 267365.49 | 4049840.23 | 0.00005 | 267057.67 | 4050313.88 | 0.00005 |
| 266909.75 | 4050255.94 | 0.00006 | 266761.84 | 4050197.99 | 0.00006 |
| 266613.92 | 4050140.04 | 0.00007 | 266466.00 | 4050082.09 | 0.00008 |
| 266318.09 | 4050024.14 | 0.00010 | 266170.17 | 4049966.20 | 0.00012 |
| 266022.25 | 4049908.25 | 0.00014 | 265841.34 | 4049778.05 | 0.00018 |
| 265775.34 | 4049633.54 | 0.00020 | 265709.35 | 4049489.04 | 0.00021 |
| 265643.35 | 4049344.53 | 0.00022 | 265577.35 | 4049200.03 | 0.00021 |
| 265511.36 | 4049055.52 | 0.00020 | 265445.36 | 4048911.02 | 0.00020 |
| 265379.36 | 4048766.51 | 0.00021 | 267211.43 | 4050341.97 | 0.00004 |

| | | | | | |
|---|---|---|---|---|---|
| 267371.05 | 4050340.20 | 0.00004 | 266227.04 | 4047703.04 | 0.00034 |
| 266336.03 | 4047616.75 | 0.00033 | 267475.89 | 4046685.79 | 0.00017 |
| 267057.21 | 4047804.60 | 0.00066 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF MAXIMUM PERIOD ( 43824 HRS) RESULTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| GROUP ID | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 0.00359 AT ( 267983.27, 4047685.95, 101.00, 101.00, 0.00) | DC | |
| | 2ND HIGHEST VALUE IS | 0.00344 AT ( 267877.56, 4047669.79, 101.00, 101.00, 0.00) | DC | |
| | 3RD HIGHEST VALUE IS | 0.00313 AT ( 268049.51, 4047836.85, 101.00, 101.00, 0.00) | DC | |
| | 4TH HIGHEST VALUE IS | 0.00298 AT ( 267957.81, 4048048.91, 101.00, 101.00, 0.00) | DC | |
| | 5TH HIGHEST VALUE IS | 0.00295 AT ( 267891.01, 4048118.96, 101.00, 101.00, 0.00) | DC | |
| | 6TH HIGHEST VALUE IS | 0.00283 AT ( 267824.21, 4048189.01, 101.00, 101.00, 0.00) | DC | |
| | 7TH HIGHEST VALUE IS | 0.00274 AT ( 268024.61, 4047978.86, 101.00, 101.00, 0.00) | DC | |
| | 8TH HIGHEST VALUE IS | 0.00266 AT ( 268070.63, 4047906.72, 101.00, 101.00, 0.00) | DC | |
| | 9TH HIGHEST VALUE IS | 0.00263 AT ( 267757.42, 4048259.07, 101.00, 101.00, 0.00) | DC | |
| | 10TH HIGHEST VALUE IS | 0.00228 AT ( 267690.62, 4048329.12, 101.00, 101.00, 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 15 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********

| | | | |
|---|---|---|---|
| SO W320 | 1238 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1239 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1240 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1241 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1242 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1243 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1244 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1245 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1246 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1247 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1248 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1249 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1250 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| SO W320 | 1251 | PPARM:Input Parameter May Be Out-of-Range for Parameter | VS |
| ME W396 | 2132 | MEOPEN:Met data from outdated version of AERMET, version: | 06341 |

**********
*** AERMOD Finishes Successfully ***
**********

```
** Output created by Lakes Environmental AERMOD MPI
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 7.4.0
** Lakes Environmental Software Inc.
** Date: 2/29/2012
** File: C:\MBA\Selma\Revision 1\Phase 2\Phase 2_AERMOD\P2_DPM\P2_DPM.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE Selma Crossing - Phase 1 and Phase 2 (2020) - Rural
   TITLETWO DPM
   MODELOPT CONC FLAT  FASTALL
   AVERTIME PERIOD
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL P2_DPM.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 1.48E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
** ------------------------------------------------------------------------
   LOCATION L0015037     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0015038     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0015039     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0015040     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0015041     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0015042     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0015043     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0015044     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0015045     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0015046     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0015047     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0015048     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0015049     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0015050     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0015051     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0015052     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0015053     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0015054     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0015055     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0015056     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0015057     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0015058     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0015059     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0015060     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0015061     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0015062     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0015063     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0015064     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0015065     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0015066     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0015067     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0015068     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0015069     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0015070     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0015071     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0015072     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0015073     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0015074     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0015075     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0015076     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0015077     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0015078     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0015079     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0015080     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0015081     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0015082     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0015083     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0015084     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0015085     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0015086     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0015087     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0015088     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0015089     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0015090     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0015091     VOLUME   267134.713 4048316.991 0.0
   LOCATION L0015092     VOLUME   267129.894 4048322.458 0.0
   LOCATION L0015093     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0015094     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0015095     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0015096     VOLUME   267118.307 4048347.154 0.0
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   LOCATION L0015097     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0015098     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0015099     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0015100     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0015101     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0015102     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0015103     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0015104     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0015105     VOLUME   267119.483 4048412.734 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEH
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 2.03E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.50, 4048475.14, 0.00, 1.83, 3.38
** 267187.76, 4048258.22, 0.00, 1.83, 3.38
** 267267.49, 4048181.36, 0.00, 1.83, 3.38
** ------------------------------------------------------------------------
   LOCATION L0015106     VOLUME   267413.177 4048473.875 0.0
   LOCATION L0015107     VOLUME   267407.934 4048468.859 0.0
   LOCATION L0015108     VOLUME   267402.690 4048463.843 0.0
   LOCATION L0015109     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0015110     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0015111     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0015112     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0015113     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0015114     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0015115     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0015116     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0015117     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0015118     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0015119     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0015120     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0015121     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0015122     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0015123     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0015124     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0015125     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0015126     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0015127     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0015128     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0015129     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0015130     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0015131     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0015132     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0015133     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0015134     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0015135     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0015136     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0015137     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0015138     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0015139     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0015140     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0015141     VOLUME   267229.661 4048298.300 0.0
   LOCATION L0015142     VOLUME   267224.418 4048293.283 0.0
   LOCATION L0015143     VOLUME   267219.174 4048288.267 0.0
   LOCATION L0015144     VOLUME   267213.931 4048283.251 0.0
   LOCATION L0015145     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0015146     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0015147     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0015148     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0015149     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0015150     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0015151     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0015152     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0015153     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0015154     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0015155     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0015156     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0015157     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0015158     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0015159     VOLUME   267240.056 4048207.806 0.0
   LOCATION L0015160     VOLUME   267245.281 4048202.770 0.0
   LOCATION L0015161     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0015162     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0015163     VOLUME   267260.954 4048187.661 0.0
   LOCATION L0015164     VOLUME   267266.178 4048182.625 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEK
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 8.31E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267691.04, 4048174.89, 0.00, 1.83, 3.35
** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
** ------------------------------------------------------------------------
   LOCATION L0015165     VOLUME   267689.606 4048173.761 0.0
   LOCATION L0015166     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0015167     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0015168     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0015169     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0015170     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0015171     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0015172     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0015173     VOLUME   267644.259 4048138.205 0.0
   LOCATION L0015174     VOLUME   267638.591 4048133.761 0.0
   LOCATION L0015175     VOLUME   267632.922 4048129.316 0.0
   LOCATION L0015176     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0015177     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0015178     VOLUME   267615.917 4048115.983 0.0
```

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   LOCATION L0015179     VOLUME   267610.249 4048111.538 0.0
   LOCATION L0015180     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0015181     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0015182     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0015183     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0015184     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0015185     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0015186     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0015187     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0015188     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0015189     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0015190     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0015191     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0015192     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0015193     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0015194     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0015195     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0015196     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0015197     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0015198     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0015199     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0015200     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0015201     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0015202     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0015203     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0015204     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0015205     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0015206     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0015207     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0015208     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0015209     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0015210     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0015211     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0015212     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0015213     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0015214     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0015215     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0015216     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0015217     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0015218     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0015219     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0015220     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0015221     VOLUME   267383.487 4048073.815 0.0
   LOCATION L0015222     VOLUME   267378.555 4048079.064 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEAABB
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 1.01E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267870.14, 4047993.16, 0.00, 1.83, 3.37
** 267935.99, 4047908.88, 0.00, 1.83, 3.37
** 267933.35, 4047785.09, 0.00, 1.83, 3.37
** 267820.10, 4047785.09, 0.00, 1.83, 3.37
** ----------------------------------------------------------------------
   LOCATION L0015525     VOLUME   267871.267 4047991.718 0.0
   LOCATION L0015526     VOLUME   267875.726 4047986.011 0.0
   LOCATION L0015527     VOLUME   267880.184 4047980.305 0.0
   LOCATION L0015528     VOLUME   267884.642 4047974.598 0.0
   LOCATION L0015529     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0015530     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0015531     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0015532     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0015533     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0015534     VOLUME   267911.392 4047940.358 0.0
   LOCATION L0015535     VOLUME   267915.851 4047934.651 0.0
   LOCATION L0015536     VOLUME   267920.309 4047928.945 0.0
   LOCATION L0015537     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0015538     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0015539     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0015540     VOLUME   267935.911 4047905.376 0.0
   LOCATION L0015541     VOLUME   267935.757 4047898.136 0.0
   LOCATION L0015542     VOLUME   267935.603 4047890.896 0.0
   LOCATION L0015543     VOLUME   267935.449 4047883.656 0.0
   LOCATION L0015544     VOLUME   267935.295 4047876.416 0.0
   LOCATION L0015545     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0015546     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0015547     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0015548     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0015549     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0015550     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0015551     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0015552     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0015553     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0015554     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0015555     VOLUME   267933.600 4047796.775 0.0
   LOCATION L0015556     VOLUME   267933.446 4047789.535 0.0
   LOCATION L0015557     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0015558     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0015559     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0015560     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0015561     VOLUME   267901.588 4047785.091 0.0
   LOCATION L0015562     VOLUME   267894.346 4047785.091 0.0
   LOCATION L0015563     VOLUME   267887.104 4047785.091 0.0
   LOCATION L0015564     VOLUME   267879.862 4047785.091 0.0
   LOCATION L0015565     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0015566     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0015567     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0015568     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0015569     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0015570     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0015571     VOLUME   267829.170 4047785.091 0.0
   LOCATION L0015572     VOLUME   267821.928 4047785.091 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEVWXY
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** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 3.06E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267862.24, 4047998.43, 0.00, 1.83, 3.37
** 267806.93, 4047977.36, 0.00, 1.83, 3.37
** 267791.13, 4047785.09, 0.00, 1.83, 3.37
** 267662.07, 4047845.67, 0.00, 1.83, 3.37
** ------------------------------------------------------------------------
   LOCATION L0015271     VOLUME   267860.531 4047997.776 0.0
   LOCATION L0015272     VOLUME   267853.764 4047995.198 0.0
   LOCATION L0015273     VOLUME   267846.998 4047992.620 0.0
   LOCATION L0015274     VOLUME   267840.231 4047990.043 0.0
   LOCATION L0015275     VOLUME   267833.465 4047987.465 0.0
   LOCATION L0015276     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0015277     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0015278     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0015279     VOLUME   267806.884 4047976.789 0.0
   LOCATION L0015280     VOLUME   267806.291 4047969.573 0.0
   LOCATION L0015281     VOLUME   267805.698 4047962.356 0.0
   LOCATION L0015282     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0015283     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0015284     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0015285     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0015286     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0015287     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0015288     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0015289     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0015290     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0015291     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0015292     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0015293     VOLUME   267798.580 4047875.758 0.0
   LOCATION L0015294     VOLUME   267797.987 4047868.541 0.0
   LOCATION L0015295     VOLUME   267797.394 4047861.325 0.0
   LOCATION L0015296     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0015297     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0015298     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0015299     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0015300     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0015301     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0015302     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0015303     VOLUME   267792.649 4047803.592 0.0
   LOCATION L0015304     VOLUME   267792.056 4047796.376 0.0
   LOCATION L0015305     VOLUME   267791.462 4047789.159 0.0
   LOCATION L0015306     VOLUME   267788.268 4047786.434 0.0
   LOCATION L0015307     VOLUME   267781.714 4047789.510 0.0
   LOCATION L0015308     VOLUME   267775.159 4047792.587 0.0
   LOCATION L0015309     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0015310     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0015311     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0015312     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0015313     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0015314     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0015315     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0015316     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0015317     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0015318     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0015319     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0015320     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0015321     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0015322     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0015323     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0015324     VOLUME   267670.283 4047841.814 0.0
   LOCATION L0015325     VOLUME   267663.729 4047844.891 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINET
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 1.69E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 4
** 267683.14, 4048172.26, 0.00, 1.83, 3.36
** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0015326     VOLUME   267681.730 4048171.095 0.0
   LOCATION L0015327     VOLUME   267676.144 4048166.506 0.0
   LOCATION L0015328     VOLUME   267670.558 4048161.917 0.0
   LOCATION L0015329     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0015330     VOLUME   267659.385 4048152.740 0.0
   LOCATION L0015331     VOLUME   267653.798 4048148.151 0.0
   LOCATION L0015332     VOLUME   267648.212 4048143.562 0.0
   LOCATION L0015333     VOLUME   267642.626 4048138.973 0.0
   LOCATION L0015334     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0015335     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0015336     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0015337     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0015338     VOLUME   267614.694 4048116.030 0.0
   LOCATION L0015339     VOLUME   267609.108 4048111.441 0.0
   LOCATION L0015340     VOLUME   267603.521 4048106.852 0.0
   LOCATION L0015341     VOLUME   267597.935 4048102.263 0.0
   LOCATION L0015342     VOLUME   267592.349 4048097.674 0.0
   LOCATION L0015343     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0015344     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0015345     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0015346     VOLUME   267570.003 4048079.319 0.0
   LOCATION L0015347     VOLUME   267564.417 4048074.730 0.0
   LOCATION L0015348     VOLUME   267558.830 4048070.142 0.0
   LOCATION L0015349     VOLUME   267553.244 4048065.553 0.0
   LOCATION L0015350     VOLUME   267547.658 4048060.964 0.0
   LOCATION L0015351     VOLUME   267542.071 4048056.375 0.0
   LOCATION L0015352     VOLUME   267536.485 4048051.786 0.0
   LOCATION L0015353     VOLUME   267530.899 4048047.198 0.0
   LOCATION L0015354     VOLUME   267525.312 4048042.609 0.0
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   LOCATION L0015355     VOLUME   267519.726 4048038.020 0.0
   LOCATION L0015356     VOLUME   267514.140 4048033.431 0.0
   LOCATION L0015357     VOLUME   267508.553 4048028.843 0.0
   LOCATION L0015358     VOLUME   267502.967 4048024.254 0.0
   LOCATION L0015359     VOLUME   267497.381 4048019.665 0.0
   LOCATION L0015360     VOLUME   267491.794 4048015.076 0.0
   LOCATION L0015361     VOLUME   267486.208 4048010.487 0.0
   LOCATION L0015362     VOLUME   267480.622 4048005.899 0.0
   LOCATION L0015363     VOLUME   267475.035 4048001.310 0.0
   LOCATION L0015364     VOLUME   267469.449 4047996.721 0.0
   LOCATION L0015365     VOLUME   267463.863 4047992.132 0.0
   LOCATION L0015366     VOLUME   267465.028 4047987.014 0.0
   LOCATION L0015367     VOLUME   267469.831 4047981.611 0.0
   LOCATION L0015368     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0015369     VOLUME   267479.437 4047970.804 0.0
   LOCATION L0015370     VOLUME   267484.239 4047965.401 0.0
   LOCATION L0015371     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0015372     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0015373     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0015374     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0015375     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0015376     VOLUME   267514.779 4047934.825 0.0
   LOCATION L0015377     VOLUME   267520.499 4047930.404 0.0
   LOCATION L0015378     VOLUME   267526.220 4047925.984 0.0
   LOCATION L0015379     VOLUME   267531.940 4047921.564 0.0
   LOCATION L0015380     VOLUME   267537.661 4047917.143 0.0
   LOCATION L0015381     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0015382     VOLUME   267549.102 4047908.302 0.0
   LOCATION L0015383     VOLUME   267554.822 4047903.882 0.0
   LOCATION L0015384     VOLUME   267560.543 4047899.462 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEA
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 1.48E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.13, 4048476.07, 0.00, 1.83, 3.28
** 267399.49, 4048459.56, 0.00, 1.83, 3.28
** 267368.63, 4048493.29, 0.00, 1.83, 3.28
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   LOCATION L0015385     VOLUME   267411.962 4048474.659 0.0
   LOCATION L0015386     VOLUME   267407.471 4048469.222 0.0
   LOCATION L0015387     VOLUME   267402.979 4048463.784 0.0
   LOCATION L0015388     VOLUME   267398.428 4048460.724 0.0
   LOCATION L0015389     VOLUME   267393.667 4048465.927 0.0
   LOCATION L0015390     VOLUME   267388.907 4048471.131 0.0
   LOCATION L0015391     VOLUME   267384.146 4048476.334 0.0
   LOCATION L0015392     VOLUME   267379.386 4048481.537 0.0
   LOCATION L0015393     VOLUME   267374.625 4048486.741 0.0
   LOCATION L0015394     VOLUME   267369.865 4048491.944 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINECDE
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 5.0E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267413.84, 4048476.07, 0.00, 1.83, 3.38
** 267401.64, 4048463.15, 0.00, 1.83, 3.38
** 267471.26, 4048398.56, 0.00, 1.83, 3.38
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   LOCATION L0015395     VOLUME   267412.589 4048474.739 0.0
   LOCATION L0015396     VOLUME   267407.596 4048469.452 0.0
   LOCATION L0015397     VOLUME   267402.603 4048464.166 0.0
   LOCATION L0015398     VOLUME   267405.951 4048459.154 0.0
   LOCATION L0015399     VOLUME   267411.281 4048454.208 0.0
   LOCATION L0015400     VOLUME   267416.612 4048449.262 0.0
   LOCATION L0015401     VOLUME   267421.943 4048444.316 0.0
   LOCATION L0015402     VOLUME   267427.274 4048439.370 0.0
   LOCATION L0015403     VOLUME   267432.604 4048434.424 0.0
   LOCATION L0015404     VOLUME   267437.935 4048429.478 0.0
   LOCATION L0015405     VOLUME   267443.266 4048424.532 0.0
   LOCATION L0015406     VOLUME   267448.597 4048419.586 0.0
   LOCATION L0015407     VOLUME   267453.927 4048414.640 0.0
   LOCATION L0015408     VOLUME   267459.258 4048409.694 0.0
   LOCATION L0015409     VOLUME   267464.589 4048404.748 0.0
   LOCATION L0015410     VOLUME   267469.919 4048399.802 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEFG
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 5.66E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 3
** 267414.56, 4048476.79, 0.00, 1.83, 3.33
** 267402.36, 4048465.30, 0.00, 1.83, 3.33
** 267528.68, 4048336.84, 0.00, 1.83, 3.33
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   LOCATION L0015411     VOLUME   267413.231 4048475.533 0.0
   LOCATION L0015412     VOLUME   267408.018 4048470.627 0.0
   LOCATION L0015413     VOLUME   267402.806 4048465.722 0.0
   LOCATION L0015414     VOLUME   267406.952 4048460.635 0.0
   LOCATION L0015415     VOLUME   267411.971 4048455.531 0.0
   LOCATION L0015416     VOLUME   267416.989 4048450.427 0.0
   LOCATION L0015417     VOLUME   267422.007 4048445.323 0.0
   LOCATION L0015418     VOLUME   267427.026 4048440.219 0.0
   LOCATION L0015419     VOLUME   267432.044 4048435.115 0.0
   LOCATION L0015420     VOLUME   267437.062 4048430.011 0.0
   LOCATION L0015421     VOLUME   267442.081 4048424.907 0.0
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   LOCATION L0015422     VOLUME   267447.099 4048419.803 0.0
   LOCATION L0015423     VOLUME   267452.118 4048414.699 0.0
   LOCATION L0015424     VOLUME   267457.136 4048409.595 0.0
   LOCATION L0015425     VOLUME   267462.154 4048404.491 0.0
   LOCATION L0015426     VOLUME   267467.173 4048399.388 0.0
   LOCATION L0015427     VOLUME   267472.191 4048394.284 0.0
   LOCATION L0015428     VOLUME   267477.209 4048389.180 0.0
   LOCATION L0015429     VOLUME   267482.228 4048384.076 0.0
   LOCATION L0015430     VOLUME   267487.246 4048378.972 0.0
   LOCATION L0015431     VOLUME   267492.265 4048373.868 0.0
   LOCATION L0015432     VOLUME   267497.283 4048368.764 0.0
   LOCATION L0015433     VOLUME   267502.301 4048363.660 0.0
   LOCATION L0015434     VOLUME   267507.320 4048358.556 0.0
   LOCATION L0015435     VOLUME   267512.338 4048353.452 0.0
   LOCATION L0015436     VOLUME   267517.356 4048348.348 0.0
   LOCATION L0015437     VOLUME   267522.375 4048343.244 0.0
   LOCATION L0015438     VOLUME   267527.393 4048338.140 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEIJ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 4.76E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267690.87, 4048174.64, 0.00, 1.83, 3.34
** 267573.17, 4048285.16, 0.00, 1.83, 3.34
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   LOCATION L0015439     VOLUME   267689.541 4048175.890 0.0
   LOCATION L0015440     VOLUME   267684.312 4048180.800 0.0
   LOCATION L0015441     VOLUME   267679.083 4048185.710 0.0
   LOCATION L0015442     VOLUME   267673.854 4048190.620 0.0
   LOCATION L0015443     VOLUME   267668.625 4048195.530 0.0
   LOCATION L0015444     VOLUME   267663.396 4048200.440 0.0
   LOCATION L0015445     VOLUME   267658.167 4048205.350 0.0
   LOCATION L0015446     VOLUME   267652.939 4048210.260 0.0
   LOCATION L0015447     VOLUME   267647.710 4048215.170 0.0
   LOCATION L0015448     VOLUME   267642.481 4048220.080 0.0
   LOCATION L0015449     VOLUME   267637.252 4048224.990 0.0
   LOCATION L0015450     VOLUME   267632.023 4048229.900 0.0
   LOCATION L0015451     VOLUME   267626.794 4048234.810 0.0
   LOCATION L0015452     VOLUME   267621.565 4048239.720 0.0
   LOCATION L0015453     VOLUME   267616.336 4048244.630 0.0
   LOCATION L0015454     VOLUME   267611.108 4048249.540 0.0
   LOCATION L0015455     VOLUME   267605.879 4048254.451 0.0
   LOCATION L0015456     VOLUME   267600.650 4048259.361 0.0
   LOCATION L0015457     VOLUME   267595.421 4048264.271 0.0
   LOCATION L0015458     VOLUME   267590.192 4048269.181 0.0
   LOCATION L0015459     VOLUME   267584.963 4048274.091 0.0
   LOCATION L0015460     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0015461     VOLUME   267574.505 4048283.911 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINENO
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 2.32E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.72, 4048177.51, 0.00, 1.83, 3.37
** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0015462     VOLUME   267687.416 4048178.790 0.0
   LOCATION L0015463     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0015464     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0015465     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0015466     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0015467     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0015468     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0015469     VOLUME   267651.271 4048214.265 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINEQ
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 9.81E-08
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048177.58, 0.00, 1.83, 3.33
** 267736.37, 4048126.71, 0.00, 1.83, 3.33
** ------------------------------------------------------------------------
   LOCATION L0015470     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0015471     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0015472     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0015473     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0015474     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0015475     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0015476     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0015477     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0015478     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0015479     VOLUME   267735.150 4048128.078 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINERU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 5.77E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267688.25, 4048180.33, 0.00, 1.83, 3.37
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** 267814.74, 4048045.59, 0.00, 1.83, 3.37
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   LOCATION L0015480     VOLUME   267689.497 4048179.000 0.0
   LOCATION L0015481     VOLUME   267694.457 4048173.717 0.0
   LOCATION L0015482     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0015483     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0015484     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0015485     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0015486     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0015487     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0015488     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0015489     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0015490     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0015491     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0015492     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0015493     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0015494     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0015495     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0015496     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0015497     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0015498     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0015499     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0015500     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0015501     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0015502     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0015503     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0015504     VOLUME   267808.524 4048052.211 0.0
   LOCATION L0015505     VOLUME   267813.484 4048046.928 0.0
** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
** LINE Source ID = SLINELMP
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 5.34E-07
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 2
** 267691.00, 4048176.21, 0.00, 1.83, 3.39
** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0015506     VOLUME   267689.578 4048175.053 0.0
   LOCATION L0015507     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0015508     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0015509     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0015510     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0015511     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0015512     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0015513     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0015514     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0015515     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0015516     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0015517     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0015518     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0015519     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0015520     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0015521     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0015522     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0015523     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0015524     VOLUME   267587.921 4048092.122 0.0
** End of Line Source
   LOCATION STCKA        POINT      267365.870  4048495.170          0.0
   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
   LOCATION LOT1         AREAPOLY   267120.418  4048530.358          0.0
** Line Source represented by Separated Volume Sources
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** LINE Source ID = SLPPQQRRTTUU
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 3.04E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 6
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** 267448.23, 4047765.44, 0.00, 1.83, 3.38
** 267492.36, 4047682.46, 0.00, 1.83, 3.38
** 267490.55, 4047635.37, 0.00, 1.83, 3.38
** 267572.04, 4047622.70, 0.00, 1.83, 3.38
** 267603.22, 4047596.26, 0.00, 1.83, 3.38
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   LOCATION L0015573     VOLUME   267629.172 4047768.571 0.0
   LOCATION L0015574     VOLUME   267621.901 4047768.445 0.0
   LOCATION L0015575     VOLUME   267614.630 4047768.320 0.0
   LOCATION L0015576     VOLUME   267607.359 4047768.194 0.0
   LOCATION L0015577     VOLUME   267600.088 4047768.068 0.0
   LOCATION L0015578     VOLUME   267592.817 4047767.942 0.0
   LOCATION L0015579     VOLUME   267585.546 4047767.816 0.0
   LOCATION L0015580     VOLUME   267578.275 4047767.690 0.0
   LOCATION L0015581     VOLUME   267571.004 4047767.564 0.0
   LOCATION L0015582     VOLUME   267563.733 4047767.438 0.0
   LOCATION L0015583     VOLUME   267556.462 4047767.312 0.0
   LOCATION L0015584     VOLUME   267549.191 4047767.186 0.0
   LOCATION L0015585     VOLUME   267541.920 4047767.061 0.0
   LOCATION L0015586     VOLUME   267534.649 4047766.935 0.0
   LOCATION L0015587     VOLUME   267527.378 4047766.809 0.0
   LOCATION L0015588     VOLUME   267520.107 4047766.683 0.0
   LOCATION L0015589     VOLUME   267512.836 4047766.557 0.0
   LOCATION L0015590     VOLUME   267505.565 4047766.431 0.0
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   LOCATION L0015591     VOLUME   267498.295 4047766.305 0.0
   LOCATION L0015592     VOLUME   267491.024 4047766.179 0.0
   LOCATION L0015593     VOLUME   267483.753 4047766.053 0.0
   LOCATION L0015594     VOLUME   267476.482 4047765.928 0.0
   LOCATION L0015595     VOLUME   267469.211 4047765.802 0.0
   LOCATION L0015596     VOLUME   267461.940 4047765.676 0.0
   LOCATION L0015597     VOLUME   267454.669 4047765.550 0.0
   LOCATION L0015598     VOLUME   267448.617 4047764.706 0.0
   LOCATION L0015599     VOLUME   267452.032 4047758.285 0.0
   LOCATION L0015600     VOLUME   267455.446 4047751.865 0.0
   LOCATION L0015601     VOLUME   267458.861 4047745.445 0.0
   LOCATION L0015602     VOLUME   267462.276 4047739.024 0.0
   LOCATION L0015603     VOLUME   267465.691 4047732.604 0.0
   LOCATION L0015604     VOLUME   267469.106 4047726.183 0.0
   LOCATION L0015605     VOLUME   267472.521 4047719.763 0.0
   LOCATION L0015606     VOLUME   267475.935 4047713.342 0.0
   LOCATION L0015607     VOLUME   267479.350 4047706.922 0.0
   LOCATION L0015608     VOLUME   267482.765 4047700.502 0.0
   LOCATION L0015609     VOLUME   267486.180 4047694.081 0.0
   LOCATION L0015610     VOLUME   267489.595 4047687.661 0.0
   LOCATION L0015611     VOLUME   267492.310 4047681.080 0.0
   LOCATION L0015612     VOLUME   267492.030 4047673.813 0.0
   LOCATION L0015613     VOLUME   267491.751 4047666.547 0.0
   LOCATION L0015614     VOLUME   267491.471 4047659.280 0.0
   LOCATION L0015615     VOLUME   267491.192 4047652.013 0.0
   LOCATION L0015616     VOLUME   267490.912 4047644.747 0.0
   LOCATION L0015617     VOLUME   267490.633 4047637.480 0.0
   LOCATION L0015618     VOLUME   267495.654 4047634.579 0.0
   LOCATION L0015619     VOLUME   267502.840 4047633.462 0.0
   LOCATION L0015620     VOLUME   267510.025 4047632.344 0.0
   LOCATION L0015621     VOLUME   267517.211 4047631.226 0.0
   LOCATION L0015622     VOLUME   267524.397 4047630.108 0.0
   LOCATION L0015623     VOLUME   267531.582 4047628.991 0.0
   LOCATION L0015624     VOLUME   267538.768 4047627.873 0.0
   LOCATION L0015625     VOLUME   267545.954 4047626.755 0.0
   LOCATION L0015626     VOLUME   267553.139 4047625.637 0.0
   LOCATION L0015627     VOLUME   267560.325 4047624.519 0.0
   LOCATION L0015628     VOLUME   267567.511 4047623.402 0.0
   LOCATION L0015629     VOLUME   267574.091 4047620.960 0.0
   LOCATION L0015630     VOLUME   267579.638 4047616.257 0.0
   LOCATION L0015631     VOLUME   267585.184 4047611.554 0.0
   LOCATION L0015632     VOLUME   267590.731 4047606.851 0.0
   LOCATION L0015633     VOLUME   267596.277 4047602.148 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEAUTO
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 9.83E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 8
** 267639.70, 4047769.07, 0.00, 1.83, 3.39
** 267445.76, 4047768.52, 0.00, 1.83, 3.39
** 267488.74, 4047680.65, 0.00, 1.83, 3.39
** 267490.55, 4047637.18, 0.00, 1.83, 3.39
** 267568.42, 4047624.51, 0.00, 1.83, 3.39
** 267680.70, 4047539.39, 0.00, 1.83, 3.39
** 267789.35, 4047430.74, 0.00, 1.83, 3.39
** 267790.94, 4047218.20, 0.00, 1.83, 3.39
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   LOCATION L0015636     VOLUME   267630.588 4047769.048 0.0
   LOCATION L0015637     VOLUME   267623.305 4047769.027 0.0
   LOCATION L0015638     VOLUME   267616.023 4047769.006 0.0
   LOCATION L0015639     VOLUME   267608.740 4047768.986 0.0
   LOCATION L0015640     VOLUME   267601.458 4047768.965 0.0
   LOCATION L0015641     VOLUME   267594.175 4047768.945 0.0
   LOCATION L0015642     VOLUME   267586.892 4047768.924 0.0
   LOCATION L0015643     VOLUME   267579.610 4047768.903 0.0
   LOCATION L0015644     VOLUME   267572.327 4047768.883 0.0
   LOCATION L0015645     VOLUME   267565.045 4047768.862 0.0
   LOCATION L0015646     VOLUME   267557.762 4047768.841 0.0
   LOCATION L0015647     VOLUME   267550.480 4047768.821 0.0
   LOCATION L0015648     VOLUME   267543.197 4047768.800 0.0
   LOCATION L0015649     VOLUME   267535.915 4047768.779 0.0
   LOCATION L0015650     VOLUME   267528.632 4047768.759 0.0
   LOCATION L0015651     VOLUME   267521.350 4047768.738 0.0
   LOCATION L0015652     VOLUME   267514.067 4047768.717 0.0
   LOCATION L0015653     VOLUME   267506.785 4047768.697 0.0
   LOCATION L0015654     VOLUME   267499.502 4047768.676 0.0
   LOCATION L0015655     VOLUME   267492.220 4047768.655 0.0
   LOCATION L0015656     VOLUME   267484.937 4047768.635 0.0
   LOCATION L0015657     VOLUME   267477.655 4047768.614 0.0
   LOCATION L0015658     VOLUME   267470.372 4047768.594 0.0
   LOCATION L0015659     VOLUME   267463.090 4047768.573 0.0
   LOCATION L0015660     VOLUME   267455.807 4047768.552 0.0
   LOCATION L0015661     VOLUME   267448.525 4047768.532 0.0
   LOCATION L0015662     VOLUME   267447.740 4047764.468 0.0
   LOCATION L0015663     VOLUME   267450.940 4047757.926 0.0
   LOCATION L0015664     VOLUME   267454.140 4047751.385 0.0
   LOCATION L0015665     VOLUME   267457.340 4047744.843 0.0
   LOCATION L0015666     VOLUME   267460.540 4047738.301 0.0
   LOCATION L0015667     VOLUME   267463.740 4047731.759 0.0
   LOCATION L0015668     VOLUME   267466.940 4047725.217 0.0
   LOCATION L0015669     VOLUME   267470.139 4047718.675 0.0
   LOCATION L0015670     VOLUME   267473.339 4047712.133 0.0
   LOCATION L0015671     VOLUME   267476.539 4047705.591 0.0
   LOCATION L0015672     VOLUME   267479.739 4047699.050 0.0
   LOCATION L0015673     VOLUME   267482.939 4047692.508 0.0
   LOCATION L0015674     VOLUME   267486.139 4047685.966 0.0
   LOCATION L0015675     VOLUME   267488.797 4047679.287 0.0
   LOCATION L0015676     VOLUME   267489.101 4047672.010 0.0
   LOCATION L0015677     VOLUME   267489.404 4047664.734 0.0
   LOCATION L0015678     VOLUME   267489.707 4047657.458 0.0
   LOCATION L0015679     VOLUME   267490.010 4047650.182 0.0
   LOCATION L0015680     VOLUME   267490.313 4047642.906 0.0
   LOCATION L0015681     VOLUME   267492.088 4047636.934 0.0
   LOCATION L0015682     VOLUME   267499.275 4047635.764 0.0
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   LOCATION LO015685     VOLUME   267520.839 4047632.253 0.0
   LOCATION LO015686     VOLUME   267528.027 4047631.083 0.0
   LOCATION LO015687     VOLUME   267535.215 4047629.913 0.0
   LOCATION LO015688     VOLUME   267542.403 4047628.743 0.0
   LOCATION LO015689     VOLUME   267549.591 4047627.573 0.0
   LOCATION LO015690     VOLUME   267556.779 4047626.403 0.0
   LOCATION LO015691     VOLUME   267563.967 4047625.233 0.0
   LOCATION LO015692     VOLUME   267570.628 4047622.834 0.0
   LOCATION LO015693     VOLUME   267576.432 4047618.435 0.0
   LOCATION LO015694     VOLUME   267582.235 4047614.036 0.0
   LOCATION LO015695     VOLUME   267588.039 4047609.636 0.0
   LOCATION LO015696     VOLUME   267593.842 4047605.237 0.0
   LOCATION LO015697     VOLUME   267599.646 4047600.837 0.0
   LOCATION LO015698     VOLUME   267605.449 4047596.438 0.0
   LOCATION LO015699     VOLUME   267611.253 4047592.039 0.0
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   LOCATION LO015701     VOLUME   267622.860 4047583.240 0.0
   LOCATION LO015702     VOLUME   267628.663 4047578.840 0.0
   LOCATION LO015703     VOLUME   267634.467 4047574.441 0.0
   LOCATION LO015704     VOLUME   267640.270 4047570.041 0.0
   LOCATION LO015705     VOLUME   267646.074 4047565.642 0.0
   LOCATION LO015706     VOLUME   267651.877 4047561.243 0.0
   LOCATION LO015707     VOLUME   267657.681 4047556.843 0.0
   LOCATION LO015708     VOLUME   267663.484 4047552.444 0.0
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   LOCATION LO015710     VOLUME   267675.091 4047543.645 0.0
   LOCATION LO015711     VOLUME   267680.872 4047539.220 0.0
   LOCATION LO015712     VOLUME   267686.022 4047534.071 0.0
   LOCATION LO015713     VOLUME   267691.171 4047528.921 0.0
   LOCATION LO015714     VOLUME   267696.321 4047523.772 0.0
   LOCATION LO015715     VOLUME   267701.471 4047518.622 0.0
   LOCATION LO015716     VOLUME   267706.620 4047513.472 0.0
   LOCATION LO015717     VOLUME   267711.770 4047508.323 0.0
   LOCATION LO015718     VOLUME   267716.919 4047503.173 0.0
   LOCATION LO015719     VOLUME   267722.069 4047498.024 0.0
   LOCATION LO015720     VOLUME   267727.218 4047492.874 0.0
   LOCATION LO015721     VOLUME   267732.368 4047487.725 0.0
   LOCATION LO015722     VOLUME   267737.517 4047482.575 0.0
   LOCATION LO015723     VOLUME   267742.667 4047477.426 0.0
   LOCATION LO015724     VOLUME   267747.816 4047472.276 0.0
   LOCATION LO015725     VOLUME   267752.966 4047467.127 0.0
   LOCATION LO015726     VOLUME   267758.115 4047461.977 0.0
   LOCATION LO015727     VOLUME   267763.265 4047456.828 0.0
   LOCATION LO015728     VOLUME   267768.414 4047451.678 0.0
   LOCATION LO015729     VOLUME   267773.564 4047446.528 0.0
   LOCATION LO015730     VOLUME   267778.714 4047441.379 0.0
   LOCATION LO015731     VOLUME   267783.863 4047436.229 0.0
   LOCATION LO015732     VOLUME   267789.013 4047431.080 0.0
   LOCATION LO015733     VOLUME   267789.404 4047423.939 0.0
   LOCATION LO015734     VOLUME   267789.458 4047416.656 0.0
   LOCATION LO015735     VOLUME   267789.513 4047409.374 0.0
   LOCATION LO015736     VOLUME   267789.567 4047402.092 0.0
   LOCATION LO015737     VOLUME   267789.622 4047394.809 0.0
   LOCATION LO015738     VOLUME   267789.676 4047387.527 0.0
   LOCATION LO015739     VOLUME   267789.730 4047380.245 0.0
   LOCATION LO015740     VOLUME   267789.785 4047372.962 0.0
   LOCATION LO015741     VOLUME   267789.839 4047365.680 0.0
   LOCATION LO015742     VOLUME   267789.894 4047358.397 0.0
   LOCATION LO015743     VOLUME   267789.948 4047351.115 0.0
   LOCATION LO015744     VOLUME   267790.003 4047343.833 0.0
   LOCATION LO015745     VOLUME   267790.057 4047336.550 0.0
   LOCATION LO015746     VOLUME   267790.111 4047329.268 0.0
   LOCATION LO015747     VOLUME   267790.166 4047321.986 0.0
   LOCATION LO015748     VOLUME   267790.220 4047314.703 0.0
   LOCATION LO015749     VOLUME   267790.275 4047307.421 0.0
   LOCATION LO015750     VOLUME   267790.329 4047300.139 0.0
   LOCATION LO015751     VOLUME   267790.384 4047292.856 0.0
   LOCATION LO015752     VOLUME   267790.438 4047285.574 0.0
   LOCATION LO015753     VOLUME   267790.493 4047278.292 0.0
   LOCATION LO015754     VOLUME   267790.547 4047271.009 0.0
   LOCATION LO015755     VOLUME   267790.601 4047263.727 0.0
   LOCATION LO015756     VOLUME   267790.656 4047256.445 0.0
   LOCATION LO015757     VOLUME   267790.710 4047249.162 0.0
   LOCATION LO015758     VOLUME   267790.765 4047241.880 0.0
   LOCATION LO015759     VOLUME   267790.819 4047234.598 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = SLINEHOTL
** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 3.82E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
** Nodes = 8
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** 267486.93, 4047684.27, 0.00, 1.83, 3.39
** 267490.55, 4047638.99, 0.00, 1.83, 3.39
** 267579.29, 4047619.07, 0.00, 1.83, 3.39
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   LOCATION LO015765     VOLUME   267612.362 4047768.271 0.0
   LOCATION LO015766     VOLUME   267605.066 4047768.049 0.0
   LOCATION LO015767     VOLUME   267597.770 4047767.827 0.0
   LOCATION LO015768     VOLUME   267590.474 4047767.604 0.0
   LOCATION LO015769     VOLUME   267583.178 4047767.382 0.0
   LOCATION LO015770     VOLUME   267575.882 4047767.160 0.0
   LOCATION LO015771     VOLUME   267568.586 4047766.938 0.0
   LOCATION LO015772     VOLUME   267561.291 4047766.715 0.0
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   LOCATION L0015777     VOLUME   267524.811 4047765.604 0.0
   LOCATION L0015778     VOLUME   267517.516 4047765.382 0.0
   LOCATION L0015779     VOLUME   267510.220 4047765.159 0.0
   LOCATION L0015780     VOLUME   267502.924 4047764.937 0.0
   LOCATION L0015781     VOLUME   267495.628 4047764.715 0.0
   LOCATION L0015782     VOLUME   267488.332 4047764.492 0.0
   LOCATION L0015783     VOLUME   267481.036 4047764.270 0.0
   LOCATION L0015784     VOLUME   267473.741 4047764.048 0.0
   LOCATION L0015785     VOLUME   267466.445 4047763.826 0.0
   LOCATION L0015786     VOLUME   267459.149 4047763.603 0.0
   LOCATION L0015787     VOLUME   267451.853 4047763.381 0.0
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   LOCATION L0015791     VOLUME   267459.432 4047740.344 0.0
   LOCATION L0015792     VOLUME   267462.646 4047733.791 0.0
   LOCATION L0015793     VOLUME   267465.860 4047727.237 0.0
   LOCATION L0015794     VOLUME   267469.073 4047720.683 0.0
   LOCATION L0015795     VOLUME   267472.287 4047714.130 0.0
   LOCATION L0015796     VOLUME   267475.501 4047707.576 0.0
   LOCATION L0015797     VOLUME   267478.714 4047701.022 0.0
   LOCATION L0015798     VOLUME   267481.928 4047694.468 0.0
   LOCATION L0015799     VOLUME   267485.142 4047687.915 0.0
   LOCATION L0015800     VOLUME   267487.188 4047681.041 0.0
   LOCATION L0015801     VOLUME   267487.770 4047673.765 0.0
   LOCATION L0015802     VOLUME   267488.352 4047666.489 0.0
   LOCATION L0015803     VOLUME   267488.934 4047659.213 0.0
   LOCATION L0015804     VOLUME   267489.516 4047651.937 0.0
   LOCATION L0015805     VOLUME   267490.098 4047644.661 0.0
   LOCATION L0015806     VOLUME   267492.128 4047638.641 0.0
   LOCATION L0015807     VOLUME   267499.250 4047637.042 0.0
   LOCATION L0015808     VOLUME   267506.372 4047635.443 0.0
   LOCATION L0015809     VOLUME   267513.494 4047633.845 0.0
   LOCATION L0015810     VOLUME   267520.616 4047632.246 0.0
   LOCATION L0015811     VOLUME   267527.738 4047630.647 0.0
   LOCATION L0015812     VOLUME   267534.860 4047629.048 0.0
   LOCATION L0015813     VOLUME   267541.982 4047627.449 0.0
   LOCATION L0015814     VOLUME   267549.104 4047625.851 0.0
   LOCATION L0015815     VOLUME   267556.226 4047624.252 0.0
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   LOCATION L0015819     VOLUME   267583.610 4047615.575 0.0
   LOCATION L0015820     VOLUME   267589.283 4047610.983 0.0
   LOCATION L0015821     VOLUME   267594.956 4047606.390 0.0
   LOCATION L0015822     VOLUME   267600.629 4047601.797 0.0
   LOCATION L0015823     VOLUME   267606.303 4047597.205 0.0
   LOCATION L0015824     VOLUME   267611.976 4047592.612 0.0
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   LOCATION L0015829     VOLUME   267640.342 4047569.649 0.0
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   LOCATION L0015831     VOLUME   267651.689 4047560.463 0.0
   LOCATION L0015832     VOLUME   267657.362 4047555.871 0.0
   LOCATION L0015833     VOLUME   267663.036 4047551.278 0.0
   LOCATION L0015834     VOLUME   267668.709 4047546.685 0.0
   LOCATION L0015835     VOLUME   267674.382 4047542.093 0.0
   LOCATION L0015836     VOLUME   267680.056 4047537.500 0.0
   LOCATION L0015837     VOLUME   267685.729 4047532.907 0.0
   LOCATION L0015838     VOLUME   267691.402 4047528.315 0.0
   LOCATION L0015839     VOLUME   267696.831 4047523.443 0.0
   LOCATION L0015840     VOLUME   267702.130 4047518.423 0.0
   LOCATION L0015841     VOLUME   267707.429 4047513.403 0.0
   LOCATION L0015842     VOLUME   267712.728 4047508.383 0.0
   LOCATION L0015843     VOLUME   267718.027 4047503.363 0.0
   LOCATION L0015844     VOLUME   267723.326 4047498.343 0.0
   LOCATION L0015845     VOLUME   267728.625 4047493.323 0.0
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   LOCATION L0015851     VOLUME   267760.418 4047463.203 0.0
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   LOCATION L0015854     VOLUME   267776.315 4047448.143 0.0
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   LOCATION L0015856     VOLUME   267786.912 4047438.103 0.0
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   LOCATION L0015858     VOLUME   267797.510 4047428.063 0.0
   LOCATION L0015859     VOLUME   267802.809 4047423.043 0.0
   LOCATION L0015860     VOLUME   267808.108 4047418.023 0.0
   LOCATION L0015861     VOLUME   267813.407 4047413.003 0.0
   LOCATION L0015862     VOLUME   267818.706 4047407.983 0.0
   LOCATION L0015863     VOLUME   267824.005 4047402.963 0.0
   LOCATION L0015864     VOLUME   267829.303 4047397.943 0.0
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   LOCATION L0015868     VOLUME   267850.499 4047377.863 0.0
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** End of Line Source
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** Line Source represented by Separated Volume Sources
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** Elevated
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** 267903.44, 4047332.95, 0.00, 1.83, 3.38
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   LOCATION L0015889     VOLUME   267460.852 4047739.910 0.0
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   LOCATION L0015892     VOLUME   267471.879 4047721.072 0.0
   LOCATION L0015893     VOLUME   267475.555 4047714.792 0.0
   LOCATION L0015894     VOLUME   267479.231 4047708.513 0.0
   LOCATION L0015895     VOLUME   267482.906 4047702.233 0.0
   LOCATION L0015896     VOLUME   267486.582 4047695.954 0.0
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   LOCATION L0015902     VOLUME   267487.464 4047654.239 0.0
   LOCATION L0015903     VOLUME   267486.358 4047647.048 0.0
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   LOCATION L0015905     VOLUME   267491.384 4047637.662 0.0
   LOCATION L0015906     VOLUME   267498.501 4047636.148 0.0
   LOCATION L0015907     VOLUME   267505.617 4047634.634 0.0
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   LOCATION L0015909     VOLUME   267519.851 4047631.605 0.0
   LOCATION L0015910     VOLUME   267526.968 4047630.091 0.0
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   LOCATION L0015913     VOLUME   267548.318 4047625.548 0.0
   LOCATION L0015914     VOLUME   267555.435 4047624.034 0.0
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   LOCATION L0015916     VOLUME   267569.669 4047621.006 0.0
   LOCATION L0015917     VOLUME   267575.302 4047616.505 0.0
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   LOCATION L0015919     VOLUME   267586.313 4047606.990 0.0
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   LOCATION L0015931     VOLUME   267652.378 4047549.901 0.0
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   LOCATION L0015935     VOLUME   267674.399 4047530.872 0.0
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   LOCATION L0015937     VOLUME   267685.410 4047521.357 0.0
   LOCATION L0015938     VOLUME   267690.915 4047516.600 0.0
   LOCATION L0015939     VOLUME   267696.421 4047511.842 0.0
   LOCATION L0015940     VOLUME   267701.926 4047507.085 0.0
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   LOCATION L0015946     VOLUME   267734.959 4047478.540 0.0
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   LOCATION L0015956     VOLUME   267790.013 4047430.967 0.0
   LOCATION L0015957     VOLUME   267795.518 4047426.209 0.0
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   LOCATION L0015959     VOLUME   267806.529 4047416.694 0.0
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   LOCATION L0015962     VOLUME   267823.045 4047402.422 0.0
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   LOCATION L0015975     VOLUME   267894.616 4047340.576 0.0
   LOCATION L0015976     VOLUME   267900.121 4047335.819 0.0
   LOCATION L0015977     VOLUME   267903.662 4047330.070 0.0
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   LOCATION L0015985     VOLUME   267908.127 4047272.032 0.0
   LOCATION L0015986     VOLUME   267908.685 4047264.777 0.0
   LOCATION L0015987     VOLUME   267909.243 4047257.523 0.0
   LOCATION L0015988     VOLUME   267909.801 4047250.268 0.0
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   LOCATION L0015991     VOLUME   267920.990 4047238.521 0.0
   LOCATION L0015992     VOLUME   267928.264 4047238.337 0.0
   LOCATION L0015993     VOLUME   267935.538 4047238.153 0.0
   LOCATION L0015994     VOLUME   267942.811 4047237.969 0.0
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   LOCATION L0015996     VOLUME   267957.359 4047237.601 0.0
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   LOCATION L0015998     VOLUME   267971.907 4047237.232 0.0
   LOCATION L0015999     VOLUME   267979.180 4047237.048 0.0
   LOCATION L0016000     VOLUME   267986.454 4047236.864 0.0
   LOCATION L0016001     VOLUME   267993.728 4047236.680 0.0
   LOCATION L0016002     VOLUME   268001.002 4047236.496 0.0
   LOCATION L0016003     VOLUME   268008.276 4047236.312 0.0
   LOCATION L0016004     VOLUME   268015.549 4047236.128 0.0
   LOCATION L0016005     VOLUME   268022.823 4047235.943 0.0
   LOCATION L0016006     VOLUME   268030.097 4047235.759 0.0
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** End of Line Source
** Line Source represented by Separated Volume Sources
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** Emission Rate = 1.26E-06
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** SZINIT = 0.43
** Nodes = 7
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** 267485.12, 4047689.70, 0.00, 1.83, 3.37
** 267492.36, 4047626.32, 0.00, 1.83, 3.37
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** 267553.93, 4047378.22, 0.00, 1.83, 3.37
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   LOCATION L0016012     VOLUME   267624.779 4047767.217 0.0
   LOCATION L0016013     VOLUME   267617.526 4047767.256 0.0
   LOCATION L0016014     VOLUME   267610.274 4047767.294 0.0
   LOCATION L0016015     VOLUME   267603.022 4047767.333 0.0
   LOCATION L0016016     VOLUME   267595.770 4047767.372 0.0
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   LOCATION L0016018     VOLUME   267581.266 4047767.449 0.0
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   LOCATION L0016021     VOLUME   267559.510 4047767.565 0.0
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   LOCATION L0016024     VOLUME   267537.754 4047767.680 0.0
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   LOCATION L0016026     VOLUME   267523.249 4047767.757 0.0
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   LOCATION L0016029     VOLUME   267501.493 4047767.873 0.0
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   LOCATION L0016031     VOLUME   267486.989 4047767.950 0.0
   LOCATION L0016032     VOLUME   267479.737 4047767.989 0.0
   LOCATION L0016033     VOLUME   267472.485 4047768.028 0.0
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   LOCATION L0016036     VOLUME   267450.729 4047768.143 0.0
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   LOCATION L0016038     VOLUME   267450.679 4047759.198 0.0
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   LOCATION L0016049     VOLUME   267485.370 4047687.504 0.0
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   LOCATION L0016052     VOLUME   267487.840 4047665.888 0.0
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   LOCATION L0016057     VOLUME   267491.958 4047629.862 0.0
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   LOCATION L0016070     VOLUME   267497.651 4047535.761 0.0
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   LOCATION L0016077     VOLUME   267500.610 4047485.082 0.0
   LOCATION L0016078     VOLUME   267501.033 4047477.842 0.0
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   LOCATION L0016088     VOLUME   267505.260 4047405.443 0.0
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** End of Line Source
** Line Source represened by Separated Volume Sources
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   LOCATION L0016101     VOLUME   267622.606 4047768.185 0.0
   LOCATION L0016102     VOLUME   267615.326 4047767.967 0.0
   LOCATION L0016103     VOLUME   267608.046 4047767.749 0.0
   LOCATION L0016104     VOLUME   267600.767 4047767.531 0.0
   LOCATION L0016105     VOLUME   267593.487 4047767.314 0.0
   LOCATION L0016106     VOLUME   267586.207 4047767.096 0.0
   LOCATION L0016107     VOLUME   267578.928 4047766.878 0.0
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** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
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** End of Line Source
** Line Source represented by Separated Volume Sources
** ------------------------------------------------------------------------
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** Line Source represented by Separated Volume Sources
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** DESCRSRC
** Length of Side = 3.66
** Emission Rate = 7.76E-06
** Elevated
** Vertical Dimension = 1.83
** SZINIT = 0.43
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| SRCPARAM | L0015071 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015072 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015073 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015074 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015075 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015076 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015077 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015078 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015079 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015080 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015081 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015082 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015083 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015084 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015085 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015086 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015087 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015088 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015089 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015090 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015091 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015092 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015093 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015094 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015095 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015096 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015097 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015098 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015099 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015100 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015101 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015102 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015103 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015104 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015105 | 2.1449E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015106 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015107 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015108 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015109 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015110 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015111 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015112 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015113 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015114 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015115 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015116 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015117 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015118 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015119 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015120 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015121 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015122 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015123 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015124 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015125 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015126 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015127 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015128 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015129 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015130 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015131 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015132 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015133 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015134 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015135 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015136 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015137 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015138 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015139 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015140 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015141 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015142 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015143 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015144 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015145 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015146 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015147 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015148 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015149 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015150 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015151 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015152 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015153 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015154 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015155 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015156 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015157 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015158 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015159 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015160 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |

| | | | | | P2_DPM |
|---|---|---|---|---|---|
| SRCPARAM | L0015161 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015162 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015163 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015164 | 3.4407E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015165 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015166 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015167 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015168 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015169 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015170 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015171 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015172 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015173 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015174 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015175 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015176 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015177 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015178 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015179 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015180 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015181 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015182 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015183 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015184 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015185 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015186 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015187 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015188 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015189 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015190 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015191 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015192 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015193 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015194 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015195 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015196 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015197 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015198 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015199 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015200 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015201 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015202 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015203 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015204 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015205 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015206 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015207 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015208 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015209 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015210 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015211 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015212 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015213 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015214 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015215 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015216 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015217 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015218 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015219 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015220 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015221 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015222 | 1.4328E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0015525 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015526 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015527 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015528 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015529 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015530 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015531 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015532 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015533 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015534 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015535 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015536 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015537 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015538 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015539 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015540 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015541 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015542 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015543 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015544 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015545 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015546 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015547 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015548 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015549 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015550 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015551 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015552 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015553 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015554 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015555 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015556 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015557 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015558 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015559 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015560 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015561 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015562 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015563 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015564 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015565 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015566 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015567 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015568 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015569 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015570 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015571 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015572 | 2.1042E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015271 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015272 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |

| | | | | P2_DPM |
|---|---|---|---|---|
| SRCPARAM | L0015273 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015274 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015275 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015276 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015277 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015278 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015279 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015280 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015281 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015282 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015283 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015284 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015285 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015286 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015287 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015288 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015289 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015290 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015291 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015292 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015293 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015294 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015295 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015296 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015297 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015298 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015299 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015300 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015301 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015302 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015303 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015304 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015305 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015306 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015307 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015308 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015309 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015310 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015311 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015312 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015313 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015314 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015315 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015316 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015317 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015318 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015319 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015320 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015321 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015322 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015323 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015324 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015325 | 5.5636E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015326 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015327 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015328 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015329 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015330 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015331 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015332 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015333 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015334 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015335 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015336 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015337 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015338 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015339 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015340 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015341 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015342 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015343 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015344 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015345 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015346 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015347 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015348 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015349 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015350 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015351 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015352 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015353 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015354 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015355 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015356 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015357 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015358 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015359 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015360 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015361 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015362 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015363 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015364 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015365 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015366 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015367 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015368 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015369 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015370 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015371 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015372 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015373 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015374 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015375 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015376 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015377 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015378 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015379 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015380 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015381 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015382 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015383 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0015384 | 2.8644E-08 | 1.83 | 3.36 | 0.43 |

| | | | | | P2_DPM |
|---|---|---|---|---|---|
| SRCPARAM | L0015385 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015386 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015387 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015388 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015389 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015390 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015391 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015392 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015393 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015394 | 1.48E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0015395 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015396 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015397 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015398 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015399 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015400 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015401 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015402 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015403 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015404 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015405 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015406 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015407 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015408 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015409 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015410 | 3.125E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015411 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015412 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015413 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015414 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015415 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015416 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015417 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015418 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015419 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015420 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015421 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015422 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015423 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015424 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015425 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015426 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015427 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015428 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015429 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015430 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015431 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015432 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015433 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015434 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015435 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015436 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015437 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015438 | 2.0214E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015439 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015440 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015441 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015442 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015443 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015444 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015445 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015446 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015447 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015448 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015449 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015450 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015451 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015452 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015453 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015454 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015455 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015456 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015457 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015458 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015459 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015460 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015461 | 2.0696E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0015462 | 2.9E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015463 | 2.9E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015464 | 2.9E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015465 | 2.9E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015466 | 2.9E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015467 | 2.9E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015468 | 2.9E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015469 | 2.9E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015470 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015471 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015472 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015473 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015474 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015475 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015476 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015477 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015478 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015479 | 9.81E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0015480 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015481 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015482 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015483 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015484 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015485 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015486 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015487 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015488 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015489 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015490 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015491 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015492 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015493 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015494 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015495 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0015496 | 2.2192E-08 | 1.83 | 3.37 | 0.43 |

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SRCPARAM L0015497     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015498     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015499     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015500     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015501     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015502     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015503     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015504     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015505     2.2192E-08      1.83      3.37      0.43
SRCPARAM L0015506     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015507     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015508     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015509     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015510     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015511     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015512     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015513     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015514     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015515     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015516     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015517     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015518     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015519     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015520     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015521     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015522     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015523     2.8105E-08      1.83      3.39      0.43
SRCPARAM L0015524     2.8105E-08      1.83      3.39      0.43
SRCPARAM STCKA         1.14E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKB          1.9E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKCDE      0.0000137     3.658   366.483  51.70000     0.100
SRCPARAM STCKFG        9.11E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKH         3.04E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKIJ        9.11E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKK         1.14E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKLMP      0.0000148     3.658   366.483  51.70000     0.100
SRCPARAM STCKNO        6.83E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKQ         4.56E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKRU        9.11E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKT         2.28E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKVWXY      4.57E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKAABB      9.11E-06     3.658   366.483  51.70000     0.100
SRCPARAM LOT1          1.19E-10     0.305        16
AREAVERT LOT1        267120.418 4048530.358 267120.418 4048476.500
AREAVERT LOT1        267234.599 4048480.808 267225.878 4048327.828
AREAVERT LOT1        267133.275 4048331.147 267187.387 4048271.152
AREAVERT LOT1        267290.898 4048359.256 267549.134 4048056.401
AREAVERT LOT1        267788.267 4047916.369 267822.736 4047864.664
AREAVERT LOT1        267921.836 4047868.973 267923.991 4047905.597
AREAVERT LOT1        267867.978 4048000.388 267805.981 4048005.228
AREAVERT LOT1        267292.480 4048479.277 267316.464 4048538.976
SRCPARAM L0015573     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015574     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015575     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015576     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015577     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015578     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015579     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015580     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015581     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015582     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015583     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015584     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015585     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015586     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015587     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015588     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015589     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015590     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015591     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015592     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015593     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015594     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015595     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015596     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015597     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015598     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015599     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015600     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015601     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015602     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015603     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015604     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015605     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015606     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015607     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015608     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015609     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015610     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015611     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015612     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015613     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015614     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015615     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015616     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015617     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015618     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015619     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015620     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015621     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015622     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015623     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015624     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015625     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015626     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015627     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015628     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015629     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015630     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015631     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015632     4.9032E-08      1.83      3.38      0.43
SRCPARAM L0015633     4.9032E-08      1.83      3.38      0.43
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| SRCPARAM | L0015636 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015637 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015638 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015639 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015640 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015641 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015642 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015643 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015644 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015645 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015647 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015648 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015651 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015652 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015654 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015656 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015658 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015659 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015660 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015661 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015662 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015663 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015664 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015668 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015671 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015672 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015673 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015674 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015675 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015676 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015679 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015680 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015681 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015682 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015685 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015687 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015688 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015689 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015693 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015694 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015698 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015699 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015703 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015704 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015707 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015708 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015709 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015710 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015711 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015712 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015713 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015714 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015715 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015716 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015717 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015718 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015719 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015720 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015721 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015722 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015723 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015724 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015725 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015726 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015727 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015728 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015729 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015730 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015731 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015732 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015733 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015734 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015735 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015736 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015737 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015738 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015739 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015740 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015741 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015742 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015743 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015744 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015745 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |

| | | | | | P2_DPM |
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| SRCPARAM | L0015746 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015748 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015749 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015750 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015751 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015752 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015753 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015754 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015755 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015756 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015757 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015759 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015760 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015761 | 7.7402E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015762 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015763 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015764 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015766 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015769 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015770 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015771 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015772 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015777 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015780 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015781 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015782 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015783 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015784 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015785 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015786 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015787 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015788 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015789 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015792 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015799 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015804 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015805 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015806 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015807 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015808 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015809 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015811 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015812 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015813 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015815 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015816 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015817 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015818 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015823 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015825 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015827 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015828 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015829 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015830 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015831 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015832 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015833 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015834 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015835 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015836 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015837 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015838 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015839 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015840 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015841 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015842 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015843 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015844 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015845 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015846 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015847 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015848 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0015850 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015851 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015852 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015853 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015854 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015855 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015856 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015857 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |

| | | | | P2_DPM |
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| SRCPARAM | L0015858 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015859 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015860 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015861 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015862 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015863 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015864 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015865 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015866 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015867 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015868 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015869 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015870 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015871 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015872 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015873 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015874 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015875 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015876 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015877 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015878 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015879 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015880 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015881 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015882 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015883 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015884 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015885 | 3.0806E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0015886 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015887 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015888 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015889 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015890 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015891 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015892 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015893 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015894 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015895 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015896 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015897 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015898 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015899 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015900 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015901 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015902 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015903 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015904 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015905 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015906 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015907 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0015909 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015910 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015911 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015912 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015913 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015914 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015915 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015916 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015917 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015918 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015919 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015920 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015921 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015922 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015923 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015924 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015925 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015926 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015927 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015928 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015929 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015930 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015931 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015932 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015933 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015934 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015935 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015936 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015937 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015938 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015939 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015940 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015941 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015942 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015943 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015944 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015945 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015946 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015947 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015948 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015949 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015950 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015951 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015952 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015953 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015954 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015955 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015956 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015957 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015958 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015959 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015960 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015961 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015962 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015963 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015964 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015965 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015966 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015967 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015968 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015969 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |

| | | | | P2_DPM |
|---|---|---|---|---|
| SRCPARAM | L0015970 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015971 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015972 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015973 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015974 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015975 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015976 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015977 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015978 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015979 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015980 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015981 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015982 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015983 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015984 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015985 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015986 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015987 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015988 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015989 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015990 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015991 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015992 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015993 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015994 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015995 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015996 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015997 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015998 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0015999 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016000 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016001 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016002 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016003 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016004 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016005 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016006 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016007 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016008 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016009 | 2.0484E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0016010 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016011 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016012 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016013 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016014 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016015 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016016 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016017 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016018 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016019 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016020 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016021 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016022 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016023 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016024 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016025 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016026 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016027 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016028 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016029 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016030 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016031 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016032 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016033 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016034 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016035 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016036 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016037 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016038 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016039 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016040 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016041 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016042 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016043 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016044 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016045 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016046 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016047 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016048 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016049 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016050 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016051 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016052 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016053 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016054 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016055 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016056 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016057 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016058 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016059 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016060 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016061 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016062 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016063 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016064 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016065 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016066 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016067 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016068 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016069 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016070 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016071 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016072 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016073 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016074 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016075 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016076 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016077 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016078 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016079 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016080 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016081 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |

| | | | | P2_DPM |
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| SRCPARAM | L0016082 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016083 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016084 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016085 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016086 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016087 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016088 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016089 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016090 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016091 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016092 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016093 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016094 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016095 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016096 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016097 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016098 | 1.4157E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016099 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016100 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016101 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016102 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016103 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016104 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016105 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016106 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016107 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016108 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016109 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016110 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016111 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016112 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016113 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016114 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016115 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016116 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016117 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016118 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016119 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016120 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016121 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016122 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016123 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016124 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016125 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016126 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016127 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016128 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016129 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016130 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016131 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016132 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016133 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016135 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016136 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016137 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016138 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016139 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016140 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016141 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016142 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016143 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016144 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016146 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016147 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016148 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016149 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016151 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016152 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016153 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016154 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016155 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016156 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016157 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016158 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016159 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016160 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016161 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016162 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016163 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016164 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016165 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016166 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016167 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016168 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016169 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016170 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016171 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016172 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016173 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016174 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016175 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016176 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016177 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016178 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016179 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016180 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016181 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016182 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016183 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016184 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016185 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016186 | 2.0795E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016187 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016188 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016189 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016190 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016191 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016192 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016193 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |

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| SRCPARAM | L0016194 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016195 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016196 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016197 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016198 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016199 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016200 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016201 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016202 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016203 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016204 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016205 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016206 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016207 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016208 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016209 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016210 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016211 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016212 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016213 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016214 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016215 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016216 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016217 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016218 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016219 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016220 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016221 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016222 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016223 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016224 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016225 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016226 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016227 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016228 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016229 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016230 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016231 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016232 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016233 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016234 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016235 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016238 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016239 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016240 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016241 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016242 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016243 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016244 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016245 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016246 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016247 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016248 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016249 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016250 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016251 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016253 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016255 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016256 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016259 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016260 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016261 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016262 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016263 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016264 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016265 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016266 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016267 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016268 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016269 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016270 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016271 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016272 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016273 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016274 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016275 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016276 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016277 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016278 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016279 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016280 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016281 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016282 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016283 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016284 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016285 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016286 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016287 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016288 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016290 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016291 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016292 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016293 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016294 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016295 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016296 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016297 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016298 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016299 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016300 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016301 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016302 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016303 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016304 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016305 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |

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| SRCPARAM | L0016306 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016307 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016308 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016309 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016310 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016311 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016312 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016313 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016314 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016315 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016316 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016317 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016318 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016319 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016320 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016321 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016322 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016323 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016324 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016325 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016326 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016327 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016328 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016329 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016330 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016331 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016332 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016333 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016334 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016335 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016336 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016337 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016338 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016339 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016340 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016341 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016342 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016343 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016344 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016345 | 4.1572E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016346 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016347 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016348 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016349 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016350 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016351 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016352 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016353 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016354 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016355 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016356 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016357 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016358 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016359 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016360 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016361 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016362 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016363 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016364 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016365 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016366 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016367 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016368 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016369 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016370 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016371 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016372 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016373 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016374 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016375 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016376 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016377 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016378 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016379 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016380 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016381 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016382 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016383 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016384 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016385 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016386 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016387 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016388 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016389 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016390 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0016393 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016394 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016395 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016396 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016397 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016398 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016399 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016400 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016401 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016402 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016403 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016404 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016405 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016406 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016407 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016408 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016409 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016410 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016411 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016412 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016413 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016414 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016415 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016416 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016417 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |

| | | | | P2_DPM |
|---|---|---|---|---|
| SRCPARAM | L0016418 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016419 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016420 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016421 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016422 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016423 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016424 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016425 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016426 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016427 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016428 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016429 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016430 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016431 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016432 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016433 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016434 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016435 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016436 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016437 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016438 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016439 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016440 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016441 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016442 | 1.0186E-07 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0016443 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016444 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016445 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016446 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016447 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016448 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016449 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016450 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016451 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016453 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016454 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016455 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016456 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016458 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016459 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016460 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016464 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016466 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016467 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016468 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016469 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016470 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016471 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016472 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016473 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016474 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016475 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016476 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016477 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016478 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016479 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016480 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016481 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016482 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016483 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016485 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016486 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016487 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016488 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016489 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016490 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016491 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016492 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016493 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016494 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016495 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016496 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016497 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016498 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016499 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016504 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0016513 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016514 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016515 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016516 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016517 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016518 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016519 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016520 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016521 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016522 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016523 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016524 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016525 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016526 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016527 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016528 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0016529 | 4.1058E-08 | 1.83 | 3.39 | 0.43 |

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                                                                  P2_DPM
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SRCPARAM L0016536     4.1058E-08      1.83      3.39      0.43
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SRCPARAM L0016538     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016539     4.1058E-08      1.83      3.39      0.43
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SRCPARAM L0016608     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016609     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016610     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016611     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016612     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016613     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016614     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016615     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016616     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016617     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016618     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016619     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016620     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016621     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016622     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016623     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016624     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016625     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016626     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016627     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016628     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016629     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016630     4.1058E-08      1.83      3.39      0.43
SRCPARAM L0016631     4.1058E-08      1.83      3.39      0.43
SRCPARAM LOT2          3.18E-10     0.914        28
AREAVERT LOT2         267198.009 4047680.191 267187.981 4047517.242
AREAVERT LOT2         267115.281 4047509.722 267115.281 4047432.008
AREAVERT LOT2         267333.381 4047426.994 267333.381 4047299.142
AREAVERT LOT2         267205.529 4047296.635 267208.036 4047196.360
AREAVERT LOT2         267112.774 4047201.373 267125.309 4047128.673
AREAVERT LOT2         267275.722 4047131.180 267278.229 4047020.877
AREAVERT LOT2         267381.012 4047023.384 267328.367 4047143.715
AREAVERT LOT2         267318.340 4047218.922 267238.119 4047223.935
AREAVERT LOT2         267235.612 4047281.594 267388.533 4047281.594
                                                          Page 32
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                                                                    P2_DPM
   AREAVERT LOT2         267396.053 4047366.828 267358.450 4047369.335
   AREAVERT LOT2         267358.450 4047527.270 267498.891 4047520.981
   AREAVERT LOT2         267504.640 4047452.832 267669.305 4047452.063
   AREAVERT LOT2         267637.423 4047538.123 267476.274 4047617.518
   AREAVERT LOT2         267293.271 4047564.873 267295.777 4047680.191
   SRCPARAM STCKCC1       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC2       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC3       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC4       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKCC5       8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP1       4.65E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP2       4.65E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP3       4.65E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKPP4       4.65E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM1       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM2       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM3       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM4       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM5       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM6       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM7       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKQM8       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM9       3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAM10      3.86E-07     3.658   366.483  51.70000     0.100
   SRCPARAM STCKHOT1      5.31E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKHOT2      5.31E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKWP1       5.31E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKAAA1      1.14E-06     3.658   366.483  51.70000     0.100
   SRCPARAM STCKWW1        1.9E-06     3.658   366.483  51.70000     0.100
   SRCPARAM BBBCCC1        1.9E-06     3.658   366.483  51.70000     0.100
   SRCPARAM BBBCCC2        1.9E-06     3.658   366.483  51.70000     0.100
   SRCPARAM DDDEEE1        1.9E-06     3.658   366.483  51.70000     0.100
   SRCPARAM DDDEEE2        1.9E-06     3.658   366.483  51.70000     0.100

** Building Downwash **
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14

   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           0.00     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           0.00     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKH           10.67    10.67    10.67     0.00     0.00    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH            0.00     0.00     0.00    10.67    10.67    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKH           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKH            0.00     0.00     0.00    10.67    10.67    10.67

   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKIJ           9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK            0.00     0.00     0.00     0.00    10.67    10.67
   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKK            0.00     0.00     0.00     0.00    10.67    10.67

   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKLMP          9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKNO          10.67    10.67    10.67    10.67    10.67    10.67

   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ            0.00     0.00    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKQ           10.67    10.67    10.67    10.67    10.67     0.00
   BUILDHGT STCKQ            0.00     0.00    10.67    10.67    10.67    10.67

   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
   BUILDHGT STCKRU          10.67    10.67    10.67    10.67    10.67    10.67
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| | | | | | P2_DPM | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
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| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
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| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
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| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
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| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
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| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
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| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 |
| BUILDHGT STCKPP3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | P2_DPM | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC1 | 12.19 | 12.19 | 12.19 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |

| | | | | | P2_DPM | |
|---|---|---|---|---|---|---|
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |

| | | | | | P2_DPM | |
|---|---|---|---|---|---|---|
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 42.45 | 41.56 | 39.41 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 30.35 | 31.43 | 31.56 | 30.73 | 28.96 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.82 |
| BUILDWID STCKPP3 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | P2_DPM | |
|---|---|---|---|---|---|---|
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 84.29 | 88.54 | 90.10 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 71.04 | 76.25 | 79.14 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 167.07 | 187.10 |
| BUILDWID BBBCCC1 | 201.45 | 209.68 | 211.53 | 206.96 | 196.10 | 179.28 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC1 | 116.32 | 128.10 | 135.98 | 139.73 | 196.10 | 179.28 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |

| | | | | | P2_DPM | |
|---|---|---|---|---|---|---|
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 27.36 | 32.58 | 36.82 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 31.48 | 31.54 | 30.65 | 28.83 | 26.13 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.41 |
| BUILDLEN STCKPP3 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |

| | | | | | P2_DPM | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 61.67 | 60.11 | 56.72 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.15 |
| BUILDLEN | STCKHOT2 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.14 |
| BUILDLEN | STCKHOT2 | 76.25 | 71.04 | 63.67 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 206.96 | 211.53 |
| BUILDLEN | BBBCCC1 | 209.68 | 201.45 | 187.10 | 167.07 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC1 | 149.27 | 141.48 | 129.40 | 113.38 | 141.96 | 112.54 |

| | | | | | P2_DPM | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |

| | | | | | P2_DPM | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKCC1 | -42.37 | -53.67 | -63.34 | -71.08 | -76.66 | -79.92 |
| XBADJ | STCKCC1 | -80.74 | -79.11 | -77.70 | -109.97 | -138.91 | -163.62 |
| XBADJ | STCKCC1 | -183.36 | -197.53 | -205.70 | -207.62 | -203.23 | -193.97 |
| XBADJ | STCKCC1 | -222.30 | -243.87 | -258.03 | -264.35 | -262.64 | -252.95 |
| XBADJ | STCKCC1 | -235.57 | -211.04 | -181.40 | -168.59 | -150.66 | -128.16 |
| XBADJ | STCKCC1 | -101.76 | -72.26 | -40.57 | -21.91 | -24.26 | -29.79 |
| XBADJ | STCKCC2 | -110.77 | -119.79 | -125.16 | -126.74 | -124.46 | -118.40 |
| XBADJ | STCKCC2 | -108.74 | -95.78 | -82.53 | -102.82 | -119.98 | -133.50 |
| XBADJ | STCKCC2 | -142.97 | -148.08 | -148.70 | -144.81 | -136.51 | -125.37 |
| XBADJ | STCKCC2 | -153.90 | -177.75 | -196.20 | -208.69 | -214.84 | -214.46 |
| XBADJ | STCKCC2 | -207.57 | -194.37 | -176.57 | -175.75 | -169.59 | -158.27 |
| XBADJ | STCKCC2 | -142.15 | -121.71 | -97.57 | -84.72 | -90.98 | -98.39 |
| XBADJ | STCKCC3 | -163.11 | -170.43 | -172.57 | -169.47 | -161.22 | -148.07 |
| XBADJ | STCKCC3 | -130.42 | -108.81 | -86.51 | -97.63 | -105.79 | -110.73 |
| XBADJ | STCKCC3 | -112.31 | -110.47 | -105.28 | -96.89 | -85.55 | -72.93 |
| XBADJ | STCKCC3 | -101.56 | -127.11 | -148.80 | -165.96 | -178.09 | -184.80 |
| XBADJ | STCKCC3 | -185.89 | -181.34 | -172.59 | -180.94 | -183.78 | -181.05 |
| XBADJ | STCKCC3 | -172.81 | -159.32 | -140.99 | -132.63 | -141.93 | -150.83 |
| XBADJ | STCKCC4 | -176.55 | -199.50 | -216.39 | -226.71 | -230.13 | -226.57 |
| XBADJ | STCKCC4 | -216.12 | -199.11 | -178.66 | -188.83 | -193.27 | -191.83 |
| XBADJ | STCKCC4 | -184.57 | -171.70 | -153.61 | -130.85 | -104.12 | -75.53 |
| XBADJ | STCKCC4 | -88.12 | -98.04 | -104.98 | -108.72 | -109.17 | -106.29 |
| XBADJ | STCKCC4 | -100.19 | -91.04 | -80.44 | -89.73 | -96.30 | -99.94 |
| XBADJ | STCKCC4 | -100.55 | -98.10 | -92.67 | -98.67 | -123.37 | -148.23 |
| XBADJ | STCKCC5 | -124.85 | -150.93 | -172.43 | -188.69 | -199.22 | -203.69 |
| XBADJ | STCKCC5 | -201.97 | -194.12 | -182.99 | -202.35 | -215.56 | -222.21 |
| XBADJ | STCKCC5 | -222.12 | -215.28 | -201.90 | -182.38 | -157.32 | -128.79 |
| XBADJ | STCKCC5 | -139.82 | -146.61 | -148.94 | -146.74 | -140.08 | -129.17 |
| XBADJ | STCKCC5 | -114.34 | -96.03 | -76.11 | -76.22 | -74.02 | -69.56 |
| XBADJ | STCKCC5 | -63.00 | -54.51 | -44.38 | -47.14 | -70.16 | -94.97 |
| XBADJ | STCKPP1 | -10.23 | -11.38 | -12.17 | -12.60 | -14.34 | -19.58 |
| XBADJ | STCKPP1 | -24.22 | -28.13 | -31.18 | -33.29 | -34.38 | -34.43 |
| XBADJ | STCKPP1 | -33.43 | -32.53 | -33.24 | -32.94 | -31.64 | -29.38 |
| XBADJ | STCKPP1 | -26.22 | -22.27 | -17.64 | -12.48 | -8.63 | -8.45 |
| XBADJ | STCKPP1 | -8.02 | -7.34 | -6.44 | -5.34 | -4.08 | -2.70 |
| XBADJ | STCKPP1 | -1.24 | -0.85 | -3.03 | -5.12 | -7.06 | -8.78 |
| XBADJ | STCKPP2 | -35.64 | -35.71 | -34.70 | -32.63 | -30.27 | -33.27 |
| XBADJ | STCKPP2 | -35.26 | -36.18 | -36.00 | -34.73 | -32.40 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -9.28 | -4.93 |
| XBADJ | STCKPP2 | -0.43 | 4.09 | 8.48 | 12.61 | 15.67 | 11.97 |
| XBADJ | STCKPP2 | -65.14 | -67.62 | -68.04 | -66.39 | -62.73 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -32.28 | -34.48 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -65.10 |
| XBADJ | STCKPP3 | -66.21 | -65.32 | -62.43 | -57.65 | -51.81 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 5.34 | 6.61 | 7.68 | 7.11 | 4.22 | 1.19 |
| XBADJ | STCKPP4 | -1.87 | -4.87 | -7.73 | -82.64 | -81.66 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -22.93 | -27.42 | -31.07 | -33.78 | -35.46 |
| XBADJ | STCKPP4 | -36.06 | -35.57 | -34.00 | -32.80 | -32.72 | -31.64 |
| XBADJ | STCKPP4 | -29.61 | -26.67 | -22.92 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -2.55 | -0.93 | 0.72 | 2.35 | 3.90 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | P2_DPM | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKHOT1 | -5.99 | -8.86 | -11.46 | -16.53 | -23.71 | -30.17 |
| XBADJ | STCKHOT1 | -35.71 | -40.17 | -43.41 | -45.33 | -45.87 | -45.02 |
| XBADJ | STCKHOT1 | -42.80 | -39.28 | -42.69 | -47.88 | -51.62 | -53.78 |
| XBADJ | STCKHOT1 | -54.31 | -53.19 | -50.45 | -46.19 | -44.60 | -47.30 |
| XBADJ | STCKHOT1 | -48.57 | -48.37 | -46.69 | -43.59 | -39.17 | -33.56 |
| XBADJ | STCKHOT1 | -26.93 | -22.97 | -18.66 | -104.83 | -96.50 | -85.25 |
| XBADJ | STCKHOT2 | -41.74 | -47.10 | -51.03 | -53.41 | -54.17 | -53.28 |
| XBADJ | STCKHOT2 | -50.77 | -46.72 | -41.25 | -39.93 | -37.40 | -33.74 |
| XBADJ | STCKHOT2 | -105.75 | -103.47 | -106.17 | -10.38 | -3.25 | 3.97 |
| XBADJ | STCKHOT2 | -1.67 | -7.27 | -12.64 | -17.63 | -22.08 | -25.87 |
| XBADJ | STCKHOT2 | -28.86 | -30.98 | -32.16 | -37.77 | -42.23 | -45.41 |
| XBADJ | STCKHOT2 | -47.20 | -47.57 | -46.49 | -43.99 | -40.16 | -35.11 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAAA1 | 0.14 | -6.61 | -13.16 | -19.31 | -24.87 | -29.68 |
| XBADJ | STCKAAA1 | -33.58 | -36.46 | 0.00 | -48.62 | -57.53 | -64.69 |
| XBADJ | STCKAAA1 | -69.89 | -72.96 | -73.81 | -72.42 | -68.83 | -63.15 |
| XBADJ | STCKAAA1 | -72.14 | -78.93 | -83.33 | -85.19 | -84.47 | -81.18 |
| XBADJ | STCKAAA1 | -75.42 | -67.38 | 0.00 | -55.22 | -51.47 | -46.17 |
| XBADJ | STCKAAA1 | -39.46 | -31.55 | -22.68 | -13.13 | -3.17 | 6.88 |
| XBADJ | STCKWW1 | -3.59 | -16.69 | -29.29 | -40.99 | -51.45 | -60.35 |
| XBADJ | STCKWW1 | -67.41 | -72.43 | 0.00 | -96.90 | -115.62 | -130.82 |
| XBADJ | STCKWW1 | -142.05 | -148.96 | -151.35 | -149.13 | -142.39 | -131.32 |
| XBADJ | STCKWW1 | -134.21 | -133.02 | -127.80 | -118.69 | -105.97 | -90.03 |
| XBADJ | STCKWW1 | -71.36 | -50.52 | 0.00 | -26.04 | -23.15 | -19.56 |
| XBADJ | STCKWW1 | -15.37 | -10.72 | -5.74 | -0.58 | 4.59 | 9.62 |
| XBADJ | BBBCCC1 | -2.46 | -16.89 | -30.81 | -43.79 | -55.45 | -65.41 |
| XBADJ | BBBCCC1 | -73.39 | -79.14 | 0.00 | 22.10 | -120.13 | -133.73 |
| XBADJ | BBBCCC1 | -143.28 | -148.47 | -149.14 | -145.29 | -137.02 | -124.59 |
| XBADJ | BBBCCC1 | -139.50 | -150.18 | -156.29 | -157.66 | -154.23 | -146.12 |
| XBADJ | BBBCCC1 | -133.57 | -116.95 | 0.00 | -167.26 | -176.40 | -180.17 |
| XBADJ | BBBCCC1 | -178.47 | -171.34 | -159.01 | -141.85 | -4.94 | 12.05 |
| XBADJ | BBBCCC2 | -74.23 | -70.47 | -78.85 | -84.83 | -88.24 | -88.97 |
| XBADJ | BBBCCC2 | -86.99 | -82.37 | 0.00 | -72.63 | -67.83 | -60.97 |
| XBADJ | BBBCCC2 | -52.25 | -41.95 | -30.38 | -17.88 | -4.84 | 8.35 |
| XBADJ | BBBCCC2 | -1.80 | -12.17 | -22.16 | -31.49 | -39.85 | -47.01 |
| XBADJ | BBBCCC2 | -52.74 | -56.86 | 0.00 | -72.54 | -83.31 | -91.56 |
| XBADJ | BBBCCC2 | -97.02 | -99.53 | -99.02 | -95.50 | -89.08 | -79.95 |
| XBADJ | DDDEEE1 | -109.27 | -106.88 | -101.24 | -105.60 | -110.36 | -111.78 |
| XBADJ | DDDEEE1 | -109.80 | -104.48 | 0.00 | -93.19 | -87.58 | -79.31 |
| XBADJ | DDDEEE1 | -68.64 | -55.88 | -41.42 | -25.70 | -9.20 | 6.94 |
| XBADJ | DDDEEE1 | -0.08 | -7.10 | -13.90 | -20.28 | -26.04 | -31.02 |
| XBADJ | DDDEEE1 | -35.04 | -38.01 | 0.00 | -59.85 | -76.44 | -90.71 |
| XBADJ | DDDEEE1 | -102.23 | -110.63 | -115.68 | -117.21 | -115.18 | -109.65 |
| XBADJ | DDDEEE2 | -61.10 | -51.44 | -40.22 | -27.78 | -14.49 | -0.76 |
| XBADJ | DDDEEE2 | 8.43 | -0.83 | -10.07 | -19.00 | -27.35 | -34.88 |
| XBADJ | DDDEEE2 | -41.34 | -46.54 | -50.34 | 0.00 | -63.42 | -70.61 |
| XBADJ | DDDEEE2 | -75.65 | -78.40 | -78.77 | -76.74 | -72.37 | -65.82 |
| XBADJ | DDDEEE2 | -61.82 | -74.13 | -84.20 | -91.71 | -96.43 | -98.22 |
| XBADJ | DDDEEE2 | -97.03 | -92.88 | -85.92 | 0.00 | -74.61 | -68.90 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |

| | | P2_DPM | | | | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |
| YBADJ | STCKFG | 0.00 | 30.79 | 29.46 | 27.23 | 24.17 | 20.38 |
| YBADJ | STCKH | -41.77 | -28.96 | -15.26 | 0.00 | 0.00 | 26.89 |
| YBADJ | STCKH | 39.86 | 51.63 | 61.83 | 70.15 | 76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | 71.25 | 63.25 | 53.32 |
| YBADJ | STCKH | 41.77 | 28.96 | 15.26 | 1.10 | -13.09 | -26.89 |
| YBADJ | STCKH | -39.86 | -51.63 | -61.83 | -70.15 | -76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | -71.25 | -63.25 | -53.32 |
| YBADJ | STCKIJ | -4.39 | -9.42 | -14.18 | -18.50 | -22.25 | -25.33 |
| YBADJ | STCKIJ | -27.65 | -29.12 | -29.71 | -29.39 | -28.18 | -26.12 |
| YBADJ | STCKIJ | -23.26 | -19.70 | -15.53 | -10.90 | -5.93 | -0.78 |
| YBADJ | STCKIJ | 4.39 | 9.42 | 14.18 | 18.50 | 22.25 | 25.33 |
| YBADJ | STCKIJ | 27.65 | 29.12 | 29.71 | 29.39 | 28.18 | 26.12 |
| YBADJ | STCKIJ | 23.26 | 19.70 | 15.53 | 10.90 | 5.93 | 0.78 |
| YBADJ | STCKK | -58.88 | -52.84 | -45.19 | -36.16 | -26.05 | -15.13 |
| YBADJ | STCKK | -3.76 | 7.72 | 18.98 | 29.65 | 39.42 | 48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 65.47 | 63.13 |
| YBADJ | STCKK | 58.88 | 52.84 | 45.19 | 36.16 | 26.05 | 15.13 |
| YBADJ | STCKK | 3.76 | -7.72 | -18.98 | -29.65 | -39.42 | -48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -65.47 | -63.13 |
| YBADJ | STCKLMP | -0.83 | 0.08 | 0.99 | 1.87 | 3.52 | 6.41 |
| YBADJ | STCKLMP | 9.09 | 11.50 | 13.57 | 15.03 | 12.81 | 10.20 |
| YBADJ | STCKLMP | 7.28 | 4.50 | 3.96 | 3.31 | 2.55 | 1.72 |
| YBADJ | STCKLMP | 0.83 | -0.08 | -0.99 | -1.87 | -3.52 | -6.41 |
| YBADJ | STCKLMP | -9.09 | -11.50 | -13.57 | -15.03 | -12.81 | -10.20 |
| YBADJ | STCKLMP | -7.28 | -4.50 | -3.96 | -3.31 | -2.55 | -1.71 |
| YBADJ | STCKNO | 11.13 | 6.84 | 2.35 | -2.22 | -6.72 | -11.01 |
| YBADJ | STCKNO | -14.97 | -18.48 | -21.42 | -23.71 | -25.29 | -26.09 |
| YBADJ | STCKNO | -26.10 | -25.32 | -23.77 | -21.50 | -18.57 | -15.08 |
| YBADJ | STCKNO | -11.13 | -6.84 | -2.35 | 2.22 | 6.72 | 11.01 |
| YBADJ | STCKNO | 14.97 | 18.48 | 21.42 | 23.71 | 25.29 | 26.09 |
| YBADJ | STCKNO | 26.10 | 25.32 | 23.77 | 21.50 | 18.57 | 15.08 |
| YBADJ | STCKQ | 11.99 | 8.13 | 4.02 | -0.22 | -4.44 | -8.53 |
| YBADJ | STCKQ | -12.36 | -15.82 | -18.79 | -21.20 | -22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | -22.81 | -20.98 | -18.52 | -15.49 |
| YBADJ | STCKQ | -11.99 | -8.13 | -4.02 | 0.22 | 4.44 | 8.53 |
| YBADJ | STCKQ | 12.36 | 15.82 | 18.79 | 21.20 | 22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | 22.81 | 20.98 | 18.52 | 15.49 |
| YBADJ | STCKRU | 10.35 | 8.73 | 6.84 | 4.75 | 2.52 | 0.21 |
| YBADJ | STCKRU | -2.12 | -4.37 | -6.50 | -8.42 | -10.09 | -11.45 |
| YBADJ | STCKRU | -12.47 | -13.11 | -13.34 | -13.18 | -12.61 | -11.65 |
| YBADJ | STCKRU | -10.35 | -8.73 | -6.84 | -4.75 | -2.52 | -0.21 |
| YBADJ | STCKRU | 2.12 | 4.37 | 6.50 | 8.42 | 10.09 | 11.45 |
| YBADJ | STCKRU | 12.47 | 13.11 | 13.34 | 13.18 | 12.61 | 11.65 |
| YBADJ | STCKT | 4.47 | 17.01 | 29.02 | 40.16 | 50.08 | 58.47 |
| YBADJ | STCKT | 65.09 | 69.73 | 72.25 | 72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | 52.72 | 43.23 | 32.42 | 20.62 | 8.20 |
| YBADJ | STCKT | -4.47 | -17.01 | -29.02 | -40.16 | -50.08 | -58.47 |
| YBADJ | STCKT | -65.09 | -69.73 | -72.25 | -72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | -52.72 | -43.23 | -32.42 | -20.62 | -8.20 |
| YBADJ | STCKVWXY | -42.06 | -32.05 | 0.00 | 0.00 | 2.49 | 14.33 |
| YBADJ | STCKVWXY | 25.73 | 36.35 | 45.87 | 53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | 66.93 | 63.43 | 57.99 | 50.80 |
| YBADJ | STCKVWXY | 42.06 | 32.05 | 21.06 | 9.43 | -2.49 | -14.33 |
| YBADJ | STCKVWXY | -25.73 | -36.35 | -45.87 | -53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | -66.93 | -63.43 | -57.99 | -50.80 |
| YBADJ | STCKAABB | -51.30 | -42.02 | -31.46 | -19.94 | -7.82 | 4.54 |
| YBADJ | STCKAABB | 16.76 | 28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 51.30 | 42.02 | 31.46 | 19.94 | 7.82 | -4.54 |
| YBADJ | STCKAABB | -16.76 | -28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKCC1 | -29.31 | -5.88 | 17.73 | 40.80 | 62.63 | 82.56 |
| YBADJ | STCKCC1 | 92.86 | 89.48 | 82.09 | 89.96 | 95.10 | 97.34 |
| YBADJ | STCKCC1 | 96.63 | 92.99 | 86.52 | 77.41 | 65.96 | 51.85 |
| YBADJ | STCKCC1 | 29.31 | 5.88 | -17.73 | -40.80 | -62.63 | -82.56 |
| YBADJ | STCKCC1 | -92.86 | -89.48 | -82.09 | -89.96 | -95.10 | -97.34 |
| YBADJ | STCKCC1 | -96.63 | -92.99 | -86.52 | -77.41 | -65.96 | -51.85 |
| YBADJ | STCKCC2 | -36.47 | -24.80 | -12.39 | 0.41 | 13.19 | 25.57 |
| YBADJ | STCKCC2 | 30.04 | 22.77 | 13.49 | 21.56 | 28.98 | 35.52 |
| YBADJ | STCKCC2 | 40.98 | 45.19 | 48.03 | 49.41 | 49.29 | 47.02 |
| YBADJ | STCKCC2 | 36.47 | 24.80 | 12.39 | -0.41 | -13.19 | -25.57 |
| YBADJ | STCKCC2 | -30.04 | -22.77 | -13.49 | -21.56 | -28.98 | -35.52 |
| YBADJ | STCKCC2 | -40.98 | -45.19 | -48.03 | -49.41 | -49.29 | -47.02 |
| YBADJ | STCKCC3 | -41.65 | -39.00 | -35.16 | -30.25 | -24.43 | -17.86 |
| YBADJ | STCKCC3 | -17.87 | -28.19 | -38.95 | -30.77 | -21.66 | -11.88 |
| YBADJ | STCKCC3 | -1.75 | 8.44 | 18.37 | 27.74 | 36.27 | 43.04 |
| YBADJ | STCKCC3 | 41.65 | 39.00 | 35.16 | 30.25 | 24.43 | 17.86 |
| YBADJ | STCKCC3 | 17.87 | 28.19 | 38.95 | 30.77 | 21.66 | 11.88 |
| YBADJ | STCKCC3 | 1.75 | -8.44 | -18.37 | -27.74 | -36.27 | -43.04 |
| YBADJ | STCKCC4 | 49.55 | 48.48 | 45.95 | 42.01 | 36.80 | 30.47 |
| YBADJ | STCKCC4 | 16.09 | -9.62 | -36.35 | -44.21 | -50.73 | -55.71 |
| YBADJ | STCKCC4 | -58.99 | -60.48 | -60.14 | -57.97 | -54.03 | -49.11 |
| YBADJ | STCKCC4 | -49.55 | -48.48 | -45.95 | -42.01 | -36.80 | -30.47 |
| YBADJ | STCKCC4 | -16.09 | 9.62 | 36.35 | 44.21 | 50.73 | 55.71 |
| YBADJ | STCKCC4 | 58.99 | 60.48 | 60.14 | 57.97 | 54.03 | 49.11 |
| YBADJ | STCKCC5 | 63.06 | 70.77 | 76.33 | 79.56 | 80.38 | 78.76 |
| YBADJ | STCKCC5 | 67.62 | 43.58 | 16.91 | 7.49 | -2.16 | -11.75 |
| YBADJ | STCKCC5 | -20.98 | -29.57 | -37.26 | -43.82 | -49.05 | -53.44 |
| YBADJ | STCKCC5 | -63.06 | -70.77 | -76.33 | -79.56 | -80.38 | -78.76 |
| YBADJ | STCKCC5 | -67.62 | -43.58 | -16.91 | -7.49 | 2.16 | 11.75 |
| YBADJ | STCKCC5 | 20.98 | 29.57 | 37.26 | 43.82 | 49.05 | 53.44 |

| | | | | | P2_DPM | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKPP1 | 13.97 | 15.15 | 15.86 | 16.10 | 15.84 | 15.11 |
| YBADJ | STCKPP1 | 13.91 | 12.29 | 10.30 | 8.00 | 5.45 | 2.74 |
| YBADJ | STCKPP1 | -0.06 | -2.86 | -5.56 | -8.10 | -10.39 | -12.37 |
| YBADJ | STCKPP1 | -13.97 | -15.15 | -15.86 | -16.10 | -15.84 | -15.11 |
| YBADJ | STCKPP1 | -13.91 | -12.29 | -10.30 | -8.00 | -5.45 | -2.74 |
| YBADJ | STCKPP1 | 0.06 | 2.86 | 5.56 | 8.10 | 10.39 | 12.37 |
| YBADJ | STCKPP2 | 14.76 | 11.48 | 7.85 | 3.98 | -0.01 | -4.00 |
| YBADJ | STCKPP2 | -7.87 | -11.50 | -14.78 | -17.60 | -19.90 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -19.89 | -17.59 |
| YBADJ | STCKPP2 | -14.76 | -11.48 | -7.85 | -3.98 | 0.01 | 4.00 |
| YBADJ | STCKPP2 | 18.39 | 9.53 | 0.38 | -8.78 | -17.67 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 19.89 | 17.59 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.02 |
| YBADJ | STCKPP3 | 11.83 | 3.29 | -5.36 | -13.84 | -21.90 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | -4.06 | -0.41 | 3.26 | 6.83 | 10.19 | 13.25 |
| YBADJ | STCKPP4 | 15.90 | 18.06 | 19.68 | -5.68 | -16.48 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | 18.47 | 16.42 | 13.87 | 10.90 | 7.59 |
| YBADJ | STCKPP4 | 4.06 | 0.41 | -3.26 | -6.83 | -10.19 | -13.25 |
| YBADJ | STCKPP4 | -15.90 | -18.06 | -19.68 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | -18.47 | -16.42 | -13.87 | -10.90 | -7.59 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKHOT1 | 0.87 | 3.35 | 5.73 | 7.93 | 8.16 | 12.02 |
| YBADJ | STCKHOT1 | 17.05 | 21.56 | 25.42 | 24.16 | 22.16 | 19.50 |
| YBADJ | STCKHOT1 | 14.83 | 10.44 | 8.57 | 6.43 | 4.10 | 1.64 |
| YBADJ | STCKHOT1 | -0.87 | -3.35 | -5.73 | -7.93 | -8.15 | -12.02 |
| YBADJ | STCKHOT1 | -17.05 | -21.56 | -25.42 | -24.16 | -22.16 | -19.50 |
| YBADJ | STCKHOT1 | -14.83 | -10.44 | -8.57 | -9.59 | -22.92 | -35.57 |
| YBADJ | STCKHOT2 | 1.08 | -2.41 | -5.83 | -9.08 | -12.05 | -14.65 |
| YBADJ | STCKHOT2 | -16.81 | -18.45 | -19.54 | -20.03 | -19.92 | -19.19 |
| YBADJ | STCKHOT2 | 27.46 | 11.95 | -1.10 | -10.95 | -7.87 | -4.54 |
| YBADJ | STCKHOT2 | -1.08 | 2.41 | 5.83 | 9.08 | 12.05 | 14.65 |
| YBADJ | STCKHOT2 | 16.81 | 18.45 | 19.54 | 20.03 | 19.92 | 19.19 |
| YBADJ | STCKHOT2 | 17.89 | 16.04 | 13.71 | 10.95 | 7.87 | 4.54 |

```
                                                                  P2_DPM
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAAA1        -3.30     3.03     9.26    15.21    20.70    25.56
   YBADJ    STCKAAA1        29.65    32.83     0.00    36.14    36.16    35.08
   YBADJ    STCKAAA1        32.94    29.80    25.75    20.92    15.46     9.52
   YBADJ    STCKAAA1         3.30    -3.03    -9.26   -15.21   -20.70   -25.56
   YBADJ    STCKAAA1       -29.65   -32.83     0.00   -36.14   -36.16   -35.08
   YBADJ    STCKAAA1       -32.94   -29.80   -25.75   -20.92   -15.46    -9.52

   YBADJ    STCKWW1         35.43    46.23    55.63    63.34    69.12    72.80
   YBADJ    STCKWW1         74.27    73.49     0.00    65.31    58.17    49.25
   YBADJ    STCKWW1         38.85    27.26    14.84     1.97   -10.96   -23.55
   YBADJ    STCKWW1        -35.43   -46.23   -55.63   -63.34   -69.12   -72.80
   YBADJ    STCKWW1        -74.27   -73.49     0.00   -65.31   -58.17   -49.25
   YBADJ    STCKWW1        -38.85   -27.26   -14.84    -1.97    10.96    23.55

   YBADJ    BBBCCC1          4.82    16.65    27.97    38.44    47.74    55.59
   YBADJ    BBBCCC1         61.75    66.04     0.00   -35.05    66.65    62.74
   YBADJ    BBBCCC1         56.93    49.39    40.35    30.09    18.90     7.15
   YBADJ    BBBCCC1         -4.82   -16.65   -27.97   -38.44   -47.74   -55.59
   YBADJ    BBBCCC1        -61.75   -66.04     0.00    35.05    11.55    -5.15
   YBADJ    BBBCCC1        -21.70   -37.59   -52.34   -65.49   -18.90    -7.15

   YBADJ    BBBCCC2          0.04    -7.74   -15.29   -22.38   -28.79   -34.32
   YBADJ    BBBCCC2        -38.81   -42.12     0.00   -36.21   -29.15   -28.34
   YBADJ    BBBCCC2        -26.67   -24.19   -20.98   -17.13   -12.75    -7.84
   YBADJ    BBBCCC2         -0.04     7.74    15.29    22.38    28.79    34.32
   YBADJ    BBBCCC2         38.81    42.12     0.00    36.21    29.15    28.34
   YBADJ    BBBCCC2         26.67    24.19    20.98    17.13    12.75     7.84

   YBADJ    DDDEEE1         16.67     5.57    -5.70   -16.79   -27.38   -37.13
   YBADJ    DDDEEE1        -45.76   -52.99     0.00   -54.59   -49.89   -43.67
   YBADJ    DDDEEE1        -42.66   -42.16   -40.38   -37.38   -33.24   -27.27
   YBADJ    DDDEEE1        -16.67    -5.57     5.70    16.79    27.38    37.13
   YBADJ    DDDEEE1         45.76    52.99     0.00    54.59    49.89    43.67
   YBADJ    DDDEEE1         42.66    42.16    40.38    37.38    33.24    27.27

   YBADJ    DDDEEE2        -36.35   -34.54   -31.67   -27.84   -23.17   -17.79
   YBADJ    DDDEEE2        -11.87    -5.59     0.85     7.28    13.48    19.27
   YBADJ    DDDEEE2         24.48    28.94    32.53     0.00    36.65    37.06
   YBADJ    DDDEEE2         36.35    34.54    31.67    27.84    23.17    17.79
   YBADJ    DDDEEE2         11.87     5.59    -0.85    -7.28   -13.48   -19.27
   YBADJ    DDDEEE2        -24.48   -28.94   -32.53     0.00   -36.65   -37.06

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267063.10   4047802.63
   DISCCART    266966.87   4047818.34
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
** DESCRREC "FENCEGRD" "Receptors generated from Fenceline Grid"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
   DISCCART    267634.96   4048677.29
   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
   DISCCART    268102.55   4048186.93
   DISCCART    268169.35   4048116.88
   DISCCART    267670.70   4048953.95
   DISCCART    267513.93   4049022.11
   DISCCART    267815.89   4048849.82
   DISCCART    267882.69   4048779.77
   DISCCART    267949.49   4048709.72
   DISCCART    268016.28   4048639.66
   DISCCART    268083.08   4048569.61
   DISCCART    268149.88   4048499.56
   DISCCART    268216.68   4048429.51
   DISCCART    268283.48   4048359.46
   DISCCART    268350.28   4048289.41
   DISCCART    267848.58   4049127.81
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| | | |
|---|---|---|
| DISCCART | 267685.70 | 4049198.62 |
| DISCCART | 267522.82 | 4049269.44 |
| DISCCART | 267996.81 | 4049022.34 |
| DISCCART | 268063.61 | 4048952.29 |
| DISCCART | 268130.41 | 4048882.24 |
| DISCCART | 268197.21 | 4048812.19 |
| DISCCART | 268264.01 | 4048742.14 |
| DISCCART | 268330.81 | 4048672.09 |
| DISCCART | 268397.61 | 4048602.04 |
| DISCCART | 268464.41 | 4048531.99 |
| DISCCART | 268531.21 | 4048461.94 |
| DISCCART | 268207.65 | 4049474.07 |
| DISCCART | 268123.44 | 4049510.68 |
| DISCCART | 268039.22 | 4049547.30 |
| DISCCART | 267955.00 | 4049583.92 |
| DISCCART | 267870.79 | 4049620.53 |
| DISCCART | 267786.57 | 4049657.15 |
| DISCCART | 267702.36 | 4049693.76 |
| DISCCART | 267618.14 | 4049730.38 |
| DISCCART | 267533.92 | 4049767.00 |
| DISCCART | 267449.71 | 4049803.61 |
| DISCCART | 268291.87 | 4049437.45 |
| DISCCART | 268358.67 | 4049367.40 |
| DISCCART | 268425.47 | 4049297.35 |
| DISCCART | 268492.27 | 4049227.30 |
| DISCCART | 268559.06 | 4049157.25 |
| DISCCART | 268625.86 | 4049087.19 |
| DISCCART | 268692.66 | 4049017.14 |
| DISCCART | 268759.46 | 4048947.09 |
| DISCCART | 268826.26 | 4048877.04 |
| DISCCART | 268893.06 | 4048806.99 |
| DISCCART | 268568.21 | 4049819.68 |
| DISCCART | 268482.70 | 4049856.86 |
| DISCCART | 268397.19 | 4049894.04 |
| DISCCART | 268311.68 | 4049931.22 |
| DISCCART | 268226.16 | 4049968.40 |
| DISCCART | 268140.65 | 4050005.58 |
| DISCCART | 268055.14 | 4050042.76 |
| DISCCART | 267969.63 | 4050079.94 |
| DISCCART | 267884.12 | 4050117.12 |
| DISCCART | 267798.61 | 4050154.30 |
| DISCCART | 267713.09 | 4050191.48 |
| DISCCART | 267627.58 | 4050228.66 |
| DISCCART | 267542.07 | 4050265.84 |
| DISCCART | 267456.56 | 4050303.02 |
| DISCCART | 268653.72 | 4049782.50 |
| DISCCART | 268720.52 | 4049712.45 |
| DISCCART | 268787.32 | 4049642.40 |
| DISCCART | 268854.12 | 4049572.35 |
| DISCCART | 268920.92 | 4049502.30 |
| DISCCART | 268987.72 | 4049432.25 |
| DISCCART | 269054.52 | 4049362.20 |
| DISCCART | 269121.31 | 4049292.15 |
| DISCCART | 269188.11 | 4049222.09 |
| DISCCART | 269254.91 | 4049152.04 |
| DISCCART | 268049.51 | 4047836.85 |
| DISCCART | 268231.35 | 4047952.96 |
| DISCCART | 268249.36 | 4047829.16 |
| DISCCART | 268480.18 | 4047945.95 |
| DISCCART | 268436.88 | 4048060.44 |
| DISCCART | 268393.58 | 4048174.92 |
| DISCCART | 268499.17 | 4047819.55 |
| DISCCART | 268729.60 | 4047937.39 |
| DISCCART | 268685.52 | 4048053.95 |
| DISCCART | 268641.43 | 4048170.52 |
| DISCCART | 268597.34 | 4048287.09 |
| DISCCART | 268748.99 | 4047809.94 |
| DISCCART | 269227.40 | 4047923.03 |
| DISCCART | 269179.64 | 4048049.31 |
| DISCCART | 269131.87 | 4048175.59 |
| DISCCART | 269084.11 | 4048301.87 |
| DISCCART | 269036.35 | 4048428.15 |
| DISCCART | 268988.58 | 4048554.43 |
| DISCCART | 268940.82 | 4048680.71 |
| DISCCART | 269248.62 | 4047790.73 |
| DISCCART | 269727.29 | 4047903.12 |
| DISCCART | 269680.05 | 4048028.01 |
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| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
| DISCCART | 269491.10 | 4048527.58 |
| DISCCART | 269443.86 | 4048652.47 |
| DISCCART | 269396.63 | 4048777.37 |
| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
| DISCCART | 269748.25 | 4047771.51 |
| DISCCART | 267983.27 | 4047685.95 |
| DISCCART | 267877.56 | 4047669.79 |
| DISCCART | 267733.92 | 4047666.24 |
| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 268146.82 | 4047300.83 |
| DISCCART | 268271.04 | 4047353.58 |
| DISCCART | 268360.37 | 4047441.69 |
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| DISCCART | 268469.29 | 4047688.65 |
| DISCCART | 268026.89 | 4046997.35 |
| DISCCART | 268147.34 | 4047048.50 |
| DISCCART | 268267.80 | 4047099.66 |
| DISCCART | 268388.25 | 4047150.81 |
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| DISCCART | 268587.91 | 4047381.57 |
| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |
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| DISCCART | 268041.92 | 4046498.64 |
| DISCCART | 268167.75 | 4046552.08 |
| DISCCART | 268293.58 | 4046605.52 |
| DISCCART | 268419.41 | 4046658.96 |

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| DISCCART | 268545.24 | 4046712.40 |
| DISCCART | 268671.07 | 4046765.83 |
| DISCCART | 268796.90 | 4046819.27 |
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| DISCCART | 268997.72 | 4047158.70 |
| DISCCART | 269052.89 | 4047283.78 |
| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
| DISCCART | 269218.38 | 4047659.03 |
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| DISCCART | 269239.07 | 4046553.82 |
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| DISCCART | 267084.90 | 4047228.91 |
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| DISCCART | 267155.36 | 4046138.63 |
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| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
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| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |
| DISCCART | 267095.96 | 4048167.74 |
| DISCCART | 267149.74 | 4047840.79 |
| DISCCART | 267022.06 | 4047962.09 |
| DISCCART | 266894.37 | 4048083.39 |
| DISCCART | 266913.72 | 4047720.18 |
| DISCCART | 266786.03 | 4047841.48 |
| DISCCART | 266805.38 | 4047478.28 |
| DISCCART | 266677.69 | 4047599.58 |
| DISCCART | 266550.00 | 4047720.88 |
| DISCCART | 266461.01 | 4047115.78 |
| DISCCART | 266333.32 | 4047237.08 |
| DISCCART | 266205.63 | 4047358.38 |
| DISCCART | 266116.64 | 4046753.27 |
| DISCCART | 265988.95 | 4046874.57 |
| DISCCART | 265861.26 | 4046995.87 |
| DISCCART | 267016.60 | 4048266.84 |
| DISCCART | 267004.63 | 4048385.97 |
| DISCCART | 267011.73 | 4048547.36 |
| DISCCART | 266824.55 | 4048256.39 |
| DISCCART | 266804.83 | 4048394.76 |
| DISCCART | 266811.92 | 4048556.14 |
| DISCCART | 266579.96 | 4048254.56 |
| DISCCART | 266636.85 | 4048113.59 |
| DISCCART | 266693.74 | 4047972.62 |
| DISCCART | 266555.07 | 4048405.73 |
| DISCCART | 266562.16 | 4048567.12 |
| DISCCART | 266329.34 | 4048267.67 |
| DISCCART | 266345.91 | 4048065.35 |
| DISCCART | 266323.87 | 4047905.50 |
| DISCCART | 266494.84 | 4047857.58 |
| DISCCART | 266305.31 | 4048416.71 |
| DISCCART | 266312.40 | 4048578.10 |
| DISCCART | 265831.06 | 4048286.57 |
| DISCCART | 265888.68 | 4048143.77 |
| DISCCART | 265946.31 | 4048000.97 |
| DISCCART | 266003.94 | 4047858.18 |
| DISCCART | 266061.56 | 4047715.38 |
| DISCCART | 266119.19 | 4047572.58 |
| DISCCART | 265805.79 | 4048438.67 |
| DISCCART | 265812.88 | 4048600.05 |
| DISCCART | 265332.12 | 4048307.08 |
| DISCCART | 265390.92 | 4048161.39 |
| DISCCART | 265449.71 | 4048015.70 |
| DISCCART | 265508.50 | 4047870.01 |
| DISCCART | 265567.29 | 4047724.32 |
| DISCCART | 265626.09 | 4047578.63 |
| DISCCART | 265684.88 | 4047432.94 |
| DISCCART | 265743.67 | 4047287.25 |
| DISCCART | 265802.47 | 4047141.56 |
| DISCCART | 265306.27 | 4048460.62 |
| DISCCART | 265313.37 | 4048622.01 |

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   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
RE FINISHED
**
**********************************
** AERMOD Meteorology Pathway
**********************************
**
**
ME STARTING
   SURFFILE "93193 05-09.SFC"
   PROFFILE "93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
**********************************
** AERMOD Output Pathway
**********************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL P2_DPM.AD\PE00GALL.PLT
   SUMMFILE P2_DPM.sum
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           43 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    2492  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2493  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2494  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2495  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2496  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2497  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2498  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2499  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2500  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2501  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2502  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2503  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320    2504  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
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SO W320    2505  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3589  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3590  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3591  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3592  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3593  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3594  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3595  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3596  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3597  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3598  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3599  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3600  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3601  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3602  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3603  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3604  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3605  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3606  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3607  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3608  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3609  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3610  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3611  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3612  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3613  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3614  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3615  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
SO W320    3616  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
ME W396    5447 MEOPEN:Met data from outdated version of AERMET, version:       06341

 ************************************
 *** SETUP Finishes Successfully ***
 ************************************

 *** AERMOD - VERSION  11353 ***   *** Selma Crossing - Phase 1 and Phase 2 (2020) - Rural                 ***        02/29/12
                                  *** DPM                                                                 ***        12:35:33
                                                                                                                     PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                      FLAT
                         FASTALL

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses RURAL Dispersion Only.

 **Model Allows User-Specified Options:
         1. Stack-tip Downwash.
         2. Model Assumes Receptors on FLAT Terrain.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.

 **Other Options Specified:
         FASTALL  - Use effective sigma-y to optimize meander for
                    POINT and VOLUME sources, and hybrid approach
                    to optimize AREA sources (formerly TOXICS option)

 **Model Assumes No FLAGPOLE Receptor Heights.

 **Model Calculates PERIOD Averages Only

 **This Run Includes:   1591 Source(s);       1 Source Group(s); and     333 Receptor(s)

 **The Model Assumes A Pollutant Type of:  DPM

 **Model Set To Continue RUNning After the Setup Testing.

 **Output Options Selected:
          Model Outputs Tables of PERIOD Averages by Receptor
          Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   101.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                            ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      7.3 MB of RAM.

 **Detailed Error/Message File:   P2_DPM.err
 **File for Summary of Results:   P2_DPM.sum
 *** AERMOD - VERSION  11353 ***   *** Selma Crossing - Phase 1 and Phase 2 (2020) - Rural                 ***        02/29/12
                                  *** DPM                                                                 ***        12:35:33
                                                                                                                     PAGE   2
 **MODELOPTs:  NonDFAULT CONC                                      FLAT
                         FASTALL


                                                *** POINT SOURCE DATA ***

              NUMBER EMISSION RATE                    BASE     STACK   STACK    STACK     STACK    BLDG   URBAN  CAP/  EMIS RATE
   SOURCE      PART.  (GRAMS/SEC)     X         Y      ELEV.    HEIGHT  TEMP.   EXIT VEL. DIAMETER  EXISTS SOURCE HOR   SCALAR
     ID        CATS.                (METERS) (METERS) (METERS) (METERS) (DEG.K)  (M/SEC)  (METERS)                       VARY BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 STCKA            0   0.11400E-05  267365.9 4048495.2   101.0     3.66   366.48    51.70     0.10    YES     NO    NO
 STCKB            0   0.19000E-05  267119.4 4048424.6   101.0     3.66   366.48    51.70     0.10    YES     NO    NO
 STCKCDE          0   0.13700E-04  267453.4 4048421.2   101.0     3.66   366.48    51.70     0.10    YES     NO    NO
 STCKFG           0   0.91100E-05  267520.6 4048341.3   101.0     3.66   366.48    51.70     0.10    YES     NO    NO
 STCKH            0   0.30400E-05  267274.9 4048179.0   101.0     3.66   366.48    51.70     0.10    YES     NO    NO
```

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKIJ | 0 | 0.91100E-05 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.11400E-05 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.14800E-04 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.68300E-05 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.45600E-05 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.91100E-05 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.22800E-05 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.45700E-05 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.91100E-05 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC1 | 0 | 0.81900E-05 | 267188.0 | 4047559.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC2 | 0 | 0.81900E-05 | 267192.8 | 4047628.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC3 | 0 | 0.81900E-05 | 267196.8 | 4047680.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC4 | 0 | 0.81900E-05 | 267288.9 | 4047678.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC5 | 0 | 0.81900E-05 | 267293.3 | 4047625.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP1 | 0 | 0.46500E-05 | 267528.9 | 4047715.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP2 | 0 | 0.46500E-05 | 267571.5 | 4047665.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP3 | 0 | 0.46500E-05 | 267533.9 | 4047605.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP4 | 0 | 0.46500E-05 | 267616.7 | 4047645.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAM1 | 0 | 0.38600E-06 | 267754.5 | 4047492.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM2 | 0 | 0.38600E-06 | 267842.3 | 4047414.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM3 | 0 | 0.38600E-06 | 267759.6 | 4047376.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM4 | 0 | 0.38600E-06 | 267804.7 | 4047291.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM5 | 0 | 0.38600E-06 | 267769.6 | 4047156.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM6 | 0 | 0.38600E-06 | 267879.9 | 4047178.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM7 | 0 | 0.38600E-06 | 267930.0 | 4047168.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKQM8 | 0 | 0.38600E-06 | 267804.7 | 4047061.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM9 | 0 | 0.38600E-06 | 267749.5 | 4047068.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM10 | 0 | 0.38600E-06 | 267762.1 | 4047264.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKHOT1 | 0 | 0.53100E-05 | 267937.5 | 4047356.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKHOT2 | 0 | 0.53100E-05 | 267977.7 | 4047306.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWP1 | 0 | 0.53100E-05 | 268052.9 | 4047218.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAAA1 | 0 | 0.11400E-05 | 267575.1 | 4047380.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWW1 | 0 | 0.19000E-05 | 267445.9 | 4047368.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC1 | 0 | 0.19000E-05 | 267221.6 | 4047295.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC2 | 0 | 0.19000E-05 | 267315.0 | 4047280.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DDDEEE1 | 0 | 0.19000E-05 | 267223.3 | 4047130.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| DDDEEE2 | 0 | 0.19000E-05 | 267352.4 | 4047103.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015037 | 0 | 0.21449E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015038 | 0 | 0.21449E-07 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015039 | 0 | 0.21449E-07 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015040 | 0 | 0.21449E-07 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015041 | 0 | 0.21449E-07 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015042 | 0 | 0.21449E-07 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015043 | 0 | 0.21449E-07 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015044 | 0 | 0.21449E-07 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015045 | 0 | 0.21449E-07 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015046 | 0 | 0.21449E-07 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015047 | 0 | 0.21449E-07 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015048 | 0 | 0.21449E-07 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015049 | 0 | 0.21449E-07 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015050 | 0 | 0.21449E-07 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015051 | 0 | 0.21449E-07 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015052 | 0 | 0.21449E-07 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015053 | 0 | 0.21449E-07 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015054 | 0 | 0.21449E-07 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015055 | 0 | 0.21449E-07 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015056 | 0 | 0.21449E-07 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015057 | 0 | 0.21449E-07 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015058 | 0 | 0.21449E-07 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015059 | 0 | 0.21449E-07 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015060 | 0 | 0.21449E-07 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015061 | 0 | 0.21449E-07 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015062 | 0 | 0.21449E-07 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015063 | 0 | 0.21449E-07 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015064 | 0 | 0.21449E-07 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015065 | 0 | 0.21449E-07 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015066 | 0 | 0.21449E-07 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015067 | 0 | 0.21449E-07 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015068 | 0 | 0.21449E-07 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015069 | 0 | 0.21449E-07 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015070 | 0 | 0.21449E-07 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015071 | 0 | 0.21449E-07 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015072 | 0 | 0.21449E-07 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015073 | 0 | 0.21449E-07 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015074 | 0 | 0.21449E-07 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015075 | 0 | 0.21449E-07 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015076 | 0 | 0.21449E-07 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015077 | 0 | 0.21449E-07 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015078 | 0 | 0.21449E-07 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015079 | 0 | 0.21449E-07 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015080 | 0 | 0.21449E-07 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015081 | 0 | 0.21449E-07 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015082 | 0 | 0.21449E-07 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015083 | 0 | 0.21449E-07 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015084 | 0 | 0.21449E-07 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015085 | 0 | 0.21449E-07 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015086 | 0 | 0.21449E-07 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015087 | 0 | 0.21449E-07 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015088 | 0 | 0.21449E-07 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015089 | 0 | 0.21449E-07 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015090 | 0 | 0.21449E-07 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015091 | 0 | 0.21449E-07 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015092 | 0 | 0.21449E-07 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015093 | 0 | 0.21449E-07 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015094 | 0 | 0.21449E-07 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015095 | 0 | 0.21449E-07 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015096 | 0 | 0.21449E-07 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015097 | 0 | 0.21449E-07 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015098 | 0 | 0.21449E-07 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015099 | 0 | 0.21449E-07 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015100 | 0 | 0.21449E-07 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015101 | 0 | 0.21449E-07 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015102 | 0 | 0.21449E-07 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015103 | 0 | 0.21449E-07 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015104 | 0 | 0.21449E-07 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015105 | 0 | 0.21449E-07 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015106 | 0 | 0.34407E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015107 | 0 | 0.34407E-07 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015108 | 0 | 0.34407E-07 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015109 | 0 | 0.34407E-07 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015110 | 0 | 0.34407E-07 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015111 | 0 | 0.34407E-07 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015112 | 0 | 0.34407E-07 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015113 | 0 | 0.34407E-07 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015114 | 0 | 0.34407E-07 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015115 | 0 | 0.34407E-07 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015116 | 0 | 0.34407E-07 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015117 | 0 | 0.34407E-07 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015118 | 0 | 0.34407E-07 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015119 | 0 | 0.34407E-07 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015120 | 0 | 0.34407E-07 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015121 | 0 | 0.34407E-07 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015122 | 0 | 0.34407E-07 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015123 | 0 | 0.34407E-07 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015124 | 0 | 0.34407E-07 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015125 | 0 | 0.34407E-07 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015126 | 0 | 0.34407E-07 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015127 | 0 | 0.34407E-07 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015128 | 0 | 0.34407E-07 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015129 | 0 | 0.34407E-07 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015130 | 0 | 0.34407E-07 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015131 | 0 | 0.34407E-07 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015132 | 0 | 0.34407E-07 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015133 | 0 | 0.34407E-07 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015134 | 0 | 0.34407E-07 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015135 | 0 | 0.34407E-07 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015136 | 0 | 0.34407E-07 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015137 | 0 | 0.34407E-07 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015138 | 0 | 0.34407E-07 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015139 | 0 | 0.34407E-07 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015140 | 0 | 0.34407E-07 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015141 | 0 | 0.34407E-07 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015142 | 0 | 0.34407E-07 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015143 | 0 | 0.34407E-07 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015144 | 0 | 0.34407E-07 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015145 | 0 | 0.34407E-07 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015146 | 0 | 0.34407E-07 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015147 | 0 | 0.34407E-07 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015148 | 0 | 0.34407E-07 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015149 | 0 | 0.34407E-07 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015150 | 0 | 0.34407E-07 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015151 | 0 | 0.34407E-07 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015152 | 0 | 0.34407E-07 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015153 | 0 | 0.34407E-07 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015154 | 0 | 0.34407E-07 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015155 | 0 | 0.34407E-07 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015156 | 0 | 0.34407E-07 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE | NUMBER PART. | EMISSION RATE (GRAMS/SEC) | X | Y | BASE ELEV. | RELEASE HEIGHT | INIT. SY | INIT. SZ | URBAN SOURCE | EMISSION RATE SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015157 | 0 | 0.34407E-07 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015158 | 0 | 0.34407E-07 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015159 | 0 | 0.34407E-07 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015160 | 0 | 0.34407E-07 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015161 | 0 | 0.34407E-07 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015162 | 0 | 0.34407E-07 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015163 | 0 | 0.34407E-07 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015164 | 0 | 0.34407E-07 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015165 | 0 | 0.14328E-07 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015166 | 0 | 0.14328E-07 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015167 | 0 | 0.14328E-07 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015168 | 0 | 0.14328E-07 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015169 | 0 | 0.14328E-07 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015170 | 0 | 0.14328E-07 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015171 | 0 | 0.14328E-07 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015172 | 0 | 0.14328E-07 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015173 | 0 | 0.14328E-07 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015174 | 0 | 0.14328E-07 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015175 | 0 | 0.14328E-07 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015176 | 0 | 0.14328E-07 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015177 | 0 | 0.14328E-07 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015178 | 0 | 0.14328E-07 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015179 | 0 | 0.14328E-07 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015180 | 0 | 0.14328E-07 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015181 | 0 | 0.14328E-07 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015182 | 0 | 0.14328E-07 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015183 | 0 | 0.14328E-07 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015184 | 0 | 0.14328E-07 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015185 | 0 | 0.14328E-07 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015186 | 0 | 0.14328E-07 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015187 | 0 | 0.14328E-07 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015188 | 0 | 0.14328E-07 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015189 | 0 | 0.14328E-07 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015190 | 0 | 0.14328E-07 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015191 | 0 | 0.14328E-07 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015192 | 0 | 0.14328E-07 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015193 | 0 | 0.14328E-07 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015194 | 0 | 0.14328E-07 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015195 | 0 | 0.14328E-07 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015196 | 0 | 0.14328E-07 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015197 | 0 | 0.14328E-07 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015198 | 0 | 0.14328E-07 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015199 | 0 | 0.14328E-07 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015200 | 0 | 0.14328E-07 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015201 | 0 | 0.14328E-07 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015202 | 0 | 0.14328E-07 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015203 | 0 | 0.14328E-07 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015204 | 0 | 0.14328E-07 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015205 | 0 | 0.14328E-07 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015206 | 0 | 0.14328E-07 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015207 | 0 | 0.14328E-07 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015208 | 0 | 0.14328E-07 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015209 | 0 | 0.14328E-07 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015210 | 0 | 0.14328E-07 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015211 | 0 | 0.14328E-07 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015212 | 0 | 0.14328E-07 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015213 | 0 | 0.14328E-07 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015214 | 0 | 0.14328E-07 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015215 | 0 | 0.14328E-07 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015216 | 0 | 0.14328E-07 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015217 | 0 | 0.14328E-07 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015218 | 0 | 0.14328E-07 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015219 | 0 | 0.14328E-07 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015220 | 0 | 0.14328E-07 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015221 | 0 | 0.14328E-07 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015222 | 0 | 0.14328E-07 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0015525 | 0 | 0.21042E-07 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015526 | 0 | 0.21042E-07 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015527 | 0 | 0.21042E-07 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015528 | 0 | 0.21042E-07 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015529 | 0 | 0.21042E-07 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015530 | 0 | 0.21042E-07 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015531 | 0 | 0.21042E-07 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015532 | 0 | 0.21042E-07 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015533 | 0 | 0.21042E-07 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015534 | 0 | 0.21042E-07 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015535 | 0 | 0.21042E-07 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015536 | 0 | 0.21042E-07 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015537 | 0 | 0.21042E-07 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015538 | 0 | 0.21042E-07 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015539 | 0 | 0.21042E-07 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015540 | 0 | 0.21042E-07 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015541 | 0 | 0.21042E-07 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015542 | 0 | 0.21042E-07 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015543 | 0 | 0.21042E-07 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015544 | 0 | 0.21042E-07 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015545 | 0 | 0.21042E-07 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015546 | 0 | 0.21042E-07 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015547 | 0 | 0.21042E-07 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015548 | 0 | 0.21042E-07 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015549 | 0 | 0.21042E-07 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015550 | 0 | 0.21042E-07 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015551 | 0 | 0.21042E-07 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015552 | 0 | 0.21042E-07 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015553 | 0 | 0.21042E-07 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015554 | 0 | 0.21042E-07 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015555 | 0 | 0.21042E-07 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015556 | 0 | 0.21042E-07 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015557 | 0 | 0.21042E-07 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015558 | 0 | 0.21042E-07 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015559 | 0 | 0.21042E-07 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015560 | 0 | 0.21042E-07 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015561 | 0 | 0.21042E-07 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015562 | 0 | 0.21042E-07 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015563 | 0 | 0.21042E-07 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015564 | 0 | 0.21042E-07 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015565 | 0 | 0.21042E-07 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015566 | 0 | 0.21042E-07 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015567 | 0 | 0.21042E-07 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015568 | 0 | 0.21042E-07 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015569 | 0 | 0.21042E-07 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015570 | 0 | 0.21042E-07 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015571 | 0 | 0.21042E-07 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015572 | 0 | 0.21042E-07 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015271 | 0 | 0.55636E-07 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015272 | 0 | 0.55636E-07 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015273 | 0 | 0.55636E-07 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015274 | 0 | 0.55636E-07 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015275 | 0 | 0.55636E-07 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0015276 | 0 | 0.55636E-07 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015277 | 0 | 0.55636E-07 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015278 | 0 | 0.55636E-07 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015279 | 0 | 0.55636E-07 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015280 | 0 | 0.55636E-07 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015281 | 0 | 0.55636E-07 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015282 | 0 | 0.55636E-07 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015283 | 0 | 0.55636E-07 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015284 | 0 | 0.55636E-07 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015285 | 0 | 0.55636E-07 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015286 | 0 | 0.55636E-07 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015287 | 0 | 0.55636E-07 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015288 | 0 | 0.55636E-07 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015289 | 0 | 0.55636E-07 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015290 | 0 | 0.55636E-07 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015291 | 0 | 0.55636E-07 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015292 | 0 | 0.55636E-07 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015293 | 0 | 0.55636E-07 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015294 | 0 | 0.55636E-07 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015295 | 0 | 0.55636E-07 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015296 | 0 | 0.55636E-07 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015297 | 0 | 0.55636E-07 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015298 | 0 | 0.55636E-07 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015299 | 0 | 0.55636E-07 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015300 | 0 | 0.55636E-07 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015301 | 0 | 0.55636E-07 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015302 | 0 | 0.55636E-07 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015303 | 0 | 0.55636E-07 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015304 | 0 | 0.55636E-07 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015305 | 0 | 0.55636E-07 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015306 | 0 | 0.55636E-07 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015307 | 0 | 0.55636E-07 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015308 | 0 | 0.55636E-07 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015309 | 0 | 0.55636E-07 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015310 | 0 | 0.55636E-07 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015311 | 0 | 0.55636E-07 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015312 | 0 | 0.55636E-07 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015313 | 0 | 0.55636E-07 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015314 | 0 | 0.55636E-07 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015315 | 0 | 0.55636E-07 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015316 | 0 | 0.55636E-07 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015317 | 0 | 0.55636E-07 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015318 | 0 | 0.55636E-07 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015319 | 0 | 0.55636E-07 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015320 | 0 | 0.55636E-07 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015321 | 0 | 0.55636E-07 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015322 | 0 | 0.55636E-07 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015323 | 0 | 0.55636E-07 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015324 | 0 | 0.55636E-07 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015325 | 0 | 0.55636E-07 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015326 | 0 | 0.28644E-07 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015327 | 0 | 0.28644E-07 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015328 | 0 | 0.28644E-07 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015329 | 0 | 0.28644E-07 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015330 | 0 | 0.28644E-07 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015331 | 0 | 0.28644E-07 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015332 | 0 | 0.28644E-07 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015333 | 0 | 0.28644E-07 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015334 | 0 | 0.28644E-07 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015335 | 0 | 0.28644E-07 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015336 | 0 | 0.28644E-07 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015337 | 0 | 0.28644E-07 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015338 | 0 | 0.28644E-07 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015339 | 0 | 0.28644E-07 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015340 | 0 | 0.28644E-07 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015341 | 0 | 0.28644E-07 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015342 | 0 | 0.28644E-07 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015343 | 0 | 0.28644E-07 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015344 | 0 | 0.28644E-07 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015345 | 0 | 0.28644E-07 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015346 | 0 | 0.28644E-07 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015347 | 0 | 0.28644E-07 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015348 | 0 | 0.28644E-07 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015349 | 0 | 0.28644E-07 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015350 | 0 | 0.28644E-07 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015351 | 0 | 0.28644E-07 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015352 | 0 | 0.28644E-07 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015353 | 0 | 0.28644E-07 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015354 | 0 | 0.28644E-07 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015355 | 0 | 0.28644E-07 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015356 | 0 | 0.28644E-07 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015357 | 0 | 0.28644E-07 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015358 | 0 | 0.28644E-07 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015359 | 0 | 0.28644E-07 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015360 | 0 | 0.28644E-07 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015361 | 0 | 0.28644E-07 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015362 | 0 | 0.28644E-07 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015363 | 0 | 0.28644E-07 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015364 | 0 | 0.28644E-07 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015365 | 0 | 0.28644E-07 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015366 | 0 | 0.28644E-07 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015367 | 0 | 0.28644E-07 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015368 | 0 | 0.28644E-07 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015369 | 0 | 0.28644E-07 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015370 | 0 | 0.28644E-07 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015371 | 0 | 0.28644E-07 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015372 | 0 | 0.28644E-07 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015373 | 0 | 0.28644E-07 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015374 | 0 | 0.28644E-07 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015375 | 0 | 0.28644E-07 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015376 | 0 | 0.28644E-07 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015377 | 0 | 0.28644E-07 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015378 | 0 | 0.28644E-07 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015379 | 0 | 0.28644E-07 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015380 | 0 | 0.28644E-07 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015381 | 0 | 0.28644E-07 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015382 | 0 | 0.28644E-07 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015383 | 0 | 0.28644E-07 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015384 | 0 | 0.28644E-07 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0015385 | 0 | 0.14800E-07 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015386 | 0 | 0.14800E-07 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015387 | 0 | 0.14800E-07 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015388 | 0 | 0.14800E-07 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015389 | 0 | 0.14800E-07 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015390 | 0 | 0.14800E-07 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015391 | 0 | 0.14800E-07 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015392 | 0 | 0.14800E-07 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015393 | 0 | 0.14800E-07 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015394 | 0 | 0.14800E-07 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0015395 | 0 | 0.31250E-07 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015396 | 0 | 0.31250E-07 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015397 | 0 | 0.31250E-07 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015398 | 0 | 0.31250E-07 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015399 | 0 | 0.31250E-07 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015400 | 0 | 0.31250E-07 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015401 | 0 | 0.31250E-07 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015402 | 0 | 0.31250E-07 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015403 | 0 | 0.31250E-07 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015404 | 0 | 0.31250E-07 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015405 | 0 | 0.31250E-07 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015406 | 0 | 0.31250E-07 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015407 | 0 | 0.31250E-07 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015408 | 0 | 0.31250E-07 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015409 | 0 | 0.31250E-07 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015410 | 0 | 0.31250E-07 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015411 | 0 | 0.20214E-06 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015412 | 0 | 0.20214E-06 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015413 | 0 | 0.20214E-06 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015414 | 0 | 0.20214E-06 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015415 | 0 | 0.20214E-06 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015416 | 0 | 0.20214E-06 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015417 | 0 | 0.20214E-06 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015418 | 0 | 0.20214E-06 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015419 | 0 | 0.20214E-06 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015420 | 0 | 0.20214E-06 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015421 | 0 | 0.20214E-06 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015422 | 0 | 0.20214E-06 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015423 | 0 | 0.20214E-06 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015424 | 0 | 0.20214E-06 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015425 | 0 | 0.20214E-06 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015426 | 0 | 0.20214E-06 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015427 | 0 | 0.20214E-06 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015428 | 0 | 0.20214E-06 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015429 | 0 | 0.20214E-06 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015430 | 0 | 0.20214E-06 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015431 | 0 | 0.20214E-06 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015432 | 0 | 0.20214E-06 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015433 | 0 | 0.20214E-06 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015434 | 0 | 0.20214E-06 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015435 | 0 | 0.20214E-06 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015436 | 0 | 0.20214E-06 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015437 | 0 | 0.20214E-06 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015438 | 0 | 0.20214E-06 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015439 | 0 | 0.20696E-07 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015440 | 0 | 0.20696E-07 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015441 | 0 | 0.20696E-07 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015442 | 0 | 0.20696E-07 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015443 | 0 | 0.20696E-07 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015444 | 0 | 0.20696E-07 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015445 | 0 | 0.20696E-07 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015446 | 0 | 0.20696E-07 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015447 | 0 | 0.20696E-07 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015448 | 0 | 0.20696E-07 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015449 | 0 | 0.20696E-07 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015450 | 0 | 0.20696E-07 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015451 | 0 | 0.20696E-07 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015452 | 0 | 0.20696E-07 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015453 | 0 | 0.20696E-07 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015454 | 0 | 0.20696E-07 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015455 | 0 | 0.20696E-07 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015456 | 0 | 0.20696E-07 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015457 | 0 | 0.20696E-07 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015458 | 0 | 0.20696E-07 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015459 | 0 | 0.20696E-07 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015460 | 0 | 0.20696E-07 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015461 | 0 | 0.20696E-07 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0015462 | 0 | 0.29000E-07 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015463 | 0 | 0.29000E-07 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015464 | 0 | 0.29000E-07 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015465 | 0 | 0.29000E-07 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015466 | 0 | 0.29000E-07 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015467 | 0 | 0.29000E-07 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015468 | 0 | 0.29000E-07 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015469 | 0 | 0.29000E-07 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015470 | 0 | 0.98100E-08 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015471 | 0 | 0.98100E-08 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015472 | 0 | 0.98100E-08 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015473 | 0 | 0.98100E-08 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015474 | 0 | 0.98100E-08 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015475 | 0 | 0.98100E-08 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015476 | 0 | 0.98100E-08 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015477 | 0 | 0.98100E-08 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015478 | 0 | 0.98100E-08 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015479 | 0 | 0.98100E-08 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0015480 | 0 | 0.22192E-07 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015481 | 0 | 0.22192E-07 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015482 | 0 | 0.22192E-07 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015483 | 0 | 0.22192E-07 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015484 | 0 | 0.22192E-07 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015485 | 0 | 0.22192E-07 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015486 | 0 | 0.22192E-07 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015487 | 0 | 0.22192E-07 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015488 | 0 | 0.22192E-07 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015489 | 0 | 0.22192E-07 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015490 | 0 | 0.22192E-07 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015491 | 0 | 0.22192E-07 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015492 | 0 | 0.22192E-07 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015493 | 0 | 0.22192E-07 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015494 | 0 | 0.22192E-07 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015495 | 0 | 0.22192E-07 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015496 | 0 | 0.22192E-07 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015497 | 0 | 0.22192E-07 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015498 | 0 | 0.22192E-07 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015499 | 0 | 0.22192E-07 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015500 | 0 | 0.22192E-07 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015501 | 0 | 0.22192E-07 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015502 | 0 | 0.22192E-07 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015503 | 0 | 0.22192E-07 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015504 | 0 | 0.22192E-07 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015505 | 0 | 0.22192E-07 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0015506 | 0 | 0.28105E-07 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015507 | 0 | 0.28105E-07 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015508 | 0 | 0.28105E-07 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015509 | 0 | 0.28105E-07 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015510 | 0 | 0.28105E-07 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015511 | 0 | 0.28105E-07 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015512 | 0 | 0.28105E-07 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015513 | 0 | 0.28105E-07 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015514 | 0 | 0.28105E-07 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015515 | 0 | 0.28105E-07 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015516 | 0 | 0.28105E-07 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0015517 | 0 | 0.28105E-07 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015518 | 0 | 0.28105E-07 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015519 | 0 | 0.28105E-07 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015520 | 0 | 0.28105E-07 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015521 | 0 | 0.28105E-07 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015522 | 0 | 0.28105E-07 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015523 | 0 | 0.28105E-07 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015524 | 0 | 0.28105E-07 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015573 | 0 | 0.49032E-07 | 267629.2 | 4047768.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015574 | 0 | 0.49032E-07 | 267621.9 | 4047768.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015575 | 0 | 0.49032E-07 | 267614.6 | 4047768.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015576 | 0 | 0.49032E-07 | 267607.4 | 4047768.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015577 | 0 | 0.49032E-07 | 267600.1 | 4047768.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015578 | 0 | 0.49032E-07 | 267592.8 | 4047767.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015579 | 0 | 0.49032E-07 | 267585.5 | 4047767.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015580 | 0 | 0.49032E-07 | 267578.3 | 4047767.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015581 | 0 | 0.49032E-07 | 267571.0 | 4047767.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015582 | 0 | 0.49032E-07 | 267563.7 | 4047767.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015583 | 0 | 0.49032E-07 | 267556.5 | 4047767.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015584 | 0 | 0.49032E-07 | 267549.2 | 4047767.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015585 | 0 | 0.49032E-07 | 267541.9 | 4047767.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015586 | 0 | 0.49032E-07 | 267534.6 | 4047766.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015587 | 0 | 0.49032E-07 | 267527.4 | 4047766.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015588 | 0 | 0.49032E-07 | 267520.1 | 4047766.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015589 | 0 | 0.49032E-07 | 267512.8 | 4047766.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015590 | 0 | 0.49032E-07 | 267505.6 | 4047766.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015591 | 0 | 0.49032E-07 | 267498.3 | 4047766.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015592 | 0 | 0.49032E-07 | 267491.0 | 4047766.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015593 | 0 | 0.49032E-07 | 267483.8 | 4047766.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015594 | 0 | 0.49032E-07 | 267476.5 | 4047765.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015595 | 0 | 0.49032E-07 | 267469.2 | 4047765.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015596 | 0 | 0.49032E-07 | 267461.9 | 4047765.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015597 | 0 | 0.49032E-07 | 267454.7 | 4047765.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015598 | 0 | 0.49032E-07 | 267448.6 | 4047764.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015599 | 0 | 0.49032E-07 | 267452.0 | 4047758.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015600 | 0 | 0.49032E-07 | 267455.4 | 4047751.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015601 | 0 | 0.49032E-07 | 267458.9 | 4047745.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015602 | 0 | 0.49032E-07 | 267462.3 | 4047739.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015603 | 0 | 0.49032E-07 | 267465.7 | 4047732.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015604 | 0 | 0.49032E-07 | 267469.1 | 4047726.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0015605 | 0 | 0.49032E-07 | 267472.5 | 4047719.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015606 | 0 | 0.49032E-07 | 267475.9 | 4047713.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015607 | 0 | 0.49032E-07 | 267479.3 | 4047706.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015608 | 0 | 0.49032E-07 | 267482.8 | 4047700.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015609 | 0 | 0.49032E-07 | 267486.2 | 4047694.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015610 | 0 | 0.49032E-07 | 267489.6 | 4047687.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015611 | 0 | 0.49032E-07 | 267492.3 | 4047681.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015612 | 0 | 0.49032E-07 | 267492.0 | 4047673.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015613 | 0 | 0.49032E-07 | 267491.8 | 4047666.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015614 | 0 | 0.49032E-07 | 267491.5 | 4047659.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015615 | 0 | 0.49032E-07 | 267491.2 | 4047652.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015616 | 0 | 0.49032E-07 | 267490.9 | 4047644.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015617 | 0 | 0.49032E-07 | 267490.6 | 4047637.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015618 | 0 | 0.49032E-07 | 267495.7 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015619 | 0 | 0.49032E-07 | 267502.8 | 4047633.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015620 | 0 | 0.49032E-07 | 267510.0 | 4047632.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015621 | 0 | 0.49032E-07 | 267517.2 | 4047631.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015622 | 0 | 0.49032E-07 | 267524.4 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015623 | 0 | 0.49032E-07 | 267531.6 | 4047629.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015624 | 0 | 0.49032E-07 | 267538.8 | 4047627.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015625 | 0 | 0.49032E-07 | 267546.0 | 4047626.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015626 | 0 | 0.49032E-07 | 267553.1 | 4047625.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015627 | 0 | 0.49032E-07 | 267560.3 | 4047624.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015628 | 0 | 0.49032E-07 | 267567.5 | 4047623.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015629 | 0 | 0.49032E-07 | 267574.1 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015630 | 0 | 0.49032E-07 | 267579.6 | 4047616.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015631 | 0 | 0.49032E-07 | 267585.2 | 4047611.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015632 | 0 | 0.49032E-07 | 267590.7 | 4047606.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015633 | 0 | 0.49032E-07 | 267596.3 | 4047602.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015634 | 0 | 0.49032E-07 | 267601.8 | 4047597.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0015635 | 0 | 0.77402E-07 | 267637.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015636 | 0 | 0.77402E-07 | 267630.6 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015637 | 0 | 0.77402E-07 | 267623.3 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015638 | 0 | 0.77402E-07 | 267616.0 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015639 | 0 | 0.77402E-07 | 267608.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015640 | 0 | 0.77402E-07 | 267601.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015641 | 0 | 0.77402E-07 | 267594.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015642 | 0 | 0.77402E-07 | 267586.9 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015643 | 0 | 0.77402E-07 | 267579.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015644 | 0 | 0.77402E-07 | 267572.3 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015645 | 0 | 0.77402E-07 | 267565.0 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015646 | 0 | 0.77402E-07 | 267557.8 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015647 | 0 | 0.77402E-07 | 267550.5 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015648 | 0 | 0.77402E-07 | 267543.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015649 | 0 | 0.77402E-07 | 267535.9 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015650 | 0 | 0.77402E-07 | 267528.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015651 | 0 | 0.77402E-07 | 267521.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015652 | 0 | 0.77402E-07 | 267514.1 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015653 | 0 | 0.77402E-07 | 267506.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015654 | 0 | 0.77402E-07 | 267499.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015655 | 0 | 0.77402E-07 | 267492.2 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015656 | 0 | 0.77402E-07 | 267484.9 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015657 | 0 | 0.77402E-07 | 267477.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015658 | 0 | 0.77402E-07 | 267470.4 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015659 | 0 | 0.77402E-07 | 267463.1 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015660 | 0 | 0.77402E-07 | 267455.8 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015661 | 0 | 0.77402E-07 | 267448.5 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015662 | 0 | 0.77402E-07 | 267447.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015663 | 0 | 0.77402E-07 | 267450.9 | 4047757.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015664 | 0 | 0.77402E-07 | 267454.1 | 4047751.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015665 | 0 | 0.77402E-07 | 267457.3 | 4047744.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015666 | 0 | 0.77402E-07 | 267460.5 | 4047738.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015667 | 0 | 0.77402E-07 | 267463.7 | 4047731.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015668 | 0 | 0.77402E-07 | 267466.9 | 4047725.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015669 | 0 | 0.77402E-07 | 267470.1 | 4047718.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015670 | 0 | 0.77402E-07 | 267473.3 | 4047712.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015671 | 0 | 0.77402E-07 | 267476.5 | 4047705.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015672 | 0 | 0.77402E-07 | 267479.7 | 4047699.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015673 | 0 | 0.77402E-07 | 267482.9 | 4047692.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015674 | 0 | 0.77402E-07 | 267486.1 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015675 | 0 | 0.77402E-07 | 267488.8 | 4047679.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015676 | 0 | 0.77402E-07 | 267489.1 | 4047672.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015677 | 0 | 0.77402E-07 | 267489.4 | 4047664.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015678 | 0 | 0.77402E-07 | 267489.7 | 4047657.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015679 | 0 | 0.77402E-07 | 267490.0 | 4047650.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015680 | 0 | 0.77402E-07 | 267490.3 | 4047642.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015681 | 0 | 0.77402E-07 | 267492.1 | 4047636.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015682 | 0 | 0.77402E-07 | 267499.3 | 4047635.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015683 | 0 | 0.77402E-07 | 267506.5 | 4047634.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015684 | 0 | 0.77402E-07 | 267513.7 | 4047633.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015685 | 0 | 0.77402E-07 | 267520.8 | 4047632.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015686 | 0 | 0.77402E-07 | 267528.0 | 4047631.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015687 | 0 | 0.77402E-07 | 267535.2 | 4047629.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015688 | 0 | 0.77402E-07 | 267542.4 | 4047628.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015689 | 0 | 0.77402E-07 | 267549.6 | 4047627.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015690 | 0 | 0.77402E-07 | 267556.8 | 4047626.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015691 | 0 | 0.77402E-07 | 267564.0 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015692 | 0 | 0.77402E-07 | 267570.6 | 4047622.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015693 | 0 | 0.77402E-07 | 267576.4 | 4047618.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015694 | 0 | 0.77402E-07 | 267582.2 | 4047614.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015695 | 0 | 0.77402E-07 | 267588.0 | 4047609.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015696 | 0 | 0.77402E-07 | 267593.8 | 4047605.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015697 | 0 | 0.77402E-07 | 267599.6 | 4047600.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015698 | 0 | 0.77402E-07 | 267605.4 | 4047596.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015699 | 0 | 0.77402E-07 | 267611.3 | 4047592.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015700 | 0 | 0.77402E-07 | 267617.1 | 4047587.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015701 | 0 | 0.77402E-07 | 267622.9 | 4047583.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015702 | 0 | 0.77402E-07 | 267628.7 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015703 | 0 | 0.77402E-07 | 267634.5 | 4047574.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015704 | 0 | 0.77402E-07 | 267640.3 | 4047570.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015705 | 0 | 0.77402E-07 | 267646.1 | 4047565.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015706 | 0 | 0.77402E-07 | 267651.9 | 4047561.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015707 | 0 | 0.77402E-07 | 267657.7 | 4047556.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015708 | 0 | 0.77402E-07 | 267663.5 | 4047552.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015709 | 0 | 0.77402E-07 | 267669.3 | 4047548.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015710 | 0 | 0.77402E-07 | 267675.1 | 4047543.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015711 | 0 | 0.77402E-07 | 267680.9 | 4047539.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015712 | 0 | 0.77402E-07 | 267686.0 | 4047534.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015713 | 0 | 0.77402E-07 | 267691.2 | 4047528.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015714 | 0 | 0.77402E-07 | 267696.3 | 4047523.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015715 | 0 | 0.77402E-07 | 267701.5 | 4047518.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015716 | 0 | 0.77402E-07 | 267706.6 | 4047513.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015717 | 0 | 0.77402E-07 | 267711.8 | 4047508.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015718 | 0 | 0.77402E-07 | 267716.9 | 4047503.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015719 | 0 | 0.77402E-07 | 267722.1 | 4047498.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015720 | 0 | 0.77402E-07 | 267727.2 | 4047492.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015721 | 0 | 0.77402E-07 | 267732.4 | 4047487.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015722 | 0 | 0.77402E-07 | 267737.5 | 4047482.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015723 | 0 | 0.77402E-07 | 267742.7 | 4047477.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015724 | 0 | 0.77402E-07 | 267747.8 | 4047472.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015725 | 0 | 0.77402E-07 | 267753.0 | 4047467.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015726 | 0 | 0.77402E-07 | 267758.1 | 4047462.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015727 | 0 | 0.77402E-07 | 267763.3 | 4047456.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015728 | 0 | 0.77402E-07 | 267768.4 | 4047451.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015729 | 0 | 0.77402E-07 | 267773.6 | 4047446.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015730 | 0 | 0.77402E-07 | 267778.7 | 4047441.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015731 | 0 | 0.77402E-07 | 267783.9 | 4047436.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015732 | 0 | 0.77402E-07 | 267789.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015733 | 0 | 0.77402E-07 | 267789.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015734 | 0 | 0.77402E-07 | 267789.5 | 4047416.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015735 | 0 | 0.77402E-07 | 267789.5 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015736 | 0 | 0.77402E-07 | 267789.6 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015737 | 0 | 0.77402E-07 | 267789.6 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015738 | 0 | 0.77402E-07 | 267789.7 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015739 | 0 | 0.77402E-07 | 267789.7 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015740 | 0 | 0.77402E-07 | 267789.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015741 | 0 | 0.77402E-07 | 267789.8 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015742 | 0 | 0.77402E-07 | 267789.9 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015743 | 0 | 0.77402E-07 | 267789.9 | 4047351.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015744 | 0 | 0.77402E-07 | 267790.0 | 4047343.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015745 | 0 | 0.77402E-07 | 267790.1 | 4047336.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015746 | 0 | 0.77402E-07 | 267790.1 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015747 | 0 | 0.77402E-07 | 267790.2 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015748 | 0 | 0.77402E-07 | 267790.2 | 4047314.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015749 | 0 | 0.77402E-07 | 267790.3 | 4047307.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015750 | 0 | 0.77402E-07 | 267790.3 | 4047300.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015751 | 0 | 0.77402E-07 | 267790.4 | 4047292.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015752 | 0 | 0.77402E-07 | 267790.4 | 4047285.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015753 | 0 | 0.77402E-07 | 267790.5 | 4047278.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015754 | 0 | 0.77402E-07 | 267790.5 | 4047271.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015755 | 0 | 0.77402E-07 | 267790.6 | 4047263.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015756 | 0 | 0.77402E-07 | 267790.7 | 4047256.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015757 | 0 | 0.77402E-07 | 267790.7 | 4047249.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015758 | 0 | 0.77402E-07 | 267790.8 | 4047241.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015759 | 0 | 0.77402E-07 | 267790.8 | 4047234.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015760 | 0 | 0.77402E-07 | 267790.9 | 4047227.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015761 | 0 | 0.77402E-07 | 267790.9 | 4047220.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015762 | 0 | 0.30806E-07 | 267634.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015763 | 0 | 0.30806E-07 | 267627.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015764 | 0 | 0.30806E-07 | 267619.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015765 | 0 | 0.30806E-07 | 267612.4 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015766 | 0 | 0.30806E-07 | 267605.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015767 | 0 | 0.30806E-07 | 267597.8 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015768 | 0 | 0.30806E-07 | 267590.5 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015769 | 0 | 0.30806E-07 | 267583.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015770 | 0 | 0.30806E-07 | 267575.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015771 | 0 | 0.30806E-07 | 267568.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015772 | 0 | 0.30806E-07 | 267561.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015773 | 0 | 0.30806E-07 | 267554.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015774 | 0 | 0.30806E-07 | 267546.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015775 | 0 | 0.30806E-07 | 267539.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015776 | 0 | 0.30806E-07 | 267532.1 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015777 | 0 | 0.30806E-07 | 267524.8 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015778 | 0 | 0.30806E-07 | 267517.5 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015779 | 0 | 0.30806E-07 | 267510.2 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015780 | 0 | 0.30806E-07 | 267502.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015781 | 0 | 0.30806E-07 | 267495.6 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015782 | 0 | 0.30806E-07 | 267488.3 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015783 | 0 | 0.30806E-07 | 267481.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015784 | 0 | 0.30806E-07 | 267473.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015785 | 0 | 0.30806E-07 | 267466.4 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015786 | 0 | 0.30806E-07 | 267459.1 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015787 | 0 | 0.30806E-07 | 267451.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015788 | 0 | 0.30806E-07 | 267449.8 | 4047760.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015789 | 0 | 0.30806E-07 | 267453.0 | 4047753.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015790 | 0 | 0.30806E-07 | 267456.2 | 4047746.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015791 | 0 | 0.30806E-07 | 267459.4 | 4047740.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015792 | 0 | 0.30806E-07 | 267462.6 | 4047733.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015793 | 0 | 0.30806E-07 | 267465.9 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015794 | 0 | 0.30806E-07 | 267469.1 | 4047720.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015795 | 0 | 0.30806E-07 | 267472.3 | 4047714.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015796 | 0 | 0.30806E-07 | 267475.5 | 4047707.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015797 | 0 | 0.30806E-07 | 267478.7 | 4047701.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015798 | 0 | 0.30806E-07 | 267481.9 | 4047694.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015799 | 0 | 0.30806E-07 | 267485.1 | 4047687.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015800 | 0 | 0.30806E-07 | 267487.2 | 4047681.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015801 | 0 | 0.30806E-07 | 267487.8 | 4047673.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015802 | 0 | 0.30806E-07 | 267488.4 | 4047666.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015803 | 0 | 0.30806E-07 | 267488.9 | 4047659.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015804 | 0 | 0.30806E-07 | 267489.5 | 4047651.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015805 | 0 | 0.30806E-07 | 267490.1 | 4047644.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015806 | 0 | 0.30806E-07 | 267492.1 | 4047638.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015807 | 0 | 0.30806E-07 | 267499.2 | 4047637.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015808 | 0 | 0.30806E-07 | 267506.4 | 4047635.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015809 | 0 | 0.30806E-07 | 267513.5 | 4047633.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015810 | 0 | 0.30806E-07 | 267520.6 | 4047632.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015811 | 0 | 0.30806E-07 | 267527.7 | 4047630.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015812 | 0 | 0.30806E-07 | 267534.9 | 4047629.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015813 | 0 | 0.30806E-07 | 267542.0 | 4047627.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015814 | 0 | 0.30806E-07 | 267549.1 | 4047625.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015815 | 0 | 0.30806E-07 | 267556.2 | 4047624.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015816 | 0 | 0.30806E-07 | 267563.3 | 4047622.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015817 | 0 | 0.30806E-07 | 267570.5 | 4047621.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015818 | 0 | 0.30806E-07 | 267577.6 | 4047619.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015819 | 0 | 0.30806E-07 | 267583.6 | 4047615.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015820 | 0 | 0.30806E-07 | 267589.3 | 4047611.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015821 | 0 | 0.30806E-07 | 267595.0 | 4047606.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015822 | 0 | 0.30806E-07 | 267600.6 | 4047601.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015823 | 0 | 0.30806E-07 | 267606.3 | 4047597.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015824 | 0 | 0.30806E-07 | 267612.0 | 4047592.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015825 | 0 | 0.30806E-07 | 267617.6 | 4047588.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015826 | 0 | 0.30806E-07 | 267623.3 | 4047583.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015827 | 0 | 0.30806E-07 | 267629.0 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015828 | 0 | 0.30806E-07 | 267634.7 | 4047574.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015829 | 0 | 0.30806E-07 | 267640.3 | 4047569.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015830 | 0 | 0.30806E-07 | 267646.0 | 4047565.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015831 | 0 | 0.30806E-07 | 267651.7 | 4047560.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015832 | 0 | 0.30806E-07 | 267657.4 | 4047555.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015833 | 0 | 0.30806E-07 | 267663.0 | 4047551.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015834 | 0 | 0.30806E-07 | 267668.7 | 4047546.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015835 | 0 | 0.30806E-07 | 267674.4 | 4047542.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015836 | 0 | 0.30806E-07 | 267680.1 | 4047537.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015837 | 0 | 0.30806E-07 | 267685.7 | 4047532.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015838 | 0 | 0.30806E-07 | 267691.4 | 4047528.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015839 | 0 | 0.30806E-07 | 267696.8 | 4047523.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015840 | 0 | 0.30806E-07 | 267702.1 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015841 | 0 | 0.30806E-07 | 267707.4 | 4047513.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015842 | 0 | 0.30806E-07 | 267712.7 | 4047508.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015843 | 0 | 0.30806E-07 | 267718.0 | 4047503.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015844 | 0 | 0.30806E-07 | 267723.3 | 4047498.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015845 | 0 | 0.30806E-07 | 267728.6 | 4047493.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015846 | 0 | 0.30806E-07 | 267733.9 | 4047488.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015847 | 0 | 0.30806E-07 | 267739.2 | 4047483.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015848 | 0 | 0.30806E-07 | 267744.5 | 4047478.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015849 | 0 | 0.30806E-07 | 267749.8 | 4047473.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015850 | 0 | 0.30806E-07 | 267755.1 | 4047468.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015851 | 0 | 0.30806E-07 | 267760.4 | 4047463.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015852 | 0 | 0.30806E-07 | 267765.7 | 4047458.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015853 | 0 | 0.30806E-07 | 267771.0 | 4047453.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015854 | 0 | 0.30806E-07 | 267776.3 | 4047448.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015855 | 0 | 0.30806E-07 | 267781.6 | 4047443.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015856 | 0 | 0.30806E-07 | 267786.9 | 4047438.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015857 | 0 | 0.30806E-07 | 267792.2 | 4047433.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015858 | 0 | 0.30806E-07 | 267797.5 | 4047428.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015859 | 0 | 0.30806E-07 | 267802.8 | 4047423.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015860 | 0 | 0.30806E-07 | 267808.1 | 4047418.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015861 | 0 | 0.30806E-07 | 267813.4 | 4047413.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015862 | 0 | 0.30806E-07 | 267818.7 | 4047408.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015863 | 0 | 0.30806E-07 | 267824.0 | 4047403.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015864 | 0 | 0.30806E-07 | 267829.3 | 4047397.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015865 | 0 | 0.30806E-07 | 267834.6 | 4047392.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015866 | 0 | 0.30806E-07 | 267839.9 | 4047387.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015867 | 0 | 0.30806E-07 | 267845.2 | 4047382.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015868 | 0 | 0.30806E-07 | 267850.5 | 4047377.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015869 | 0 | 0.30806E-07 | 267855.8 | 4047372.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015870 | 0 | 0.30806E-07 | 267861.1 | 4047367.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015871 | 0 | 0.30806E-07 | 267866.4 | 4047362.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015872 | 0 | 0.30806E-07 | 267871.7 | 4047357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015873 | 0 | 0.30806E-07 | 267877.0 | 4047352.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0015874 | 0 | 0.30806E-07 | 267882.3 | 4047347.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015875 | 0 | 0.30806E-07 | 267887.6 | 4047342.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015876 | 0 | 0.30806E-07 | 267892.9 | 4047337.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015877 | 0 | 0.30806E-07 | 267898.2 | 4047332.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015878 | 0 | 0.30806E-07 | 267904.9 | 4047331.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015879 | 0 | 0.30806E-07 | 267912.2 | 4047330.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015880 | 0 | 0.30806E-07 | 267919.5 | 4047330.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015881 | 0 | 0.30806E-07 | 267926.8 | 4047330.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015882 | 0 | 0.30806E-07 | 267934.1 | 4047330.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015883 | 0 | 0.30806E-07 | 267941.3 | 4047329.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0015884 | 0 | 0.30806E-07 | 267948.6 | 4047329.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0015885 | 0 | 0.30806E-07 | 267955.9 | 4047329.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0015886 | 0 | 0.20484E-07 | 267449.8 | 4047758.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015887 | 0 | 0.20484E-07 | 267453.5 | 4047752.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015888 | 0 | 0.20484E-07 | 267457.2 | 4047746.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015889 | 0 | 0.20484E-07 | 267460.9 | 4047739.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015890 | 0 | 0.20484E-07 | 267464.5 | 4047733.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015891 | 0 | 0.20484E-07 | 267468.2 | 4047727.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015892 | 0 | 0.20484E-07 | 267471.9 | 4047721.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015893 | 0 | 0.20484E-07 | 267475.6 | 4047714.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015894 | 0 | 0.20484E-07 | 267479.2 | 4047708.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015895 | 0 | 0.20484E-07 | 267482.9 | 4047702.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015896 | 0 | 0.20484E-07 | 267486.6 | 4047696.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015897 | 0 | 0.20484E-07 | 267490.3 | 4047689.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015898 | 0 | 0.20484E-07 | 267491.9 | 4047683.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015899 | 0 | 0.20484E-07 | 267490.8 | 4047675.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015900 | 0 | 0.20484E-07 | 267489.7 | 4047668.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015901 | 0 | 0.20484E-07 | 267488.6 | 4047661.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015902 | 0 | 0.20484E-07 | 267487.5 | 4047654.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015903 | 0 | 0.20484E-07 | 267486.4 | 4047647.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015904 | 0 | 0.20484E-07 | 267485.3 | 4047639.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015905 | 0 | 0.20484E-07 | 267491.4 | 4047637.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015906 | 0 | 0.20484E-07 | 267498.5 | 4047636.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015907 | 0 | 0.20484E-07 | 267505.6 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015908 | 0 | 0.20484E-07 | 267512.7 | 4047633.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015909 | 0 | 0.20484E-07 | 267519.9 | 4047631.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015910 | 0 | 0.20484E-07 | 267527.0 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015911 | 0 | 0.20484E-07 | 267534.1 | 4047628.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015912 | 0 | 0.20484E-07 | 267541.2 | 4047627.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015913 | 0 | 0.20484E-07 | 267548.3 | 4047625.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015914 | 0 | 0.20484E-07 | 267555.4 | 4047624.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015915 | 0 | 0.20484E-07 | 267562.6 | 4047622.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015916 | 0 | 0.20484E-07 | 267569.7 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015917 | 0 | 0.20484E-07 | 267575.3 | 4047616.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015918 | 0 | 0.20484E-07 | 267580.8 | 4047611.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015919 | 0 | 0.20484E-07 | 267586.3 | 4047607.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015920 | 0 | 0.20484E-07 | 267591.8 | 4047602.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015921 | 0 | 0.20484E-07 | 267597.3 | 4047597.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015922 | 0 | 0.20484E-07 | 267602.8 | 4047592.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015923 | 0 | 0.20484E-07 | 267608.3 | 4047588.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015924 | 0 | 0.20484E-07 | 267613.8 | 4047583.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015925 | 0 | 0.20484E-07 | 267619.3 | 4047578.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015926 | 0 | 0.20484E-07 | 267624.9 | 4047573.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015927 | 0 | 0.20484E-07 | 267630.4 | 4047568.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015928 | 0 | 0.20484E-07 | 267635.9 | 4047564.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015929 | 0 | 0.20484E-07 | 267641.4 | 4047559.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015930 | 0 | 0.20484E-07 | 267646.9 | 4047554.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015931 | 0 | 0.20484E-07 | 267652.4 | 4047549.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015932 | 0 | 0.20484E-07 | 267657.9 | 4047545.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015933 | 0 | 0.20484E-07 | 267663.4 | 4047540.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015934 | 0 | 0.20484E-07 | 267668.9 | 4047535.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015935 | 0 | 0.20484E-07 | 267674.4 | 4047530.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015936 | 0 | 0.20484E-07 | 267679.9 | 4047526.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015937 | 0 | 0.20484E-07 | 267685.4 | 4047521.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015938 | 0 | 0.20484E-07 | 267690.9 | 4047516.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015939 | 0 | 0.20484E-07 | 267696.4 | 4047511.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015940 | 0 | 0.20484E-07 | 267701.9 | 4047507.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015941 | 0 | 0.20484E-07 | 267707.4 | 4047502.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015942 | 0 | 0.20484E-07 | 267712.9 | 4047497.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015943 | 0 | 0.20484E-07 | 267718.4 | 4047492.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015944 | 0 | 0.20484E-07 | 267723.9 | 4047488.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015945 | 0 | 0.20484E-07 | 267729.5 | 4047483.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015946 | 0 | 0.20484E-07 | 267735.0 | 4047478.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015947 | 0 | 0.20484E-07 | 267740.5 | 4047473.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015948 | 0 | 0.20484E-07 | 267746.0 | 4047469.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015949 | 0 | 0.20484E-07 | 267751.5 | 4047464.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015950 | 0 | 0.20484E-07 | 267757.0 | 4047459.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015951 | 0 | 0.20484E-07 | 267762.5 | 4047454.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015952 | 0 | 0.20484E-07 | 267768.0 | 4047450.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015953 | 0 | 0.20484E-07 | 267773.5 | 4047445.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015954 | 0 | 0.20484E-07 | 267779.0 | 4047440.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015955 | 0 | 0.20484E-07 | 267784.5 | 4047435.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015956 | 0 | 0.20484E-07 | 267790.0 | 4047431.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015957 | 0 | 0.20484E-07 | 267795.5 | 4047426.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015958 | 0 | 0.20484E-07 | 267801.0 | 4047421.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015959 | 0 | 0.20484E-07 | 267806.5 | 4047416.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015960 | 0 | 0.20484E-07 | 267812.0 | 4047411.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015961 | 0 | 0.20484E-07 | 267817.5 | 4047407.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015962 | 0 | 0.20484E-07 | 267823.0 | 4047402.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015963 | 0 | 0.20484E-07 | 267828.6 | 4047397.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015964 | 0 | 0.20484E-07 | 267834.1 | 4047392.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0015965 | 0 | 0.20484E-07 | 267839.6 | 4047388.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015966 | 0 | 0.20484E-07 | 267845.1 | 4047383.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015967 | 0 | 0.20484E-07 | 267850.6 | 4047378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015968 | 0 | 0.20484E-07 | 267856.1 | 4047373.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015969 | 0 | 0.20484E-07 | 267861.6 | 4047369.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015970 | 0 | 0.20484E-07 | 267867.1 | 4047364.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015971 | 0 | 0.20484E-07 | 267872.6 | 4047359.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015972 | 0 | 0.20484E-07 | 267878.1 | 4047354.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015973 | 0 | 0.20484E-07 | 267883.6 | 4047350.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015974 | 0 | 0.20484E-07 | 267889.1 | 4047345.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015975 | 0 | 0.20484E-07 | 267894.6 | 4047340.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015976 | 0 | 0.20484E-07 | 267900.1 | 4047335.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015977 | 0 | 0.20484E-07 | 267903.7 | 4047330.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015978 | 0 | 0.20484E-07 | 267904.2 | 4047322.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015979 | 0 | 0.20484E-07 | 267904.8 | 4047315.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015980 | 0 | 0.20484E-07 | 267905.3 | 4047308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015981 | 0 | 0.20484E-07 | 267905.9 | 4047301.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015982 | 0 | 0.20484E-07 | 267906.5 | 4047293.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015983 | 0 | 0.20484E-07 | 267907.0 | 4047286.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015984 | 0 | 0.20484E-07 | 267907.6 | 4047279.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015985 | 0 | 0.20484E-07 | 267908.1 | 4047272.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015986 | 0 | 0.20484E-07 | 267908.7 | 4047264.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015987 | 0 | 0.20484E-07 | 267909.2 | 4047257.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015988 | 0 | 0.20484E-07 | 267909.8 | 4047250.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015989 | 0 | 0.20484E-07 | 267910.4 | 4047243.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015990 | 0 | 0.20484E-07 | 267913.7 | 4047238.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015991 | 0 | 0.20484E-07 | 267921.0 | 4047238.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015992 | 0 | 0.20484E-07 | 267928.3 | 4047238.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015993 | 0 | 0.20484E-07 | 267935.5 | 4047238.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015994 | 0 | 0.20484E-07 | 267942.8 | 4047238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015995 | 0 | 0.20484E-07 | 267950.1 | 4047237.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015996 | 0 | 0.20484E-07 | 267957.4 | 4047237.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015997 | 0 | 0.20484E-07 | 267964.6 | 4047237.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015998 | 0 | 0.20484E-07 | 267971.9 | 4047237.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0015999 | 0 | 0.20484E-07 | 267979.2 | 4047237.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016000 | 0 | 0.20484E-07 | 267986.5 | 4047236.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016001 | 0 | 0.20484E-07 | 267993.7 | 4047236.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016002 | 0 | 0.20484E-07 | 268001.0 | 4047236.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016003 | 0 | 0.20484E-07 | 268008.3 | 4047236.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016004 | 0 | 0.20484E-07 | 268015.5 | 4047236.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016005 | 0 | 0.20484E-07 | 268022.8 | 4047235.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016006 | 0 | 0.20484E-07 | 268030.1 | 4047235.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016007 | 0 | 0.20484E-07 | 268037.4 | 4047235.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016008 | 0 | 0.20484E-07 | 268044.6 | 4047235.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016009 | 0 | 0.20484E-07 | 268051.9 | 4047235.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0016010 | 0 | 0.14157E-07 | 267639.3 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016011 | 0 | 0.14157E-07 | 267632.0 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016012 | 0 | 0.14157E-07 | 267624.8 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016013 | 0 | 0.14157E-07 | 267617.5 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016014 | 0 | 0.14157E-07 | 267610.3 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016015 | 0 | 0.14157E-07 | 267603.0 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016016 | 0 | 0.14157E-07 | 267595.8 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016017 | 0 | 0.14157E-07 | 267588.5 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016018 | 0 | 0.14157E-07 | 267581.3 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016019 | 0 | 0.14157E-07 | 267574.0 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016020 | 0 | 0.14157E-07 | 267566.8 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016021 | 0 | 0.14157E-07 | 267559.5 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016022 | 0 | 0.14157E-07 | 267552.3 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016023 | 0 | 0.14157E-07 | 267545.0 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016024 | 0 | 0.14157E-07 | 267537.8 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016025 | 0 | 0.14157E-07 | 267530.5 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016026 | 0 | 0.14157E-07 | 267523.2 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016027 | 0 | 0.14157E-07 | 267516.0 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016028 | 0 | 0.14157E-07 | 267508.7 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016029 | 0 | 0.14157E-07 | 267501.5 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016030 | 0 | 0.14157E-07 | 267494.2 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016031 | 0 | 0.14157E-07 | 267487.0 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016032 | 0 | 0.14157E-07 | 267479.7 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016033 | 0 | 0.14157E-07 | 267472.5 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016034 | 0 | 0.14157E-07 | 267465.2 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016035 | 0 | 0.14157E-07 | 267458.0 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016036 | 0 | 0.14157E-07 | 267450.7 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016037 | 0 | 0.14157E-07 | 267447.5 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016038 | 0 | 0.14157E-07 | 267450.7 | 4047759.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016039 | 0 | 0.14157E-07 | 267453.9 | 4047752.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016040 | 0 | 0.14157E-07 | 267457.1 | 4047746.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016041 | 0 | 0.14157E-07 | 267460.3 | 4047739.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016042 | 0 | 0.14157E-07 | 267463.6 | 4047733.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016043 | 0 | 0.14157E-07 | 267466.8 | 4047726.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016044 | 0 | 0.14157E-07 | 267470.0 | 4047720.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0016045 | 0 | 0.14157E-07 | 267473.2 | 4047713.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016046 | 0 | 0.14157E-07 | 267476.4 | 4047707.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016047 | 0 | 0.14157E-07 | 267479.7 | 4047700.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016048 | 0 | 0.14157E-07 | 267482.9 | 4047694.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016049 | 0 | 0.14157E-07 | 267485.4 | 4047687.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016050 | 0 | 0.14157E-07 | 267486.2 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016051 | 0 | 0.14157E-07 | 267487.0 | 4047673.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016052 | 0 | 0.14157E-07 | 267487.8 | 4047665.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016053 | 0 | 0.14157E-07 | 267488.7 | 4047658.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016054 | 0 | 0.14157E-07 | 267489.5 | 4047651.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016055 | 0 | 0.14157E-07 | 267490.3 | 4047644.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016056 | 0 | 0.14157E-07 | 267491.1 | 4047637.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016057 | 0 | 0.14157E-07 | 267492.0 | 4047629.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016058 | 0 | 0.14157E-07 | 267492.6 | 4047622.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016059 | 0 | 0.14157E-07 | 267493.0 | 4047615.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016060 | 0 | 0.14157E-07 | 267493.4 | 4047608.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016061 | 0 | 0.14157E-07 | 267493.8 | 4047600.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016062 | 0 | 0.14157E-07 | 267494.3 | 4047593.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016063 | 0 | 0.14157E-07 | 267494.7 | 4047586.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016064 | 0 | 0.14157E-07 | 267495.1 | 4047579.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016065 | 0 | 0.14157E-07 | 267495.5 | 4047572.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016066 | 0 | 0.14157E-07 | 267496.0 | 4047564.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016067 | 0 | 0.14157E-07 | 267496.4 | 4047557.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016068 | 0 | 0.14157E-07 | 267496.8 | 4047550.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016069 | 0 | 0.14157E-07 | 267497.2 | 4047543.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016070 | 0 | 0.14157E-07 | 267497.7 | 4047535.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016071 | 0 | 0.14157E-07 | 267498.1 | 4047528.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016072 | 0 | 0.14157E-07 | 267498.5 | 4047521.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016073 | 0 | 0.14157E-07 | 267498.9 | 4047514.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016074 | 0 | 0.14157E-07 | 267499.3 | 4047506.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016075 | 0 | 0.14157E-07 | 267499.8 | 4047499.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016076 | 0 | 0.14157E-07 | 267500.2 | 4047492.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016077 | 0 | 0.14157E-07 | 267500.6 | 4047485.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016078 | 0 | 0.14157E-07 | 267501.0 | 4047477.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016079 | 0 | 0.14157E-07 | 267501.5 | 4047470.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016080 | 0 | 0.14157E-07 | 267501.9 | 4047463.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016081 | 0 | 0.14157E-07 | 267502.3 | 4047456.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016082 | 0 | 0.14157E-07 | 267502.7 | 4047448.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016083 | 0 | 0.14157E-07 | 267503.1 | 4047441.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016084 | 0 | 0.14157E-07 | 267503.6 | 4047434.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0016085 | 0 | 0.14157E-07 | 267504.0 | 4047427.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016086 | 0 | 0.14157E-07 | 267504.4 | 4047419.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016087 | 0 | 0.14157E-07 | 267504.8 | 4047412.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016088 | 0 | 0.14157E-07 | 267505.3 | 4047405.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016089 | 0 | 0.14157E-07 | 267505.7 | 4047398.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016090 | 0 | 0.14157E-07 | 267506.1 | 4047391.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016091 | 0 | 0.14157E-07 | 267506.5 | 4047383.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016092 | 0 | 0.14157E-07 | 267508.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016093 | 0 | 0.14157E-07 | 267515.8 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016094 | 0 | 0.14157E-07 | 267523.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016095 | 0 | 0.14157E-07 | 267530.3 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016096 | 0 | 0.14157E-07 | 267537.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016097 | 0 | 0.14157E-07 | 267544.9 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016098 | 0 | 0.14157E-07 | 267552.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016099 | 0 | 0.20795E-07 | 267637.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016100 | 0 | 0.20795E-07 | 267629.9 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016101 | 0 | 0.20795E-07 | 267622.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016102 | 0 | 0.20795E-07 | 267615.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016103 | 0 | 0.20795E-07 | 267608.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016104 | 0 | 0.20795E-07 | 267600.8 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016105 | 0 | 0.20795E-07 | 267593.5 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016106 | 0 | 0.20795E-07 | 267586.2 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016107 | 0 | 0.20795E-07 | 267578.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016108 | 0 | 0.20795E-07 | 267571.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016109 | 0 | 0.20795E-07 | 267564.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016110 | 0 | 0.20795E-07 | 267557.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016111 | 0 | 0.20795E-07 | 267549.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016112 | 0 | 0.20795E-07 | 267542.5 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016113 | 0 | 0.20795E-07 | 267535.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016114 | 0 | 0.20795E-07 | 267528.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016115 | 0 | 0.20795E-07 | 267520.7 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016116 | 0 | 0.20795E-07 | 267513.4 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016117 | 0 | 0.20795E-07 | 267506.1 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016118 | 0 | 0.20795E-07 | 267498.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016119 | 0 | 0.20795E-07 | 267491.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016120 | 0 | 0.20795E-07 | 267484.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016121 | 0 | 0.20795E-07 | 267477.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016122 | 0 | 0.20795E-07 | 267469.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016123 | 0 | 0.20795E-07 | 267462.5 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016124 | 0 | 0.20795E-07 | 267455.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016125 | 0 | 0.20795E-07 | 267447.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016126 | 0 | 0.20795E-07 | 267450.7 | 4047756.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016127 | 0 | 0.20795E-07 | 267454.1 | 4047750.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016128 | 0 | 0.20795E-07 | 267457.5 | 4047744.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016129 | 0 | 0.20795E-07 | 267460.8 | 4047737.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016130 | 0 | 0.20795E-07 | 267464.2 | 4047731.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016131 | 0 | 0.20795E-07 | 267467.6 | 4047724.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016132 | 0 | 0.20795E-07 | 267471.0 | 4047718.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016133 | 0 | 0.20795E-07 | 267474.4 | 4047711.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016134 | 0 | 0.20795E-07 | 267477.8 | 4047705.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016135 | 0 | 0.20795E-07 | 267481.2 | 4047698.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016136 | 0 | 0.20795E-07 | 267484.6 | 4047692.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016137 | 0 | 0.20795E-07 | 267487.0 | 4047685.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016138 | 0 | 0.20795E-07 | 267487.4 | 4047678.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016139 | 0 | 0.20795E-07 | 267487.8 | 4047671.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016140 | 0 | 0.20795E-07 | 267488.2 | 4047663.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016141 | 0 | 0.20795E-07 | 267488.5 | 4047656.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016142 | 0 | 0.20795E-07 | 267488.9 | 4047649.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016143 | 0 | 0.20795E-07 | 267489.3 | 4047642.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016144 | 0 | 0.20795E-07 | 267489.6 | 4047634.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016145 | 0 | 0.20795E-07 | 267490.0 | 4047627.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016146 | 0 | 0.20795E-07 | 267490.4 | 4047620.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016147 | 0 | 0.20795E-07 | 267490.7 | 4047613.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016148 | 0 | 0.20795E-07 | 267491.1 | 4047605.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016149 | 0 | 0.20795E-07 | 267491.5 | 4047598.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016150 | 0 | 0.20795E-07 | 267491.8 | 4047591.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016151 | 0 | 0.20795E-07 | 267492.2 | 4047583.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016152 | 0 | 0.20795E-07 | 267492.6 | 4047576.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016153 | 0 | 0.20795E-07 | 267493.0 | 4047569.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016154 | 0 | 0.20795E-07 | 267493.3 | 4047562.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016155 | 0 | 0.20795E-07 | 267493.7 | 4047554.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016156 | 0 | 0.20795E-07 | 267494.1 | 4047547.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016157 | 0 | 0.20795E-07 | 267494.4 | 4047540.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016158 | 0 | 0.20795E-07 | 267494.8 | 4047533.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016159 | 0 | 0.20795E-07 | 267495.2 | 4047525.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016160 | 0 | 0.20795E-07 | 267495.5 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016161 | 0 | 0.20795E-07 | 267495.9 | 4047511.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016162 | 0 | 0.20795E-07 | 267496.3 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016163 | 0 | 0.20795E-07 | 267496.7 | 4047496.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016164 | 0 | 0.20795E-07 | 267497.0 | 4047489.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016165 | 0 | 0.20795E-07 | 267497.4 | 4047482.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016166 | 0 | 0.20795E-07 | 267497.8 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016167 | 0 | 0.20795E-07 | 267498.1 | 4047467.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016168 | 0 | 0.20795E-07 | 267498.5 | 4047460.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016169 | 0 | 0.20795E-07 | 267498.9 | 4047452.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016170 | 0 | 0.20795E-07 | 267499.2 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016171 | 0 | 0.20795E-07 | 267499.6 | 4047438.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016172 | 0 | 0.20795E-07 | 267500.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016173 | 0 | 0.20795E-07 | 267500.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016174 | 0 | 0.20795E-07 | 267500.7 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016175 | 0 | 0.20795E-07 | 267501.1 | 4047409.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016176 | 0 | 0.20795E-07 | 267501.5 | 4047402.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016177 | 0 | 0.20795E-07 | 267501.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016178 | 0 | 0.20795E-07 | 267502.2 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016179 | 0 | 0.20795E-07 | 267502.6 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016180 | 0 | 0.20795E-07 | 267502.9 | 4047372.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016181 | 0 | 0.20795E-07 | 267501.5 | 4047367.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016182 | 0 | 0.20795E-07 | 267494.3 | 4047368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016183 | 0 | 0.20795E-07 | 267487.0 | 4047368.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016184 | 0 | 0.20795E-07 | 267479.7 | 4047369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016185 | 0 | 0.20795E-07 | 267472.5 | 4047369.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016186 | 0 | 0.20795E-07 | 267465.2 | 4047370.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016187 | 0 | 0.41572E-07 | 267637.2 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016188 | 0 | 0.41572E-07 | 267630.0 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016189 | 0 | 0.41572E-07 | 267622.7 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016190 | 0 | 0.41572E-07 | 267615.4 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016191 | 0 | 0.41572E-07 | 267608.1 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016192 | 0 | 0.41572E-07 | 267600.8 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016193 | 0 | 0.41572E-07 | 267593.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016194 | 0 | 0.41572E-07 | 267586.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016195 | 0 | 0.41572E-07 | 267579.0 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016196 | 0 | 0.41572E-07 | 267571.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016197 | 0 | 0.41572E-07 | 267564.4 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016198 | 0 | 0.41572E-07 | 267557.1 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016199 | 0 | 0.41572E-07 | 267549.9 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016200 | 0 | 0.41572E-07 | 267542.6 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016201 | 0 | 0.41572E-07 | 267535.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016202 | 0 | 0.41572E-07 | 267528.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016203 | 0 | 0.41572E-07 | 267520.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016204 | 0 | 0.41572E-07 | 267513.5 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016205 | 0 | 0.41572E-07 | 267506.2 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016206 | 0 | 0.41572E-07 | 267498.9 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016207 | 0 | 0.41572E-07 | 267491.6 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016208 | 0 | 0.41572E-07 | 267484.3 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016209 | 0 | 0.41572E-07 | 267477.0 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016210 | 0 | 0.41572E-07 | 267469.8 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016211 | 0 | 0.41572E-07 | 267462.5 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016212 | 0 | 0.41572E-07 | 267455.2 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016213 | 0 | 0.41572E-07 | 267447.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016214 | 0 | 0.41572E-07 | 267440.6 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016215 | 0 | 0.41572E-07 | 267433.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016216 | 0 | 0.41572E-07 | 267426.1 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016217 | 0 | 0.41572E-07 | 267418.8 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016218 | 0 | 0.41572E-07 | 267411.5 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016219 | 0 | 0.41572E-07 | 267404.2 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016220 | 0 | 0.41572E-07 | 267396.9 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016221 | 0 | 0.41572E-07 | 267389.7 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016222 | 0 | 0.41572E-07 | 267382.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016223 | 0 | 0.41572E-07 | 267375.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016224 | 0 | 0.41572E-07 | 267367.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016225 | 0 | 0.41572E-07 | 267360.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016226 | 0 | 0.41572E-07 | 267353.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016227 | 0 | 0.41572E-07 | 267346.0 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016228 | 0 | 0.41572E-07 | 267338.7 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016229 | 0 | 0.41572E-07 | 267331.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016230 | 0 | 0.41572E-07 | 267324.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016231 | 0 | 0.41572E-07 | 267316.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016232 | 0 | 0.41572E-07 | 267309.6 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016233 | 0 | 0.41572E-07 | 267302.3 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016234 | 0 | 0.41572E-07 | 267295.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016235 | 0 | 0.41572E-07 | 267287.7 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016236 | 0 | 0.41572E-07 | 267280.4 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016237 | 0 | 0.41572E-07 | 267273.1 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016238 | 0 | 0.41572E-07 | 267265.9 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016239 | 0 | 0.41572E-07 | 267258.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016240 | 0 | 0.41572E-07 | 267251.3 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016241 | 0 | 0.41572E-07 | 267244.0 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016242 | 0 | 0.41572E-07 | 267236.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016243 | 0 | 0.41572E-07 | 267229.5 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016244 | 0 | 0.41572E-07 | 267222.2 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016245 | 0 | 0.41572E-07 | 267214.9 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016246 | 0 | 0.41572E-07 | 267207.6 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016247 | 0 | 0.41572E-07 | 267200.3 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016248 | 0 | 0.41572E-07 | 267193.0 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016249 | 0 | 0.41572E-07 | 267185.8 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016250 | 0 | 0.41572E-07 | 267178.5 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016251 | 0 | 0.41572E-07 | 267171.2 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016252 | 0 | 0.41572E-07 | 267163.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016253 | 0 | 0.41572E-07 | 267156.6 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016254 | 0 | 0.41572E-07 | 267149.4 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016255 | 0 | 0.41572E-07 | 267142.1 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016256 | 0 | 0.41572E-07 | 267134.8 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016257 | 0 | 0.41572E-07 | 267127.5 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016258 | 0 | 0.41572E-07 | 267120.2 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016259 | 0 | 0.41572E-07 | 267112.9 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016260 | 0 | 0.41572E-07 | 267105.7 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016261 | 0 | 0.41572E-07 | 267098.4 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016262 | 0 | 0.41572E-07 | 267094.4 | 4047758.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016263 | 0 | 0.41572E-07 | 267094.5 | 4047751.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016264 | 0 | 0.41572E-07 | 267094.6 | 4047744.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016265 | 0 | 0.41572E-07 | 267094.7 | 4047736.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016266 | 0 | 0.41572E-07 | 267094.8 | 4047729.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016267 | 0 | 0.41572E-07 | 267094.9 | 4047722.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016268 | 0 | 0.41572E-07 | 267094.9 | 4047715.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016269 | 0 | 0.41572E-07 | 267095.0 | 4047707.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016270 | 0 | 0.41572E-07 | 267095.1 | 4047700.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016271 | 0 | 0.41572E-07 | 267095.2 | 4047693.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016272 | 0 | 0.41572E-07 | 267095.3 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016273 | 0 | 0.41572E-07 | 267095.4 | 4047678.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016274 | 0 | 0.41572E-07 | 267095.5 | 4047671.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016275 | 0 | 0.41572E-07 | 267095.6 | 4047664.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016276 | 0 | 0.41572E-07 | 267095.7 | 4047656.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016277 | 0 | 0.41572E-07 | 267095.8 | 4047649.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016278 | 0 | 0.41572E-07 | 267095.8 | 4047642.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016279 | 0 | 0.41572E-07 | 267095.9 | 4047635.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016280 | 0 | 0.41572E-07 | 267096.0 | 4047627.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016281 | 0 | 0.41572E-07 | 267096.1 | 4047620.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016282 | 0 | 0.41572E-07 | 267096.2 | 4047613.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016283 | 0 | 0.41572E-07 | 267096.3 | 4047605.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016284 | 0 | 0.41572E-07 | 267096.4 | 4047598.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016285 | 0 | 0.41572E-07 | 267096.5 | 4047591.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016286 | 0 | 0.41572E-07 | 267096.6 | 4047584.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016287 | 0 | 0.41572E-07 | 267096.7 | 4047576.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016288 | 0 | 0.41572E-07 | 267096.7 | 4047569.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016289 | 0 | 0.41572E-07 | 267096.8 | 4047562.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016290 | 0 | 0.41572E-07 | 267096.9 | 4047554.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016291 | 0 | 0.41572E-07 | 267097.0 | 4047547.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016292 | 0 | 0.41572E-07 | 267097.1 | 4047540.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016293 | 0 | 0.41572E-07 | 267097.2 | 4047533.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016294 | 0 | 0.41572E-07 | 267097.3 | 4047525.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016295 | 0 | 0.41572E-07 | 267097.4 | 4047518.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016296 | 0 | 0.41572E-07 | 267097.6 | 4047511.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016297 | 0 | 0.41572E-07 | 267097.9 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016298 | 0 | 0.41572E-07 | 267098.2 | 4047496.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016299 | 0 | 0.41572E-07 | 267098.5 | 4047489.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016300 | 0 | 0.41572E-07 | 267098.9 | 4047482.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016301 | 0 | 0.41572E-07 | 267099.2 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016302 | 0 | 0.41572E-07 | 267099.5 | 4047467.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016303 | 0 | 0.41572E-07 | 267099.8 | 4047460.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016304 | 0 | 0.41572E-07 | 267100.2 | 4047453.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016305 | 0 | 0.41572E-07 | 267100.5 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016306 | 0 | 0.41572E-07 | 267100.8 | 4047438.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016307 | 0 | 0.41572E-07 | 267101.2 | 4047431.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016308 | 0 | 0.41572E-07 | 267101.5 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016309 | 0 | 0.41572E-07 | 267101.8 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016310 | 0 | 0.41572E-07 | 267102.1 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016311 | 0 | 0.41572E-07 | 267102.5 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016312 | 0 | 0.41572E-07 | 267102.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016313 | 0 | 0.41572E-07 | 267103.1 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016314 | 0 | 0.41572E-07 | 267103.4 | 4047380.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016315 | 0 | 0.41572E-07 | 267103.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016316 | 0 | 0.41572E-07 | 267104.1 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016317 | 0 | 0.41572E-07 | 267104.4 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016318 | 0 | 0.41572E-07 | 267104.7 | 4047351.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016319 | 0 | 0.41572E-07 | 267105.1 | 4047343.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016320 | 0 | 0.41572E-07 | 267105.4 | 4047336.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016321 | 0 | 0.41572E-07 | 267105.7 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016322 | 0 | 0.41572E-07 | 267106.0 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016323 | 0 | 0.41572E-07 | 267106.4 | 4047314.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016324 | 0 | 0.41572E-07 | 267106.7 | 4047307.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016325 | 0 | 0.41572E-07 | 267107.0 | 4047300.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016326 | 0 | 0.41572E-07 | 267110.5 | 4047296.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016327 | 0 | 0.41572E-07 | 267117.8 | 4047296.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016328 | 0 | 0.41572E-07 | 267125.1 | 4047296.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016329 | 0 | 0.41572E-07 | 267132.4 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016330 | 0 | 0.41572E-07 | 267139.6 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016331 | 0 | 0.41572E-07 | 267146.9 | 4047296.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016332 | 0 | 0.41572E-07 | 267154.2 | 4047296.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016333 | 0 | 0.41572E-07 | 267161.5 | 4047296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016334 | 0 | 0.41572E-07 | 267168.8 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016335 | 0 | 0.41572E-07 | 267176.1 | 4047297.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016336 | 0 | 0.41572E-07 | 267183.3 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016337 | 0 | 0.41572E-07 | 267190.6 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016338 | 0 | 0.41572E-07 | 267197.9 | 4047297.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016339 | 0 | 0.41572E-07 | 267205.2 | 4047297.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016340 | 0 | 0.41572E-07 | 267212.5 | 4047297.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016341 | 0 | 0.41572E-07 | 267219.7 | 4047297.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016342 | 0 | 0.41572E-07 | 267227.0 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016343 | 0 | 0.41572E-07 | 267234.3 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016344 | 0 | 0.41572E-07 | 267241.6 | 4047297.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016345 | 0 | 0.41572E-07 | 267248.9 | 4047297.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016346 | 0 | 0.10186E-06 | 267635.6 | 4047768.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016347 | 0 | 0.10186E-06 | 267628.3 | 4047768.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016348 | 0 | 0.10186E-06 | 267621.1 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016349 | 0 | 0.10186E-06 | 267613.9 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016350 | 0 | 0.10186E-06 | 267606.6 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016351 | 0 | 0.10186E-06 | 267599.4 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016352 | 0 | 0.10186E-06 | 267592.1 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016353 | 0 | 0.10186E-06 | 267584.9 | 4047766.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016354 | 0 | 0.10186E-06 | 267577.6 | 4047766.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016355 | 0 | 0.10186E-06 | 267570.4 | 4047766.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016356 | 0 | 0.10186E-06 | 267563.2 | 4047766.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016357 | 0 | 0.10186E-06 | 267555.9 | 4047765.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016358 | 0 | 0.10186E-06 | 267548.7 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016359 | 0 | 0.10186E-06 | 267541.4 | 4047765.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016360 | 0 | 0.10186E-06 | 267534.2 | 4047765.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016361 | 0 | 0.10186E-06 | 267526.9 | 4047764.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016362 | 0 | 0.10186E-06 | 267519.7 | 4047764.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016363 | 0 | 0.10186E-06 | 267512.5 | 4047764.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016364 | 0 | 0.10186E-06 | 267505.2 | 4047764.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016365 | 0 | 0.10186E-06 | 267498.0 | 4047764.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016366 | 0 | 0.10186E-06 | 267490.7 | 4047763.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016367 | 0 | 0.10186E-06 | 267483.5 | 4047763.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016368 | 0 | 0.10186E-06 | 267476.2 | 4047763.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016369 | 0 | 0.10186E-06 | 267469.0 | 4047763.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016370 | 0 | 0.10186E-06 | 267461.8 | 4047762.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016371 | 0 | 0.10186E-06 | 267454.5 | 4047762.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016372 | 0 | 0.10186E-06 | 267447.3 | 4047762.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016373 | 0 | 0.10186E-06 | 267450.7 | 4047756.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016374 | 0 | 0.10186E-06 | 267454.3 | 4047749.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016375 | 0 | 0.10186E-06 | 267457.9 | 4047743.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016376 | 0 | 0.10186E-06 | 267461.5 | 4047737.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016377 | 0 | 0.10186E-06 | 267465.1 | 4047731.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016378 | 0 | 0.10186E-06 | 267468.7 | 4047724.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016379 | 0 | 0.10186E-06 | 267472.4 | 4047718.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016380 | 0 | 0.10186E-06 | 267476.0 | 4047712.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016381 | 0 | 0.10186E-06 | 267479.6 | 4047705.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016382 | 0 | 0.10186E-06 | 267483.2 | 4047699.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016383 | 0 | 0.10186E-06 | 267486.8 | 4047693.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016384 | 0 | 0.10186E-06 | 267488.1 | 4047686.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016385 | 0 | 0.10186E-06 | 267489.0 | 4047679.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016386 | 0 | 0.10186E-06 | 267489.9 | 4047671.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016387 | 0 | 0.10186E-06 | 267490.8 | 4047664.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016388 | 0 | 0.10186E-06 | 267491.6 | 4047657.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016389 | 0 | 0.10186E-06 | 267492.5 | 4047650.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016390 | 0 | 0.10186E-06 | 267493.4 | 4047643.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016391 | 0 | 0.10186E-06 | 267494.3 | 4047635.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016392 | 0 | 0.10186E-06 | 267493.2 | 4047630.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016393 | 0 | 0.10186E-06 | 267486.0 | 4047629.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016394 | 0 | 0.10186E-06 | 267478.7 | 4047629.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016395 | 0 | 0.10186E-06 | 267471.5 | 4047628.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016396 | 0 | 0.10186E-06 | 267464.3 | 4047628.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016397 | 0 | 0.10186E-06 | 267457.0 | 4047627.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016398 | 0 | 0.10186E-06 | 267449.8 | 4047627.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016399 | 0 | 0.10186E-06 | 267442.6 | 4047627.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016400 | 0 | 0.10186E-06 | 267435.4 | 4047626.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016401 | 0 | 0.10186E-06 | 267428.1 | 4047626.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016402 | 0 | 0.10186E-06 | 267421.2 | 4047624.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016403 | 0 | 0.10186E-06 | 267414.5 | 4047621.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0016404 | 0 | 0.10186E-06 | 267407.8 | 4047618.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016405 | 0 | 0.10186E-06 | 267401.1 | 4047615.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016406 | 0 | 0.10186E-06 | 267394.3 | 4047613.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016407 | 0 | 0.10186E-06 | 267387.6 | 4047610.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016408 | 0 | 0.10186E-06 | 267380.9 | 4047607.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016409 | 0 | 0.10186E-06 | 267374.2 | 4047605.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016410 | 0 | 0.10186E-06 | 267367.5 | 4047602.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016411 | 0 | 0.10186E-06 | 267360.8 | 4047599.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016412 | 0 | 0.10186E-06 | 267354.0 | 4047596.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016413 | 0 | 0.10186E-06 | 267347.3 | 4047594.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016414 | 0 | 0.10186E-06 | 267340.6 | 4047591.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016415 | 0 | 0.10186E-06 | 267333.9 | 4047588.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016416 | 0 | 0.10186E-06 | 267327.2 | 4047586.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016417 | 0 | 0.10186E-06 | 267320.4 | 4047583.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016418 | 0 | 0.10186E-06 | 267314.1 | 4047581.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016419 | 0 | 0.10186E-06 | 267314.1 | 4047588.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016420 | 0 | 0.10186E-06 | 267314.2 | 4047595.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016421 | 0 | 0.10186E-06 | 267314.2 | 4047602.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016422 | 0 | 0.10186E-06 | 267314.2 | 4047610.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016423 | 0 | 0.10186E-06 | 267314.3 | 4047617.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016424 | 0 | 0.10186E-06 | 267314.3 | 4047624.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016425 | 0 | 0.10186E-06 | 267314.4 | 4047631.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016426 | 0 | 0.10186E-06 | 267314.4 | 4047639.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016427 | 0 | 0.10186E-06 | 267314.5 | 4047646.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016428 | 0 | 0.10186E-06 | 267314.5 | 4047653.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016429 | 0 | 0.10186E-06 | 267314.5 | 4047660.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016430 | 0 | 0.10186E-06 | 267314.6 | 4047668.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016431 | 0 | 0.10186E-06 | 267314.6 | 4047675.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016432 | 0 | 0.10186E-06 | 267312.8 | 4047680.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016433 | 0 | 0.10186E-06 | 267305.5 | 4047680.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016434 | 0 | 0.10186E-06 | 267298.3 | 4047680.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016435 | 0 | 0.10186E-06 | 267291.0 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016436 | 0 | 0.10186E-06 | 267283.8 | 4047680.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016437 | 0 | 0.10186E-06 | 267276.5 | 4047680.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016438 | 0 | 0.10186E-06 | 267269.3 | 4047679.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016439 | 0 | 0.10186E-06 | 267262.0 | 4047679.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016440 | 0 | 0.10186E-06 | 267254.8 | 4047679.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016441 | 0 | 0.10186E-06 | 267247.5 | 4047679.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016442 | 0 | 0.10186E-06 | 267240.3 | 4047679.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0016443 | 0 | 0.41058E-07 | 267635.3 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016444 | 0 | 0.41058E-07 | 267628.0 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016445 | 0 | 0.41058E-07 | 267620.7 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016446 | 0 | 0.41058E-07 | 267613.4 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016447 | 0 | 0.41058E-07 | 267606.1 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016448 | 0 | 0.41058E-07 | 267598.8 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016449 | 0 | 0.41058E-07 | 267591.5 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016450 | 0 | 0.41058E-07 | 267584.2 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016451 | 0 | 0.41058E-07 | 267577.0 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016452 | 0 | 0.41058E-07 | 267569.7 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016453 | 0 | 0.41058E-07 | 267562.4 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016454 | 0 | 0.41058E-07 | 267555.1 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016455 | 0 | 0.41058E-07 | 267547.8 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016456 | 0 | 0.41058E-07 | 267540.5 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016457 | 0 | 0.41058E-07 | 267533.2 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016458 | 0 | 0.41058E-07 | 267525.9 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016459 | 0 | 0.41058E-07 | 267518.6 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016460 | 0 | 0.41058E-07 | 267511.3 | 4047771.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016461 | 0 | 0.41058E-07 | 267504.0 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016462 | 0 | 0.41058E-07 | 267496.7 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016463 | 0 | 0.41058E-07 | 267489.4 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016464 | 0 | 0.41058E-07 | 267482.2 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016465 | 0 | 0.41058E-07 | 267474.9 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016466 | 0 | 0.41058E-07 | 267467.6 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016467 | 0 | 0.41058E-07 | 267460.3 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016468 | 0 | 0.41058E-07 | 267453.0 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016469 | 0 | 0.41058E-07 | 267445.7 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016470 | 0 | 0.41058E-07 | 267438.4 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016471 | 0 | 0.41058E-07 | 267431.1 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016472 | 0 | 0.41058E-07 | 267423.8 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016473 | 0 | 0.41058E-07 | 267416.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016474 | 0 | 0.41058E-07 | 267409.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016475 | 0 | 0.41058E-07 | 267401.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016476 | 0 | 0.41058E-07 | 267394.7 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016477 | 0 | 0.41058E-07 | 267387.4 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016478 | 0 | 0.41058E-07 | 267380.1 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016479 | 0 | 0.41058E-07 | 267372.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016480 | 0 | 0.41058E-07 | 267365.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016481 | 0 | 0.41058E-07 | 267358.2 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016482 | 0 | 0.41058E-07 | 267350.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016483 | 0 | 0.41058E-07 | 267343.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016484 | 0 | 0.41058E-07 | 267336.3 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016485 | 0 | 0.41058E-07 | 267329.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016486 | 0 | 0.41058E-07 | 267321.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016487 | 0 | 0.41058E-07 | 267314.4 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016488 | 0 | 0.41058E-07 | 267307.1 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016489 | 0 | 0.41058E-07 | 267299.9 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016490 | 0 | 0.41058E-07 | 267292.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016491 | 0 | 0.41058E-07 | 267285.3 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016492 | 0 | 0.41058E-07 | 267278.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016493 | 0 | 0.41058E-07 | 267270.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016494 | 0 | 0.41058E-07 | 267263.4 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016495 | 0 | 0.41058E-07 | 267256.1 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016496 | 0 | 0.41058E-07 | 267248.8 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016497 | 0 | 0.41058E-07 | 267241.5 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016498 | 0 | 0.41058E-07 | 267234.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016499 | 0 | 0.41058E-07 | 267226.9 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016500 | 0 | 0.41058E-07 | 267219.6 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016501 | 0 | 0.41058E-07 | 267212.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016502 | 0 | 0.41058E-07 | 267205.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016503 | 0 | 0.41058E-07 | 267197.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016504 | 0 | 0.41058E-07 | 267190.5 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016505 | 0 | 0.41058E-07 | 267183.2 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016506 | 0 | 0.41058E-07 | 267175.9 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016507 | 0 | 0.41058E-07 | 267168.6 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016508 | 0 | 0.41058E-07 | 267161.3 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016509 | 0 | 0.41058E-07 | 267154.0 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016510 | 0 | 0.41058E-07 | 267146.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016511 | 0 | 0.41058E-07 | 267139.4 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016512 | 0 | 0.41058E-07 | 267132.1 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016513 | 0 | 0.41058E-07 | 267124.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016514 | 0 | 0.41058E-07 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016515 | 0 | 0.41058E-07 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016516 | 0 | 0.41058E-07 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016517 | 0 | 0.41058E-07 | 267095.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016518 | 0 | 0.41058E-07 | 267090.2 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016519 | 0 | 0.41058E-07 | 267090.3 | 4047756.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016520 | 0 | 0.41058E-07 | 267090.4 | 4047749.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016521 | 0 | 0.41058E-07 | 267090.5 | 4047741.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016522 | 0 | 0.41058E-07 | 267090.6 | 4047734.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016523 | 0 | 0.41058E-07 | 267090.8 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016524 | 0 | 0.41058E-07 | 267090.9 | 4047719.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016525 | 0 | 0.41058E-07 | 267091.0 | 4047712.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016526 | 0 | 0.41058E-07 | 267091.1 | 4047705.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016527 | 0 | 0.41058E-07 | 267091.2 | 4047698.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016528 | 0 | 0.41058E-07 | 267091.3 | 4047690.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016529 | 0 | 0.41058E-07 | 267091.4 | 4047683.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016530 | 0 | 0.41058E-07 | 267091.5 | 4047676.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016531 | 0 | 0.41058E-07 | 267091.6 | 4047668.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016532 | 0 | 0.41058E-07 | 267091.7 | 4047661.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016533 | 0 | 0.41058E-07 | 267091.8 | 4047654.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016534 | 0 | 0.41058E-07 | 267091.9 | 4047647.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016535 | 0 | 0.41058E-07 | 267092.0 | 4047639.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016536 | 0 | 0.41058E-07 | 267092.1 | 4047632.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016537 | 0 | 0.41058E-07 | 267092.2 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016538 | 0 | 0.41058E-07 | 267092.3 | 4047617.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016539 | 0 | 0.41058E-07 | 267092.5 | 4047610.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016540 | 0 | 0.41058E-07 | 267092.6 | 4047603.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016541 | 0 | 0.41058E-07 | 267092.7 | 4047596.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016542 | 0 | 0.41058E-07 | 267092.8 | 4047588.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016543 | 0 | 0.41058E-07 | 267092.9 | 4047581.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016544 | 0 | 0.41058E-07 | 267093.0 | 4047574.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016545 | 0 | 0.41058E-07 | 267093.1 | 4047566.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016546 | 0 | 0.41058E-07 | 267093.2 | 4047559.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016547 | 0 | 0.41058E-07 | 267093.3 | 4047552.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016548 | 0 | 0.41058E-07 | 267093.4 | 4047544.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016549 | 0 | 0.41058E-07 | 267093.5 | 4047537.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016550 | 0 | 0.41058E-07 | 267093.6 | 4047530.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016551 | 0 | 0.41058E-07 | 267093.7 | 4047523.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016552 | 0 | 0.41058E-07 | 267093.8 | 4047515.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016553 | 0 | 0.41058E-07 | 267093.9 | 4047508.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016554 | 0 | 0.41058E-07 | 267094.0 | 4047501.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016555 | 0 | 0.41058E-07 | 267094.2 | 4047493.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016556 | 0 | 0.41058E-07 | 267094.3 | 4047486.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016557 | 0 | 0.41058E-07 | 267094.4 | 4047479.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016558 | 0 | 0.41058E-07 | 267094.5 | 4047472.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016559 | 0 | 0.41058E-07 | 267094.6 | 4047464.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016560 | 0 | 0.41058E-07 | 267094.7 | 4047457.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016561 | 0 | 0.41058E-07 | 267094.8 | 4047450.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016562 | 0 | 0.41058E-07 | 267094.9 | 4047442.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016563 | 0 | 0.41058E-07 | 267095.0 | 4047435.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016564 | 0 | 0.41058E-07 | 267095.1 | 4047428.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0016565 | 0 | 0.41058E-07 | 267095.2 | 4047421.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016566 | 0 | 0.41058E-07 | 267095.3 | 4047413.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016567 | 0 | 0.41058E-07 | 267095.4 | 4047406.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016568 | 0 | 0.41058E-07 | 267095.5 | 4047399.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016569 | 0 | 0.41058E-07 | 267095.6 | 4047391.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016570 | 0 | 0.41058E-07 | 267095.7 | 4047384.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016571 | 0 | 0.41058E-07 | 267095.9 | 4047377.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016572 | 0 | 0.41058E-07 | 267096.0 | 4047369.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016573 | 0 | 0.41058E-07 | 267096.1 | 4047362.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016574 | 0 | 0.41058E-07 | 267096.2 | 4047355.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016575 | 0 | 0.41058E-07 | 267096.3 | 4047348.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016576 | 0 | 0.41058E-07 | 267096.4 | 4047340.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016577 | 0 | 0.41058E-07 | 267096.5 | 4047333.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016578 | 0 | 0.41058E-07 | 267096.6 | 4047326.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016579 | 0 | 0.41058E-07 | 267096.7 | 4047318.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016580 | 0 | 0.41058E-07 | 267096.8 | 4047311.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016581 | 0 | 0.41058E-07 | 267096.9 | 4047304.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016582 | 0 | 0.41058E-07 | 267097.0 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016583 | 0 | 0.41058E-07 | 267097.1 | 4047289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016584 | 0 | 0.41058E-07 | 267097.2 | 4047282.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016585 | 0 | 0.41058E-07 | 267097.3 | 4047275.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016586 | 0 | 0.41058E-07 | 267097.4 | 4047267.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016587 | 0 | 0.41058E-07 | 267097.6 | 4047260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016588 | 0 | 0.41058E-07 | 267097.7 | 4047253.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016589 | 0 | 0.41058E-07 | 267097.8 | 4047246.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016590 | 0 | 0.41058E-07 | 267097.9 | 4047238.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016591 | 0 | 0.41058E-07 | 267098.0 | 4047231.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016592 | 0 | 0.41058E-07 | 267098.1 | 4047224.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016593 | 0 | 0.41058E-07 | 267098.2 | 4047216.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016594 | 0 | 0.41058E-07 | 267098.3 | 4047209.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016595 | 0 | 0.41058E-07 | 267098.4 | 4047202.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016596 | 0 | 0.41058E-07 | 267098.5 | 4047194.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016597 | 0 | 0.41058E-07 | 267098.6 | 4047187.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016598 | 0 | 0.41058E-07 | 267098.7 | 4047180.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016599 | 0 | 0.41058E-07 | 267098.8 | 4047173.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016600 | 0 | 0.41058E-07 | 267098.9 | 4047165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016601 | 0 | 0.41058E-07 | 267099.0 | 4047158.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016602 | 0 | 0.41058E-07 | 267099.1 | 4047151.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016603 | 0 | 0.41058E-07 | 267099.7 | 4047144.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016604 | 0 | 0.41058E-07 | 267107.0 | 4047144.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0016605 | 0 | 0.41058E-07 | 267114.3 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016606 | 0 | 0.41058E-07 | 267121.6 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016607 | 0 | 0.41058E-07 | 267128.9 | 4047144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016608 | 0 | 0.41058E-07 | 267136.2 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016609 | 0 | 0.41058E-07 | 267143.4 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016610 | 0 | 0.41058E-07 | 267150.7 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016611 | 0 | 0.41058E-07 | 267158.0 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016612 | 0 | 0.41058E-07 | 267165.3 | 4047144.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016613 | 0 | 0.41058E-07 | 267172.6 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016614 | 0 | 0.41058E-07 | 267179.9 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0016615 | 0 | 0.41058E-07 | 267187.2 | 4047145.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0016616 | 0 | 0.41058E-07 | 267194.5 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016617 | 0 | 0.41058E-07 | 267201.8 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016618 | 0 | 0.41058E-07 | 267209.1 | 4047145.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016619 | 0 | 0.41058E-07 | 267216.4 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016620 | 0 | 0.41058E-07 | 267223.7 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016621 | 0 | 0.41058E-07 | 267231.0 | 4047145.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016622 | 0 | 0.41058E-07 | 267238.2 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016623 | 0 | 0.41058E-07 | 267245.5 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016624 | 0 | 0.41058E-07 | 267252.8 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016625 | 0 | 0.41058E-07 | 267260.1 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016626 | 0 | 0.41058E-07 | 267267.4 | 4047145.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016627 | 0 | 0.41058E-07 | 267274.7 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016628 | 0 | 0.41058E-07 | 267282.0 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016629 | 0 | 0.41058E-07 | 267289.3 | 4047146.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016630 | 0 | 0.41058E-07 | 267296.6 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0016631 | 0 | 0.41058E-07 | 267303.9 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
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*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.11900E-09 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |
| LOT2 | 0 | 0.31800E-09 | 267198.0 | 4047680.2 | 101.0 | 0.91 | 28 | 0.00 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0015037 , L0015038 , L0015039 , L0015040 , L0015041 , L0015042 , L0015043 , L0015044 , |
| | L0015045 , L0015046 , L0015047 , L0015048 , L0015049 , L0015050 , L0015051 , L0015052 , |
| | L0015053 , L0015054 , L0015055 , L0015056 , L0015057 , L0015058 , L0015059 , L0015060 , |
| | L0015061 , L0015062 , L0015063 , L0015064 , L0015065 , L0015066 , L0015067 , L0015068 , |
| | L0015069 , L0015070 , L0015071 , L0015072 , L0015073 , L0015074 , L0015075 , L0015076 , |
| | L0015077 , L0015078 , L0015079 , L0015080 , L0015081 , L0015082 , L0015083 , L0015084 , |
| | L0015085 , L0015086 , L0015087 , L0015088 , L0015089 , L0015090 , L0015091 , L0015092 , |
| | L0015093 , L0015094 , L0015095 , L0015096 , L0015097 , L0015098 , L0015099 , L0015100 , |
| | L0015101 , L0015102 , L0015103 , L0015104 , L0015105 , L0015106 , L0015107 , L0015108 , |
| | L0015109 , L0015110 , L0015111 , L0015112 , L0015113 , L0015114 , L0015115 , L0015116 , |
| | L0015117 , L0015118 , L0015119 , L0015120 , L0015121 , L0015122 , L0015123 , L0015124 , |
| | L0015125 , L0015126 , L0015127 , L0015128 , L0015129 , L0015130 , L0015131 , L0015132 , |
| | L0015133 , L0015134 , L0015135 , L0015136 , L0015137 , L0015138 , L0015139 , L0015140 , |
| | L0015141 , L0015142 , L0015143 , L0015144 , L0015145 , L0015146 , L0015147 , L0015148 , |
| | L0015149 , L0015150 , L0015151 , L0015152 , L0015153 , L0015154 , L0015155 , L0015156 , |
| | L0015157 , L0015158 , L0015159 , L0015160 , L0015161 , L0015162 , L0015163 , L0015164 , |
| | L0015165 , L0015166 , L0015167 , L0015168 , L0015169 , L0015170 , L0015171 , L0015172 , |
| | L0015173 , L0015174 , L0015175 , L0015176 , L0015177 , L0015178 , L0015179 , L0015180 , |
| | L0015181 , L0015182 , L0015183 , L0015184 , L0015185 , L0015186 , L0015187 , L0015188 , |
| | L0015189 , L0015190 , L0015191 , L0015192 , L0015193 , L0015194 , L0015195 , L0015196 , |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| | L0015197 , L0015198 , L0015199 , L0015200 , L0015201 , L0015202 , L0015203 , L0015204 , |
| | L0015205 , L0015206 , L0015207 , L0015208 , L0015209 , L0015210 , L0015211 , L0015212 , |
| | L0015213 , L0015214 , L0015215 , L0015216 , L0015217 , L0015218 , L0015219 , L0015220 , |
| | L0015221 , L0015222 , L0015525 , L0015526 , L0015527 , L0015528 , L0015529 , L0015530 , |
| | L0015531 , L0015532 , L0015533 , L0015534 , L0015535 , L0015536 , L0015537 , L0015538 , |
| | L0015539 , L0015540 , L0015541 , L0015542 , L0015543 , L0015544 , L0015545 , L0015546 , |
| | L0015547 , L0015548 , L0015549 , L0015550 , L0015551 , L0015552 , L0015553 , L0015554 , |
| | L0015555 , L0015556 , L0015557 , L0015558 , L0015559 , L0015560 , L0015561 , L0015562 , |

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L0015277 , L0015278 , L0015279 , L0015280 , L0015281 , L0015282 , L0015283 , L0015284 ,
L0015285 , L0015286 , L0015287 , L0015288 , L0015289 , L0015290 , L0015291 , L0015292 ,
L0015293 , L0015294 , L0015295 , L0015296 , L0015297 , L0015298 , L0015299 , L0015300 ,
L0015301 , L0015302 , L0015303 , L0015304 , L0015305 , L0015306 , L0015307 , L0015308 ,
L0015309 , L0015310 , L0015311 , L0015312 , L0015313 , L0015314 , L0015315 , L0015316 ,
L0015317 , L0015318 , L0015319 , L0015320 , L0015321 , L0015322 , L0015323 , L0015324 ,
L0015325 , L0015326 , L0015327 , L0015328 , L0015329 , L0015330 , L0015331 , L0015332 ,
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L0015341 , L0015342 , L0015343 , L0015344 , L0015345 , L0015346 , L0015347 , L0015348 ,
L0015349 , L0015350 , L0015351 , L0015352 , L0015353 , L0015354 , L0015355 , L0015356 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015357 , L0015358 , L0015359 , L0015360 , L0015361 , L0015362 , L0015363 , L0015364 ,
L0015365 , L0015366 , L0015367 , L0015368 , L0015369 , L0015370 , L0015371 , L0015372 ,
L0015373 , L0015374 , L0015375 , L0015376 , L0015377 , L0015378 , L0015379 , L0015380 ,
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L0015389 , L0015390 , L0015391 , L0015392 , L0015393 , L0015394 , L0015395 , L0015396 ,
L0015397 , L0015398 , L0015399 , L0015400 , L0015401 , L0015402 , L0015403 , L0015404 ,
L0015405 , L0015406 , L0015407 , L0015408 , L0015409 , L0015410 , L0015411 , L0015412 ,
L0015413 , L0015414 , L0015415 , L0015416 , L0015417 , L0015418 , L0015419 , L0015420 ,
L0015421 , L0015422 , L0015423 , L0015424 , L0015425 , L0015426 , L0015427 , L0015428 ,
L0015429 , L0015430 , L0015431 , L0015432 , L0015433 , L0015434 , L0015435 , L0015436 ,
L0015437 , L0015438 , L0015439 , L0015440 , L0015441 , L0015442 , L0015443 , L0015444 ,
L0015445 , L0015446 , L0015447 , L0015448 , L0015449 , L0015450 , L0015451 , L0015452 ,
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L0015501 , L0015502 , L0015503 , L0015504 , L0015505 , L0015506 , L0015507 , L0015508 ,
L0015509 , L0015510 , L0015511 , L0015512 , L0015513 , L0015514 , L0015515 , L0015516 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015517 , L0015518 , L0015519 , L0015520 , L0015521 , L0015522 , L0015523 , L0015524 ,
STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,
STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 , L0015573 ,
L0015574 , L0015575 , L0015576 , L0015577 , L0015578 , L0015579 , L0015580 , L0015581 ,
L0015582 , L0015583 , L0015584 , L0015585 , L0015586 , L0015587 , L0015588 , L0015589 ,
L0015590 , L0015591 , L0015592 , L0015593 , L0015594 , L0015595 , L0015596 , L0015597 ,
L0015598 , L0015599 , L0015600 , L0015601 , L0015602 , L0015603 , L0015604 , L0015605 ,
L0015606 , L0015607 , L0015608 , L0015609 , L0015610 , L0015611 , L0015612 , L0015613 ,
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L0015670 , L0015671 , L0015672 , L0015673 , L0015674 , L0015675 , L0015676 , L0015677 ,
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L0015702 , L0015703 , L0015704 , L0015705 , L0015706 , L0015707 , L0015708 , L0015709 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015710 , L0015711 , L0015712 , L0015713 , L0015714 , L0015715 , L0015716 , L0015717 ,
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L0015726 , L0015727 , L0015728 , L0015729 , L0015730 , L0015731 , L0015732 , L0015733 ,
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L0015742 , L0015743 , L0015744 , L0015745 , L0015746 , L0015747 , L0015748 , L0015749 ,
L0015750 , L0015751 , L0015752 , L0015753 , L0015754 , L0015755 , L0015756 , L0015757 ,
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L0015766 , L0015767 , L0015768 , L0015769 , L0015770 , L0015771 , L0015772 , L0015773 ,
L0015774 , L0015775 , L0015776 , L0015777 , L0015778 , L0015779 , L0015780 , L0015781 ,
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L0015838 , L0015839 , L0015840 , L0015841 , L0015842 , L0015843 , L0015844 , L0015845 ,
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L0015854 , L0015855 , L0015856 , L0015857 , L0015858 , L0015859 , L0015860 , L0015861 ,
L0015862 , L0015863 , L0015864 , L0015865 , L0015866 , L0015867 , L0015868 , L0015869 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0015870 , L0015871 , L0015872 , L0015873 , L0015874 , L0015875 , L0015876 , L0015877 ,
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L0015886 , L0015887 , L0015888 , L0015889 , L0015890 , L0015891 , L0015892 , L0015893 ,
L0015894 , L0015895 , L0015896 , L0015897 , L0015898 , L0015899 , L0015900 , L0015901 ,
L0015902 , L0015903 , L0015904 , L0015905 , L0015906 , L0015907 , L0015908 , L0015909 ,
L0015910 , L0015911 , L0015912 , L0015913 , L0015914 , L0015915 , L0015916 , L0015917 ,
L0015918 , L0015919 , L0015920 , L0015921 , L0015922 , L0015923 , L0015924 , L0015925 ,
L0015926 , L0015927 , L0015928 , L0015929 , L0015930 , L0015931 , L0015932 , L0015933 ,
L0015934 , L0015935 , L0015936 , L0015937 , L0015938 , L0015939 , L0015940 , L0015941 ,
L0015942 , L0015943 , L0015944 , L0015945 , L0015946 , L0015947 , L0015948 , L0015949 ,
L0015950 , L0015951 , L0015952 , L0015953 , L0015954 , L0015955 , L0015956 , L0015957 ,
L0015958 , L0015959 , L0015960 , L0015961 , L0015962 , L0015963 , L0015964 , L0015965 ,
L0015966 , L0015967 , L0015968 , L0015969 , L0015970 , L0015971 , L0015972 , L0015973 ,
L0015974 , L0015975 , L0015976 , L0015977 , L0015978 , L0015979 , L0015980 , L0015981 ,
L0015982 , L0015983 , L0015984 , L0015985 , L0015986 , L0015987 , L0015988 , L0015989 ,
L0015990 , L0015991 , L0015992 , L0015993 , L0015994 , L0015995 , L0015996 , L0015997 ,
L0015998 , L0015999 , L0016000 , L0016001 , L0016002 , L0016003 , L0016004 , L0016005 ,
L0016006 , L0016007 , L0016008 , L0016009 , L0016010 , L0016011 , L0016012 , L0016013 ,

L0016014 , L0016015 , L0016016 , L0016017 , L0016018 , L0016019 , L0016020 , L0016021 ,

L0016022 , L0016023 , L0016024 , L0016025 , L0016026 , L0016027 , L0016028 , L0016029 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016030 , L0016031 , L0016032 , L0016033 , L0016034 , L0016035 , L0016036 , L0016037 ,

L0016038 , L0016039 , L0016040 , L0016041 , L0016042 , L0016043 , L0016044 , L0016045 ,

L0016046 , L0016047 , L0016048 , L0016049 , L0016050 , L0016051 , L0016052 , L0016053 ,

L0016054 , L0016055 , L0016056 , L0016057 , L0016058 , L0016059 , L0016060 , L0016061 ,

L0016062 , L0016063 , L0016064 , L0016065 , L0016066 , L0016067 , L0016068 , L0016069 ,

L0016070 , L0016071 , L0016072 , L0016073 , L0016074 , L0016075 , L0016076 , L0016077 ,

L0016078 , L0016079 , L0016080 , L0016081 , L0016082 , L0016083 , L0016084 , L0016085 ,

L0016086 , L0016087 , L0016088 , L0016089 , L0016090 , L0016091 , L0016092 , L0016093 ,

L0016094 , L0016095 , L0016096 , L0016097 , L0016098 , L0016099 , L0016100 , L0016101 ,

L0016102 , L0016103 , L0016104 , L0016105 , L0016106 , L0016107 , L0016108 , L0016109 ,

L0016110 , L0016111 , L0016112 , L0016113 , L0016114 , L0016115 , L0016116 , L0016117 ,

L0016118 , L0016119 , L0016120 , L0016121 , L0016122 , L0016123 , L0016124 , L0016125 ,

L0016126 , L0016127 , L0016128 , L0016129 , L0016130 , L0016131 , L0016132 , L0016133 ,

L0016134 , L0016135 , L0016136 , L0016137 , L0016138 , L0016139 , L0016140 , L0016141 ,

L0016142 , L0016143 , L0016144 , L0016145 , L0016146 , L0016147 , L0016148 , L0016149 ,

L0016150 , L0016151 , L0016152 , L0016153 , L0016154 , L0016155 , L0016156 , L0016157 ,

L0016158 , L0016159 , L0016160 , L0016161 , L0016162 , L0016163 , L0016164 , L0016165 ,

L0016166 , L0016167 , L0016168 , L0016169 , L0016170 , L0016171 , L0016172 , L0016173 ,

L0016174 , L0016175 , L0016176 , L0016177 , L0016178 , L0016179 , L0016180 , L0016181 ,

L0016182 , L0016183 , L0016184 , L0016185 , L0016186 , L0016187 , L0016188 , L0016189 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016190 , L0016191 , L0016192 , L0016193 , L0016194 , L0016195 , L0016196 , L0016197 ,

L0016198 , L0016199 , L0016200 , L0016201 , L0016202 , L0016203 , L0016204 , L0016205 ,

L0016206 , L0016207 , L0016208 , L0016209 , L0016210 , L0016211 , L0016212 , L0016213 ,

L0016214 , L0016215 , L0016216 , L0016217 , L0016218 , L0016219 , L0016220 , L0016221 ,

L0016222 , L0016223 , L0016224 , L0016225 , L0016226 , L0016227 , L0016228 , L0016229 ,

L0016230 , L0016231 , L0016232 , L0016233 , L0016234 , L0016235 , L0016236 , L0016237 ,

L0016238 , L0016239 , L0016240 , L0016241 , L0016242 , L0016243 , L0016244 , L0016245 ,

L0016246 , L0016247 , L0016248 , L0016249 , L0016250 , L0016251 , L0016252 , L0016253 ,

L0016254 , L0016255 , L0016256 , L0016257 , L0016258 , L0016259 , L0016260 , L0016261 ,

L0016262 , L0016263 , L0016264 , L0016265 , L0016266 , L0016267 , L0016268 , L0016269 ,

L0016270 , L0016271 , L0016272 , L0016273 , L0016274 , L0016275 , L0016276 , L0016277 ,

L0016278 , L0016279 , L0016280 , L0016281 , L0016282 , L0016283 , L0016284 , L0016285 ,

L0016286 , L0016287 , L0016288 , L0016289 , L0016290 , L0016291 , L0016292 , L0016293 ,

L0016294 , L0016295 , L0016296 , L0016297 , L0016298 , L0016299 , L0016300 , L0016301 ,

L0016302 , L0016303 , L0016304 , L0016305 , L0016306 , L0016307 , L0016308 , L0016309 ,

L0016310 , L0016311 , L0016312 , L0016313 , L0016314 , L0016315 , L0016316 , L0016317 ,

L0016318 , L0016319 , L0016320 , L0016321 , L0016322 , L0016323 , L0016324 , L0016325 ,

L0016326 , L0016327 , L0016328 , L0016329 , L0016330 , L0016331 , L0016332 , L0016333 ,

L0016334 , L0016335 , L0016336 , L0016337 , L0016338 , L0016339 , L0016340 , L0016341 ,

L0016342 , L0016343 , L0016344 , L0016345 , L0016346 , L0016347 , L0016348 , L0016349 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016350 , L0016351 , L0016352 , L0016353 , L0016354 , L0016355 , L0016356 , L0016357 ,
L0016358 , L0016359 , L0016360 , L0016361 , L0016362 , L0016363 , L0016364 , L0016365 ,
L0016366 , L0016367 , L0016368 , L0016369 , L0016370 , L0016371 , L0016372 , L0016373 ,
L0016374 , L0016375 , L0016376 , L0016377 , L0016378 , L0016379 , L0016380 , L0016381 ,
L0016382 , L0016383 , L0016384 , L0016385 , L0016386 , L0016387 , L0016388 , L0016389 ,
L0016390 , L0016391 , L0016392 , L0016393 , L0016394 , L0016395 , L0016396 , L0016397 ,
L0016398 , L0016399 , L0016400 , L0016401 , L0016402 , L0016403 , L0016404 , L0016405 ,
L0016406 , L0016407 , L0016408 , L0016409 , L0016410 , L0016411 , L0016412 , L0016413 ,
L0016414 , L0016415 , L0016416 , L0016417 , L0016418 , L0016419 , L0016420 , L0016421 ,
L0016422 , L0016423 , L0016424 , L0016425 , L0016426 , L0016427 , L0016428 , L0016429 ,
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L0016470 , L0016471 , L0016472 , L0016473 , L0016474 , L0016475 , L0016476 , L0016477 ,
L0016478 , L0016479 , L0016480 , L0016481 , L0016482 , L0016483 , L0016484 , L0016485 ,
L0016486 , L0016487 , L0016488 , L0016489 , L0016490 , L0016491 , L0016492 , L0016493 ,
L0016494 , L0016495 , L0016496 , L0016497 , L0016498 , L0016499 , L0016500 , L0016501 ,
L0016502 , L0016503 , L0016504 , L0016505 , L0016506 , L0016507 , L0016508 , L0016509 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016510 , L0016511 , L0016512 , L0016513 , L0016514 , L0016515 , L0016516 , L0016517 ,
L0016518 , L0016519 , L0016520 , L0016521 , L0016522 , L0016523 , L0016524 , L0016525 ,
L0016526 , L0016527 , L0016528 , L0016529 , L0016530 , L0016531 , L0016532 , L0016533 ,
L0016534 , L0016535 , L0016536 , L0016537 , L0016538 , L0016539 , L0016540 , L0016541 ,
L0016542 , L0016543 , L0016544 , L0016545 , L0016546 , L0016547 , L0016548 , L0016549 ,
L0016550 , L0016551 , L0016552 , L0016553 , L0016554 , L0016555 , L0016556 , L0016557 ,
L0016558 , L0016559 , L0016560 , L0016561 , L0016562 , L0016563 , L0016564 , L0016565 ,
L0016566 , L0016567 , L0016568 , L0016569 , L0016570 , L0016571 , L0016572 , L0016573 ,
L0016574 , L0016575 , L0016576 , L0016577 , L0016578 , L0016579 , L0016580 , L0016581 ,
L0016582 , L0016583 , L0016584 , L0016585 , L0016586 , L0016587 , L0016588 , L0016589 ,
L0016590 , L0016591 , L0016592 , L0016593 , L0016594 , L0016595 , L0016596 , L0016597 ,
L0016598 , L0016599 , L0016600 , L0016601 , L0016602 , L0016603 , L0016604 , L0016605 ,
L0016606 , L0016607 , L0016608 , L0016609 , L0016610 , L0016611 , L0016612 , L0016613 ,
L0016614 , L0016615 , L0016616 , L0016617 , L0016618 , L0016619 , L0016620 , L0016621 ,
L0016622 , L0016623 , L0016624 , L0016625 , L0016626 , L0016627 , L0016628 , L0016629 ,
L0016630 , L0016631 , LOT2 , STCKCC1 , STCKCC2 , STCKCC3 , STCKCC4 , STCKCC5 ,
STCKPP1 , STCKPP2 , STCKPP3 , STCKPP4 , STCKAM1 , STCKAM2 , STCKAM3 , STCKAM4 ,
STCKAM5 , STCKAM6 , STCKAM7 , STCKQM8 , STCKAM9 , STCKAM10 , STCKHOT1 , STCKHOT2 ,
STCKWP1 , STCKAAA1 , STCKWW1 , BBBCCC1 , BBBCCC2 , DDDEEE1 , DDDEEE2 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |

P2_DPM

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -42.4, | -29.3, | 2 | 9.1, | 289.6, | 297.5, | -53.7, | -5.9, |
| 3 | 9.1, | 291.8, | 321.4, | -63.3, | 17.7, | 4 | 9.1, | 285.1, | 335.4, | -71.1, | 40.8, |
| 5 | 9.1, | 269.8, | 339.3, | -76.7, | 62.6, | 6 | 9.1, | 246.3, | 332.9, | -79.9, | 82.6, |
| 7 | 9.1, | 229.5, | 316.3, | -80.7, | 92.9, | 8 | 9.1, | 227.5, | 290.2, | -79.1, | 89.5, |
| 9 | 9.1, | 223.8, | 259.1, | -77.7, | 82.1, | 10 | 9.1, | 264.7, | 278.6, | -110.0, | 90.0, |
| 11 | 9.1, | 297.5, | 289.6, | -138.9, | 95.1, | 12 | 9.1, | 321.4, | 291.8, | -163.6, | 97.3, |
| 13 | 9.1, | 335.4, | 285.1, | -183.4, | 96.6, | 14 | 9.1, | 339.3, | 269.8, | -197.5, | 93.0, |
| 15 | 9.1, | 332.9, | 246.3, | -205.7, | 86.5, | 16 | 9.1, | 316.3, | 229.5, | -207.6, | 77.4, |
| 17 | 9.1, | 290.2, | 227.5, | -203.2, | 66.0, | 18 | 9.1, | 259.1, | 223.8, | -194.0, | 51.8, |
| 19 | 9.1, | 278.6, | 264.7, | -222.3, | 29.3, | 20 | 9.1, | 289.6, | 297.5, | -243.9, | 5.9, |
| 21 | 9.1, | 291.8, | 321.4, | -258.0, | -17.7, | 22 | 9.1, | 285.1, | 335.4, | -264.4, | -40.8, |
| 23 | 9.1, | 269.8, | 339.3, | -262.6, | -62.6, | 24 | 9.1, | 246.3, | 332.9, | -253.0, | -82.6, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 9.1, | 229.5, | 316.3, | -235.6, | -92.9, | 26 | 9.1, | 227.5, | 290.2, | -211.0, | -89.5, |
| 27 | 9.1, | 223.8, | 259.1, | -181.4, | -82.1, | 28 | 9.1, | 264.7, | 278.6, | -168.6, | -90.0, |
| 29 | 9.1, | 297.5, | 289.6, | -150.7, | -95.1, | 30 | 9.1, | 321.4, | 291.8, | -128.2, | -97.3, |
| 31 | 9.1, | 335.4, | 285.1, | -101.8, | -96.6, | 32 | 9.1, | 339.3, | 269.8, | -72.3, | -93.0, |
| 33 | 9.1, | 332.9, | 246.3, | -40.6, | -86.5, | 34 | 9.1, | 316.3, | 229.5, | -21.9, | -77.4, |
| 35 | 9.1, | 290.2, | 227.5, | -24.3, | -66.0, | 36 | 9.1, | 259.1, | 223.8, | -29.8, | -51.8, |

SOURCE ID: STCKCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -110.8, | -36.5, | 2 | 9.1, | 289.6, | 297.5, | -119.8, | -24.8, |
| 3 | 9.1, | 291.8, | 321.4, | -125.2, | -12.4, | 4 | 9.1, | 285.1, | 335.4, | -126.7, | 0.4, |
| 5 | 9.1, | 269.8, | 339.3, | -124.5, | 13.2, | 6 | 9.1, | 246.3, | 332.9, | -118.4, | 25.6, |
| 7 | 9.1, | 229.5, | 316.3, | -108.7, | 30.0, | 8 | 9.1, | 227.5, | 290.2, | -95.8, | 22.8, |
| 9 | 9.1, | 223.8, | 259.1, | -82.5, | 13.5, | 10 | 9.1, | 264.7, | 278.6, | -102.8, | 21.6, |
| 11 | 9.1, | 297.5, | 289.6, | -120.0, | 29.0, | 12 | 9.1, | 321.4, | 291.8, | -133.5, | 35.5, |
| 13 | 9.1, | 335.4, | 285.1, | -143.0, | 41.0, | 14 | 9.1, | 339.3, | 269.8, | -148.1, | 45.2, |
| 15 | 9.1, | 332.9, | 246.3, | -148.7, | 48.0, | 16 | 9.1, | 316.3, | 229.5, | -144.8, | 49.4, |
| 17 | 9.1, | 290.2, | 227.5, | -136.5, | 49.3, | 18 | 9.1, | 259.1, | 223.8, | -125.4, | 47.0, |
| 19 | 9.1, | 278.6, | 264.7, | -153.9, | 36.5, | 20 | 9.1, | 289.6, | 297.5, | -177.8, | 24.8, |
| 21 | 9.1, | 291.8, | 321.4, | -196.2, | 12.4, | 22 | 9.1, | 285.1, | 335.4, | -208.7, | -0.4, |
| 23 | 9.1, | 269.8, | 339.3, | -214.8, | -13.2, | 24 | 9.1, | 246.3, | 332.9, | -214.5, | -25.6, |
| 25 | 9.1, | 229.5, | 316.3, | -207.6, | -30.0, | 26 | 9.1, | 227.5, | 290.2, | -194.4, | -22.8, |
| 27 | 9.1, | 223.8, | 259.1, | -176.6, | -13.5, | 28 | 9.1, | 264.7, | 278.6, | -175.8, | -21.6, |
| 29 | 9.1, | 297.5, | 289.6, | -169.6, | -29.0, | 30 | 9.1, | 321.4, | 291.8, | -158.3, | -35.5, |
| 31 | 9.1, | 335.4, | 285.1, | -142.2, | -41.0, | 32 | 9.1, | 339.3, | 269.8, | -121.7, | -45.2, |
| 33 | 9.1, | 332.9, | 246.3, | -97.6, | -48.0, | 34 | 9.1, | 316.3, | 229.5, | -84.7, | -49.4, |
| 35 | 9.1, | 290.2, | 227.5, | -91.0, | -49.3, | 36 | 9.1, | 259.1, | 223.8, | -98.4, | -47.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKCC3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -163.1, | -41.6, | 2 | 9.1, | 289.6, | 297.5, | -170.4, | -39.0, |
| 3 | 9.1, | 291.8, | 321.4, | -172.6, | -35.2, | 4 | 9.1, | 285.1, | 335.4, | -169.5, | -30.2, |
| 5 | 9.1, | 269.8, | 339.3, | -161.2, | -24.4, | 6 | 9.1, | 246.3, | 332.9, | -148.1, | -17.9, |
| 7 | 9.1, | 229.5, | 316.3, | -130.4, | -17.9, | 8 | 9.1, | 227.5, | 290.2, | -108.8, | -28.2, |
| 9 | 9.1, | 223.8, | 259.1, | -86.5, | -38.9, | 10 | 9.1, | 264.7, | 278.6, | -97.6, | -30.8, |
| 11 | 9.1, | 297.5, | 289.6, | -105.8, | -21.7, | 12 | 9.1, | 321.4, | 291.8, | -110.7, | -11.9, |
| 13 | 9.1, | 335.4, | 285.1, | -112.3, | -1.8, | 14 | 9.1, | 339.3, | 269.8, | -110.5, | 8.4, |
| 15 | 9.1, | 332.9, | 246.3, | -105.3, | 18.4, | 16 | 9.1, | 316.3, | 229.5, | -96.9, | 27.7, |
| 17 | 9.1, | 290.2, | 227.5, | -85.5, | 36.3, | 18 | 9.1, | 259.1, | 223.8, | -72.9, | 43.0, |
| 19 | 9.1, | 278.6, | 264.7, | -101.6, | 41.6, | 20 | 9.1, | 289.6, | 297.5, | -127.1, | 39.0, |
| 21 | 9.1, | 291.8, | 321.4, | -148.8, | 35.2, | 22 | 9.1, | 285.1, | 335.4, | -166.0, | 30.2, |
| 23 | 9.1, | 269.8, | 339.3, | -178.1, | 24.4, | 24 | 9.1, | 246.3, | 332.9, | -184.8, | 17.9, |
| 25 | 9.1, | 229.5, | 316.3, | -185.9, | 17.9, | 26 | 9.1, | 227.5, | 290.2, | -181.3, | 28.2, |
| 27 | 9.1, | 223.8, | 259.1, | -172.6, | 38.9, | 28 | 9.1, | 264.7, | 278.6, | -180.9, | 30.8, |
| 29 | 9.1, | 297.5, | 289.6, | -183.8, | 21.7, | 30 | 9.1, | 321.4, | 291.8, | -181.1, | 11.9, |
| 31 | 9.1, | 335.4, | 285.1, | -172.8, | 1.8, | 32 | 9.1, | 339.3, | 269.8, | -159.3, | -8.4, |
| 33 | 9.1, | 332.9, | 246.3, | -141.0, | -18.4, | 34 | 9.1, | 316.3, | 229.5, | -132.6, | -27.7, |
| 35 | 9.1, | 290.2, | 227.5, | -141.9, | -36.3, | 36 | 9.1, | 259.1, | 223.8, | -150.8, | -43.0, |

SOURCE ID: STCKCC4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -176.6, | 49.5, | 2 | 9.1, | 289.6, | 297.5, | -199.5, | 48.5, |
| 3 | 9.1, | 291.8, | 321.4, | -216.4, | 45.9, | 4 | 9.1, | 285.1, | 335.4, | -226.7, | 42.0, |
| 5 | 9.1, | 269.8, | 339.3, | -230.1, | 36.8, | 6 | 9.1, | 246.3, | 332.9, | -226.6, | 30.5, |
| 7 | 9.1, | 229.5, | 316.3, | -216.1, | 16.1, | 8 | 9.1, | 227.5, | 290.2, | -199.1, | -9.6, |
| 9 | 9.1, | 223.8, | 259.1, | -178.7, | -36.3, | 10 | 9.1, | 264.7, | 278.6, | -188.8, | -44.2, |
| 11 | 9.1, | 297.5, | 289.6, | -193.3, | -50.7, | 12 | 9.1, | 321.4, | 291.8, | -191.8, | -55.7, |
| 13 | 9.1, | 335.4, | 285.1, | -184.6, | -59.0, | 14 | 9.1, | 339.3, | 269.8, | -171.7, | -60.5, |
| 15 | 9.1, | 332.9, | 246.3, | -153.6, | -60.1, | 16 | 9.1, | 316.3, | 229.5, | -130.9, | -58.0, |
| 17 | 9.1, | 290.2, | 227.5, | -104.1, | -54.0, | 18 | 9.1, | 259.1, | 223.8, | -75.5, | -49.1, |
| 19 | 9.1, | 278.6, | 264.7, | -88.1, | -49.5, | 20 | 9.1, | 289.6, | 297.5, | -98.0, | -48.5, |
| 21 | 9.1, | 291.8, | 321.4, | -105.0, | -45.9, | 22 | 9.1, | 285.1, | 335.4, | -108.7, | -42.0, |
| 23 | 9.1, | 269.8, | 339.3, | -109.2, | -36.8, | 24 | 9.1, | 246.3, | 332.9, | -106.3, | -30.5, |
| 25 | 9.1, | 229.5, | 316.3, | -100.2, | -16.1, | 26 | 9.1, | 227.5, | 290.2, | -91.0, | 9.6, |
| 27 | 9.1, | 223.8, | 259.1, | -80.4, | 36.3, | 28 | 9.1, | 264.7, | 278.6, | -89.7, | 44.2, |
| 29 | 9.1, | 297.5, | 289.6, | -96.3, | 50.7, | 30 | 9.1, | 321.4, | 291.8, | -99.9, | 55.7, |
| 31 | 9.1, | 335.4, | 285.1, | -100.5, | 59.0, | 32 | 9.1, | 339.3, | 269.8, | -98.1, | 60.5, |
| 33 | 9.1, | 332.9, | 246.3, | -92.7, | 60.1, | 34 | 9.1, | 316.3, | 229.5, | -98.7, | 58.0, |
| 35 | 9.1, | 290.2, | 227.5, | -123.4, | 54.0, | 36 | 9.1, | 259.1, | 223.8, | -148.2, | 49.1, |

SOURCE ID: STCKCC5

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -124.8, | 63.1, | 2 | 9.1, | 289.6, | 297.5, | -150.9, | 70.8, |
| 3 | 9.1, | 291.8, | 321.4, | -172.4, | 76.3, | 4 | 9.1, | 285.1, | 335.4, | -188.7, | 79.6, |
| 5 | 9.1, | 269.8, | 339.3, | -199.2, | 80.4, | 6 | 9.1, | 246.3, | 332.9, | -203.7, | 78.8, |
| 7 | 9.1, | 229.5, | 316.3, | -202.0, | 67.6, | 8 | 9.1, | 227.5, | 290.2, | -194.1, | 43.6, |
| 9 | 9.1, | 223.8, | 259.1, | -183.0, | 16.9, | 10 | 9.1, | 264.7, | 278.6, | -202.4, | 7.5, |
| 11 | 9.1, | 297.5, | 289.6, | -215.6, | -2.2, | 12 | 9.1, | 321.4, | 291.8, | -222.2, | -11.8, |
| 13 | 9.1, | 335.4, | 285.1, | -222.1, | -21.0, | 14 | 9.1, | 339.3, | 269.8, | -215.3, | -29.6, |
| 15 | 9.1, | 332.9, | 246.3, | -201.9, | -37.3, | 16 | 9.1, | 316.3, | 229.5, | -182.4, | -43.8, |
| 17 | 9.1, | 290.2, | 227.5, | -157.3, | -49.0, | 18 | 9.1, | 259.1, | 223.8, | -128.8, | -53.4, |
| 19 | 9.1, | 278.6, | 264.7, | -139.8, | -63.1, | 20 | 9.1, | 289.6, | 297.5, | -146.6, | -70.8, |
| 21 | 9.1, | 291.8, | 321.4, | -148.9, | -76.3, | 22 | 9.1, | 285.1, | 335.4, | -146.7, | -79.6, |
| 23 | 9.1, | 269.8, | 339.3, | -140.1, | -80.4, | 24 | 9.1, | 246.3, | 332.9, | -129.2, | -78.8, |
| 25 | 9.1, | 229.5, | 316.3, | -114.3, | -67.6, | 26 | 9.1, | 227.5, | 290.2, | -96.0, | -43.6, |
| 27 | 9.1, | 223.8, | 259.1, | -76.1, | -16.9, | 28 | 9.1, | 264.7, | 278.6, | -76.2, | -7.5, |
| 29 | 9.1, | 297.5, | 289.6, | -74.0, | 2.2, | 30 | 9.1, | 321.4, | 291.8, | -69.6, | 11.8, |
| 31 | 9.1, | 335.4, | 285.1, | -63.0, | 21.0, | 32 | 9.1, | 339.3, | 269.8, | -54.5, | 29.6, |
| 33 | 9.1, | 332.9, | 246.3, | -44.4, | 37.3, | 34 | 9.1, | 316.3, | 229.5, | -47.1, | 43.8, |
| 35 | 9.1, | 290.2, | 227.5, | -70.2, | 49.0, | 36 | 9.1, | 259.1, | 223.8, | -95.0, | 53.4, |

SOURCE ID: STCKPP1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 38.6, | 36.5, | -10.2, | 14.0, | 2 | 9.1, | 38.5, | 33.6, | -11.4, | 15.2, |
| 3 | 9.1, | 37.1, | 29.8, | -12.2, | 15.9, | 4 | 9.1, | 34.7, | 25.1, | -12.6, | 16.1, |
| 5 | 9.1, | 33.4, | 23.0, | -14.3, | 15.8, | 6 | 9.1, | 36.3, | 28.0, | -19.6, | 15.1, |
| 7 | 9.1, | 38.1, | 32.2, | -24.2, | 13.9, | 8 | 9.1, | 38.7, | 35.5, | -28.1, | 12.3, |
| 9 | 9.1, | 38.2, | 37.6, | -31.2, | 10.3, | 10 | 9.1, | 36.5, | 38.6, | -33.3, | 8.0, |
| 11 | 9.1, | 33.6, | 38.5, | -34.4, | 5.5, | 12 | 9.1, | 29.8, | 37.1, | -34.4, | 2.7, |

P2_DPM

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 9.1, | 25.1, | 34.7, | -33.4, | -0.1, | 14 | 9.1, | 23.0, | 33.4, | -32.5, | -2.9, |
| 15 | 9.1, | 28.0, | 36.3, | -33.2, | -5.6, | 16 | 9.1, | 32.2, | 38.1, | -32.9, | -8.1, |
| 17 | 9.1, | 35.5, | 38.7, | -31.6, | -10.4, | 18 | 9.1, | 37.6, | 38.2, | -29.4, | -12.4, |
| 19 | 9.1, | 38.6, | 36.5, | -26.2, | -14.0, | 20 | 9.1, | 38.5, | 33.6, | -22.3, | -15.2, |
| 21 | 9.1, | 37.1, | 29.8, | -17.6, | -15.9, | 22 | 9.1, | 34.7, | 25.1, | -12.5, | -16.1, |
| 23 | 9.1, | 33.4, | 23.0, | -8.6, | -15.8, | 24 | 9.1, | 36.3, | 28.0, | -8.5, | -15.1, |
| 25 | 9.1, | 38.1, | 32.2, | -8.0, | -13.9, | 26 | 9.1, | 38.7, | 35.5, | -7.3, | -12.3, |
| 27 | 9.1, | 38.2, | 37.6, | -6.4, | -10.3, | 28 | 9.1, | 36.5, | 38.6, | -5.3, | -8.0, |
| 29 | 9.1, | 33.6, | 38.5, | -4.1, | -5.5, | 30 | 9.1, | 29.8, | 37.1, | -2.7, | -2.7, |
| 31 | 9.1, | 25.1, | 34.7, | -1.2, | 0.1, | 32 | 9.1, | 23.0, | 33.4, | -0.9, | 2.9, |
| 33 | 9.1, | 28.0, | 36.3, | -3.0, | 5.6, | 34 | 9.1, | 32.2, | 38.1, | -5.1, | 8.1, |
| 35 | 9.1, | 35.5, | 38.7, | -7.1, | 10.4, | 36 | 9.1, | 37.6, | 38.2, | -8.8, | 12.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKPP2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 39.9, | 36.1, | -35.6, | 14.8, | 2 | 9.1, | 41.8, | 31.6, | -35.7, | 11.5, |
| 3 | 9.1, | 42.5, | 26.2, | -34.7, | 7.8, | 4 | 9.1, | 41.8, | 20.0, | -32.6, | 4.0, |
| 5 | 9.1, | 40.4, | 14.6, | -30.3, | 0.0, | 6 | 9.1, | 42.0, | 21.3, | -33.3, | -4.0, |
| 7 | 9.1, | 42.4, | 27.4, | -35.3, | -7.9, | 8 | 9.1, | 41.6, | 32.6, | -36.2, | -11.5, |
| 9 | 9.1, | 39.4, | 36.8, | -36.0, | -14.8, | 10 | 9.1, | 36.1, | 39.9, | -34.7, | -17.6, |
| 11 | 9.1, | 31.6, | 41.8, | -32.4, | -19.9, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 9.1, | 32.6, | 41.6, | -9.3, | -19.9, | 18 | 9.1, | 36.8, | 39.4, | -4.9, | -17.6, |
| 19 | 9.1, | 39.9, | 36.1, | -0.4, | -14.8, | 20 | 9.1, | 41.8, | 31.6, | 4.1, | -11.5, |
| 21 | 9.1, | 42.5, | 26.2, | 8.5, | -7.8, | 22 | 9.1, | 41.8, | 20.0, | 12.6, | -4.0, |
| 23 | 9.1, | 40.4, | 14.6, | 15.7, | 0.0, | 24 | 9.1, | 42.0, | 21.3, | 12.0, | 4.0, |
| 25 | 10.7, | 30.4, | 31.5, | -65.1, | 18.4, | 26 | 10.7, | 31.4, | 31.5, | -67.6, | 9.5, |
| 27 | 10.7, | 31.6, | 30.7, | -68.0, | 0.4, | 28 | 10.7, | 30.7, | 28.8, | -66.4, | -8.8, |
| 29 | 10.7, | 29.0, | 26.1, | -62.7, | -17.7, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 9.1, | 32.6, | 41.6, | -32.3, | 19.9, | 36 | 9.1, | 36.8, | 39.4, | -34.5, | 17.6, |

SOURCE ID: STCKPP3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 7 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 9.1, | 36.8, | 39.4, | -65.1, | 20.0, |
| 19 | 9.1, | 39.9, | 36.1, | -66.2, | 11.8, | 20 | 9.1, | 41.8, | 31.6, | -65.3, | 3.3, |
| 21 | 9.1, | 42.5, | 26.2, | -62.4, | -5.4, | 22 | 9.1, | 41.8, | 20.0, | -57.6, | -13.8, |
| 23 | 9.1, | 40.4, | 14.6, | -51.8, | -21.9, | 24 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 25 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 26 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKPP4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 28.8, | 30.7, | 5.3, | -4.1, | 2 | 10.7, | 26.1, | 29.0, | 6.6, | -0.4, |
| 3 | 10.7, | 22.6, | 26.3, | 7.7, | 3.3, | 4 | 10.7, | 21.8, | 25.7, | 7.1, | 6.8, |
| 5 | 10.7, | 25.5, | 28.5, | 4.2, | 10.2, | 6 | 10.7, | 28.4, | 30.4, | 1.2, | 13.2, |
| 7 | 10.7, | 30.4, | 31.5, | -1.9, | 15.9, | 8 | 10.7, | 31.4, | 31.5, | -4.9, | 18.1, |
| 9 | 10.7, | 31.6, | 30.7, | -7.7, | 19.7, | 10 | 9.1, | 36.1, | 39.9, | -82.6, | -5.7, |
| 11 | 9.1, | 31.6, | 41.8, | -81.7, | -16.5, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 28.5, | 25.5, | -22.9, | 18.5, |
| 15 | 10.7, | 30.4, | 28.4, | -27.4, | 16.4, | 16 | 10.7, | 31.5, | 30.4, | -31.1, | 13.9, |
| 17 | 10.7, | 31.5, | 31.4, | -33.8, | 10.9, | 18 | 10.7, | 30.7, | 31.6, | -35.5, | 7.6, |
| 19 | 10.7, | 28.8, | 30.7, | -36.1, | 4.1, | 20 | 10.7, | 26.1, | 29.0, | -35.6, | 0.4, |
| 21 | 10.7, | 22.6, | 26.3, | -34.0, | -3.3, | 22 | 10.7, | 21.8, | 25.7, | -32.8, | -6.8, |
| 23 | 10.7, | 25.5, | 28.5, | -32.7, | -10.2, | 24 | 10.7, | 28.4, | 30.4, | -31.6, | -13.2, |
| 25 | 10.7, | 30.4, | 31.5, | -29.6, | -15.9, | 26 | 10.7, | 31.4, | 31.5, | -26.7, | -18.1, |
| 27 | 10.7, | 31.6, | 30.7, | -22.9, | -19.7, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 28.5, | 25.5, | -2.5, | -18.5, |
| 33 | 10.7, | 30.4, | 28.4, | -0.9, | -16.4, | 34 | 10.7, | 31.5, | 30.4, | 0.7, | -13.9, |
| 35 | 10.7, | 31.5, | 31.4, | 2.3, | -10.9, | 36 | 10.7, | 30.7, | 31.6, | 3.9, | -7.6, |

SOURCE ID: STCKHOT1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 88.9, | 60.3, | -6.0, | 0.9, | 2 | 12.2, | 85.0, | 62.0, | -8.9, | 3.3, |
| 3 | 12.2, | 78.6, | 61.9, | -11.5, | 5.7, | 4 | 12.2, | 69.7, | 62.7, | -16.5, | 7.9, |
| 5 | 12.2, | 62.2, | 68.3, | -23.7, | 8.2, | 6 | 12.2, | 61.4, | 77.5, | -30.2, | 12.0, |
| 7 | 12.2, | 61.7, | 84.3, | -35.7, | 17.1, | 8 | 12.2, | 60.1, | 88.5, | -40.2, | 21.6, |
| 9 | 12.2, | 56.7, | 90.1, | -43.4, | 25.4, | 10 | 12.2, | 60.3, | 88.9, | -45.3, | 24.2, |
| 11 | 12.2, | 62.0, | 85.0, | -45.9, | 22.2, | 12 | 12.2, | 61.9, | 78.6, | -45.0, | 19.5, |
| 13 | 12.2, | 62.7, | 69.7, | -42.8, | 14.8, | 14 | 12.2, | 68.3, | 62.2, | -39.3, | 10.4, |
| 15 | 12.2, | 77.5, | 61.4, | -42.7, | 8.6, | 16 | 12.2, | 84.3, | 61.7, | -47.9, | 6.4, |
| 17 | 12.2, | 88.5, | 60.1, | -51.6, | 4.1, | 18 | 12.2, | 90.1, | 56.7, | -53.8, | 1.6, |
| 19 | 12.2, | 88.9, | 60.3, | -54.3, | -0.9, | 20 | 12.2, | 85.0, | 62.0, | -53.2, | -3.3, |
| 21 | 12.2, | 78.6, | 61.9, | -50.4, | -5.7, | 22 | 12.2, | 69.7, | 62.7, | -46.2, | -7.9, |
| 23 | 12.2, | 62.2, | 68.3, | -44.6, | -8.2, | 24 | 12.2, | 61.4, | 77.5, | -47.3, | -12.0, |
| 25 | 12.2, | 61.7, | 84.3, | -48.6, | -17.1, | 26 | 12.2, | 60.1, | 88.5, | -48.4, | -21.6, |
| 27 | 12.2, | 56.7, | 90.1, | -46.7, | -25.4, | 28 | 12.2, | 60.3, | 88.9, | -43.6, | -24.2, |
| 29 | 12.2, | 62.0, | 85.0, | -39.2, | -22.2, | 30 | 12.2, | 61.9, | 78.6, | -33.6, | -19.5, |
| 31 | 12.2, | 62.7, | 69.7, | -26.9, | -14.8, | 32 | 12.2, | 68.3, | 62.2, | -23.0, | -10.4, |
| 33 | 12.2, | 77.5, | 61.4, | -18.7, | -8.6, | 34 | 12.2, | 79.6, | 54.4, | -104.8, | -9.6, |
| 35 | 12.2, | 77.7, | 43.4, | -96.5, | -22.9, | 36 | 12.2, | 73.4, | 31.1, | -85.2, | -35.6, |

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKHOT2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 77.7, | 43.4, | -41.7, | 1.1, | 2 | 12.2, | 79.6, | 54.4, | -47.1, | -2.4, |
| 3 | 12.2, | 79.1, | 63.7, | -51.0, | -5.8, | 4 | 12.2, | 76.2, | 71.0, | -53.4, | -9.1, |
| 5 | 12.2, | 71.0, | 76.2, | -54.2, | -12.1, | 6 | 12.2, | 63.7, | 79.1, | -53.3, | -14.7, |
| 7 | 12.2, | 54.4, | 79.6, | -50.8, | -16.8, | 8 | 12.2, | 43.4, | 77.7, | -46.7, | -18.4, |
| 9 | 12.2, | 31.1, | 73.4, | -41.2, | -19.5, | 10 | 12.2, | 43.4, | 77.7, | -39.9, | -20.0, |
| 11 | 12.2, | 54.4, | 79.6, | -37.4, | -19.9, | 12 | 12.2, | 63.7, | 79.1, | -33.7, | -19.2, |
| 13 | 12.2, | 62.7, | 69.7, | -105.8, | 27.5, | 14 | 12.2, | 68.3, | 62.2, | -103.5, | 12.0, |
| 15 | 12.2, | 77.5, | 61.4, | -106.2, | -1.1, | 16 | 12.2, | 79.6, | 54.4, | -10.4, | -11.0, |
| 17 | 12.2, | 77.7, | 43.4, | -3.2, | -7.9, | 18 | 12.2, | 73.4, | 31.1, | 4.0, | -4.5, |
| 19 | 12.2, | 77.7, | 43.4, | -1.7, | -1.1, | 20 | 12.2, | 79.6, | 54.4, | -7.3, | 2.4, |
| 21 | 12.2, | 79.1, | 63.7, | -12.6, | 5.8, | 22 | 12.2, | 76.2, | 71.0, | -17.6, | 9.1, |
| 23 | 12.2, | 71.0, | 76.2, | -22.1, | 12.1, | 24 | 12.2, | 63.7, | 79.1, | -25.9, | 14.7, |
| 25 | 12.2, | 54.4, | 79.6, | -28.9, | 16.8, | 26 | 12.2, | 43.4, | 77.7, | -31.0, | 18.4, |
| 27 | 12.2, | 31.1, | 73.4, | -32.2, | 19.5, | 28 | 12.2, | 43.4, | 77.7, | -37.8, | 20.0, |
| 29 | 12.2, | 54.4, | 79.6, | -42.2, | 19.9, | 30 | 12.2, | 63.7, | 79.1, | -45.4, | 19.2, |
| 31 | 12.2, | 71.0, | 76.2, | -47.2, | 17.9, | 32 | 12.2, | 76.2, | 71.0, | -47.6, | 16.0, |
| 33 | 12.2, | 79.1, | 63.7, | -46.5, | 13.7, | 34 | 12.2, | 79.6, | 54.4, | -44.0, | 11.0, |
| 35 | 12.2, | 77.7, | 43.4, | -40.2, | 7.9, | 36 | 12.2, | 73.4, | 31.1, | -35.1, | 4.5, |

SOURCE ID: STCKAAA1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 103.8, | 72.0, | 0.1, | -3.3, | 2 | 10.7, | 109.0, | 85.5, | -6.6, | 3.0, |
| 3 | 10.7, | 110.9, | 96.5, | -13.2, | 9.3, | 4 | 10.7, | 109.3, | 104.5, | -19.3, | 15.2, |
| 5 | 10.7, | 104.5, | 109.3, | -24.9, | 20.7, | 6 | 10.7, | 96.5, | 110.9, | -29.7, | 25.6, |
| 7 | 10.7, | 85.5, | 109.0, | -33.6, | 29.7, | 8 | 10.7, | 72.0, | 103.8, | -36.5, | 32.8, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 72.0, | 103.8, | -48.6, | 36.1, |
| 11 | 10.7, | 85.5, | 109.0, | -57.5, | 36.2, | 12 | 10.7, | 96.5, | 110.9, | -64.7, | 35.1, |
| 13 | 10.7, | 104.5, | 109.3, | -69.9, | 32.9, | 14 | 10.7, | 109.3, | 104.5, | -73.0, | 29.8, |
| 15 | 10.7, | 110.9, | 96.5, | -73.8, | 25.8, | 16 | 10.7, | 109.0, | 85.5, | -72.4, | 20.9, |
| 17 | 10.7, | 103.8, | 72.0, | -68.8, | 15.5, | 18 | 10.7, | 95.5, | 56.3, | -63.1, | 9.5, |
| 19 | 10.7, | 103.8, | 72.0, | -72.1, | 3.3, | 20 | 10.7, | 109.0, | 85.5, | -78.9, | -3.0, |
| 21 | 10.7, | 110.9, | 96.5, | -83.3, | -9.3, | 22 | 10.7, | 109.3, | 104.5, | -85.2, | -15.2, |
| 23 | 10.7, | 104.5, | 109.3, | -84.5, | -20.7, | 24 | 10.7, | 96.5, | 110.9, | -81.2, | -25.6, |
| 25 | 10.7, | 85.5, | 109.0, | -75.4, | -29.7, | 26 | 10.7, | 72.0, | 103.8, | -67.4, | -32.8, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 72.0, | 103.8, | -55.2, | -36.1, |
| 29 | 10.7, | 85.5, | 109.0, | -51.5, | -36.2, | 30 | 10.7, | 96.5, | 110.9, | -46.2, | -35.1, |
| 31 | 10.7, | 104.5, | 109.3, | -39.5, | -32.9, | 32 | 10.7, | 109.3, | 104.5, | -31.6, | -29.8, |
| 33 | 10.7, | 110.9, | 96.5, | -22.7, | -25.8, | 34 | 10.7, | 109.0, | 85.5, | -13.1, | -20.9, |
| 35 | 10.7, | 103.8, | 72.0, | -3.2, | -15.5, | 36 | 10.7, | 95.5, | 56.3, | 6.9, | -9.5, |

SOURCE ID: STCKWW1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 122.9, | 137.8, | -3.6, | 35.4, | 2 | 10.7, | 138.8, | 149.7, | -16.7, | 46.2, |
| 3 | 10.7, | 150.4, | 157.1, | -29.3, | 55.6, | 4 | 10.7, | 157.4, | 159.7, | -41.0, | 63.3, |
| 5 | 10.7, | 159.7, | 157.4, | -51.4, | 69.1, | 6 | 10.7, | 157.1, | 150.4, | -60.3, | 72.8, |
| 7 | 10.7, | 149.7, | 138.8, | -67.4, | 74.3, | 8 | 10.7, | 137.8, | 122.9, | -72.4, | 73.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 137.8, | 122.9, | -96.9, | 65.3, |
| 11 | 10.7, | 149.7, | 138.8, | -115.6, | 58.2, | 12 | 10.7, | 157.1, | 150.4, | -130.8, | 49.2, |
| 13 | 10.7, | 159.7, | 157.4, | -142.1, | 38.8, | 14 | 10.7, | 157.4, | 159.7, | -149.0, | 27.3, |
| 15 | 10.7, | 150.4, | 157.1, | -151.4, | 14.8, | 16 | 10.7, | 138.8, | 149.7, | -149.1, | 2.0, |
| 17 | 10.7, | 122.9, | 137.8, | -142.4, | -11.0, | 18 | 10.7, | 103.4, | 121.7, | -131.3, | -23.6, |
| 19 | 10.7, | 122.9, | 137.8, | -134.2, | -35.4, | 20 | 10.7, | 138.8, | 149.7, | -133.0, | -46.2, |
| 21 | 10.7, | 150.4, | 157.1, | -127.8, | -55.6, | 22 | 10.7, | 157.4, | 159.7, | -118.7, | -63.3, |
| 23 | 10.7, | 159.7, | 157.4, | -106.0, | -69.1, | 24 | 10.7, | 157.1, | 150.4, | -90.0, | -72.8, |
| 25 | 10.7, | 149.7, | 138.8, | -71.4, | -74.3, | 26 | 10.7, | 137.8, | 122.9, | -50.5, | -73.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 137.8, | 122.9, | -26.0, | -65.3, |
| 29 | 10.7, | 149.7, | 138.8, | -23.2, | -58.2, | 30 | 10.7, | 157.1, | 150.4, | -19.6, | -49.2, |
| 31 | 10.7, | 159.7, | 157.4, | -15.4, | -38.8, | 32 | 10.7, | 157.4, | 159.7, | -10.7, | -27.3, |
| 33 | 10.7, | 150.4, | 157.1, | -5.7, | -14.8, | 34 | 10.7, | 138.8, | 149.7, | -0.6, | -2.0, |
| 35 | 10.7, | 122.9, | 137.8, | 4.6, | 11.0, | 36 | 10.7, | 103.4, | 121.7, | 9.6, | 23.6, |

SOURCE ID: BBBCCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 196.1, | 142.0, | -2.5, | 4.8, | 2 | 10.7, | 207.0, | 167.1, | -16.9, | 16.7, |
| 3 | 10.7, | 211.5, | 187.1, | -30.8, | 28.0, | 4 | 10.7, | 209.7, | 201.5, | -43.8, | 38.4, |
| 5 | 10.7, | 201.5, | 209.7, | -55.4, | 47.7, | 6 | 10.7, | 187.1, | 211.5, | -65.4, | 55.6, |
| 7 | 10.7, | 167.1, | 207.0, | -73.4, | 61.8, | 8 | 10.7, | 142.0, | 196.1, | -79.1, | 66.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | 22.1, | -35.0, |
| 11 | 10.7, | 167.1, | 207.0, | -120.1, | 66.6, | 12 | 10.7, | 187.1, | 211.5, | -133.7, | 62.7, |
| 13 | 10.7, | 201.5, | 209.7, | -143.3, | 56.9, | 14 | 10.7, | 209.7, | 201.5, | -148.5, | 49.4, |
| 15 | 10.7, | 211.5, | 187.1, | -149.1, | 40.3, | 16 | 10.7, | 207.0, | 167.1, | -145.3, | 30.1, |
| 17 | 10.7, | 196.1, | 142.0, | -137.0, | 18.9, | 18 | 10.7, | 179.3, | 112.5, | -124.6, | 7.1, |
| 19 | 10.7, | 196.1, | 142.0, | -139.5, | -4.8, | 20 | 10.7, | 207.0, | 167.1, | -150.2, | -16.7, |
| 21 | 10.7, | 211.5, | 187.1, | -156.3, | -28.0, | 22 | 10.7, | 209.7, | 201.5, | -157.7, | -38.4, |
| 23 | 10.7, | 201.5, | 209.7, | -154.2, | -47.7, | 24 | 10.7, | 187.1, | 211.5, | -146.1, | -55.6, |
| 25 | 10.7, | 167.1, | 207.0, | -133.6, | -61.8, | 26 | 10.7, | 142.0, | 196.1, | -117.0, | -66.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -167.3, | 35.0, |
| 29 | 12.2, | 82.6, | 151.1, | -176.4, | 11.6, | 30 | 12.2, | 101.0, | 152.5, | -180.2, | -5.1, |
| 31 | 12.2, | 116.3, | 149.3, | -178.5, | -21.7, | 32 | 12.2, | 128.1, | 141.5, | -171.3, | -37.6, |
| 33 | 12.2, | 136.0, | 129.4, | -159.0, | -52.3, | 34 | 12.2, | 139.7, | 113.4, | -141.9, | -65.5, |
| 35 | 10.7, | 196.1, | 142.0, | -4.9, | -18.9, | 36 | 10.7, | 179.3, | 112.5, | 12.1, | -7.1, |



*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: BBBCCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 145.2, | 76.0, | -74.2, | 0.0, | 2 | 12.2, | 151.1, | 82.6, | -70.5, | -7.7, |
| 3 | 12.2, | 152.5, | 101.0, | -78.8, | -15.3, | 4 | 12.2, | 149.3, | 116.3, | -84.8, | -22.4, |
| 5 | 12.2, | 141.5, | 128.1, | -88.2, | -28.8, | 6 | 12.2, | 129.4, | 136.0, | -89.0, | -34.3, |
| 7 | 12.2, | 113.4, | 139.7, | -87.0, | -38.8, | 8 | 12.2, | 93.9, | 139.2, | -82.4, | -42.1, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | -72.6, | -36.2, |
| 11 | 12.2, | 82.6, | 151.1, | -67.8, | -29.2, | 12 | 12.2, | 101.0, | 152.5, | -61.0, | -28.3, |
| 13 | 12.2, | 116.3, | 149.3, | -52.2, | -26.7, | 14 | 12.2, | 128.1, | 141.5, | -41.9, | -24.2, |
| 15 | 12.2, | 136.0, | 129.4, | -30.4, | -21.0, | 16 | 12.2, | 139.7, | 113.4, | -17.9, | -17.1, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 12.2, | 139.2, | 93.9, | -4.8, | -12.8, | 18 | 12.2, | 134.8, | 71.6, | 8.4, | -7.8, |
| 19 | 12.2, | 145.2, | 76.0, | -1.8, | 0.0, | 20 | 12.2, | 151.1, | 82.6, | -12.2, | 7.7, |
| 21 | 12.2, | 152.5, | 101.0, | -22.2, | 15.3, | 22 | 12.2, | 149.3, | 116.3, | -31.5, | 22.4, |
| 23 | 12.2, | 141.5, | 128.1, | -39.8, | 28.8, | 24 | 12.2, | 129.4, | 136.0, | -47.0, | 34.3, |
| 25 | 12.2, | 113.4, | 139.7, | -52.7, | 38.8, | 26 | 12.2, | 93.9, | 139.2, | -56.9, | 42.1, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -72.5, | 36.2, |
| 29 | 12.2, | 82.6, | 151.1, | -83.3, | 29.2, | 30 | 12.2, | 101.0, | 152.5, | -91.6, | 28.3, |
| 31 | 12.2, | 116.3, | 149.3, | -97.0, | 26.7, | 32 | 12.2, | 128.1, | 141.5, | -99.5, | 24.2, |
| 33 | 12.2, | 136.0, | 129.4, | -99.0, | 21.0, | 34 | 12.2, | 139.7, | 113.4, | -95.5, | 17.1, |
| 35 | 12.2, | 139.2, | 93.9, | -89.1, | 12.8, | 36 | 12.2, | 134.8, | 71.6, | -80.0, | 7.8, |

SOURCE ID: DDDEEE1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 153.0, | 109.3, | -109.3, | 16.7, | 2 | 12.2, | 164.0, | 114.0, | -106.9, | 5.6, |
| 3 | 12.2, | 170.0, | 115.1, | -101.2, | -5.7, | 4 | 12.2, | 170.9, | 125.9, | -105.6, | -16.8, |
| 5 | 12.2, | 166.5, | 136.4, | -110.4, | -27.4, | 6 | 12.2, | 157.1, | 142.8, | -111.8, | -37.1, |
| 7 | 12.2, | 142.9, | 144.8, | -109.8, | -45.8, | 8 | 12.2, | 124.4, | 142.5, | -104.5, | -53.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 109.3, | 153.0, | -93.2, | -54.6, |
| 11 | 12.2, | 114.0, | 164.0, | -87.6, | -49.9, | 12 | 12.2, | 115.1, | 170.0, | -79.3, | -43.7, |
| 13 | 12.2, | 125.9, | 170.9, | -68.6, | -42.7, | 14 | 12.2, | 136.4, | 166.5, | -55.9, | -42.2, |
| 15 | 12.2, | 142.8, | 157.1, | -41.4, | -40.4, | 16 | 12.2, | 144.8, | 142.9, | -25.7, | -37.4, |
| 17 | 12.2, | 142.5, | 124.4, | -9.2, | -33.2, | 18 | 12.2, | 137.4, | 102.7, | 6.9, | -27.3, |
| 19 | 12.2, | 153.0, | 109.3, | -0.1, | -16.7, | 20 | 12.2, | 164.0, | 114.0, | -7.1, | -5.6, |
| 21 | 12.2, | 170.0, | 115.1, | -13.9, | 5.7, | 22 | 12.2, | 170.9, | 125.9, | -20.3, | 16.8, |
| 23 | 12.2, | 166.5, | 136.4, | -26.0, | 27.4, | 24 | 12.2, | 157.1, | 142.8, | -31.0, | 37.1, |
| 25 | 12.2, | 142.9, | 144.8, | -35.0, | 45.8, | 26 | 12.2, | 124.4, | 142.5, | -38.0, | 53.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 109.3, | 153.0, | -59.8, | 54.6, |
| 29 | 12.2, | 114.0, | 164.0, | -76.4, | 49.9, | 30 | 12.2, | 115.1, | 170.0, | -90.7, | 43.7, |
| 31 | 12.2, | 125.9, | 170.9, | -102.2, | 42.7, | 32 | 12.2, | 136.4, | 166.5, | -110.6, | 42.2, |
| 33 | 12.2, | 142.8, | 157.1, | -115.7, | 40.4, | 34 | 12.2, | 144.8, | 142.9, | -117.2, | 37.4, |
| 35 | 12.2, | 142.5, | 124.4, | -115.2, | 33.2, | 36 | 12.2, | 137.4, | 102.7, | -109.6, | 27.3, |

SOURCE ID: DDDEEE2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 110.7, | 136.8, | -61.1, | -36.3, | 2 | 12.2, | 123.8, | 129.8, | -51.4, | -34.5, |
| 3 | 12.2, | 133.1, | 119.0, | -40.2, | -31.7, | 4 | 12.2, | 138.4, | 104.5, | -27.8, | -27.8, |
| 5 | 12.2, | 139.4, | 86.9, | -14.5, | -23.2, | 6 | 12.2, | 136.3, | 66.6, | -0.8, | -17.8, |
| 7 | 12.2, | 132.4, | 53.4, | 8.4, | -11.9, | 8 | 12.2, | 138.0, | 75.0, | -0.8, | -5.6, |
| 9 | 12.2, | 139.5, | 94.3, | -10.1, | 0.9, | 10 | 12.2, | 136.8, | 110.7, | -19.0, | 7.3, |
| 11 | 12.2, | 129.8, | 123.8, | -27.4, | 13.5, | 12 | 12.2, | 119.0, | 133.1, | -34.9, | 19.3, |
| 13 | 12.2, | 104.5, | 138.4, | -41.3, | 24.5, | 14 | 12.2, | 86.9, | 139.4, | -46.5, | 28.9, |
| 15 | 12.2, | 66.6, | 136.3, | -50.3, | 32.5, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 12.2, | 75.0, | 138.0, | -63.4, | 36.6, | 18 | 12.2, | 94.3, | 139.5, | -70.6, | 37.1, |
| 19 | 12.2, | 110.7, | 136.8, | -75.6, | 36.3, | 20 | 12.2, | 123.8, | 129.8, | -78.4, | 34.5, |
| 21 | 12.2, | 133.1, | 119.0, | -78.8, | 31.7, | 22 | 12.2, | 138.4, | 104.5, | -76.7, | 27.8, |
| 23 | 12.2, | 139.4, | 86.9, | -72.4, | 23.2, | 24 | 12.2, | 136.3, | 66.6, | -65.8, | 17.8, |
| 25 | 12.2, | 132.4, | 53.4, | -61.8, | 11.9, | 26 | 12.2, | 138.0, | 75.0, | -74.1, | 5.6, |
| 27 | 12.2, | 139.5, | 94.3, | -84.2, | -0.9, | 28 | 12.2, | 136.8, | 110.7, | -91.7, | -7.3, |
| 29 | 12.2, | 129.8, | 123.8, | -96.4, | -13.5, | 30 | 12.2, | 119.0, | 133.1, | -98.2, | -19.3, |
| 31 | 12.2, | 104.5, | 138.4, | -97.0, | -24.5, | 32 | 12.2, | 86.9, | 139.4, | -92.9, | -28.9, |
| 33 | 12.2, | 66.6, | 136.3, | -85.9, | -32.5, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 12.2, | 75.0, | 138.0, | -74.6, | -36.6, | 36 | 12.2, | 94.3, | 139.5, | -68.9, | -37.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( 267063.1, | 4047802.6, | 101.0, | 101.0, | 0.0); |
| ( 266966.9, | 4047818.3, | 101.0, | 101.0, | 0.0); | ( 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |
| ( 267082.1, | 4047366.7, | 101.0, | 101.0, | 0.0); | ( 267129.9, | 4047042.6, | 101.0, | 101.0, | 0.0); |
| ( 267423.4, | 4048609.3, | 101.0, | 101.0, | 0.0); | ( 267490.2, | 4048539.3, | 101.0, | 101.0, | 0.0); |
| ( 267557.0, | 4048469.2, | 101.0, | 101.0, | 0.0); | ( 267623.8, | 4048399.2, | 101.0, | 101.0, | 0.0); |
| ( 267690.6, | 4048329.1, | 101.0, | 101.0, | 0.0); | ( 267757.4, | 4048259.1, | 101.0, | 101.0, | 0.0); |
| ( 267824.2, | 4048189.0, | 101.0, | 101.0, | 0.0); | ( 267891.0, | 4048119.0, | 101.0, | 101.0, | 0.0); |
| ( 267957.8, | 4048048.9, | 101.0, | 101.0, | 0.0); | ( 268024.6, | 4047978.9, | 101.0, | 101.0, | 0.0); |
| ( 267496.9, | 4048778.3, | 101.0, | 101.0, | 0.0); | ( 267635.0, | 4048677.3, | 101.0, | 101.0, | 0.0); |
| ( 267701.8, | 4048607.2, | 101.0, | 101.0, | 0.0); | ( 267768.6, | 4048537.2, | 101.0, | 101.0, | 0.0); |
| ( 267835.4, | 4048467.1, | 101.0, | 101.0, | 0.0); | ( 267902.2, | 4048397.1, | 101.0, | 101.0, | 0.0); |
| ( 267969.0, | 4048327.0, | 101.0, | 101.0, | 0.0); | ( 268035.8, | 4048257.0, | 101.0, | 101.0, | 0.0); |
| ( 268102.5, | 4048186.9, | 101.0, | 101.0, | 0.0); | ( 268169.3, | 4048116.9, | 101.0, | 101.0, | 0.0); |
| ( 267670.7, | 4048953.9, | 101.0, | 101.0, | 0.0); | ( 267513.9, | 4049022.1, | 101.0, | 101.0, | 0.0); |
| ( 267815.9, | 4048849.8, | 101.0, | 101.0, | 0.0); | ( 267882.7, | 4048779.8, | 101.0, | 101.0, | 0.0); |
| ( 267949.5, | 4048709.7, | 101.0, | 101.0, | 0.0); | ( 268016.3, | 4048639.7, | 101.0, | 101.0, | 0.0); |
| ( 268083.1, | 4048569.6, | 101.0, | 101.0, | 0.0); | ( 268149.9, | 4048499.6, | 101.0, | 101.0, | 0.0); |

( 268216.7, 4048429.5, 101.0, 101.0, 0.0); ( 268283.5, 4048359.5, 101.0, 101.0, 0.0);
( 268350.3, 4048289.4, 101.0, 101.0, 0.0); ( 267848.6, 4049127.8, 101.0, 101.0, 0.0);
( 267685.7, 4049198.6, 101.0, 101.0, 0.0); ( 267522.8, 4049269.4, 101.0, 101.0, 0.0);
( 267996.8, 4049022.3, 101.0, 101.0, 0.0); ( 268063.6, 4048952.3, 101.0, 101.0, 0.0);
( 268130.4, 4048882.2, 101.0, 101.0, 0.0); ( 268197.2, 4048812.2, 101.0, 101.0, 0.0);
( 268264.0, 4048742.1, 101.0, 101.0, 0.0); ( 268330.8, 4048672.1, 101.0, 101.0, 0.0);
( 268397.6, 4048602.0, 101.0, 101.0, 0.0); ( 268464.4, 4048532.0, 101.0, 101.0, 0.0);
( 268531.2, 4048461.9, 101.0, 101.0, 0.0); ( 268207.6, 4049474.1, 101.0, 101.0, 0.0);
( 268123.4, 4049510.7, 101.0, 101.0, 0.0); ( 268039.2, 4049547.3, 101.0, 101.0, 0.0);
( 267955.0, 4049583.9, 101.0, 101.0, 0.0); ( 267870.8, 4049620.5, 101.0, 101.0, 0.0);
( 267786.6, 4049657.1, 101.0, 101.0, 0.0); ( 267702.4, 4049693.8, 101.0, 101.0, 0.0);
( 267618.1, 4049730.4, 101.0, 101.0, 0.0); ( 267533.9, 4049767.0, 101.0, 101.0, 0.0);
( 267449.7, 4049803.6, 101.0, 101.0, 0.0); ( 268291.9, 4049437.4, 101.0, 101.0, 0.0);
( 268358.7, 4049367.4, 101.0, 101.0, 0.0); ( 268425.5, 4049297.3, 101.0, 101.0, 0.0);
( 268492.3, 4049227.3, 101.0, 101.0, 0.0); ( 268559.1, 4049157.2, 101.0, 101.0, 0.0);
( 268625.9, 4049087.2, 101.0, 101.0, 0.0); ( 268692.7, 4049017.1, 101.0, 101.0, 0.0);
( 268759.5, 4048947.1, 101.0, 101.0, 0.0); ( 268826.3, 4048877.0, 101.0, 101.0, 0.0);
( 268893.1, 4048807.0, 101.0, 101.0, 0.0); ( 268568.2, 4049819.7, 101.0, 101.0, 0.0);
( 268482.7, 4049856.9, 101.0, 101.0, 0.0); ( 268397.2, 4049894.0, 101.0, 101.0, 0.0);
( 268311.7, 4049931.2, 101.0, 101.0, 0.0); ( 268226.2, 4049968.4, 101.0, 101.0, 0.0);
( 268140.6, 4050005.6, 101.0, 101.0, 0.0); ( 268055.1, 4050042.8, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267969.6, 4050079.9, 101.0, 101.0, 0.0); ( 267884.1, 4050117.1, 101.0, 101.0, 0.0);
( 267798.6, 4050154.3, 101.0, 101.0, 0.0); ( 267713.1, 4050191.5, 101.0, 101.0, 0.0);
( 267627.6, 4050228.7, 101.0, 101.0, 0.0); ( 267542.1, 4050265.8, 101.0, 101.0, 0.0);
( 267456.6, 4050303.0, 101.0, 101.0, 0.0); ( 268653.7, 4049782.5, 101.0, 101.0, 0.0);
( 268720.5, 4049712.4, 101.0, 101.0, 0.0); ( 268787.3, 4049642.4, 101.0, 101.0, 0.0);
( 268854.1, 4049572.3, 101.0, 101.0, 0.0); ( 268920.9, 4049502.3, 101.0, 101.0, 0.0);
( 268987.7, 4049432.2, 101.0, 101.0, 0.0); ( 269054.5, 4049362.2, 101.0, 101.0, 0.0);
( 269121.3, 4049292.1, 101.0, 101.0, 0.0); ( 269188.1, 4049222.1, 101.0, 101.0, 0.0);
( 269254.9, 4049152.0, 101.0, 101.0, 0.0); ( 268049.5, 4047836.8, 101.0, 101.0, 0.0);
( 268231.3, 4047953.0, 101.0, 101.0, 0.0); ( 268249.4, 4047829.2, 101.0, 101.0, 0.0);
( 268480.2, 4047945.9, 101.0, 101.0, 0.0); ( 268436.9, 4048060.4, 101.0, 101.0, 0.0);
( 268393.6, 4048174.9, 101.0, 101.0, 0.0); ( 268499.2, 4047819.5, 101.0, 101.0, 0.0);
( 268729.6, 4047937.4, 101.0, 101.0, 0.0); ( 268685.5, 4048053.9, 101.0, 101.0, 0.0);
( 268641.4, 4048170.5, 101.0, 101.0, 0.0); ( 268597.3, 4048287.1, 101.0, 101.0, 0.0);
( 268749.0, 4047809.9, 101.0, 101.0, 0.0); ( 269227.4, 4047923.0, 101.0, 101.0, 0.0);
( 269179.6, 4048049.3, 101.0, 101.0, 0.0); ( 269131.9, 4048175.6, 101.0, 101.0, 0.0);
( 269084.1, 4048301.9, 101.0, 101.0, 0.0); ( 269036.3, 4048428.1, 101.0, 101.0, 0.0);
( 268988.6, 4048554.4, 101.0, 101.0, 0.0); ( 268940.8, 4048680.7, 101.0, 101.0, 0.0);
( 269248.6, 4047790.7, 101.0, 101.0, 0.0); ( 269727.3, 4047903.1, 101.0, 101.0, 0.0);
( 269680.0, 4048028.0, 101.0, 101.0, 0.0); ( 269632.8, 4048152.9, 101.0, 101.0, 0.0);
( 269585.6, 4048277.8, 101.0, 101.0, 0.0); ( 269538.3, 4048402.7, 101.0, 101.0, 0.0);
( 269491.1, 4048527.6, 101.0, 101.0, 0.0); ( 269443.9, 4048652.5, 101.0, 101.0, 0.0);
( 269396.6, 4048777.4, 101.0, 101.0, 0.0); ( 269349.4, 4048902.3, 101.0, 101.0, 0.0);
( 269302.1, 4049027.1, 101.0, 101.0, 0.0); ( 269748.2, 4047771.5, 101.0, 101.0, 0.0);
( 267983.3, 4047685.9, 101.0, 101.0, 0.0); ( 267877.6, 4047669.8, 101.0, 101.0, 0.0);
( 267733.9, 4047666.2, 101.0, 101.0, 0.0); ( 268005.1, 4047493.2, 101.0, 101.0, 0.0);
( 268106.8, 4047536.4, 101.0, 101.0, 0.0); ( 268179.9, 4047608.5, 101.0, 101.0, 0.0);
( 268224.4, 4047709.5, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);

( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);
( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);
( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267459.8, 4047820.1, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267084.9, 4047228.9, 101.0, 101.0, 0.0); ( 267116.2, 4046645.9, 101.0, 101.0, 0.0);
( 267278.0, 4046601.1, 101.0, 101.0, 0.0); ( 267439.9, 4046556.3, 101.0, 101.0, 0.0);
( 267601.7, 4046511.4, 101.0, 101.0, 0.0); ( 266962.6, 4046714.4, 101.0, 101.0, 0.0);
( 266817.1, 4046806.6, 101.0, 101.0, 0.0); ( 266845.1, 4046224.6, 101.0, 101.0, 0.0);
( 267000.2, 4046181.6, 101.0, 101.0, 0.0); ( 267155.4, 4046138.6, 101.0, 101.0, 0.0);
( 267310.5, 4046095.7, 101.0, 101.0, 0.0); ( 267465.6, 4046052.7, 101.0, 101.0, 0.0);
( 267620.8, 4046009.7, 101.0, 101.0, 0.0); ( 266694.8, 4046292.2, 101.0, 101.0, 0.0);
( 266549.4, 4046384.4, 101.0, 101.0, 0.0); ( 267349.5, 4047926.9, 101.0, 101.0, 0.0);
( 267031.3, 4047608.8, 101.0, 101.0, 0.0); ( 266993.4, 4047302.2, 101.0, 101.0, 0.0);
( 266901.0, 4047385.4, 101.0, 101.0, 0.0); ( 266638.6, 4046949.6, 101.0, 101.0, 0.0);
( 266727.9, 4046878.1, 101.0, 101.0, 0.0); ( 266547.5, 4047031.9, 101.0, 101.0, 0.0);
( 266284.6, 4046596.5, 101.0, 101.0, 0.0); ( 266372.9, 4046525.8, 101.0, 101.0, 0.0);
( 266461.1, 4046455.1, 101.0, 101.0, 0.0); ( 266193.9, 4046678.4, 101.0, 101.0, 0.0);
( 267123.7, 4048028.3, 101.0, 101.0, 0.0); ( 267096.0, 4048167.7, 101.0, 101.0, 0.0);
( 267149.7, 4047840.8, 101.0, 101.0, 0.0); ( 267022.1, 4047962.1, 101.0, 101.0, 0.0);
( 266894.4, 4048083.4, 101.0, 101.0, 0.0); ( 266913.7, 4047720.2, 101.0, 101.0, 0.0);
( 266786.0, 4047841.5, 101.0, 101.0, 0.0); ( 266805.4, 4047478.3, 101.0, 101.0, 0.0);
( 266677.7, 4047599.6, 101.0, 101.0, 0.0); ( 266550.0, 4047720.9, 101.0, 101.0, 0.0);
( 266461.0, 4047115.8, 101.0, 101.0, 0.0); ( 266333.3, 4047237.1, 101.0, 101.0, 0.0);
( 266205.6, 4047358.4, 101.0, 101.0, 0.0); ( 266116.6, 4046753.3, 101.0, 101.0, 0.0);
( 265989.0, 4046874.6, 101.0, 101.0, 0.0); ( 265861.3, 4046995.9, 101.0, 101.0, 0.0);
( 267016.6, 4048266.8, 101.0, 101.0, 0.0); ( 267004.6, 4048386.0, 101.0, 101.0, 0.0);
( 267011.7, 4048547.4, 101.0, 101.0, 0.0); ( 266824.5, 4048256.4, 101.0, 101.0, 0.0);
( 266804.8, 4048394.8, 101.0, 101.0, 0.0); ( 266811.9, 4048556.1, 101.0, 101.0, 0.0);
( 266580.0, 4048254.6, 101.0, 101.0, 0.0); ( 266636.8, 4048113.6, 101.0, 101.0, 0.0);
( 266693.7, 4047972.6, 101.0, 101.0, 0.0); ( 266555.1, 4048405.7, 101.0, 101.0, 0.0);
( 266562.2, 4048567.1, 101.0, 101.0, 0.0); ( 266329.3, 4048267.7, 101.0, 101.0, 0.0);

( 266345.9, 4048065.3, 101.0, 101.0, 0.0); ( 266323.9, 4047905.5, 101.0, 101.0, 0.0);
( 266494.8, 4047857.6, 101.0, 101.0, 0.0); ( 266305.3, 4048416.7, 101.0, 101.0, 0.0);
( 266312.4, 4048578.1, 101.0, 101.0, 0.0); ( 265831.1, 4048286.6, 101.0, 101.0, 0.0);
( 265888.7, 4048143.8, 101.0, 101.0, 0.0); ( 265946.3, 4048001.0, 101.0, 101.0, 0.0);
( 266003.9, 4047858.2, 101.0, 101.0, 0.0); ( 266061.6, 4047715.4, 101.0, 101.0, 0.0);
( 266119.2, 4047572.6, 101.0, 101.0, 0.0); ( 265805.8, 4048438.7, 101.0, 101.0, 0.0);
( 265812.9, 4048600.0, 101.0, 101.0, 0.0); ( 265332.1, 4048307.1, 101.0, 101.0, 0.0);
( 265390.9, 4048161.4, 101.0, 101.0, 0.0); ( 265449.7, 4048015.7, 101.0, 101.0, 0.0);
( 265508.5, 4047870.0, 101.0, 101.0, 0.0); ( 265567.3, 4047724.3, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 265626.1, 4047578.6, 101.0, 101.0, 0.0); ( 265684.9, 4047432.9, 101.0, 101.0, 0.0);
( 265743.7, 4047287.2, 101.0, 101.0, 0.0); ( 265802.5, 4047141.6, 101.0, 101.0, 0.0);
( 265306.3, 4048460.6, 101.0, 101.0, 0.0); ( 265313.4, 4048622.0, 101.0, 101.0, 0.0);
( 267112.7, 4048643.0, 101.0, 101.0, 0.0); ( 267272.3, 4048641.2, 101.0, 101.0, 0.0);
( 267045.1, 4048815.6, 101.0, 101.0, 0.0); ( 266874.2, 4048692.6, 101.0, 101.0, 0.0);
( 267194.8, 4048842.1, 101.0, 101.0, 0.0); ( 267354.4, 4048840.3, 101.0, 101.0, 0.0);
( 267053.7, 4049067.8, 101.0, 101.0, 0.0); ( 266925.6, 4049017.7, 101.0, 101.0, 0.0);
( 266797.6, 4048967.5, 101.0, 101.0, 0.0); ( 266705.0, 4048879.9, 101.0, 101.0, 0.0);
( 266647.9, 4048754.8, 101.0, 101.0, 0.0); ( 267197.5, 4049092.0, 101.0, 101.0, 0.0);
( 267357.2, 4049090.3, 101.0, 101.0, 0.0); ( 267050.7, 4049315.6, 101.0, 101.0, 0.0);
( 266911.0, 4049260.8, 101.0, 101.0, 0.0); ( 266771.3, 4049206.1, 101.0, 101.0, 0.0);
( 266631.6, 4049151.4, 101.0, 101.0, 0.0); ( 266530.6, 4049055.8, 101.0, 101.0, 0.0);
( 266468.2, 4048919.3, 101.0, 101.0, 0.0); ( 266405.9, 4048782.8, 101.0, 101.0, 0.0);
( 267200.3, 4049342.0, 101.0, 101.0, 0.0); ( 267359.9, 4049340.3, 101.0, 101.0, 0.0);
( 267056.2, 4049815.5, 101.0, 101.0, 0.0); ( 266916.5, 4049760.8, 101.0, 101.0, 0.0);
( 266776.8, 4049706.1, 101.0, 101.0, 0.0); ( 266637.1, 4049651.3, 101.0, 101.0, 0.0);
( 266497.4, 4049596.6, 101.0, 101.0, 0.0); ( 266357.7, 4049541.9, 101.0, 101.0, 0.0);
( 266186.9, 4049418.9, 101.0, 101.0, 0.0); ( 266124.5, 4049282.4, 101.0, 101.0, 0.0);
( 266062.2, 4049146.0, 101.0, 101.0, 0.0); ( 265999.9, 4049009.5, 101.0, 101.0, 0.0);
( 265937.5, 4048873.0, 101.0, 101.0, 0.0); ( 265875.2, 4048736.5, 101.0, 101.0, 0.0);
( 267205.9, 4049842.0, 101.0, 101.0, 0.0); ( 267365.5, 4049840.2, 101.0, 101.0, 0.0);
( 267057.7, 4050313.9, 101.0, 101.0, 0.0); ( 266909.8, 4050255.9, 101.0, 101.0, 0.0);
( 266761.8, 4050198.0, 101.0, 101.0, 0.0); ( 266613.9, 4050140.0, 101.0, 101.0, 0.0);
( 266466.0, 4050082.1, 101.0, 101.0, 0.0); ( 266318.1, 4050024.1, 101.0, 101.0, 0.0);
( 266170.2, 4049966.2, 101.0, 101.0, 0.0); ( 266022.2, 4049908.2, 101.0, 101.0, 0.0);
( 265841.3, 4049778.0, 101.0, 101.0, 0.0); ( 265775.3, 4049633.5, 101.0, 101.0, 0.0);
( 265709.3, 4049489.0, 101.0, 101.0, 0.0); ( 265643.3, 4049344.5, 101.0, 101.0, 0.0);
( 265577.3, 4049200.0, 101.0, 101.0, 0.0); ( 265511.4, 4049055.5, 101.0, 101.0, 0.0);
( 265445.4, 4048911.0, 101.0, 101.0, 0.0); ( 265379.4, 4048766.5, 101.0, 101.0, 0.0);
( 267211.4, 4050342.0, 101.0, 101.0, 0.0); ( 267371.0, 4050340.2, 101.0, 101.0, 0.0);
( 266227.0, 4047703.0, 101.0, 101.0, 0.0); ( 266336.0, 4047616.8, 101.0, 101.0, 0.0);
( 267475.9, 4046685.8, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: 93193 05-09.SFC Met Version: 06341
Profile file: 93193 05-09.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 93193 Upper air station no.: 23230
Name: FRESNO/AIR_TERMINAL Name: OAKLAND/WSO_AP
Year: 2005 Year: 2005

First 24 hours of scalar data

| YR | MO | DY | JDY | HR | H0 | U* | W* | DT/DZ | ZICNV | ZIMCH | M-O LEN | Z0 | BOWEN | ALBEDO | REF WS | WD | HT | REF TA | HT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 1 | 01 | -19.8 | 0.231 | -9.000 | -9.000 | -999. | 255. | 56.2 | 0.02 | 2.06 | 1.00 | 4.10 | 141. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 02 | -15.8 | 0.278 | -9.000 | -9.000 | -999. | 337. | 122.9 | 0.02 | 2.06 | 1.00 | 4.60 | 138. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 03 | -26.0 | 0.303 | -9.000 | -9.000 | -999. | 384. | 96.8 | 0.02 | 2.06 | 1.00 | 5.10 | 144. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 04 | -17.8 | 0.312 | -9.000 | -9.000 | -999. | 401. | 154.6 | 0.02 | 2.06 | 1.00 | 5.10 | 143. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 05 | -999.0 | -9.000 | -9.000 | -9.000 | -999. | -999. | -99999.0 | 0.02 | 2.06 | 1.00 | 0.00 | 0. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 06 | -999.0 | -9.000 | -9.000 | -9.000 | -999. | -999. | -99999.0 | 0.02 | 2.06 | 1.00 | 0.00 | 0. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 07 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.4 | 0.02 | 2.06 | 1.00 | 1.50 | 145. | 10.0 | 280.4 | 2.0 |
| 05 | 01 | 01 | 1 | 08 | -1.8 | 0.048 | -9.000 | -9.000 | -999. | 24. | 5.6 | 0.02 | 2.06 | 0.63 | 1.50 | 143. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 09 | 23.6 | 0.158 | 0.417 | 0.005 | 111. | 145. | -15.2 | 0.02 | 2.06 | 0.35 | 2.10 | 157. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 10 | 74.6 | 0.263 | 0.945 | 0.005 | 409. | 311. | -22.1 | 0.02 | 2.06 | 0.25 | 3.60 | 111. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 11 | 111.3 | 0.240 | 1.319 | 0.005 | 746. | 271. | -11.2 | 0.02 | 2.06 | 0.22 | 3.10 | 114. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 12 | 130.5 | 0.333 | 1.569 | 0.005 | 1071. | 442. | -25.6 | 0.02 | 2.06 | 0.21 | 4.60 | 116. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 13 | 131.7 | 0.333 | 1.666 | 0.005 | 1270. | 442. | -25.4 | 0.02 | 2.06 | 0.21 | 4.60 | 113. | 10.0 | 287.0 | 2.0 |
| 05 | 01 | 01 | 1 | 14 | 114.1 | 0.397 | 1.628 | 0.005 | 1370. | 574. | -49.4 | 0.02 | 2.06 | 0.22 | 5.70 | 119. | 10.0 | 287.0 | 2.0 |
| 05 | 01 | 01 | 1 | 15 | 78.6 | 0.390 | 1.462 | 0.005 | 1441. | 561. | -68.4 | 0.02 | 2.06 | 0.25 | 5.70 | 132. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 16 | 29.2 | 0.311 | 1.069 | 0.009 | 1513. | 402. | -93.2 | 0.02 | 2.06 | 0.34 | 4.60 | 154. | 10.0 | 285.9 | 2.0 |
| 05 | 01 | 01 | 1 | 17 | -11.1 | 0.162 | -9.000 | -9.000 | -999. | 164. | 34.5 | 0.02 | 2.06 | 0.59 | 3.10 | 141. | 10.0 | 285.4 | 2.0 |
| 05 | 01 | 01 | 1 | 18 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 41. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 117. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 19 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 114. | 10.0 | 284.2 | 2.0 |
| 05 | 01 | 01 | 1 | 20 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 157. | 10.0 | 283.1 | 2.0 |
| 05 | 01 | 01 | 1 | 21 | -2.3 | 0.048 | -9.000 | -9.000 | -999. | 24. | 4.5 | 0.02 | 2.06 | 1.00 | 1.50 | 140. | 10.0 | 282.5 | 2.0 |
| 05 | 01 | 01 | 1 | 22 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.3 | 0.02 | 2.06 | 1.00 | 3.10 | 92. | 10.0 | 282.0 | 2.0 |
| 05 | 01 | 01 | 1 | 23 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |
| 05 | 01 | 01 | 1 | 24 | -12.7 | 0.148 | -9.000 | -9.000 | -999. | 131. | 23.1 | 0.02 | 2.06 | 1.00 | 3.10 | 100. | 10.0 | 280.9 | 2.0 |

First hour of profile data

| YR | MO | DY | HR | HEIGHT | F | WDIR | WSPD | AMB_TMP | sigmaA | sigmaW | sigmaV |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 01 | 01 | 01 | 10.0 | 1 | 141. | 4.10 | 281.0 | 99.0 | -99.00 | -99.00 |

F indicates top of profile (=1) or below (=0)



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268070.63 | 4047906.72 | 0.00126 | 268200.25 | 4047792.81 | 0.00096 |
| 267927.26 | 4048332.91 | 0.00042 | 267886.01 | 4048503.77 | 0.00021 |
| 267941.00 | 4048515.56 | 0.00019 | 267937.08 | 4048570.55 | 0.00016 |
| 268149.19 | 4048568.58 | 0.00012 | 267721.04 | 4048574.48 | 0.00022 |
| 267281.11 | 4048576.44 | 0.00089 | 267157.38 | 4048570.55 | 0.00096 |
| 267074.89 | 4048517.52 | 0.00108 | 267228.08 | 4047810.49 | 0.00231 |
| 267222.19 | 4047875.30 | 0.00161 | 267147.56 | 4047788.88 | 0.00281 |
| 267118.10 | 4047847.80 | 0.00172 | 267063.10 | 4047802.63 | 0.00207 |
| 266966.87 | 4047818.34 | 0.00155 | 267037.57 | 4047547.31 | 0.00257 |
| 267082.14 | 4047366.70 | 0.00203 | 267129.88 | 4047042.57 | 0.00099 |
| 267423.42 | 4048609.32 | 0.00041 | 267490.22 | 4048539.27 | 0.00050 |
| 267557.02 | 4048469.22 | 0.00068 | 267623.82 | 4048399.17 | 0.00100 |
| 267690.62 | 4048329.12 | 0.00122 | 267757.42 | 4048259.07 | 0.00130 |
| 267824.21 | 4048189.01 | 0.00134 | 267891.01 | 4048118.96 | 0.00136 |
| 267957.81 | 4048048.91 | 0.00137 | 268024.61 | 4047978.86 | 0.00128 |
| 267496.90 | 4048778.33 | 0.00018 | 267634.96 | 4048677.29 | 0.00018 |
| 267701.76 | 4048607.24 | 0.00021 | 267768.56 | 4048537.19 | 0.00024 |
| 267835.36 | 4048467.14 | 0.00027 | 267902.16 | 4048397.09 | 0.00033 |
| 267968.96 | 4048327.04 | 0.00039 | 268035.75 | 4048256.98 | 0.00043 |

| | | | | | |
|---|---|---|---|---|---|
| 268102.55 | 4048186.93 | 0.00047 | 268169.35 | 4048116.88 | 0.00051 |
| 267670.70 | 4048953.95 | 0.00010 | 267513.93 | 4049022.11 | 0.00010 |
| 267815.89 | 4048849.82 | 0.00010 | 267882.69 | 4048779.77 | 0.00011 |
| 267949.49 | 4048709.72 | 0.00011 | 268016.28 | 4048639.66 | 0.00012 |
| 268083.08 | 4048569.61 | 0.00013 | 268149.88 | 4048499.56 | 0.00015 |
| 268216.68 | 4048429.51 | 0.00017 | 268283.48 | 4048359.46 | 0.00019 |
| 268350.28 | 4048289.41 | 0.00022 | 267848.58 | 4049127.81 | 0.00007 |
| 267685.70 | 4049198.62 | 0.00007 | 267522.82 | 4049269.44 | 0.00007 |
| 267996.81 | 4049022.34 | 0.00007 | 268063.61 | 4048952.29 | 0.00007 |
| 268130.41 | 4048882.24 | 0.00007 | 268197.21 | 4048812.19 | 0.00008 |
| 268264.01 | 4048742.14 | 0.00008 | 268330.81 | 4048672.09 | 0.00009 |
| 268397.61 | 4048602.04 | 0.00010 | 268464.41 | 4048531.99 | 0.00011 |
| 268531.21 | 4048461.94 | 0.00012 | 268207.65 | 4049474.07 | 0.00004 |
| 268123.44 | 4049510.68 | 0.00004 | 268039.22 | 4049547.30 | 0.00004 |
| 267955.00 | 4049583.92 | 0.00004 | 267870.79 | 4049620.53 | 0.00004 |
| 267786.57 | 4049657.15 | 0.00004 | 267702.36 | 4049693.76 | 0.00004 |
| 267618.14 | 4049730.38 | 0.00004 | 267533.92 | 4049767.00 | 0.00004 |
| 267449.71 | 4049803.61 | 0.00004 | 268291.87 | 4049437.45 | 0.00004 |
| 268358.67 | 4049367.40 | 0.00004 | 268425.47 | 4049297.35 | 0.00004 |
| 268492.27 | 4049227.30 | 0.00004 | 268559.06 | 4049157.25 | 0.00004 |
| 268625.86 | 4049087.19 | 0.00005 | 268692.66 | 4049017.14 | 0.00005 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268759.46 | 4048947.09 | 0.00005 | 268826.26 | 4048877.04 | 0.00005 |
| 268893.06 | 4048806.99 | 0.00006 | 268568.21 | 4049819.68 | 0.00003 |
| 268482.70 | 4049856.86 | 0.00003 | 268397.19 | 4049894.04 | 0.00003 |
| 268311.68 | 4049931.22 | 0.00003 | 268226.16 | 4049968.40 | 0.00003 |
| 268140.65 | 4050005.58 | 0.00003 | 268055.14 | 4050042.76 | 0.00003 |
| 267969.63 | 4050079.94 | 0.00003 | 267884.12 | 4050117.12 | 0.00003 |
| 267798.61 | 4050154.30 | 0.00003 | 267713.09 | 4050191.48 | 0.00003 |
| 267627.58 | 4050228.66 | 0.00003 | 267542.07 | 4050265.84 | 0.00003 |
| 267456.56 | 4050303.02 | 0.00003 | 268653.72 | 4049782.50 | 0.00003 |
| 268720.52 | 4049712.45 | 0.00003 | 268787.32 | 4049642.40 | 0.00003 |
| 268854.12 | 4049572.35 | 0.00003 | 268920.92 | 4049502.30 | 0.00003 |
| 268987.72 | 4049432.25 | 0.00003 | 269054.52 | 4049362.20 | 0.00003 |
| 269121.31 | 4049292.15 | 0.00003 | 269188.11 | 4049222.09 | 0.00003 |
| 269254.91 | 4049152.04 | 0.00004 | 268049.51 | 4047836.85 | 0.00151 |
| 268231.35 | 4047952.96 | 0.00069 | 268249.36 | 4047829.16 | 0.00081 |
| 268480.18 | 4047945.95 | 0.00041 | 268436.88 | 4048060.44 | 0.00034 |
| 268393.58 | 4048174.92 | 0.00028 | 268499.17 | 4047819.55 | 0.00049 |
| 268729.60 | 4047937.39 | 0.00028 | 268685.52 | 4048053.95 | 0.00024 |
| 268641.43 | 4048170.52 | 0.00020 | 268597.34 | 4048287.09 | 0.00016 |
| 268748.99 | 4047809.94 | 0.00033 | 269227.40 | 4047923.03 | 0.00017 |
| 269179.64 | 4048049.31 | 0.00014 | 269131.87 | 4048175.59 | 0.00012 |
| 269084.11 | 4048301.87 | 0.00010 | 269036.35 | 4048428.15 | 0.00009 |
| 268988.58 | 4048554.43 | 0.00008 | 268940.82 | 4048680.71 | 0.00007 |
| 269248.62 | 4047790.73 | 0.00019 | 269727.29 | 4047903.12 | 0.00012 |
| 269680.05 | 4048028.01 | 0.00010 | 269632.82 | 4048152.90 | 0.00009 |
| 269585.58 | 4048277.79 | 0.00008 | 269538.34 | 4048402.69 | 0.00007 |

| | | | | | |
|---|---|---|---|---|---|
| 269491.10 | 4048527.58 | 0.00006 | 269443.86 | 4048652.47 | 0.00006 |
| 269396.63 | 4048777.37 | 0.00005 | 269349.39 | 4048902.26 | 0.00005 |
| 269302.15 | 4049027.15 | 0.00004 | 269748.25 | 4047771.51 | 0.00013 |
| 267983.27 | 4047685.95 | 0.00197 | 267877.56 | 4047669.79 | 0.00220 |
| 267733.92 | 4047666.24 | 0.00251 | 268005.14 | 4047493.20 | 0.00169 |
| 268106.77 | 4047536.36 | 0.00141 | 268179.87 | 4047608.46 | 0.00118 |
| 268224.42 | 4047709.49 | 0.00098 | 268146.82 | 4047300.83 | 0.00150 |
| 268271.04 | 4047353.58 | 0.00111 | 268360.37 | 4047441.69 | 0.00091 |
| 268414.83 | 4047565.17 | 0.00075 | 268469.29 | 4047688.65 | 0.00061 |
| 268026.89 | 4046997.35 | 0.00129 | 268147.34 | 4047048.50 | 0.00152 |
| 268267.80 | 4047099.66 | 0.00137 | 268388.25 | 4047150.81 | 0.00103 |
| 268535.10 | 4047261.84 | 0.00076 | 268587.91 | 4047381.57 | 0.00066 |
| 268640.72 | 4047501.31 | 0.00056 | 268693.52 | 4047621.05 | 0.00046 |
| 267894.84 | 4046970.00 | 0.00123 | 267751.20 | 4046966.45 | 0.00116 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268041.92 | 4046498.64 | 0.00061 | 268167.75 | 4046552.08 | 0.00068 |
| 268293.58 | 4046605.52 | 0.00074 | 268419.41 | 4046658.96 | 0.00077 |
| 268545.24 | 4046712.40 | 0.00074 | 268671.07 | 4046765.83 | 0.00068 |
| 268796.90 | 4046819.27 | 0.00060 | 268887.40 | 4046908.53 | 0.00054 |
| 268942.56 | 4047033.61 | 0.00049 | 268997.72 | 4047158.70 | 0.00044 |
| 269052.89 | 4047283.78 | 0.00039 | 269108.05 | 4047408.86 | 0.00034 |
| 269163.21 | 4047533.94 | 0.00028 | 269218.38 | 4047659.03 | 0.00023 |
| 267907.18 | 4046470.15 | 0.00055 | 267763.54 | 4046466.61 | 0.00049 |
| 268055.54 | 4045999.34 | 0.00033 | 268183.91 | 4046053.86 | 0.00038 |
| 268312.29 | 4046108.38 | 0.00042 | 268440.67 | 4046162.90 | 0.00047 |
| 268569.04 | 4046217.42 | 0.00050 | 268697.42 | 4046271.94 | 0.00050 |
| 268825.80 | 4046326.45 | 0.00049 | 268954.17 | 4046380.97 | 0.00046 |
| 269082.55 | 4046435.49 | 0.00043 | 269239.07 | 4046553.82 | 0.00039 |
| 269295.35 | 4046681.43 | 0.00037 | 269351.63 | 4046809.05 | 0.00035 |
| 269407.91 | 4046936.66 | 0.00032 | 269464.19 | 4047064.28 | 0.00029 |
| 269520.47 | 4047191.89 | 0.00026 | 269576.75 | 4047319.51 | 0.00023 |
| 269633.03 | 4047447.12 | 0.00019 | 269689.31 | 4047574.74 | 0.00016 |
| 267919.53 | 4045970.31 | 0.00028 | 267775.88 | 4045966.76 | 0.00024 |
| 267459.76 | 4047820.08 | 0.00264 | 267554.14 | 4046962.90 | 0.00128 |
| 267084.90 | 4047228.91 | 0.00194 | 267116.21 | 4046645.91 | 0.00025 |
| 267278.04 | 4046601.08 | 0.00030 | 267439.87 | 4046556.26 | 0.00037 |
| 267601.70 | 4046511.43 | 0.00045 | 266962.58 | 4046714.43 | 0.00024 |
| 266817.15 | 4046806.64 | 0.00029 | 266845.10 | 4046224.57 | 0.00012 |
| 267000.23 | 4046181.60 | 0.00012 | 267155.36 | 4046138.63 | 0.00014 |
| 267310.49 | 4046095.66 | 0.00016 | 267465.62 | 4046052.70 | 0.00019 |
| 267620.75 | 4046009.73 | 0.00021 | 266694.82 | 4046292.16 | 0.00012 |
| 266549.40 | 4046384.37 | 0.00014 | 267349.50 | 4047926.93 | 0.00151 |
| 267031.28 | 4047608.75 | 0.00261 | 266993.36 | 4047302.22 | 0.00140 |
| 266901.04 | 4047385.43 | 0.00128 | 266638.65 | 4046949.60 | 0.00037 |
| 266727.90 | 4046878.12 | 0.00033 | 266547.47 | 4047031.90 | 0.00041 |
| 266284.58 | 4046596.46 | 0.00018 | 266372.86 | 4046525.76 | 0.00017 |
| 266461.13 | 4046455.07 | 0.00015 | 266193.90 | 4046678.36 | 0.00019 |
| 267123.74 | 4048028.27 | 0.00115 | 267095.96 | 4048167.74 | 0.00108 |

| | | | | | |
|---|---|---|---|---|---|
| 267149.74 | 4047840.79 | 0.00189 | 267022.06 | 4047962.09 | 0.00118 |
| 266894.37 | 4048083.39 | 0.00095 | 266913.72 | 4047720.18 | 0.00160 |
| 266786.03 | 4047841.48 | 0.00105 | 266805.38 | 4047478.28 | 0.00122 |
| 266677.69 | 4047599.58 | 0.00103 | 266550.00 | 4047720.88 | 0.00080 |
| 266461.01 | 4047115.78 | 0.00043 | 266333.32 | 4047237.08 | 0.00047 |
| 266205.63 | 4047358.38 | 0.00048 | 266116.64 | 4046753.27 | 0.00020 |
| 265988.95 | 4046874.57 | 0.00024 | 265861.26 | 4046995.87 | 0.00027 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 267016.60 | 4048266.84 | 0.00107 | 267004.63 | 4048385.97 | 0.00105 |
| 267011.73 | 4048547.36 | 0.00080 | 266824.55 | 4048256.39 | 0.00083 |
| 266804.83 | 4048394.76 | 0.00073 | 266811.92 | 4048556.14 | 0.00059 |
| 266579.96 | 4048254.56 | 0.00068 | 266636.85 | 4048113.59 | 0.00077 |
| 266693.74 | 4047972.62 | 0.00086 | 266555.07 | 4048405.73 | 0.00058 |
| 266562.16 | 4048567.12 | 0.00047 | 266329.34 | 4048267.67 | 0.00054 |
| 266345.91 | 4048065.35 | 0.00058 | 266323.87 | 4047905.50 | 0.00058 |
| 266494.84 | 4047857.58 | 0.00070 | 266305.31 | 4048416.71 | 0.00048 |
| 266312.40 | 4048578.10 | 0.00040 | 265831.06 | 4048286.57 | 0.00035 |
| 265888.68 | 4048143.77 | 0.00038 | 265946.31 | 4048000.97 | 0.00040 |
| 266003.94 | 4047858.18 | 0.00044 | 266061.56 | 4047715.38 | 0.00047 |
| 266119.19 | 4047572.58 | 0.00049 | 265805.79 | 4048438.67 | 0.00033 |
| 265812.88 | 4048600.05 | 0.00030 | 265332.12 | 4048307.08 | 0.00024 |
| 265390.92 | 4048161.39 | 0.00026 | 265449.71 | 4048015.70 | 0.00028 |
| 265508.50 | 4047870.01 | 0.00030 | 265567.29 | 4047724.32 | 0.00033 |
| 265626.09 | 4047578.63 | 0.00034 | 265684.88 | 4047432.94 | 0.00033 |
| 265743.67 | 4047287.25 | 0.00033 | 265802.47 | 4047141.56 | 0.00030 |
| 265306.27 | 4048460.62 | 0.00023 | 265313.37 | 4048622.01 | 0.00022 |
| 267112.74 | 4048642.96 | 0.00065 | 267272.35 | 4048641.19 | 0.00054 |
| 267045.11 | 4048815.59 | 0.00035 | 266874.25 | 4048692.62 | 0.00051 |
| 267194.77 | 4048842.06 | 0.00025 | 267354.38 | 4048840.29 | 0.00019 |
| 267053.71 | 4049067.85 | 0.00017 | 266925.65 | 4049017.68 | 0.00022 |
| 266797.60 | 4048967.52 | 0.00028 | 266705.00 | 4048879.88 | 0.00035 |
| 266647.86 | 4048754.78 | 0.00040 | 267197.55 | 4049092.05 | 0.00014 |
| 267357.16 | 4049090.28 | 0.00011 | 267050.67 | 4049315.56 | 0.00011 |
| 266910.97 | 4049260.83 | 0.00013 | 266771.27 | 4049206.10 | 0.00017 |
| 266631.57 | 4049151.37 | 0.00021 | 266530.56 | 4049055.77 | 0.00026 |
| 266468.23 | 4048919.29 | 0.00031 | 266405.90 | 4048782.81 | 0.00034 |
| 267200.32 | 4049342.03 | 0.00009 | 267359.94 | 4049340.26 | 0.00007 |
| 267056.22 | 4049815.53 | 0.00006 | 266916.52 | 4049760.80 | 0.00007 |
| 266776.83 | 4049706.07 | 0.00008 | 266637.13 | 4049651.34 | 0.00009 |
| 266497.43 | 4049596.61 | 0.00011 | 266357.73 | 4049541.88 | 0.00013 |
| 266186.87 | 4049418.91 | 0.00017 | 266124.54 | 4049282.44 | 0.00020 |
| 266062.20 | 4049145.96 | 0.00023 | 265999.87 | 4049009.48 | 0.00025 |
| 265937.54 | 4048873.01 | 0.00027 | 265875.21 | 4048736.53 | 0.00028 |
| 267205.88 | 4049842.00 | 0.00005 | 267365.49 | 4049840.23 | 0.00004 |
| 267057.67 | 4050313.88 | 0.00004 | 266909.75 | 4050255.94 | 0.00004 |
| 266761.84 | 4050197.99 | 0.00005 | 266613.92 | 4050140.04 | 0.00006 |
| 266466.00 | 4050082.09 | 0.00007 | 266318.09 | 4050024.14 | 0.00008 |
| 266170.17 | 4049966.20 | 0.00009 | 266022.25 | 4049908.25 | 0.00010 |

**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015037 , L0015038 , L0015039 , L0015040 , L0015041 ,
L0015042 , L0015043 , L0015044 , L0015045 , L0015046 , L0015047 , L0015048 , L0015049 ,
L0015050 , L0015051 , L0015052 , L0015053 , L0015054 , L0015055 , L0015056 , L0015057 ,
L0015058 , L0015059 , L0015060 , L0015061 , L0015062 , L0015063 , L0015064 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 265841.34 | 4049778.05 | 0.00013 | 265775.34 | 4049633.54 | 0.00015 |
| 265709.35 | 4049489.04 | 0.00017 | 265643.35 | 4049344.53 | 0.00019 |
| 265577.35 | 4049200.03 | 0.00020 | 265511.36 | 4049055.52 | 0.00020 |
| 265445.36 | 4048911.02 | 0.00021 | 265379.36 | 4048766.51 | 0.00022 |
| 267211.43 | 4050341.97 | 0.00003 | 267371.05 | 4050340.20 | 0.00003 |
| 266227.04 | 4047703.04 | 0.00055 | 266336.03 | 4047616.75 | 0.00062 |
| 267475.89 | 4046685.79 | 0.00056 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF MAXIMUM PERIOD ( 43824 HRS) RESULTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| GROUP ID | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 0.00281 AT ( 267147.56, 4047788.88, 101.00, 101.00, 0.00) | DC | |
| | 2ND HIGHEST VALUE IS | 0.00264 AT ( 267459.76, 4047820.08, 101.00, 101.00, 0.00) | DC | |
| | 3RD HIGHEST VALUE IS | 0.00261 AT ( 267031.28, 4047608.75, 101.00, 101.00, 0.00) | DC | |
| | 4TH HIGHEST VALUE IS | 0.00257 AT ( 267037.57, 4047547.31, 101.00, 101.00, 0.00) | DC | |
| | 5TH HIGHEST VALUE IS | 0.00251 AT ( 267733.92, 4047666.24, 101.00, 101.00, 0.00) | DC | |
| | 6TH HIGHEST VALUE IS | 0.00231 AT ( 267228.08, 4047810.49, 101.00, 101.00, 0.00) | DC | |
| | 7TH HIGHEST VALUE IS | 0.00220 AT ( 267877.56, 4047669.79, 101.00, 101.00, 0.00) | DC | |
| | 8TH HIGHEST VALUE IS | 0.00207 AT ( 267063.10, 4047802.63, 101.00, 101.00, 0.00) | DC | |
| | 9TH HIGHEST VALUE IS | 0.00203 AT ( 267082.14, 4047366.70, 101.00, 101.00, 0.00) | DC | |
| | 10TH HIGHEST VALUE IS | 0.00197 AT ( 267983.27, 4047685.95, 101.00, 101.00, 0.00) | DC | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 43 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********
SO W320 2492 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2493 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2494 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2495 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2496 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2497 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2498 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2499 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2500 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2501 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2502 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2503 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2504 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 2505 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3589 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3590 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3591 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3592 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3593 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3594 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3595 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3596 PPARM:Input Parameter May Be Out-of-Range for Parameter VS

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SO W320    3597  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3598  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3599  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3600  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3601  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3602  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3603  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3604  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3605  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3606  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3607  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3608  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3609  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3610  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3611  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3612  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3613  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3614  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3615  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3616  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
ME W396    5447 MEOPEN:Met data from outdated version of AERMET, version:       06341

   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
```

```
** Output created by Lakes Environmental AERMOD MPI
**
****************************************
**
** AERMOD INPUT PRODUCED BY:
** AERMOD VIEW VER. 7.4.0
** LAKES ENVIRONMENTAL SOFTWARE INC.
** DATE: 3/1/2012
** FILE: C:\MBA\SELMA\REVISION 1\PHASE 3\PHASE 3_AERMOD\P3_DPM\P3_DPM.ADI
**
****************************************
**
**
****************************************
** AERMOD CONTROL PATHWAY
****************************************
**
**
CO STARTING
   TITLEONE SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL
   TITLETWO DPM
   MODELOPT CONC FLAT  FASTALL
   AVERTIME PERIOD
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL P3_DPM.ERR
CO FINISHED
**
****************************************
** AERMOD SOURCE PATHWAY
****************************************
**
**
SO STARTING
** SOURCE LOCATION **
** SOURCE ID - TYPE - X COORD. - Y COORD. **
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ------------------------------------------------------------------------
** LINE SOURCE ID = SLINEB
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 9.97E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 5
** 267414.50, 4048475.14, 0.00, 1.83, 3.39
** 267338.12, 4048402.36, 0.00, 1.83, 3.39
** 267187.99, 4048256.54, 0.00, 1.83, 3.39
** 267118.10, 4048335.84, 0.00, 1.83, 3.39
** 267119.52, 4048414.56, 0.00, 1.83, 3.39
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   LOCATION L0018148     VOLUME   267413.175 4048473.878 0.0
   LOCATION L0018149     VOLUME   267407.899 4048468.850 0.0
   LOCATION L0018150     VOLUME   267402.623 4048463.823 0.0
   LOCATION L0018151     VOLUME   267397.347 4048458.795 0.0
   LOCATION L0018152     VOLUME   267392.071 4048453.768 0.0
   LOCATION L0018153     VOLUME   267386.795 4048448.740 0.0
   LOCATION L0018154     VOLUME   267381.519 4048443.712 0.0
   LOCATION L0018155     VOLUME   267376.243 4048438.685 0.0
   LOCATION L0018156     VOLUME   267370.967 4048433.657 0.0
   LOCATION L0018157     VOLUME   267365.691 4048428.629 0.0
   LOCATION L0018158     VOLUME   267360.415 4048423.602 0.0
   LOCATION L0018159     VOLUME   267355.139 4048418.574 0.0
   LOCATION L0018160     VOLUME   267349.863 4048413.546 0.0
   LOCATION L0018161     VOLUME   267344.587 4048408.519 0.0
   LOCATION L0018162     VOLUME   267339.311 4048403.491 0.0
   LOCATION L0018163     VOLUME   267334.072 4048398.425 0.0
   LOCATION L0018164     VOLUME   267328.844 4048393.347 0.0
   LOCATION L0018165     VOLUME   267323.617 4048388.269 0.0
   LOCATION L0018166     VOLUME   267318.389 4048383.191 0.0
   LOCATION L0018167     VOLUME   267313.161 4048378.113 0.0
   LOCATION L0018168     VOLUME   267307.933 4048373.036 0.0
   LOCATION L0018169     VOLUME   267302.706 4048367.958 0.0
   LOCATION L0018170     VOLUME   267297.478 4048362.880 0.0
   LOCATION L0018171     VOLUME   267292.250 4048357.802 0.0
   LOCATION L0018172     VOLUME   267287.023 4048352.724 0.0
   LOCATION L0018173     VOLUME   267281.795 4048347.647 0.0
   LOCATION L0018174     VOLUME   267276.567 4048342.569 0.0
   LOCATION L0018175     VOLUME   267271.339 4048337.491 0.0
   LOCATION L0018176     VOLUME   267266.112 4048332.413 0.0
   LOCATION L0018177     VOLUME   267260.884 4048327.336 0.0
   LOCATION L0018178     VOLUME   267255.656 4048322.258 0.0
   LOCATION L0018179     VOLUME   267250.428 4048317.180 0.0
   LOCATION L0018180     VOLUME   267245.201 4048312.102 0.0
   LOCATION L0018181     VOLUME   267239.973 4048307.024 0.0
   LOCATION L0018182     VOLUME   267234.745 4048301.947 0.0
   LOCATION L0018183     VOLUME   267229.517 4048296.869 0.0
   LOCATION L0018184     VOLUME   267224.290 4048291.791 0.0
   LOCATION L0018185     VOLUME   267219.062 4048286.713 0.0
   LOCATION L0018186     VOLUME   267213.834 4048281.635 0.0
   LOCATION L0018187     VOLUME   267208.606 4048276.558 0.0
   LOCATION L0018188     VOLUME   267203.379 4048271.480 0.0
   LOCATION L0018189     VOLUME   267198.151 4048266.402 0.0
   LOCATION L0018190     VOLUME   267192.923 4048261.324 0.0
   LOCATION L0018191     VOLUME   267187.719 4048256.849 0.0
   LOCATION L0018192     VOLUME   267182.900 4048262.316 0.0
   LOCATION L0018193     VOLUME   267178.081 4048267.784 0.0
   LOCATION L0018194     VOLUME   267173.263 4048273.251 0.0
   LOCATION L0018195     VOLUME   267168.444 4048278.719 0.0
   LOCATION L0018196     VOLUME   267163.625 4048284.186 0.0
   LOCATION L0018197     VOLUME   267158.806 4048289.654 0.0
   LOCATION L0018198     VOLUME   267153.988 4048295.121 0.0
   LOCATION L0018199     VOLUME   267149.169 4048300.589 0.0
   LOCATION L0018200     VOLUME   267144.350 4048306.056 0.0
   LOCATION L0018201     VOLUME   267139.532 4048311.523 0.0
   LOCATION L0018202     VOLUME   267134.713 4048316.991 0.0
   LOCATION L0018203     VOLUME   267129.894 4048322.458 0.0
   LOCATION L0018204     VOLUME   267125.075 4048327.926 0.0
   LOCATION L0018205     VOLUME   267120.257 4048333.393 0.0
   LOCATION L0018206     VOLUME   267118.176 4048339.867 0.0
   LOCATION L0018207     VOLUME   267118.307 4048347.154 0.0
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   LOCATION L0018208     VOLUME   267118.438 4048354.441 0.0
   LOCATION L0018209     VOLUME   267118.568 4048361.727 0.0
   LOCATION L0018210     VOLUME   267118.699 4048369.014 0.0
   LOCATION L0018211     VOLUME   267118.830 4048376.301 0.0
   LOCATION L0018212     VOLUME   267118.960 4048383.588 0.0
   LOCATION L0018213     VOLUME   267119.091 4048390.874 0.0
   LOCATION L0018214     VOLUME   267119.222 4048398.161 0.0
   LOCATION L0018215     VOLUME   267119.352 4048405.448 0.0
   LOCATION L0018216     VOLUME   267119.483 4048412.734 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEH
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.41E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267414.50, 4048475.14, 0.00, 1.83, 3.38
** 267187.76, 4048258.22, 0.00, 1.83, 3.38
** 267267.49, 4048181.36, 0.00, 1.83, 3.38
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   LOCATION L0018217     VOLUME   267413.177 4048473.875 0.0
   LOCATION L0018218     VOLUME   267407.934 4048468.859 0.0
   LOCATION L0018219     VOLUME   267402.690 4048463.843 0.0
   LOCATION L0018220     VOLUME   267397.447 4048458.826 0.0
   LOCATION L0018221     VOLUME   267392.204 4048453.810 0.0
   LOCATION L0018222     VOLUME   267386.960 4048448.793 0.0
   LOCATION L0018223     VOLUME   267381.717 4048443.777 0.0
   LOCATION L0018224     VOLUME   267376.474 4048438.760 0.0
   LOCATION L0018225     VOLUME   267371.231 4048433.744 0.0
   LOCATION L0018226     VOLUME   267365.987 4048428.727 0.0
   LOCATION L0018227     VOLUME   267360.744 4048423.711 0.0
   LOCATION L0018228     VOLUME   267355.501 4048418.695 0.0
   LOCATION L0018229     VOLUME   267350.257 4048413.678 0.0
   LOCATION L0018230     VOLUME   267345.014 4048408.662 0.0
   LOCATION L0018231     VOLUME   267339.771 4048403.645 0.0
   LOCATION L0018232     VOLUME   267334.527 4048398.629 0.0
   LOCATION L0018233     VOLUME   267329.284 4048393.612 0.0
   LOCATION L0018234     VOLUME   267324.041 4048388.596 0.0
   LOCATION L0018235     VOLUME   267318.797 4048383.579 0.0
   LOCATION L0018236     VOLUME   267313.554 4048378.563 0.0
   LOCATION L0018237     VOLUME   267308.311 4048373.547 0.0
   LOCATION L0018238     VOLUME   267303.067 4048368.530 0.0
   LOCATION L0018239     VOLUME   267297.824 4048363.514 0.0
   LOCATION L0018240     VOLUME   267292.581 4048358.497 0.0
   LOCATION L0018241     VOLUME   267287.337 4048353.481 0.0
   LOCATION L0018242     VOLUME   267282.094 4048348.464 0.0
   LOCATION L0018243     VOLUME   267276.851 4048343.448 0.0
   LOCATION L0018244     VOLUME   267271.607 4048338.431 0.0
   LOCATION L0018245     VOLUME   267266.364 4048333.415 0.0
   LOCATION L0018246     VOLUME   267261.121 4048328.399 0.0
   LOCATION L0018247     VOLUME   267255.877 4048323.382 0.0
   LOCATION L0018248     VOLUME   267250.634 4048318.366 0.0
   LOCATION L0018249     VOLUME   267245.391 4048313.349 0.0
   LOCATION L0018250     VOLUME   267240.147 4048308.333 0.0
   LOCATION L0018251     VOLUME   267234.904 4048303.316 0.0
   LOCATION L0018252     VOLUME   267229.661 4048298.300 0.0
   LOCATION L0018253     VOLUME   267224.418 4048293.283 0.0
   LOCATION L0018254     VOLUME   267219.174 4048288.267 0.0
   LOCATION L0018255     VOLUME   267213.931 4048283.251 0.0
   LOCATION L0018256     VOLUME   267208.688 4048278.234 0.0
   LOCATION L0018257     VOLUME   267203.444 4048273.218 0.0
   LOCATION L0018258     VOLUME   267198.201 4048268.201 0.0
   LOCATION L0018259     VOLUME   267192.958 4048263.185 0.0
   LOCATION L0018260     VOLUME   267187.813 4048258.168 0.0
   LOCATION L0018261     VOLUME   267193.037 4048253.132 0.0
   LOCATION L0018262     VOLUME   267198.262 4048248.096 0.0
   LOCATION L0018263     VOLUME   267203.486 4048243.059 0.0
   LOCATION L0018264     VOLUME   267208.710 4048238.023 0.0
   LOCATION L0018265     VOLUME   267213.935 4048232.987 0.0
   LOCATION L0018266     VOLUME   267219.159 4048227.951 0.0
   LOCATION L0018267     VOLUME   267224.383 4048222.915 0.0
   LOCATION L0018268     VOLUME   267229.608 4048217.878 0.0
   LOCATION L0018269     VOLUME   267234.832 4048212.842 0.0
   LOCATION L0018270     VOLUME   267240.056 4048207.806 0.0
   LOCATION L0018271     VOLUME   267245.281 4048202.770 0.0
   LOCATION L0018272     VOLUME   267250.505 4048197.733 0.0
   LOCATION L0018273     VOLUME   267255.729 4048192.697 0.0
   LOCATION L0018274     VOLUME   267260.954 4048187.661 0.0
   LOCATION L0018275     VOLUME   267266.178 4048182.625 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
** ----------------------------------------------------------------------
** LINE SOURCE ID = SLINEK
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 6.04E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
** 267691.04, 4048174.89, 0.00, 1.83, 3.35
** 267459.27, 4047993.16, 0.00, 1.83, 3.35
** 267377.30, 4048080.40, 0.00, 1.83, 3.35
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   LOCATION L0018276     VOLUME   267689.606 4048173.761 0.0
   LOCATION L0018277     VOLUME   267683.937 4048169.317 0.0
   LOCATION L0018278     VOLUME   267678.269 4048164.872 0.0
   LOCATION L0018279     VOLUME   267672.601 4048160.428 0.0
   LOCATION L0018280     VOLUME   267666.932 4048155.983 0.0
   LOCATION L0018281     VOLUME   267661.264 4048151.539 0.0
   LOCATION L0018282     VOLUME   267655.596 4048147.094 0.0
   LOCATION L0018283     VOLUME   267649.927 4048142.650 0.0
   LOCATION L0018284     VOLUME   267644.259 4048138.205 0.0
   LOCATION L0018285     VOLUME   267638.591 4048133.761 0.0
   LOCATION L0018286     VOLUME   267632.922 4048129.316 0.0
   LOCATION L0018287     VOLUME   267627.254 4048124.872 0.0
   LOCATION L0018288     VOLUME   267621.586 4048120.427 0.0
   LOCATION L0018289     VOLUME   267615.917 4048115.983 0.0
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   LOCATION L0018290     VOLUME   267610.249 4048111.538 0.0
   LOCATION L0018291     VOLUME   267604.581 4048107.094 0.0
   LOCATION L0018292     VOLUME   267598.912 4048102.649 0.0
   LOCATION L0018293     VOLUME   267593.244 4048098.205 0.0
   LOCATION L0018294     VOLUME   267587.576 4048093.760 0.0
   LOCATION L0018295     VOLUME   267581.907 4048089.316 0.0
   LOCATION L0018296     VOLUME   267576.239 4048084.871 0.0
   LOCATION L0018297     VOLUME   267570.571 4048080.427 0.0
   LOCATION L0018298     VOLUME   267564.902 4048075.982 0.0
   LOCATION L0018299     VOLUME   267559.234 4048071.538 0.0
   LOCATION L0018300     VOLUME   267553.566 4048067.093 0.0
   LOCATION L0018301     VOLUME   267547.897 4048062.649 0.0
   LOCATION L0018302     VOLUME   267542.229 4048058.205 0.0
   LOCATION L0018303     VOLUME   267536.561 4048053.760 0.0
   LOCATION L0018304     VOLUME   267530.892 4048049.316 0.0
   LOCATION L0018305     VOLUME   267525.224 4048044.871 0.0
   LOCATION L0018306     VOLUME   267519.556 4048040.427 0.0
   LOCATION L0018307     VOLUME   267513.887 4048035.982 0.0
   LOCATION L0018308     VOLUME   267508.219 4048031.538 0.0
   LOCATION L0018309     VOLUME   267502.551 4048027.093 0.0
   LOCATION L0018310     VOLUME   267496.882 4048022.649 0.0
   LOCATION L0018311     VOLUME   267491.214 4048018.204 0.0
   LOCATION L0018312     VOLUME   267485.546 4048013.760 0.0
   LOCATION L0018313     VOLUME   267479.877 4048009.315 0.0
   LOCATION L0018314     VOLUME   267474.209 4048004.871 0.0
   LOCATION L0018315     VOLUME   267468.541 4048000.426 0.0
   LOCATION L0018316     VOLUME   267462.872 4047995.982 0.0
   LOCATION L0018317     VOLUME   267457.473 4047995.075 0.0
   LOCATION L0018318     VOLUME   267452.540 4048000.324 0.0
   LOCATION L0018319     VOLUME   267447.608 4048005.574 0.0
   LOCATION L0018320     VOLUME   267442.676 4048010.823 0.0
   LOCATION L0018321     VOLUME   267437.743 4048016.072 0.0
   LOCATION L0018322     VOLUME   267432.811 4048021.321 0.0
   LOCATION L0018323     VOLUME   267427.879 4048026.571 0.0
   LOCATION L0018324     VOLUME   267422.946 4048031.820 0.0
   LOCATION L0018325     VOLUME   267418.014 4048037.069 0.0
   LOCATION L0018326     VOLUME   267413.081 4048042.319 0.0
   LOCATION L0018327     VOLUME   267408.149 4048047.568 0.0
   LOCATION L0018328     VOLUME   267403.217 4048052.817 0.0
   LOCATION L0018329     VOLUME   267398.284 4048058.067 0.0
   LOCATION L0018330     VOLUME   267393.352 4048063.316 0.0
   LOCATION L0018331     VOLUME   267388.420 4048068.565 0.0
   LOCATION L0018332     VOLUME   267383.487 4048073.815 0.0
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** VERTICAL DIMENSION = 1.83
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** NODES = 4
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** 267935.99, 4047908.88, 0.00, 1.83, 3.37
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   LOCATION L0018338     VOLUME   267889.101 4047968.891 0.0
   LOCATION L0018339     VOLUME   267893.559 4047963.185 0.0
   LOCATION L0018340     VOLUME   267898.017 4047957.478 0.0
   LOCATION L0018341     VOLUME   267902.476 4047951.771 0.0
   LOCATION L0018342     VOLUME   267906.934 4047946.065 0.0
   LOCATION L0018343     VOLUME   267911.392 4047940.358 0.0
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   LOCATION L0018346     VOLUME   267924.767 4047923.238 0.0
   LOCATION L0018347     VOLUME   267929.226 4047917.531 0.0
   LOCATION L0018348     VOLUME   267933.684 4047911.825 0.0
   LOCATION L0018349     VOLUME   267935.911 4047905.376 0.0
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   LOCATION L0018354     VOLUME   267935.141 4047869.176 0.0
   LOCATION L0018355     VOLUME   267934.987 4047861.936 0.0
   LOCATION L0018356     VOLUME   267934.833 4047854.696 0.0
   LOCATION L0018357     VOLUME   267934.679 4047847.455 0.0
   LOCATION L0018358     VOLUME   267934.525 4047840.215 0.0
   LOCATION L0018359     VOLUME   267934.371 4047832.975 0.0
   LOCATION L0018360     VOLUME   267934.217 4047825.735 0.0
   LOCATION L0018361     VOLUME   267934.063 4047818.495 0.0
   LOCATION L0018362     VOLUME   267933.909 4047811.255 0.0
   LOCATION L0018363     VOLUME   267933.754 4047804.015 0.0
   LOCATION L0018364     VOLUME   267933.600 4047796.775 0.0
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   LOCATION L0018366     VOLUME   267930.555 4047785.091 0.0
   LOCATION L0018367     VOLUME   267923.313 4047785.091 0.0
   LOCATION L0018368     VOLUME   267916.071 4047785.091 0.0
   LOCATION L0018369     VOLUME   267908.829 4047785.091 0.0
   LOCATION L0018370     VOLUME   267901.588 4047785.091 0.0
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   LOCATION L0018374     VOLUME   267872.621 4047785.091 0.0
   LOCATION L0018375     VOLUME   267865.379 4047785.091 0.0
   LOCATION L0018376     VOLUME   267858.137 4047785.091 0.0
   LOCATION L0018377     VOLUME   267850.895 4047785.091 0.0
   LOCATION L0018378     VOLUME   267843.654 4047785.091 0.0
   LOCATION L0018379     VOLUME   267836.412 4047785.091 0.0
   LOCATION L0018380     VOLUME   267829.170 4047785.091 0.0
   LOCATION L0018381     VOLUME   267821.928 4047785.091 0.0
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** 267806.93, 4047977.36, 0.00, 1.83, 3.37
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   LOCATION L0018385     VOLUME   267840.231 4047990.043 0.0
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   LOCATION L0018387     VOLUME   267826.698 4047984.887 0.0
   LOCATION L0018388     VOLUME   267819.932 4047982.309 0.0
   LOCATION L0018389     VOLUME   267813.165 4047979.732 0.0
   LOCATION L0018390     VOLUME   267806.884 4047976.789 0.0
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   LOCATION L0018393     VOLUME   267805.105 4047955.140 0.0
   LOCATION L0018394     VOLUME   267804.512 4047947.923 0.0
   LOCATION L0018395     VOLUME   267803.918 4047940.707 0.0
   LOCATION L0018396     VOLUME   267803.325 4047933.490 0.0
   LOCATION L0018397     VOLUME   267802.732 4047926.273 0.0
   LOCATION L0018398     VOLUME   267802.139 4047919.057 0.0
   LOCATION L0018399     VOLUME   267801.546 4047911.840 0.0
   LOCATION L0018400     VOLUME   267800.953 4047904.624 0.0
   LOCATION L0018401     VOLUME   267800.360 4047897.407 0.0
   LOCATION L0018402     VOLUME   267799.766 4047890.191 0.0
   LOCATION L0018403     VOLUME   267799.173 4047882.974 0.0
   LOCATION L0018404     VOLUME   267798.580 4047875.758 0.0
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   LOCATION L0018407     VOLUME   267796.801 4047854.108 0.0
   LOCATION L0018408     VOLUME   267796.208 4047846.891 0.0
   LOCATION L0018409     VOLUME   267795.614 4047839.675 0.0
   LOCATION L0018410     VOLUME   267795.021 4047832.458 0.0
   LOCATION L0018411     VOLUME   267794.428 4047825.242 0.0
   LOCATION L0018412     VOLUME   267793.835 4047818.025 0.0
   LOCATION L0018413     VOLUME   267793.242 4047810.809 0.0
   LOCATION L0018414     VOLUME   267792.649 4047803.592 0.0
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   LOCATION L0018416     VOLUME   267791.462 4047789.159 0.0
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   LOCATION L0018418     VOLUME   267781.714 4047789.510 0.0
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   LOCATION L0018420     VOLUME   267768.604 4047795.664 0.0
   LOCATION L0018421     VOLUME   267762.049 4047798.740 0.0
   LOCATION L0018422     VOLUME   267755.495 4047801.817 0.0
   LOCATION L0018423     VOLUME   267748.940 4047804.894 0.0
   LOCATION L0018424     VOLUME   267742.385 4047807.970 0.0
   LOCATION L0018425     VOLUME   267735.831 4047811.047 0.0
   LOCATION L0018426     VOLUME   267729.276 4047814.124 0.0
   LOCATION L0018427     VOLUME   267722.721 4047817.201 0.0
   LOCATION L0018428     VOLUME   267716.166 4047820.277 0.0
   LOCATION L0018429     VOLUME   267709.612 4047823.354 0.0
   LOCATION L0018430     VOLUME   267703.057 4047826.431 0.0
   LOCATION L0018431     VOLUME   267696.502 4047829.507 0.0
   LOCATION L0018432     VOLUME   267689.948 4047832.584 0.0
   LOCATION L0018433     VOLUME   267683.393 4047835.661 0.0
   LOCATION L0018434     VOLUME   267676.838 4047838.737 0.0
   LOCATION L0018435     VOLUME   267670.283 4047841.814 0.0
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** 267461.91, 4047990.53, 0.00, 1.83, 3.36
** 267504.05, 4047943.12, 0.00, 1.83, 3.36
** 267561.99, 4047898.34, 0.00, 1.83, 3.36
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   LOCATION L0018440     VOLUME   267664.971 4048157.329 0.0
   LOCATION L0018441     VOLUME   267659.385 4048152.740 0.0
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   LOCATION L0018445     VOLUME   267637.039 4048134.385 0.0
   LOCATION L0018446     VOLUME   267631.453 4048129.796 0.0
   LOCATION L0018447     VOLUME   267625.867 4048125.207 0.0
   LOCATION L0018448     VOLUME   267620.280 4048120.618 0.0
   LOCATION L0018449     VOLUME   267614.694 4048116.030 0.0
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   LOCATION L0018454     VOLUME   267586.762 4048093.086 0.0
   LOCATION L0018455     VOLUME   267581.176 4048088.497 0.0
   LOCATION L0018456     VOLUME   267575.590 4048083.908 0.0
   LOCATION L0018457     VOLUME   267570.003 4048079.319 0.0
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   LOCATION L0018460     VOLUME   267553.244 4048065.553 0.0
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   LOCATION L0018479     VOLUME   267474.634 4047976.207 0.0
   LOCATION L0018480     VOLUME   267479.437 4047970.804 0.0
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   LOCATION L0018482     VOLUME   267489.042 4047959.997 0.0
   LOCATION L0018483     VOLUME   267493.845 4047954.594 0.0
   LOCATION L0018484     VOLUME   267498.648 4047949.191 0.0
   LOCATION L0018485     VOLUME   267503.451 4047943.787 0.0
   LOCATION L0018486     VOLUME   267509.058 4047939.245 0.0
   LOCATION L0018487     VOLUME   267514.779 4047934.825 0.0
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   LOCATION L0018489     VOLUME   267526.220 4047925.984 0.0
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   LOCATION L0018492     VOLUME   267543.381 4047912.723 0.0
   LOCATION L0018493     VOLUME   267549.102 4047908.302 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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   LOCATION L0018518     VOLUME   267453.927 4048414.640 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** SZINIT = 0.43
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   LOCATION L0018529     VOLUME   267427.026 4048440.219 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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   LOCATION L0018571     VOLUME   267579.734 4048279.001 0.0
   LOCATION L0018572     VOLUME   267574.505 4048283.911 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 1.42E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
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** 267649.97, 4048215.55, 0.00, 1.83, 3.37
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   LOCATION L0018574     VOLUME   267682.252 4048183.858 0.0
   LOCATION L0018575     VOLUME   267677.088 4048188.926 0.0
   LOCATION L0018576     VOLUME   267671.925 4048193.994 0.0
   LOCATION L0018577     VOLUME   267666.761 4048199.062 0.0
   LOCATION L0018578     VOLUME   267661.598 4048204.130 0.0
   LOCATION L0018579     VOLUME   267656.434 4048209.198 0.0
   LOCATION L0018580     VOLUME   267651.271 4048214.265 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** LINE SOURCE ID = SLINEQ
** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 7.02E-08
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
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** 267736.37, 4048126.71, 0.00, 1.83, 3.33
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   LOCATION L0018581     VOLUME   267692.213 4048176.219 0.0
   LOCATION L0018582     VOLUME   267696.984 4048170.870 0.0
   LOCATION L0018583     VOLUME   267701.754 4048165.521 0.0
   LOCATION L0018584     VOLUME   267706.525 4048160.172 0.0
   LOCATION L0018585     VOLUME   267711.296 4048154.823 0.0
   LOCATION L0018586     VOLUME   267716.067 4048149.474 0.0
   LOCATION L0018587     VOLUME   267720.837 4048144.125 0.0
   LOCATION L0018588     VOLUME   267725.608 4048138.776 0.0
   LOCATION L0018589     VOLUME   267730.379 4048133.427 0.0
   LOCATION L0018590     VOLUME   267735.150 4048128.078 0.0
** END OF LINE SOURCE
** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 4.13E-07
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** SZINIT = 0.43
** NODES = 2
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   LOCATION L0018593     VOLUME   267699.416 4048168.434 0.0
   LOCATION L0018594     VOLUME   267704.376 4048163.151 0.0
   LOCATION L0018595     VOLUME   267709.335 4048157.869 0.0
   LOCATION L0018596     VOLUME   267714.295 4048152.586 0.0
   LOCATION L0018597     VOLUME   267719.254 4048147.303 0.0
   LOCATION L0018598     VOLUME   267724.214 4048142.020 0.0
   LOCATION L0018599     VOLUME   267729.173 4048136.737 0.0
   LOCATION L0018600     VOLUME   267734.132 4048131.454 0.0
   LOCATION L0018601     VOLUME   267739.092 4048126.171 0.0
   LOCATION L0018602     VOLUME   267744.051 4048120.888 0.0
   LOCATION L0018603     VOLUME   267749.011 4048115.605 0.0
   LOCATION L0018604     VOLUME   267753.970 4048110.323 0.0
   LOCATION L0018605     VOLUME   267758.930 4048105.040 0.0
   LOCATION L0018606     VOLUME   267763.889 4048099.757 0.0
   LOCATION L0018607     VOLUME   267768.849 4048094.474 0.0
   LOCATION L0018608     VOLUME   267773.808 4048089.191 0.0
   LOCATION L0018609     VOLUME   267778.767 4048083.908 0.0
   LOCATION L0018610     VOLUME   267783.727 4048078.625 0.0
   LOCATION L0018611     VOLUME   267788.686 4048073.342 0.0
   LOCATION L0018612     VOLUME   267793.646 4048068.059 0.0
   LOCATION L0018613     VOLUME   267798.605 4048062.777 0.0
   LOCATION L0018614     VOLUME   267803.565 4048057.494 0.0
   LOCATION L0018615     VOLUME   267808.524 4048052.211 0.0
   LOCATION L0018616     VOLUME   267813.484 4048046.928 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** DESCRSRC
** LENGTH OF SIDE = 3.66
** EMISSION RATE = 2.52E-07
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 2
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** 267586.50, 4048090.97, 0.00, 1.83, 3.39
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   LOCATION L0018617     VOLUME   267689.578 4048175.053 0.0
   LOCATION L0018618     VOLUME   267683.931 4048170.445 0.0
   LOCATION L0018619     VOLUME   267678.283 4048165.838 0.0
   LOCATION L0018620     VOLUME   267672.636 4048161.231 0.0
   LOCATION L0018621     VOLUME   267666.988 4048156.624 0.0
   LOCATION L0018622     VOLUME   267661.340 4048152.016 0.0
   LOCATION L0018623     VOLUME   267655.693 4048147.409 0.0
   LOCATION L0018624     VOLUME   267650.045 4048142.802 0.0
   LOCATION L0018625     VOLUME   267644.398 4048138.195 0.0
   LOCATION L0018626     VOLUME   267638.750 4048133.587 0.0
   LOCATION L0018627     VOLUME   267633.102 4048128.980 0.0
   LOCATION L0018628     VOLUME   267627.455 4048124.373 0.0
   LOCATION L0018629     VOLUME   267621.807 4048119.765 0.0
   LOCATION L0018630     VOLUME   267616.159 4048115.158 0.0
   LOCATION L0018631     VOLUME   267610.512 4048110.551 0.0
   LOCATION L0018632     VOLUME   267604.864 4048105.944 0.0
   LOCATION L0018633     VOLUME   267599.217 4048101.336 0.0
   LOCATION L0018634     VOLUME   267593.569 4048096.729 0.0
   LOCATION L0018635     VOLUME   267587.921 4048092.122 0.0
** END OF LINE SOURCE
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   LOCATION STCKB        POINT      267119.374  4048424.619          0.0
   LOCATION STCKCDE      POINT      267453.423  4048421.219          0.0
   LOCATION STCKFG       POINT      267520.573  4048341.319          0.0
   LOCATION STCKH        POINT      267274.924  4048178.970          0.0
   LOCATION STCKIJ       POINT      267569.023  4048290.319          0.0
   LOCATION STCKK        POINT      267375.223  4048088.020          0.0
   LOCATION STCKLMP      POINT      267563.073  4048118.620          0.0
   LOCATION STCKNO       POINT      267664.222  4048203.620          0.0
   LOCATION STCKQ        POINT      267729.672  4048139.020          0.0
   LOCATION STCKRU       POINT      267794.272  4048061.670          0.0
   LOCATION STCKT        POINT      267563.073  4047904.421          0.0
   LOCATION STCKVWXY     POINT      267655.722  4047853.421          0.0
   LOCATION STCKAABB     POINT      267817.222  4047787.971          0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** EMISSION RATE = 2.25E-06
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** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
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** 267448.23, 4047765.44, 0.00, 1.83, 3.38
** 267492.36, 4047682.46, 0.00, 1.83, 3.38
** 267490.55, 4047635.37, 0.00, 1.83, 3.38
** 267572.04, 4047622.70, 0.00, 1.83, 3.38
** 267603.22, 4047596.26, 0.00, 1.83, 3.38
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   LOCATION L0018638     VOLUME   267614.630 4047768.320 0.0
   LOCATION L0018639     VOLUME   267607.359 4047768.194 0.0
   LOCATION L0018640     VOLUME   267600.088 4047768.068 0.0
   LOCATION L0018641     VOLUME   267592.817 4047767.942 0.0
   LOCATION L0018642     VOLUME   267585.546 4047767.816 0.0
   LOCATION L0018643     VOLUME   267578.275 4047767.690 0.0
   LOCATION L0018644     VOLUME   267571.004 4047767.564 0.0
   LOCATION L0018645     VOLUME   267563.733 4047767.438 0.0
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   LOCATION L0018647     VOLUME   267549.191 4047767.186 0.0
   LOCATION L0018648     VOLUME   267541.920 4047767.061 0.0
   LOCATION L0018649     VOLUME   267534.649 4047766.935 0.0
   LOCATION L0018650     VOLUME   267527.378 4047766.809 0.0
   LOCATION L0018651     VOLUME   267520.107 4047766.683 0.0
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   LOCATION L0018657     VOLUME   267476.482 4047765.928 0.0
   LOCATION L0018658     VOLUME   267469.211 4047765.802 0.0
   LOCATION L0018659     VOLUME   267461.940 4047765.676 0.0
   LOCATION L0018660     VOLUME   267454.669 4047765.550 0.0
   LOCATION L0018661     VOLUME   267448.617 4047764.706 0.0
   LOCATION L0018662     VOLUME   267452.032 4047758.285 0.0
   LOCATION L0018663     VOLUME   267455.446 4047751.865 0.0
   LOCATION L0018664     VOLUME   267458.861 4047745.445 0.0
   LOCATION L0018665     VOLUME   267462.276 4047739.024 0.0
   LOCATION L0018666     VOLUME   267465.691 4047732.604 0.0
   LOCATION L0018667     VOLUME   267469.106 4047726.183 0.0
   LOCATION L0018668     VOLUME   267472.521 4047719.763 0.0
   LOCATION L0018669     VOLUME   267475.935 4047713.342 0.0
   LOCATION L0018670     VOLUME   267479.350 4047706.922 0.0
   LOCATION L0018671     VOLUME   267482.765 4047700.502 0.0
   LOCATION L0018672     VOLUME   267486.180 4047694.081 0.0
   LOCATION L0018673     VOLUME   267489.595 4047687.661 0.0
   LOCATION L0018674     VOLUME   267492.310 4047681.080 0.0
   LOCATION L0018675     VOLUME   267492.030 4047673.813 0.0
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   LOCATION L0018678     VOLUME   267491.192 4047652.013 0.0
   LOCATION L0018679     VOLUME   267490.912 4047644.747 0.0
   LOCATION L0018680     VOLUME   267490.633 4047637.480 0.0
   LOCATION L0018681     VOLUME   267495.654 4047634.579 0.0
   LOCATION L0018682     VOLUME   267502.840 4047633.462 0.0
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   LOCATION L0018684     VOLUME   267517.211 4047631.226 0.0
   LOCATION L0018685     VOLUME   267524.397 4047630.108 0.0
   LOCATION L0018686     VOLUME   267531.582 4047628.991 0.0
   LOCATION L0018687     VOLUME   267538.768 4047627.873 0.0
   LOCATION L0018688     VOLUME   267545.954 4047626.755 0.0
   LOCATION L0018689     VOLUME   267553.139 4047625.637 0.0
   LOCATION L0018690     VOLUME   267560.325 4047624.519 0.0
   LOCATION L0018691     VOLUME   267567.511 4047623.402 0.0
   LOCATION L0018692     VOLUME   267574.091 4047620.960 0.0
   LOCATION L0018693     VOLUME   267579.638 4047616.257 0.0
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   LOCATION L0018695     VOLUME   267590.731 4047606.851 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** 267488.74, 4047680.65, 0.00, 1.83, 3.39
** 267490.55, 4047637.18, 0.00, 1.83, 3.39
** 267568.42, 4047624.51, 0.00, 1.83, 3.39
** 267680.70, 4047539.39, 0.00, 1.83, 3.39
** 267789.35, 4047430.74, 0.00, 1.83, 3.39
** 267790.94, 4047218.20, 0.00, 1.83, 3.39
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   LOCATION L0018703     VOLUME   267601.458 4047768.965 0.0
   LOCATION L0018704     VOLUME   267594.175 4047768.945 0.0
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   LOCATION L0018706     VOLUME   267579.610 4047768.903 0.0
   LOCATION L0018707     VOLUME   267572.327 4047768.883 0.0
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   LOCATION L0018712     VOLUME   267535.915 4047768.779 0.0
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   LOCATION L0018722     VOLUME   267463.090 4047768.573 0.0
   LOCATION L0018723     VOLUME   267455.807 4047768.552 0.0
   LOCATION L0018724     VOLUME   267448.525 4047768.532 0.0
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   LOCATION L0018728     VOLUME   267457.340 4047744.843 0.0
   LOCATION L0018729     VOLUME   267460.540 4047738.301 0.0
   LOCATION L0018730     VOLUME   267463.740 4047731.759 0.0
   LOCATION L0018731     VOLUME   267466.940 4047725.217 0.0
   LOCATION L0018732     VOLUME   267470.139 4047718.675 0.0
   LOCATION L0018733     VOLUME   267473.339 4047712.133 0.0
   LOCATION L0018734     VOLUME   267476.539 4047705.591 0.0
   LOCATION L0018735     VOLUME   267479.739 4047699.050 0.0
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   LOCATION L0018737     VOLUME   267486.139 4047685.966 0.0
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   LOCATION L0018740     VOLUME   267489.404 4047664.734 0.0
   LOCATION L0018741     VOLUME   267489.707 4047657.458 0.0
   LOCATION L0018742     VOLUME   267490.010 4047650.182 0.0
   LOCATION L0018743     VOLUME   267490.313 4047642.906 0.0
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   LOCATION L0018750     VOLUME   267535.215 4047629.913 0.0
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   LOCATION L0018752     VOLUME   267549.591 4047627.573 0.0
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   LOCATION L0018761     VOLUME   267605.449 4047596.438 0.0
   LOCATION L0018762     VOLUME   267611.253 4047592.039 0.0
   LOCATION L0018763     VOLUME   267617.056 4047587.639 0.0
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   LOCATION L0018769     VOLUME   267651.877 4047561.243 0.0
   LOCATION L0018770     VOLUME   267657.681 4047556.843 0.0
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   LOCATION L0018773     VOLUME   267675.091 4047543.645 0.0
   LOCATION L0018774     VOLUME   267680.872 4047539.220 0.0
   LOCATION L0018775     VOLUME   267686.022 4047534.071 0.0
   LOCATION L0018776     VOLUME   267691.171 4047528.921 0.0
   LOCATION L0018777     VOLUME   267696.321 4047523.772 0.0
   LOCATION L0018778     VOLUME   267701.471 4047518.622 0.0
   LOCATION L0018779     VOLUME   267706.620 4047513.472 0.0
   LOCATION L0018780     VOLUME   267711.770 4047508.323 0.0
   LOCATION L0018781     VOLUME   267716.919 4047503.173 0.0
   LOCATION L0018782     VOLUME   267722.069 4047498.024 0.0
   LOCATION L0018783     VOLUME   267727.218 4047492.874 0.0
   LOCATION L0018784     VOLUME   267732.368 4047487.725 0.0
   LOCATION L0018785     VOLUME   267737.517 4047482.575 0.0
   LOCATION L0018786     VOLUME   267742.667 4047477.426 0.0
   LOCATION L0018787     VOLUME   267747.816 4047472.276 0.0
   LOCATION L0018788     VOLUME   267752.966 4047467.127 0.0
   LOCATION L0018789     VOLUME   267758.115 4047461.977 0.0
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   LOCATION L0018791     VOLUME   267768.414 4047451.678 0.0
   LOCATION L0018792     VOLUME   267773.564 4047446.528 0.0
   LOCATION L0018793     VOLUME   267778.714 4047441.379 0.0
   LOCATION L0018794     VOLUME   267783.863 4047436.229 0.0
   LOCATION L0018795     VOLUME   267789.013 4047431.080 0.0
   LOCATION L0018796     VOLUME   267789.404 4047423.939 0.0
   LOCATION L0018797     VOLUME   267789.458 4047416.656 0.0
   LOCATION L0018798     VOLUME   267789.513 4047409.374 0.0
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   LOCATION L0018800     VOLUME   267789.622 4047394.809 0.0
   LOCATION L0018801     VOLUME   267789.676 4047387.527 0.0
   LOCATION L0018802     VOLUME   267789.730 4047380.245 0.0
   LOCATION L0018803     VOLUME   267789.785 4047372.962 0.0
   LOCATION L0018804     VOLUME   267789.839 4047365.680 0.0
   LOCATION L0018805     VOLUME   267789.894 4047358.397 0.0
   LOCATION L0018806     VOLUME   267789.948 4047351.115 0.0
   LOCATION L0018807     VOLUME   267790.003 4047343.833 0.0
   LOCATION L0018808     VOLUME   267790.057 4047336.550 0.0
   LOCATION L0018809     VOLUME   267790.111 4047329.268 0.0
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   LOCATION L0018811     VOLUME   267790.220 4047314.703 0.0
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   LOCATION L0018815     VOLUME   267790.438 4047285.574 0.0
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   LOCATION L0018818     VOLUME   267790.601 4047263.727 0.0
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   LOCATION L0018820     VOLUME   267790.710 4047249.162 0.0
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** ELEVATED
** VERTICAL DIMENSION = 1.83
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** ELEVATED
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   LOCATION L0019691     VOLUME   267281.997 4047145.935 0.0
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   LOCATION L0019693     VOLUME   267296.582 4047146.062 0.0
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   LOCATION STCKCC4      POINT      267288.936  4047678.297          0.0
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   LOCATION STCKPP1      POINT      267528.919  4047715.287          0.0
   LOCATION STCKPP2      POINT      267571.536  4047665.149          0.0
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   LOCATION STCKHOT1     POINT      267937.543  4047356.801          0.0
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** EMISSION RATE = 3.19E-06
** ELEVATED
** VERTICAL DIMENSION = 1.83
** SZINIT = 0.43
** NODES = 3
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   LOCATION L0017485     VOLUME   267345.284 4047765.840 0.0
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** LINE SOURCE REPRESENTED BY SEPARATED VOLUME SOURCES
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** EMISSION RATE = 2.21E-06
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** SZINIT = 0.43
** NODES = 4
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** END OF LINE SOURCE
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   LOCATION IDDDDHHHH2   POINT      267006.455  4047906.674          0.0
   LOCATION IDDDDHHHH3   POINT      266929.054  4047923.554          0.0
   LOCATION IDDDDHHHH4   POINT      266974.190  4047925.523          0.0
   LOCATION ICCCCFFFF1   POINT      266710.981  4047848.937          0.0
   LOCATION ICCCCFFFF2   POINT      266707.585  4047969.504          0.0
   LOCATION IWWWAAAA1    POINT      266767.019  4048137.618          0.0
   LOCATION IWWWAAAA2    POINT      266858.718  4048137.618          0.0
   LOCATION IWWWAAAA3    POINT      266911.360  4048134.222          0.0
   LOCATION IWWWAAAA4    POINT      267011.549  4048122.335          0.0
   LOCATION ISSSUUU1     POINT      266758.529  4048414.412          0.0
   LOCATION ISSSUUU2     POINT      266950.417  4048321.015          0.0
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** SOURCE PARAMETERS **
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| SRCPARAM | L0018250 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018251 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018252 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018253 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018254 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018255 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018256 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018257 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018258 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018259 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018260 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018261 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018262 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018263 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018264 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018265 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018266 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018267 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018268 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018269 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018270 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018271 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018272 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018273 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |

| | | | | | P3_DPM |
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| SRCPARAM | L0018274 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018275 | 2.3898E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018276 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018277 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018278 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018279 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018280 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018281 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018282 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018283 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018284 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018285 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018286 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018287 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018288 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018289 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018290 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018291 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018292 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018293 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018294 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018295 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018296 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018297 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018298 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018299 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018300 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018301 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018302 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018303 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018304 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018305 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018306 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018307 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018308 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018309 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018310 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018311 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018312 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018313 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018314 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018315 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018316 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018317 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018318 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018319 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018320 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018321 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018322 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018323 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018324 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018325 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018326 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018327 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018328 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018329 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018330 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018331 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018332 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018333 | 1.0414E-08 | 1.83 | 3.35 | 0.43 |
| SRCPARAM | L0018334 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018335 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018336 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018337 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018338 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018339 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018340 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018341 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018342 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018343 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018344 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018345 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018346 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018347 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018348 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018349 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018350 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018351 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018352 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018353 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018354 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018355 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018356 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018357 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018358 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018359 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018360 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018361 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018362 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018363 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018364 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018365 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018366 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018367 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018368 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018369 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018370 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018371 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018372 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018373 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018374 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018375 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018376 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018377 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018378 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018379 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018380 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018381 | 1.5E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018382 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018383 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018384 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018385 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |

| | | | | | P3_DPM |
|---|---|---|---|---|---|
| SRCPARAM | L0018386 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018387 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018388 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018389 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018390 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018391 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018392 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018393 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018394 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018395 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018396 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018397 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018398 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018399 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018400 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018401 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018402 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018403 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018404 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018405 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018406 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018407 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018408 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018409 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018410 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018411 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018412 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018413 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018414 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018415 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018416 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018417 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018418 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018419 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018420 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018421 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018422 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018423 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018424 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018425 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018426 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018427 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018428 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018429 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018430 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018431 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018432 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018433 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018434 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018435 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018436 | 4.0364E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018437 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018438 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018439 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018440 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018441 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018442 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018443 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018444 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018445 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018446 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018447 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018448 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018449 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018450 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018451 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018452 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018453 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018454 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018455 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018456 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018457 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018458 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018459 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018460 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018461 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018462 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018463 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018464 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018465 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018466 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018467 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018468 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018469 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018470 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018471 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018472 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018473 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018474 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018475 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018476 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018477 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018478 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018479 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018480 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018481 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018482 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018483 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018484 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018485 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018486 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018487 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018488 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018489 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018490 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018491 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018492 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018493 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018494 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018495 | 2.0847E-08 | 1.83 | 3.36 | 0.43 |
| SRCPARAM | L0018496 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018497 | 1.07E-08 | 1.83 | 3.28 | 0.43 |

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|---|---|---|---|---|---|
| SRCPARAM | L0018498 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018499 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018500 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018501 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018502 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018503 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018504 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018505 | 1.07E-08 | 1.83 | 3.28 | 0.43 |
| SRCPARAM | L0018506 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018507 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018508 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018509 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018510 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018511 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018512 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018513 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018514 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018515 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018516 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018517 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018518 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018519 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018520 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018521 | 2.2375E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018522 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018523 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018524 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018525 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018526 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018527 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018528 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018529 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018530 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018531 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018532 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018533 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018534 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018535 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018536 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018537 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018538 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018539 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018540 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018541 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018542 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018543 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018544 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018545 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018546 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018547 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018548 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018549 | 1.4464E-07 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018550 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018551 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018552 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018553 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018554 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018555 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018556 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018557 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018558 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018559 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018560 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018561 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018562 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018563 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018564 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018565 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018566 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018567 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018568 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018569 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018570 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018571 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018572 | 1.4826E-08 | 1.83 | 3.34 | 0.43 |
| SRCPARAM | L0018573 | 1.775E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018574 | 1.775E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018575 | 1.775E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018576 | 1.775E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018577 | 1.775E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018578 | 1.775E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018579 | 1.775E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018580 | 1.775E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018581 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018582 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018583 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018584 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018585 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018586 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018587 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018588 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018589 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018590 | 7.02E-09 | 1.83 | 3.33 | 0.43 |
| SRCPARAM | L0018591 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018592 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018593 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018594 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018595 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018596 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0018598 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018599 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0018601 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018602 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018603 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018604 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018605 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018606 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018607 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018608 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0018609 | 1.5885E-08 | 1.83 | 3.37 | 0.43 |

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                                                                P3_DPM
SRCPARAM L0018610     1.5885E-08      1.83      3.37      0.43
SRCPARAM L0018611     1.5885E-08      1.83      3.37      0.43
SRCPARAM L0018612     1.5885E-08      1.83      3.37      0.43
SRCPARAM L0018613     1.5885E-08      1.83      3.37      0.43
SRCPARAM L0018614     1.5885E-08      1.83      3.37      0.43
SRCPARAM L0018615     1.5885E-08      1.83      3.37      0.43
SRCPARAM L0018616     1.5885E-08      1.83      3.37      0.43
SRCPARAM L0018617     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018618     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018619     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018620     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018621     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018622     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018623     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018624     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018625     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018626     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018627     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018628     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018629     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018630     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018631     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018632     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018633     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018634     1.3263E-08      1.83      3.39      0.43
SRCPARAM L0018635     1.3263E-08      1.83      3.39      0.43
SRCPARAM STCKA         5.82E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKB         8.51E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKCDE       4.07E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKFG        2.71E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKH         1.43E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKIJ        2.71E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKK         5.82E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKLMP       3.94E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKNO        2.16E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKQ         1.36E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKRU        2.71E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKT         1.16E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKVWXY      2.33E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKAABB      2.71E-06     3.658   366.483  51.70000     0.100
SRCPARAM LOT1          4.91E-11     0.305        16
AREAVERT LOT1         267120.418 4048530.358 267120.418 4048476.500
AREAVERT LOT1         267234.599 4048480.808 267225.878 4048327.828
AREAVERT LOT1         267133.275 4048331.147 267187.387 4048271.152
AREAVERT LOT1         267290.898 4048359.256 267549.134 4048056.401
AREAVERT LOT1         267788.267 4047916.369 267822.736 4047864.664
AREAVERT LOT1         267921.836 4047868.973 267923.991 4047905.597
AREAVERT LOT1         267867.978 4048000.388 267805.981 4048005.228
AREAVERT LOT1         267292.480 4048479.277 267316.464 4048538.976
SRCPARAM L0018636     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018637     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018638     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018639     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018640     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018641     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018642     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018643     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018644     3.629E-08      1.83      3.38      0.43
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SRCPARAM L0018646     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018647     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018648     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018649     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018650     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018651     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018652     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018653     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018654     3.629E-08      1.83      3.38      0.43
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SRCPARAM L0018660     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018661     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018662     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018663     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018664     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018665     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018666     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018667     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018668     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018669     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018670     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018671     3.629E-08      1.83      3.38      0.43
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SRCPARAM L0018689     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018690     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018691     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018692     3.629E-08      1.83      3.38      0.43
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SRCPARAM L0018695     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018696     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018697     3.629E-08      1.83      3.38      0.43
SRCPARAM L0018698     6.7165E-08      1.83      3.39      0.43
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| | | | | |
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| SRCPARAM | L0018702 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018703 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018704 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018705 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018707 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018708 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018709 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018710 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018711 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018712 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018713 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018714 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018715 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018716 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018717 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018718 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018719 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018720 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018721 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018722 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018723 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018724 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018725 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018726 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018727 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018728 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018729 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018730 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018731 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018732 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018733 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018734 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018735 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018736 | 6.7165E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018923 | 2.1129E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018932 | 2.1129E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018943 | 2.1129E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018944 | 2.1129E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018945 | 2.1129E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018946 | 2.1129E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018947 | 2.1129E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018980 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0018986 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018987 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018988 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0018991 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018992 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018993 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018994 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0018995 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0018998 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019002 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019003 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019004 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019010 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019011 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019012 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019013 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019014 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019015 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019017 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019020 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019021 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019022 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019025 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019026 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019027 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019028 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019029 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019033 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019034 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |

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| SRCPARAM | L0019035 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019036 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019037 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019038 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019039 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019040 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019041 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019042 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019043 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019044 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019046 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019049 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019050 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019056 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019057 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019058 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019059 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019060 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019061 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019062 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
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| SRCPARAM | L0019064 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019065 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019066 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019067 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019068 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019069 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019070 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019071 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019072 | 1.3387E-08 | 1.83 | 3.38 | 0.43 |
| SRCPARAM | L0019073 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019075 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019076 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019077 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019081 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019084 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019087 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019088 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019089 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019090 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019091 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019092 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019093 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019094 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019095 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019096 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019099 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019100 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019101 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019102 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019103 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019104 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019105 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019106 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019107 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019108 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019109 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019110 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019111 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019112 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019113 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019114 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019115 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019116 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019117 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019118 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019119 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019120 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019121 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019122 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019123 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019124 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019125 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019126 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019127 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019128 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019129 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019130 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019131 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019132 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019133 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019134 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019135 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019136 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019137 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019138 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019139 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019140 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019141 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019142 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019143 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019144 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019145 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019146 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |

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| SRCPARAM | L0019147 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019148 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019149 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019150 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019151 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019152 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019153 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019154 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
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| SRCPARAM | L0019156 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019157 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019158 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019159 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019160 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019161 | 1.0247E-08 | 1.83 | 3.37 | 0.43 |
| SRCPARAM | L0019162 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019163 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019164 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019165 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019166 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019167 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019168 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019169 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019170 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019171 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019172 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0019177 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019178 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019179 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019180 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019181 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019182 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019183 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019184 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019185 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019186 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019187 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019188 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019189 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019190 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019191 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019192 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019193 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019194 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019195 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019196 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019197 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019198 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019199 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019200 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019201 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019202 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019203 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019204 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019205 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019206 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019207 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019208 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019209 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019210 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019211 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019212 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019213 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019214 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019215 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019216 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019217 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019218 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019219 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019220 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019221 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019222 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019223 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019224 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019225 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019226 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019227 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019228 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019229 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019230 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019231 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019232 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0019233 | 1.4318E-08 | 1.83 | 3.39 | 0.43 |
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SRCPARAM L0019694     2.7619E-08      1.83      3.39      0.43
SRCPARAM LOT2          1.04E-10     0.914        28
AREAVERT LOT2        267198.009 4047680.191 267187.981 4047517.242
AREAVERT LOT2        267115.281 4047509.722 267115.281 4047432.008
AREAVERT LOT2        267333.381 4047426.994 267333.381 4047299.142
AREAVERT LOT2        267205.529 4047296.635 267208.036 4047196.360
AREAVERT LOT2        267112.774 4047201.373 267125.309 4047128.673
AREAVERT LOT2        267275.722 4047131.180 267278.229 4047020.877
AREAVERT LOT2        267381.012 4047023.384 267328.367 4047143.715
AREAVERT LOT2        267318.340 4047218.922 267238.119 4047223.935
AREAVERT LOT2        267235.612 4047281.594 267388.533 4047281.594
AREAVERT LOT2        267396.053 4047366.828 267358.450 4047369.335
AREAVERT LOT2        267358.450 4047527.270 267498.891 4047520.981
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AREAVERT LOT2         267504.640 4047452.832 267669.305 4047452.063
AREAVERT LOT2         267637.423 4047538.123 267476.274 4047617.518
AREAVERT LOT2         267293.271 4047564.873 267295.777 4047680.191
SRCPARAM STCKCC1       2.35E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKCC2       2.35E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKCC3       2.35E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKCC4       2.35E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKCC5       2.35E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKPP1       1.43E-06     3.658   366.483  51.70000     0.100
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SRCPARAM STCKPP4       1.43E-06     3.658   366.483  51.70000     0.100
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SRCPARAM STCKAM2       3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM3       3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM4       3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM5       3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM6       3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM7       3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKQM8       3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM9       3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKAM10      3.13E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKHOT1      1.62E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKHOT2      1.62E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKWP1       1.62E-06     3.658   366.483  51.70000     0.100
SRCPARAM STCKAAA1      5.82E-07     3.658   366.483  51.70000     0.100
SRCPARAM STCKWW1       8.51E-07     3.658   366.483  51.70000     0.100
SRCPARAM BBBCCC1       8.51E-07     3.658   366.483  51.70000     0.100
SRCPARAM BBBCCC2       8.51E-07     3.658   366.483  51.70000     0.100
SRCPARAM DDDEEE1       8.51E-07     3.658   366.483  51.70000     0.100
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SRCPARAM L0017466     2.6583E-08      1.83      3.39      0.43
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SRCPARAM L0017525     2.6583E-08      1.83      3.39      0.43
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| SRCPARAM | L0017594 | 1.3899E-08 | 1.83 | 3.40 | 0.43 |
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| SRCPARAM | L0017662 | 1.3899E-08 | 1.83 | 3.40 | 0.43 |
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| SRCPARAM | L0017736 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017737 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017738 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017739 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017740 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017741 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017748 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017749 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |

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| SRCPARAM | L0017750 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017751 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017754 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017756 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017757 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017758 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017769 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017775 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017783 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017784 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017799 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017812 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017813 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017814 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017815 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017816 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017817 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017818 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017821 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017825 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017828 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017829 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017830 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017831 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017832 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017833 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017835 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017836 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017837 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017848 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017849 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017851 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017852 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017854 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017855 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017856 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017857 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017858 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017859 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017860 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017862 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017863 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017866 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017867 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017868 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017869 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017870 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017872 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017874 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017883 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017887 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017894 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017899 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017900 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017901 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017902 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017922 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017925 | 2.4195E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0017959 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017960 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017961 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017962 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017963 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017964 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017965 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017966 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017967 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017968 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017969 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017970 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017971 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017972 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017973 | 1.758E-08 | 1.83 | 3.39 | 0.43 |

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| SRCPARAM | L0017974 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017975 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017976 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017977 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017978 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017979 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017980 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017981 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017982 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017983 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017984 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017985 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017986 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017987 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017988 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017989 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017990 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017991 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017992 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017993 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017994 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017995 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017996 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017997 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017998 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0017999 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018000 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018001 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018002 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018003 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018004 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018005 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018006 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018007 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018008 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018009 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018010 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018011 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018012 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018013 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018014 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018015 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018016 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018017 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018018 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018019 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018020 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018021 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018022 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018023 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018024 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018025 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018026 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018027 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018028 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018029 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018030 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018031 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018032 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018033 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018034 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018035 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018036 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018037 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018038 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018039 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018040 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018041 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018042 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018043 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018044 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018045 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018046 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018047 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018048 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018049 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018050 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018051 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018052 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018056 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018058 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018059 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018060 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018062 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018064 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018065 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018066 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018067 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018068 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018069 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018070 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018071 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018072 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
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| SRCPARAM | L0018074 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018075 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018076 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018077 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018078 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018079 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018080 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018081 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018082 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018083 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018084 | 1.758E-08 | 1.83 | 3.39 | 0.43 |
| SRCPARAM | L0018085 | 1.758E-08 | 1.83 | 3.39 | 0.43 |

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   SRCPARAM L0018086     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018087     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018088     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018089     1.758E-08      1.83      3.39      0.43
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   SRCPARAM L0018099     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018100     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018101     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018102     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018103     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018104     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018105     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018106     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018107     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018108     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018109     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018110     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018111     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018112     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018113     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018114     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018115     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018116     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018117     1.758E-08      1.83      3.39      0.43
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   SRCPARAM L0018119     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018120     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018121     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018122     1.758E-08      1.83      3.39      0.43
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   SRCPARAM L0018125     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018126     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018127     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018128     1.758E-08      1.83      3.39      0.43
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   SRCPARAM L0018136     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018137     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018138     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018139     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018140     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018141     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018142     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018143     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018144     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018145     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018146     1.758E-08      1.83      3.39      0.43
   SRCPARAM L0018147     1.758E-08      1.83      3.39      0.43
   SRCPARAM LOT3          3.63E-11     1.000        19
   AREAVERT LOT3         266699.095 4048531.582 266705.887 4048142.712
   AREAVERT LOT3         266931.737 4048130.826 266931.737 4048037.429
   AREAVERT LOT3         266753.434 4048013.655 266760.227 4047789.503
   AREAVERT LOT3         266887.586 4047789.503 266894.379 4047852.334
   AREAVERT LOT3         266853.624 4047865.919 266853.624 4047972.900
   AREAVERT LOT3         266884.190 4047971.202 266894.379 4048022.146
   AREAVERT LOT3         266967.398 4048030.636 266974.190 4048168.184
   AREAVERT LOT3         266896.077 4048297.241 266816.265 4048312.525
   AREAVERT LOT3         266729.661 4048395.732 266792.491 4048465.355
   AREAVERT LOT3         266738.151 4048545.167
   SRCPARAM IDDDDHHHH1    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IDDDDHHHH2    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IDDDDHHHH3    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IDDDDHHHH4    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM ICCCCFFFF1    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM ICCCCFFFF2    3.13E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA1     3.58E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA2     3.58E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA3     3.58E-07     3.658   366.483  51.70000     0.100
   SRCPARAM IWWWAAAA4     3.58E-07     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU1      3.73E-07     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU2      8.19E-06     3.658   366.483  51.70000     0.100
   SRCPARAM ISSSUUU3      3.73E-07     3.658   366.483  51.70000     0.100

** BUILDING DOWNWASH **
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKA            9.14     9.14     9.14     9.14     9.14     9.14

   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKB            9.14     9.14     9.14     9.14     9.14     0.00

   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKCDE          0.00     0.00     9.14     9.14     9.14     9.14

   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           9.14     9.14     9.14     9.14     9.14     9.14
   BUILDHGT STCKFG           0.00     9.14     9.14     9.14     9.14     9.14
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| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKFG | 0.00 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKH | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKH | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKH | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKIJ | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKLMP | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKNO | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKQ | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKQ | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKQ | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKRU | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKT | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKT | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 0.00 | 0.00 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKVWXY | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 |
| BUILDHGT STCKVWXY | 0.00 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAABB | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC4 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKCC5 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |

| | | | | | | |
|---|---|---|---|---|---|---|
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP1 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 |
| BUILDHGT STCKPP2 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 0.00 |
| BUILDHGT STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 | 9.14 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.14 |
| BUILDHGT STCKPP3 | 9.14 | 9.14 | 9.14 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 9.14 | 9.14 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKPP4 | 10.67 | 10.67 | 10.67 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKPP4 | 0.00 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKHOT2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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|---|---|---|---|---|---|---|
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKAAA1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 0.00 | 10.67 | 10.67 | 10.67 |
| BUILDHGT STCKWW1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 | 10.67 |
| BUILDHGT BBBCCC1 | 10.67 | 10.67 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC1 | 12.19 | 12.19 | 12.19 | 12.19 | 10.67 | 10.67 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT BBBCCC2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE1 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 | 12.19 |
| BUILDHGT DDDEEE2 | 12.19 | 12.19 | 12.19 | 0.00 | 12.19 | 12.19 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKA | 79.13 | 77.19 | 72.90 | 66.39 | 61.50 | 69.24 |
| BUILDWID STCKA | 74.88 | 78.24 | 79.23 | 77.81 | 74.02 | 67.99 |
| BUILDWID STCKA | 59.89 | 54.14 | 63.37 | 70.67 | 75.82 | 78.67 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKB | 106.41 | 125.50 | 140.76 | 151.75 | 158.13 | 159.71 |
| BUILDWID STCKB | 156.43 | 148.40 | 135.86 | 148.40 | 156.43 | 159.71 |
| BUILDWID STCKB | 158.13 | 151.75 | 140.76 | 125.49 | 106.41 | 0.00 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKCDE | 98.11 | 94.70 | 88.41 | 79.43 | 77.34 | 86.82 |
| BUILDWID STCKCDE | 93.67 | 97.66 | 98.69 | 96.72 | 91.81 | 84.11 |
| BUILDWID STCKCDE | 0.00 | 0.00 | 82.27 | 90.50 | 95.98 | 98.54 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKFG | 57.67 | 52.68 | 46.10 | 38.11 | 41.44 | 48.90 |
| BUILDWID STCKFG | 54.87 | 59.17 | 61.67 | 62.30 | 61.04 | 57.92 |
| BUILDWID STCKFG | 0.00 | 55.19 | 59.39 | 61.77 | 62.28 | 60.90 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 0.00 | 0.00 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKH | 192.67 | 194.91 | 191.23 | 181.73 | 176.37 | 188.12 |
| BUILDWID STCKH | 194.16 | 194.29 | 188.52 | 177.02 | 160.15 | 0.00 |
| BUILDWID STCKH | 0.00 | 0.00 | 0.00 | 151.99 | 170.88 | 184.58 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKIJ | 81.25 | 83.62 | 83.44 | 80.74 | 78.96 | 82.66 |
| BUILDWID STCKIJ | 83.85 | 82.49 | 78.63 | 72.38 | 63.92 | 53.53 |
| BUILDWID STCKIJ | 41.51 | 36.33 | 48.90 | 59.99 | 69.25 | 76.41 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.71 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKK | 151.60 | 153.04 | 149.83 | 142.07 | 135.33 | 145.72 |
| BUILDWID STCKK | 151.68 | 153.03 | 149.73 | 141.88 | 129.72 | 113.62 |
| BUILDWID STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 135.08 | 145.55 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKLMP | 72.05 | 70.14 | 66.10 | 60.05 | 54.44 | 56.50 |
| BUILDWID STCKLMP | 56.84 | 55.46 | 52.39 | 48.10 | 48.80 | 48.03 |
| BUILDWID STCKLMP | 45.79 | 49.91 | 58.21 | 64.74 | 69.31 | 71.77 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKNO | 62.49 | 60.52 | 56.71 | 51.18 | 51.18 | 56.71 |
| BUILDWID STCKNO | 60.52 | 62.49 | 62.56 | 60.73 | 57.06 | 51.65 |
| BUILDWID STCKNO | 44.67 | 44.67 | 51.65 | 57.06 | 60.73 | 62.56 |
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |

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|---|---|---|---|---|---|---|
| BUILDWID STCKQ | 63.84 | 66.14 | 66.43 | 64.70 | 65.64 | 66.56 |
| BUILDWID STCKQ | 65.46 | 62.37 | 57.39 | 50.66 | 42.40 | 0.00 |
| BUILDWID STCKQ | 0.00 | 0.00 | 36.80 | 45.87 | 53.55 | 59.60 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKRU | 74.45 | 79.54 | 82.22 | 82.40 | 81.77 | 82.59 |
| BUILDWID STCKRU | 80.91 | 76.77 | 70.29 | 61.68 | 51.19 | 39.15 |
| BUILDWID STCKRU | 25.92 | 20.39 | 33.98 | 46.54 | 57.69 | 67.09 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKT | 148.79 | 139.55 | 126.06 | 131.94 | 143.77 | 151.23 |
| BUILDWID STCKT | 154.10 | 152.28 | 145.84 | 134.97 | 0.00 | 0.00 |
| BUILDWID STCKT | 0.00 | 126.46 | 139.84 | 148.97 | 153.58 | 153.52 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 0.00 | 0.00 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKVWXY | 172.76 | 169.14 | 160.38 | 167.79 | 172.46 | 171.88 |
| BUILDWID STCKVWXY | 166.08 | 155.24 | 139.68 | 119.88 | 0.00 | 0.00 |
| BUILDWID STCKVWXY | 0.00 | 0.00 | 136.05 | 152.50 | 164.32 | 171.14 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 96.84 | 101.09 | 102.27 | 100.34 | 95.36 | 87.49 |
| BUILDWID STCKAABB | 76.95 | 64.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC1 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC1 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC1 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC2 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC2 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC2 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC3 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC3 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC3 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC4 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC4 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC4 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKCC5 | 278.57 | 289.57 | 291.78 | 285.12 | 269.79 | 246.27 |
| BUILDWID STCKCC5 | 229.52 | 227.48 | 223.76 | 264.67 | 297.54 | 321.37 |
| BUILDWID STCKCC5 | 335.43 | 339.30 | 332.86 | 316.31 | 290.15 | 259.10 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP1 | 38.63 | 38.46 | 37.13 | 34.67 | 33.38 | 36.28 |
| BUILDWID STCKPP1 | 38.07 | 38.70 | 38.16 | 36.46 | 33.65 | 29.82 |
| BUILDWID STCKPP1 | 25.08 | 22.97 | 28.03 | 32.24 | 35.47 | 37.62 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 42.45 | 41.56 | 39.41 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP2 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 42.05 |
| BUILDWID STCKPP2 | 30.35 | 31.43 | 31.56 | 30.73 | 28.96 | 0.00 |
| BUILDWID STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 32.58 | 36.82 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.82 |
| BUILDWID STCKPP3 | 39.94 | 41.84 | 42.47 | 41.81 | 40.37 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 36.06 | 31.62 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKPP4 | 28.83 | 26.13 | 22.63 | 21.84 | 25.48 | 28.35 |
| BUILDWID STCKPP4 | 30.35 | 31.43 | 31.56 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKPP4 | 0.00 | 28.51 | 30.45 | 31.48 | 31.54 | 30.65 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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|---|---|---|---|---|---|---|
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 84.29 | 88.54 | 90.10 |
| BUILDWID STCKHOT1 | 88.92 | 85.05 | 78.58 | 69.73 | 62.25 | 61.36 |
| BUILDWID STCKHOT1 | 61.67 | 60.11 | 56.72 | 60.30 | 62.05 | 61.92 |
| BUILDWID STCKHOT1 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 62.71 | 68.31 | 77.47 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKHOT2 | 77.70 | 79.63 | 79.15 | 76.25 | 71.04 | 63.67 |
| BUILDWID STCKHOT2 | 54.37 | 43.41 | 31.14 | 43.41 | 54.37 | 63.67 |
| BUILDWID STCKHOT2 | 71.04 | 76.25 | 79.14 | 79.63 | 77.70 | 73.41 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKAAA1 | 103.84 | 109.00 | 110.86 | 109.34 | 104.50 | 96.49 |
| BUILDWID STCKAAA1 | 85.55 | 72.00 | 0.00 | 72.00 | 85.55 | 96.49 |
| BUILDWID STCKAAA1 | 104.50 | 109.34 | 110.86 | 109.00 | 103.84 | 95.52 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID STCKWW1 | 122.94 | 138.77 | 150.38 | 157.42 | 159.68 | 157.09 |
| BUILDWID STCKWW1 | 149.72 | 137.80 | 0.00 | 137.80 | 149.72 | 157.09 |
| BUILDWID STCKWW1 | 159.68 | 157.42 | 150.38 | 138.77 | 122.94 | 103.38 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 167.07 | 187.10 |
| BUILDWID BBBCCC1 | 201.45 | 209.68 | 211.53 | 206.96 | 196.10 | 179.28 |
| BUILDWID BBBCCC1 | 196.10 | 206.96 | 211.53 | 209.68 | 201.45 | 187.10 |
| BUILDWID BBBCCC1 | 167.07 | 141.96 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC1 | 116.32 | 128.10 | 135.98 | 139.73 | 196.10 | 179.28 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID BBBCCC2 | 145.17 | 151.14 | 152.52 | 149.27 | 141.48 | 129.40 |
| BUILDWID BBBCCC2 | 113.38 | 93.92 | 0.00 | 76.03 | 82.63 | 101.01 |
| BUILDWID BBBCCC2 | 116.32 | 128.10 | 135.98 | 139.73 | 139.24 | 134.81 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE1 | 153.04 | 164.02 | 170.03 | 170.86 | 166.51 | 157.10 |
| BUILDWID DDDEEE1 | 142.91 | 124.38 | 0.00 | 109.35 | 113.98 | 115.14 |
| BUILDWID DDDEEE1 | 125.88 | 136.41 | 142.79 | 144.84 | 142.49 | 137.43 |
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |

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|---|---|---|---|---|---|---|
| BUILDWID DDDEEE2 | 110.71 | 123.78 | 133.10 | 138.36 | 139.43 | 136.26 |
| BUILDWID DDDEEE2 | 132.35 | 138.03 | 139.51 | 136.75 | 129.84 | 118.98 |
| BUILDWID DDDEEE2 | 104.51 | 86.86 | 66.58 | 0.00 | 74.97 | 94.27 |
| | | | | | | |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| BUILDLEN STCKA | 77.81 | 74.02 | 67.99 | 59.89 | 54.14 | 63.37 |
| BUILDLEN STCKA | 70.67 | 75.82 | 78.67 | 79.13 | 77.19 | 72.90 |
| BUILDLEN STCKA | 66.39 | 61.50 | 69.24 | 74.88 | 78.24 | 79.23 |
| | | | | | | |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| BUILDLEN STCKB | 148.40 | 156.43 | 159.71 | 158.13 | 151.75 | 140.76 |
| BUILDLEN STCKB | 125.49 | 106.41 | 84.10 | 106.41 | 125.50 | 140.76 |
| BUILDLEN STCKB | 151.75 | 158.13 | 159.71 | 156.43 | 148.40 | 0.00 |
| | | | | | | |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| BUILDLEN STCKCDE | 96.72 | 91.81 | 84.11 | 73.86 | 71.54 | 82.27 |
| BUILDLEN STCKCDE | 90.50 | 95.98 | 98.54 | 98.11 | 94.70 | 88.41 |
| BUILDLEN STCKCDE | 0.00 | 0.00 | 86.82 | 93.67 | 97.66 | 98.69 |
| | | | | | | |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| BUILDLEN STCKFG | 62.30 | 61.04 | 57.92 | 53.04 | 55.19 | 59.39 |
| BUILDLEN STCKFG | 61.77 | 62.28 | 60.90 | 57.67 | 52.68 | 46.10 |
| BUILDLEN STCKFG | 0.00 | 41.44 | 48.90 | 54.87 | 59.17 | 61.67 |
| | | | | | | |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 0.00 | 0.00 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| BUILDLEN STCKH | 177.02 | 160.15 | 138.40 | 112.46 | 101.06 | 128.48 |
| BUILDLEN STCKH | 151.99 | 170.88 | 184.58 | 192.67 | 194.91 | 0.00 |
| BUILDLEN STCKH | 0.00 | 0.00 | 0.00 | 194.16 | 194.29 | 188.52 |
| | | | | | | |
| BUILDLEN STCKIJ | 72.38 | 63.93 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| BUILDLEN STCKIJ | 72.38 | 63.92 | 53.53 | 41.51 | 36.33 | 48.90 |
| BUILDLEN STCKIJ | 59.99 | 69.25 | 76.41 | 81.25 | 83.62 | 83.44 |
| BUILDLEN STCKIJ | 80.74 | 78.96 | 82.66 | 83.85 | 82.49 | 78.63 |
| | | | | | | |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| BUILDLEN STCKK | 141.88 | 129.72 | 113.62 | 94.07 | 80.93 | 102.27 |
| BUILDLEN STCKK | 120.51 | 135.08 | 145.55 | 151.60 | 153.04 | 149.83 |
| BUILDLEN STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 153.03 | 149.73 |
| | | | | | | |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| BUILDLEN STCKLMP | 48.10 | 48.80 | 48.03 | 45.79 | 49.91 | 58.21 |
| BUILDLEN STCKLMP | 64.74 | 69.31 | 71.77 | 72.05 | 70.14 | 66.10 |
| BUILDLEN STCKLMP | 60.05 | 54.44 | 56.50 | 56.84 | 55.46 | 52.39 |
| | | | | | | |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| BUILDLEN STCKNO | 60.73 | 57.06 | 51.65 | 44.67 | 44.67 | 51.65 |
| BUILDLEN STCKNO | 57.06 | 60.73 | 62.56 | 62.49 | 60.52 | 56.71 |
| BUILDLEN STCKNO | 51.18 | 51.18 | 56.71 | 60.52 | 62.49 | 62.56 |
| | | | | | | |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| BUILDLEN STCKQ | 50.66 | 42.40 | 32.84 | 22.29 | 26.61 | 36.80 |
| BUILDLEN STCKQ | 45.87 | 53.55 | 59.60 | 63.84 | 66.14 | 0.00 |
| BUILDLEN STCKQ | 0.00 | 0.00 | 66.56 | 65.46 | 62.37 | 57.39 |
| | | | | | | |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| BUILDLEN STCKRU | 61.68 | 51.19 | 39.15 | 25.92 | 20.39 | 33.98 |
| BUILDLEN STCKRU | 46.54 | 57.69 | 67.09 | 74.45 | 79.54 | 82.22 |
| BUILDLEN STCKRU | 82.40 | 81.77 | 82.59 | 80.91 | 76.77 | 70.29 |
| | | | | | | |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| BUILDLEN STCKT | 134.97 | 119.99 | 101.37 | 109.24 | 126.46 | 139.84 |
| BUILDLEN STCKT | 148.97 | 153.58 | 153.52 | 148.79 | 0.00 | 0.00 |
| BUILDLEN STCKT | 0.00 | 143.77 | 151.23 | 154.10 | 152.28 | 145.84 |
| | | | | | | |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 0.00 | 0.00 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| BUILDLEN STCKVWXY | 119.88 | 96.43 | 70.05 | 91.37 | 115.46 | 136.05 |
| BUILDLEN STCKVWXY | 152.50 | 164.32 | 171.14 | 172.76 | 0.00 | 0.00 |
| BUILDLEN STCKVWXY | 0.00 | 0.00 | 171.88 | 166.08 | 155.24 | 139.68 |
| | | | | | | |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 61.26 | 74.55 | 85.58 | 94.01 | 99.58 | 102.13 |
| BUILDLEN STCKAABB | 101.57 | 97.93 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | | | | |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC1 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC1 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC1 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| | | | | | | |
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |

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|---|---|---|---|---|---|---|
| BUILDLEN STCKCC2 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC2 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC2 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC3 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC3 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC3 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC4 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC4 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC4 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKCC5 | 264.67 | 297.54 | 321.37 | 335.43 | 339.30 | 332.86 |
| BUILDLEN STCKCC5 | 316.31 | 290.15 | 259.10 | 278.57 | 289.57 | 291.78 |
| BUILDLEN STCKCC5 | 285.12 | 269.79 | 246.27 | 229.52 | 227.48 | 223.76 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP1 | 36.46 | 33.65 | 29.82 | 25.08 | 22.97 | 28.03 |
| BUILDLEN STCKPP1 | 32.24 | 35.47 | 37.62 | 38.63 | 38.46 | 37.13 |
| BUILDLEN STCKPP1 | 34.67 | 33.38 | 36.28 | 38.07 | 38.70 | 38.16 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 27.36 | 32.58 | 36.82 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP2 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 21.30 |
| BUILDLEN STCKPP2 | 31.48 | 31.54 | 30.65 | 28.83 | 26.13 | 0.00 |
| BUILDLEN STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 41.56 | 39.41 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.41 |
| BUILDLEN STCKPP3 | 36.06 | 31.62 | 26.22 | 20.01 | 14.60 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 39.94 | 41.84 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKPP4 | 30.73 | 28.96 | 26.32 | 25.69 | 28.51 | 30.45 |
| BUILDLEN STCKPP4 | 31.48 | 31.54 | 30.65 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKPP4 | 0.00 | 25.48 | 28.35 | 30.35 | 31.43 | 31.56 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 61.67 | 60.11 | 56.72 |
| BUILDLEN | STCKHOT1 | 60.30 | 62.05 | 61.92 | 62.71 | 68.31 | 77.47 |
| BUILDLEN | STCKHOT1 | 84.29 | 88.54 | 90.10 | 88.92 | 85.05 | 78.58 |
| BUILDLEN | STCKHOT1 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.15 |
| BUILDLEN | STCKHOT2 | 69.73 | 62.25 | 61.36 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKHOT2 | 43.41 | 54.37 | 63.67 | 71.04 | 76.25 | 79.14 |
| BUILDLEN | STCKHOT2 | 79.63 | 77.70 | 73.41 | 77.70 | 79.63 | 79.14 |
| BUILDLEN | STCKHOT2 | 76.25 | 71.04 | 63.67 | 54.37 | 43.41 | 31.14 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKAAA1 | 72.00 | 85.55 | 96.49 | 104.50 | 109.34 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.00 | 103.84 | 0.00 | 103.84 | 109.00 | 110.86 |
| BUILDLEN | STCKAAA1 | 109.34 | 104.50 | 96.49 | 85.55 | 72.00 | 56.27 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | STCKWW1 | 137.80 | 149.72 | 157.09 | 159.68 | 157.42 | 150.38 |
| BUILDLEN | STCKWW1 | 138.77 | 122.94 | 0.00 | 122.94 | 138.77 | 150.38 |
| BUILDLEN | STCKWW1 | 157.42 | 159.68 | 157.09 | 149.72 | 137.80 | 121.70 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 206.96 | 211.53 |
| BUILDLEN | BBBCCC1 | 209.68 | 201.45 | 187.10 | 167.07 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC1 | 141.96 | 167.07 | 187.10 | 201.45 | 209.68 | 211.53 |
| BUILDLEN | BBBCCC1 | 206.96 | 196.10 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC1 | 149.27 | 141.48 | 129.40 | 113.38 | 141.96 | 112.54 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | BBBCCC2 | 76.03 | 82.63 | 101.01 | 116.32 | 128.10 | 135.98 |
| BUILDLEN | BBBCCC2 | 139.73 | 139.24 | 0.00 | 145.17 | 151.14 | 152.52 |
| BUILDLEN | BBBCCC2 | 149.27 | 141.48 | 129.40 | 113.38 | 93.92 | 71.60 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE1 | 109.35 | 113.98 | 115.14 | 125.88 | 136.41 | 142.79 |
| BUILDLEN | DDDEEE1 | 144.84 | 142.49 | 0.00 | 153.04 | 164.02 | 170.03 |
| BUILDLEN | DDDEEE1 | 170.86 | 166.51 | 157.10 | 142.91 | 124.38 | 102.71 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| BUILDLEN | DDDEEE2 | 136.75 | 129.84 | 118.98 | 104.51 | 86.86 | 66.58 |
| BUILDLEN | DDDEEE2 | 53.39 | 74.97 | 94.27 | 110.71 | 123.78 | 133.10 |
| BUILDLEN | DDDEEE2 | 138.36 | 139.43 | 136.26 | 0.00 | 138.03 | 139.51 |
| XBADJ | STCKA | -66.70 | -67.16 | -65.58 | -62.00 | -58.63 | -61.79 |
| XBADJ | STCKA | -63.07 | -62.43 | -59.90 | -55.55 | -49.51 | -41.96 |
| XBADJ | STCKA | -33.14 | -25.13 | -23.60 | -21.36 | -18.47 | -15.02 |
| XBADJ | STCKA | -11.11 | -6.87 | -2.41 | 2.11 | 4.49 | -1.58 |
| XBADJ | STCKA | -7.60 | -13.39 | -18.77 | -23.58 | -27.68 | -30.94 |
| XBADJ | STCKA | -33.25 | -36.37 | -45.64 | -53.52 | -59.77 | -64.21 |
| XBADJ | STCKB | -87.30 | -81.22 | -72.66 | -61.91 | -49.27 | -35.13 |
| XBADJ | STCKB | -19.92 | -4.11 | 11.82 | 3.80 | -4.33 | -12.33 |
| XBADJ | STCKB | -19.95 | -26.97 | -33.17 | -38.37 | -42.39 | 0.00 |
| XBADJ | STCKB | -61.10 | -75.21 | -87.04 | -96.23 | -102.49 | -105.63 |
| XBADJ | STCKB | -105.57 | -102.30 | -95.92 | -110.22 | -121.17 | -128.43 |
| XBADJ | STCKB | -131.80 | -131.16 | -126.53 | -118.06 | -106.01 | 0.00 |
| XBADJ | STCKCDE | -85.55 | -86.00 | -83.83 | -79.11 | -77.07 | -80.31 |
| XBADJ | STCKCDE | -81.11 | -79.44 | -75.36 | -68.99 | -60.52 | -50.22 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -27.74 | -24.59 | -20.70 | -16.18 |
| XBADJ | STCKCDE | -11.17 | -5.82 | -0.29 | 5.25 | 5.53 | -1.96 |
| XBADJ | STCKCDE | -9.39 | -16.54 | -23.18 | -29.12 | -34.17 | -38.19 |
| XBADJ | STCKCDE | 0.00 | 0.00 | -59.09 | -69.07 | -76.96 | -82.51 |
| XBADJ | STCKFG | -57.94 | -59.68 | -59.60 | -57.71 | -58.39 | -59.15 |
| XBADJ | STCKFG | -58.11 | -55.31 | -50.83 | -44.80 | -37.42 | -28.89 |
| XBADJ | STCKFG | 0.00 | -15.73 | -14.19 | -12.21 | -9.87 | -7.22 |
| XBADJ | STCKFG | -4.35 | -1.36 | 1.68 | 4.67 | 3.19 | -0.24 |
| XBADJ | STCKFG | -3.66 | -6.97 | -10.07 | -12.86 | -15.27 | -17.21 |
| XBADJ | STCKFG | 0.00 | -25.71 | -34.71 | -42.65 | -49.30 | -54.45 |
| XBADJ | STCKH | -18.36 | -3.74 | 11.00 | 0.00 | 0.00 | 12.86 |
| XBADJ | STCKH | -4.74 | -22.19 | -38.97 | -54.56 | -68.50 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -136.94 | -148.78 | -156.09 |
| XBADJ | STCKH | -158.66 | -156.41 | -149.41 | -137.87 | -131.12 | -141.33 |
| XBADJ | STCKH | -147.25 | -148.69 | -145.61 | -138.11 | -126.41 | 0.00 |
| XBADJ | STCKH | 0.00 | 0.00 | 0.00 | -57.21 | -45.51 | -32.43 |
| XBADJ | STCKIJ | -65.58 | -60.14 | -52.88 | -44.01 | -37.86 | -39.99 |
| XBADJ | STCKIJ | -40.89 | -40.56 | -38.99 | -36.24 | -32.38 | -27.55 |
| XBADJ | STCKIJ | -21.87 | -17.23 | -16.00 | -14.28 | -12.13 | -9.61 |

| | | | | | P3_DPM | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKIJ | -6.80 | -3.78 | -0.65 | 2.51 | 1.53 | -8.92 |
| XBADJ | STCKIJ | -19.10 | -28.69 | -37.42 | -45.01 | -51.23 | -55.90 |
| XBADJ | STCKIJ | -58.86 | -61.73 | -66.66 | -69.57 | -70.36 | -69.02 |
| XBADJ | STCKK | -41.29 | -25.44 | -8.81 | 8.08 | 20.10 | 13.03 |
| XBADJ | STCKK | 5.57 | -2.07 | -9.64 | -16.92 | -23.68 | -29.73 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -84.24 | -93.84 |
| XBADJ | STCKK | -100.59 | -104.29 | -104.81 | -102.15 | -101.03 | -115.30 |
| XBADJ | STCKK | -126.07 | -133.01 | -135.91 | -134.68 | -129.36 | -120.10 |
| XBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -68.79 | -55.89 |
| XBADJ | STCKLMP | -9.02 | -11.59 | -13.81 | -15.62 | -20.45 | -25.14 |
| XBADJ | STCKLMP | -29.07 | -32.11 | -34.17 | -35.20 | -35.15 | -34.04 |
| XBADJ | STCKLMP | -31.90 | -30.74 | -34.65 | -37.51 | -39.23 | -39.76 |
| XBADJ | STCKLMP | -39.08 | -37.21 | -34.21 | -30.18 | -29.45 | -33.07 |
| XBADJ | STCKLMP | -35.68 | -37.20 | -37.60 | -36.85 | -34.99 | -32.06 |
| XBADJ | STCKLMP | -28.15 | -23.69 | -21.84 | -19.33 | -16.23 | -12.63 |
| XBADJ | STCKNO | -54.08 | -53.81 | -51.91 | -48.44 | -47.66 | -49.59 |
| XBADJ | STCKNO | -50.02 | -48.94 | -46.36 | -42.38 | -37.10 | -30.70 |
| XBADJ | STCKNO | -23.37 | -18.87 | -17.34 | -15.29 | -12.77 | -9.86 |
| XBADJ | STCKNO | -6.65 | -3.24 | 0.27 | 3.77 | 2.98 | -2.05 |
| XBADJ | STCKNO | -7.03 | -11.80 | -16.20 | -20.11 | -23.41 | -26.00 |
| XBADJ | STCKNO | -27.80 | -32.30 | -39.36 | -45.23 | -49.72 | -52.70 |
| XBADJ | STCKQ | -46.53 | -44.16 | -40.44 | -35.50 | -37.25 | -41.21 |
| XBADJ | STCKQ | -43.92 | -45.29 | -45.29 | -43.91 | -41.20 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -24.75 | -20.37 | -15.37 | -9.90 |
| XBADJ | STCKQ | -4.13 | 1.76 | 7.60 | 13.21 | 10.64 | 4.41 |
| XBADJ | STCKQ | -1.95 | -8.26 | -14.31 | -19.93 | -24.94 | 0.00 |
| XBADJ | STCKQ | 0.00 | 0.00 | -41.81 | -45.09 | -47.01 | -47.49 |
| XBADJ | STCKRU | -39.26 | -35.69 | -31.03 | -25.43 | -23.30 | -30.33 |
| XBADJ | STCKRU | -36.45 | -41.45 | -45.20 | -47.57 | -48.50 | -47.95 |
| XBADJ | STCKRU | -45.95 | -43.40 | -41.50 | -38.34 | -34.01 | -28.65 |
| XBADJ | STCKRU | -22.42 | -15.51 | -8.12 | -0.49 | 2.91 | -3.65 |
| XBADJ | STCKRU | -10.10 | -16.24 | -21.89 | -26.87 | -31.04 | -34.27 |
| XBADJ | STCKRU | -36.45 | -38.36 | -41.09 | -42.57 | -42.75 | -41.64 |
| XBADJ | STCKT | 5.09 | 10.70 | 15.98 | 6.00 | -10.51 | -26.69 |
| XBADJ | STCKT | -42.07 | -56.17 | -68.56 | -78.87 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -121.96 | -134.09 | -142.14 | -145.87 | -145.17 |
| XBADJ | STCKT | -140.06 | -130.69 | -117.36 | -115.24 | -115.95 | -113.15 |
| XBADJ | STCKT | -106.90 | -97.41 | -84.96 | -69.93 | 0.00 | 0.00 |
| XBADJ | STCKT | 0.00 | -21.81 | -17.15 | -11.96 | -6.41 | -0.67 |
| XBADJ | STCKVWXY | -5.94 | 12.26 | 0.00 | 0.00 | 10.67 | -1.09 |
| XBADJ | STCKVWXY | -12.82 | -24.16 | -34.77 | -44.32 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -100.27 | -108.77 | -113.97 | -115.71 |
| XBADJ | STCKVWXY | -113.93 | -108.69 | -100.15 | -113.48 | -126.13 | -134.95 |
| XBADJ | STCKVWXY | -139.68 | -140.15 | -136.37 | -128.44 | 0.00 | 0.00 |
| XBADJ | STCKVWXY | 0.00 | 0.00 | -71.61 | -57.31 | -41.27 | -23.97 |
| XBADJ | STCKAABB | 18.34 | 19.86 | 20.78 | 21.06 | 20.70 | 19.71 |
| XBADJ | STCKAABB | 18.13 | 15.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | -79.60 | -94.41 | -106.35 | -115.07 | -120.28 | -121.84 |
| XBADJ | STCKAABB | -119.70 | -113.92 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKCC1 | -42.37 | -53.67 | -63.34 | -71.08 | -76.66 | -79.92 |
| XBADJ | STCKCC1 | -80.74 | -79.11 | -77.70 | -109.97 | -138.91 | -163.62 |
| XBADJ | STCKCC1 | -183.36 | -197.53 | -205.70 | -207.62 | -203.23 | -193.97 |
| XBADJ | STCKCC1 | -222.30 | -243.87 | -258.03 | -264.35 | -262.64 | -252.95 |
| XBADJ | STCKCC1 | -235.57 | -211.04 | -181.40 | -168.59 | -150.66 | -128.16 |
| XBADJ | STCKCC1 | -101.76 | -72.26 | -40.57 | -21.91 | -24.26 | -29.79 |
| XBADJ | STCKCC2 | -110.77 | -119.79 | -125.16 | -126.74 | -124.46 | -118.40 |
| XBADJ | STCKCC2 | -108.74 | -95.78 | -82.53 | -102.82 | -119.98 | -133.50 |
| XBADJ | STCKCC2 | -142.97 | -148.08 | -148.70 | -144.81 | -136.51 | -125.37 |
| XBADJ | STCKCC2 | -153.90 | -177.75 | -196.20 | -208.69 | -214.84 | -214.46 |
| XBADJ | STCKCC2 | -207.57 | -194.37 | -176.57 | -175.75 | -169.59 | -158.27 |
| XBADJ | STCKCC2 | -142.15 | -121.71 | -97.57 | -84.72 | -90.98 | -98.39 |
| XBADJ | STCKCC3 | -163.11 | -170.43 | -172.57 | -169.47 | -161.22 | -148.07 |
| XBADJ | STCKCC3 | -130.42 | -108.81 | -86.51 | -97.63 | -105.79 | -110.73 |
| XBADJ | STCKCC3 | -112.31 | -110.47 | -105.28 | -96.89 | -85.55 | -72.93 |
| XBADJ | STCKCC3 | -101.56 | -127.11 | -148.80 | -165.96 | -178.09 | -184.80 |
| XBADJ | STCKCC3 | -185.89 | -181.34 | -172.59 | -180.94 | -183.78 | -181.05 |
| XBADJ | STCKCC3 | -172.81 | -159.32 | -140.99 | -132.63 | -141.93 | -150.83 |
| XBADJ | STCKCC4 | -176.55 | -199.50 | -216.39 | -226.71 | -230.13 | -226.57 |
| XBADJ | STCKCC4 | -216.12 | -199.11 | -178.66 | -188.83 | -193.27 | -191.83 |
| XBADJ | STCKCC4 | -184.57 | -171.70 | -153.61 | -130.85 | -104.12 | -75.53 |
| XBADJ | STCKCC4 | -88.12 | -98.04 | -104.98 | -108.72 | -109.17 | -106.29 |
| XBADJ | STCKCC4 | -100.19 | -91.04 | -80.44 | -89.73 | -96.30 | -99.94 |
| XBADJ | STCKCC4 | -100.55 | -98.10 | -92.67 | -98.67 | -123.37 | -148.23 |
| XBADJ | STCKCC5 | -124.85 | -150.93 | -172.43 | -188.69 | -199.22 | -203.69 |
| XBADJ | STCKCC5 | -201.97 | -194.12 | -182.99 | -202.35 | -215.56 | -222.21 |
| XBADJ | STCKCC5 | -222.12 | -215.28 | -201.90 | -182.38 | -157.32 | -128.79 |
| XBADJ | STCKCC5 | -139.82 | -146.61 | -148.94 | -146.74 | -140.08 | -129.17 |
| XBADJ | STCKCC5 | -114.34 | -96.03 | -76.11 | -76.22 | -74.02 | -69.56 |
| XBADJ | STCKCC5 | -63.00 | -54.51 | -44.38 | -47.14 | -70.16 | -94.97 |
| XBADJ | STCKPP1 | -10.23 | -11.38 | -12.17 | -12.60 | -14.34 | -19.58 |
| XBADJ | STCKPP1 | -24.22 | -28.13 | -31.18 | -33.29 | -34.38 | -34.43 |
| XBADJ | STCKPP1 | -33.43 | -32.53 | -33.24 | -32.94 | -31.64 | -29.38 |
| XBADJ | STCKPP1 | -26.22 | -22.27 | -17.64 | -12.48 | -8.63 | -8.45 |
| XBADJ | STCKPP1 | -8.02 | -7.34 | -6.44 | -5.34 | -4.08 | -2.70 |
| XBADJ | STCKPP1 | -1.24 | -0.85 | -3.03 | -5.12 | -7.06 | -8.78 |
| XBADJ | STCKPP2 | -35.64 | -35.71 | -34.70 | -32.63 | -30.27 | -33.27 |
| XBADJ | STCKPP2 | -35.26 | -36.18 | -36.00 | -34.73 | -32.40 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -9.28 | -4.93 |
| XBADJ | STCKPP2 | -0.43 | 4.09 | 8.48 | 12.61 | 15.67 | 11.97 |
| XBADJ | STCKPP2 | -65.14 | -67.62 | -68.04 | -66.39 | -62.73 | 0.00 |
| XBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -32.28 | -34.48 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -65.10 |

P3_DPM

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKPP3 | -66.21 | -65.32 | -62.43 | -57.65 | -51.81 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 5.34 | 6.61 | 7.68 | 7.11 | 4.22 | 1.19 |
| XBADJ | STCKPP4 | -1.87 | -4.87 | -7.73 | -82.64 | -81.66 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -22.93 | -27.42 | -31.07 | -33.78 | -35.46 |
| XBADJ | STCKPP4 | -36.06 | -35.57 | -34.00 | -32.80 | -32.72 | -31.64 |
| XBADJ | STCKPP4 | -29.61 | -26.67 | -22.92 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKPP4 | 0.00 | -2.55 | -0.93 | 0.72 | 2.35 | 3.90 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKQM8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAM10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKHOT1 | -5.99 | -8.86 | -11.46 | -16.53 | -23.71 | -30.17 |
| XBADJ | STCKHOT1 | -35.71 | -40.17 | -43.41 | -45.33 | -45.87 | -45.02 |
| XBADJ | STCKHOT1 | -42.80 | -39.28 | -42.69 | -47.88 | -51.62 | -53.78 |
| XBADJ | STCKHOT1 | -54.31 | -53.19 | -50.45 | -46.19 | -44.60 | -47.30 |
| XBADJ | STCKHOT1 | -48.57 | -48.37 | -46.69 | -43.59 | -39.17 | -33.56 |
| XBADJ | STCKHOT1 | -26.93 | -22.97 | -18.66 | -104.83 | -96.50 | -85.25 |
| XBADJ | STCKHOT2 | -41.74 | -47.10 | -51.03 | -53.41 | -54.17 | -53.28 |
| XBADJ | STCKHOT2 | -50.77 | -46.72 | -41.25 | -39.93 | -37.40 | -33.74 |
| XBADJ | STCKHOT2 | -105.75 | -103.47 | -106.17 | -10.38 | -3.25 | 3.97 |
| XBADJ | STCKHOT2 | -1.67 | -7.27 | -12.64 | -17.63 | -22.08 | -25.87 |
| XBADJ | STCKHOT2 | -28.86 | -30.98 | -32.16 | -37.77 | -42.23 | -45.41 |
| XBADJ | STCKHOT2 | -47.20 | -47.57 | -46.49 | -43.99 | -40.16 | -35.11 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKWP1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| XBADJ | STCKAAA1 | 0.14 | -6.61 | -13.16 | -19.31 | -24.87 | -29.68 |
| XBADJ | STCKAAA1 | -33.58 | -36.46 | 0.00 | -48.62 | -57.53 | -64.69 |
| XBADJ | STCKAAA1 | -69.89 | -72.96 | -73.81 | -72.42 | -68.83 | -63.15 |
| XBADJ | STCKAAA1 | -72.14 | -78.93 | -83.33 | -85.19 | -84.47 | -81.18 |
| XBADJ | STCKAAA1 | -75.42 | -67.38 | 0.00 | -55.22 | -51.47 | -46.17 |
| XBADJ | STCKAAA1 | -39.46 | -31.55 | -22.68 | -13.13 | -3.17 | 6.88 |
| XBADJ | STCKWW1 | -3.59 | -16.69 | -29.29 | -40.99 | -51.45 | -60.35 |
| XBADJ | STCKWW1 | -67.41 | -72.43 | 0.00 | -96.90 | -115.62 | -130.82 |
| XBADJ | STCKWW1 | -142.05 | -148.96 | -151.35 | -149.13 | -142.39 | -131.32 |

| | | | | | P3_DPM | | |
|---|---|---|---|---|---|---|---|
| XBADJ | STCKWW1 | -134.21 | -133.02 | -127.80 | -118.69 | -105.97 | -90.03 |
| XBADJ | STCKWW1 | -71.36 | -50.52 | 0.00 | -26.04 | -23.15 | -19.56 |
| XBADJ | STCKWW1 | -15.37 | -10.72 | -5.74 | -0.58 | 4.59 | 9.62 |
| XBADJ | BBBCCC1 | -2.46 | -16.89 | -30.81 | -43.79 | -55.45 | -65.41 |
| XBADJ | BBBCCC1 | -73.39 | -79.14 | 0.00 | 22.10 | -120.13 | -133.73 |
| XBADJ | BBBCCC1 | -143.28 | -148.47 | -149.14 | -145.29 | -137.02 | -124.59 |
| XBADJ | BBBCCC1 | -139.50 | -150.18 | -156.29 | -157.66 | -154.23 | -146.12 |
| XBADJ | BBBCCC1 | -133.57 | -116.95 | 0.00 | -167.26 | -176.40 | -180.17 |
| XBADJ | BBBCCC1 | -178.47 | -171.34 | -159.01 | -141.85 | -4.94 | 12.05 |
| XBADJ | BBBCCC2 | -74.23 | -70.47 | -78.85 | -84.83 | -88.24 | -88.97 |
| XBADJ | BBBCCC2 | -86.99 | -82.37 | 0.00 | -72.63 | -67.83 | -60.97 |
| XBADJ | BBBCCC2 | -52.25 | -41.95 | -30.38 | -17.88 | -4.84 | 8.35 |
| XBADJ | BBBCCC2 | -1.80 | -12.17 | -22.16 | -31.49 | -39.85 | -47.01 |
| XBADJ | BBBCCC2 | -52.74 | -56.86 | 0.00 | -72.54 | -83.31 | -91.56 |
| XBADJ | BBBCCC2 | -97.02 | -99.53 | -99.02 | -95.50 | -89.08 | -79.95 |
| XBADJ | DDDEEE1 | -109.27 | -106.88 | -101.24 | -105.60 | -110.36 | -111.78 |
| XBADJ | DDDEEE1 | -109.80 | -104.48 | 0.00 | -93.19 | -87.58 | -79.31 |
| XBADJ | DDDEEE1 | -68.64 | -55.88 | -41.42 | -25.70 | -9.20 | 6.94 |
| XBADJ | DDDEEE1 | -0.08 | -7.10 | -13.90 | -20.28 | -26.04 | -31.02 |
| XBADJ | DDDEEE1 | -35.04 | -38.01 | 0.00 | -59.85 | -76.44 | -90.71 |
| XBADJ | DDDEEE1 | -102.23 | -110.63 | -115.68 | -117.21 | -115.18 | -109.65 |
| XBADJ | DDDEEE2 | -61.10 | -51.44 | -40.22 | -27.78 | -14.49 | -0.76 |
| XBADJ | DDDEEE2 | 8.43 | -0.83 | -10.07 | -19.00 | -27.35 | -34.88 |
| XBADJ | DDDEEE2 | -41.34 | -46.54 | -50.34 | 0.00 | -63.42 | -70.61 |
| XBADJ | DDDEEE2 | -75.65 | -78.40 | -78.77 | -76.74 | -72.37 | -65.82 |
| XBADJ | DDDEEE2 | -61.82 | -74.13 | -84.20 | -91.71 | -96.43 | -98.22 |
| XBADJ | DDDEEE2 | -97.03 | -92.88 | -85.92 | 0.00 | -74.61 | -68.90 |
| YBADJ | STCKA | 15.98 | 10.91 | 5.51 | -0.06 | -5.62 | -11.02 |
| YBADJ | STCKA | -16.08 | -20.65 | -24.60 | -27.79 | -30.15 | -31.58 |
| YBADJ | STCKA | -32.06 | -31.56 | -30.11 | -27.74 | -24.52 | -20.56 |
| YBADJ | STCKA | -15.98 | -10.91 | -5.51 | 0.06 | 5.62 | 11.02 |
| YBADJ | STCKA | 16.08 | 20.65 | 24.60 | 27.79 | 30.15 | 31.58 |
| YBADJ | STCKA | 32.06 | 31.56 | 30.11 | 27.74 | 24.52 | 20.56 |
| YBADJ | STCKB | -57.01 | -58.42 | -58.05 | -55.92 | -52.09 | -46.68 |
| YBADJ | STCKB | -39.85 | -31.81 | -22.80 | -13.10 | -3.00 | 7.19 |
| YBADJ | STCKB | 17.16 | 26.61 | 35.25 | 42.82 | 49.09 | 0.00 |
| YBADJ | STCKB | 57.01 | 58.42 | 58.05 | 55.92 | 52.09 | 46.68 |
| YBADJ | STCKB | 39.85 | 31.81 | 22.80 | 13.10 | 3.00 | -7.19 |
| YBADJ | STCKB | -17.16 | -26.61 | -35.25 | -42.82 | -49.09 | 0.00 |
| YBADJ | STCKCDE | 19.94 | 13.18 | 6.01 | -1.33 | -8.63 | -15.67 |
| YBADJ | STCKCDE | -22.24 | -28.13 | -33.16 | -37.19 | -40.09 | -41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | -39.17 | -35.86 | -31.45 | -26.09 |
| YBADJ | STCKCDE | -19.94 | -13.18 | -6.01 | 1.33 | 8.63 | 15.67 |
| YBADJ | STCKCDE | 22.24 | 28.13 | 33.17 | 37.19 | 40.09 | 41.77 |
| YBADJ | STCKCDE | 0.00 | 0.00 | 39.17 | 35.86 | 31.45 | 26.09 |
| YBADJ | STCKFG | 15.97 | 11.07 | 5.84 | 0.43 | -4.99 | -10.26 |
| YBADJ | STCKFG | -15.22 | -19.72 | -23.62 | -26.80 | -29.16 | -30.64 |
| YBADJ | STCKFG | 0.00 | -30.79 | -29.46 | -27.23 | -24.17 | -20.38 |
| YBADJ | STCKFG | -15.97 | -11.07 | -5.84 | -0.43 | 4.99 | 10.26 |
| YBADJ | STCKFG | 15.22 | 19.72 | 23.62 | 26.80 | 29.16 | 30.64 |
| YBADJ | STCKFG | 0.00 | 30.79 | 29.46 | 27.23 | 24.17 | 20.38 |
| YBADJ | STCKH | -41.77 | -28.96 | -15.26 | 0.00 | 0.00 | 26.89 |
| YBADJ | STCKH | 39.86 | 51.63 | 61.83 | 70.15 | 76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | 71.25 | 63.25 | 53.32 |
| YBADJ | STCKH | 41.77 | 28.96 | 15.26 | 1.10 | -13.09 | -26.89 |
| YBADJ | STCKH | -39.86 | -51.63 | -61.83 | -70.15 | -76.34 | 0.00 |
| YBADJ | STCKH | 0.00 | 0.00 | 0.00 | -71.25 | -63.25 | -53.32 |
| YBADJ | STCKIJ | -4.39 | -9.42 | -14.18 | -18.50 | -22.25 | -25.33 |
| YBADJ | STCKIJ | -27.65 | -29.12 | -29.71 | -29.39 | -28.18 | -26.12 |
| YBADJ | STCKIJ | -23.26 | -19.70 | -15.53 | -10.90 | -5.93 | -0.78 |
| YBADJ | STCKIJ | 4.39 | 9.42 | 14.18 | 18.50 | 22.25 | 25.33 |
| YBADJ | STCKIJ | 27.65 | 29.12 | 29.71 | 29.39 | 28.18 | 26.12 |
| YBADJ | STCKIJ | 23.26 | 19.70 | 15.53 | 10.90 | 5.93 | 0.78 |
| YBADJ | STCKK | -58.88 | -52.84 | -45.19 | -36.16 | -26.05 | -15.13 |
| YBADJ | STCKK | -3.76 | 7.72 | 18.98 | 29.65 | 39.42 | 48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | 65.47 | 63.13 |
| YBADJ | STCKK | 58.88 | 52.84 | 45.19 | 36.16 | 26.05 | 15.13 |
| YBADJ | STCKK | 3.76 | -7.72 | -18.98 | -29.65 | -39.42 | -48.00 |
| YBADJ | STCKK | 0.00 | 0.00 | 0.00 | 0.00 | -65.47 | -63.13 |
| YBADJ | STCKLMP | -0.83 | 0.08 | 0.99 | 1.87 | 3.52 | 6.41 |
| YBADJ | STCKLMP | 9.09 | 11.50 | 13.57 | 15.03 | 12.81 | 10.20 |
| YBADJ | STCKLMP | 7.28 | 4.50 | 3.96 | 3.31 | 2.55 | 1.72 |
| YBADJ | STCKLMP | 0.83 | -0.08 | -0.99 | -1.87 | -3.52 | -6.41 |
| YBADJ | STCKLMP | -9.09 | -11.50 | -13.57 | -15.03 | -12.81 | -10.20 |
| YBADJ | STCKLMP | -7.28 | -4.50 | -3.96 | -3.31 | -2.55 | -1.71 |
| YBADJ | STCKNO | 11.13 | 6.84 | 2.35 | -2.22 | -6.72 | -11.01 |
| YBADJ | STCKNO | -14.97 | -18.48 | -21.42 | -23.71 | -25.29 | -26.09 |
| YBADJ | STCKNO | -26.10 | -25.32 | -23.77 | -21.50 | -18.57 | -15.08 |
| YBADJ | STCKNO | -11.13 | -6.84 | -2.35 | 2.22 | 6.72 | 11.01 |
| YBADJ | STCKNO | 14.97 | 18.48 | 21.42 | 23.71 | 25.29 | 26.09 |
| YBADJ | STCKNO | 26.10 | 25.32 | 23.77 | 21.50 | 18.57 | 15.08 |
| YBADJ | STCKQ | 11.99 | 8.13 | 4.02 | -0.22 | -4.44 | -8.53 |
| YBADJ | STCKQ | -12.36 | -15.82 | -18.79 | -21.20 | -22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | -22.81 | -20.98 | -18.52 | -15.49 |
| YBADJ | STCKQ | -11.99 | -8.13 | -4.02 | 0.22 | 4.44 | 8.53 |
| YBADJ | STCKQ | 12.36 | 15.82 | 18.79 | 21.20 | 22.96 | 0.00 |
| YBADJ | STCKQ | 0.00 | 0.00 | 22.81 | 20.98 | 18.52 | 15.49 |
| YBADJ | STCKRU | 10.35 | 8.73 | 6.84 | 4.75 | 2.52 | 0.21 |
| YBADJ | STCKRU | -2.12 | -4.37 | -6.50 | -8.42 | -10.09 | -11.45 |
| YBADJ | STCKRU | -12.47 | -13.11 | -13.34 | -13.18 | -12.61 | -11.65 |
| YBADJ | STCKRU | -10.35 | -8.73 | -6.84 | -4.75 | -2.52 | -0.21 |
| YBADJ | STCKRU | 2.12 | 4.37 | 6.50 | 8.42 | 10.09 | 11.45 |
| YBADJ | STCKRU | 12.47 | 13.11 | 13.34 | 13.18 | 12.61 | 11.65 |
| YBADJ | STCKT | 4.47 | 17.01 | 29.02 | 40.16 | 50.08 | 58.47 |
| YBADJ | STCKT | 65.09 | 69.73 | 72.25 | 72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | 52.72 | 43.23 | 32.42 | 20.62 | 8.20 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| YBADJ | STCKT | -4.47 | -17.01 | -29.02 | -40.16 | -50.08 | -58.47 |
| YBADJ | STCKT | -65.09 | -69.73 | -72.25 | -72.58 | 0.00 | 0.00 |
| YBADJ | STCKT | 0.00 | -52.72 | -43.23 | -32.42 | -20.62 | -8.20 |
| YBADJ | STCKVWXY | -42.06 | -32.05 | 0.00 | 0.00 | 2.49 | 14.33 |
| YBADJ | STCKVWXY | 25.73 | 36.35 | 45.87 | 53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | 66.93 | 63.43 | 57.99 | 50.80 |
| YBADJ | STCKVWXY | 42.06 | 32.05 | 21.06 | 9.43 | -2.49 | -14.33 |
| YBADJ | STCKVWXY | -25.73 | -36.35 | -45.87 | -53.99 | 0.00 | 0.00 |
| YBADJ | STCKVWXY | 0.00 | 0.00 | -66.93 | -63.43 | -57.99 | -50.80 |
| YBADJ | STCKAABB | -51.30 | -42.02 | -31.46 | -19.94 | -7.82 | 4.54 |
| YBADJ | STCKAABB | 16.76 | 28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 51.30 | 42.02 | 31.46 | 19.94 | 7.82 | -4.54 |
| YBADJ | STCKAABB | -16.76 | -28.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAABB | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKCC1 | -29.31 | -5.88 | 17.73 | 40.80 | 62.63 | 82.56 |
| YBADJ | STCKCC1 | 92.86 | 89.48 | 82.09 | 89.96 | 95.10 | 97.34 |
| YBADJ | STCKCC1 | 96.63 | 92.99 | 86.52 | 77.41 | 65.96 | 51.85 |
| YBADJ | STCKCC1 | 29.31 | 5.88 | -17.73 | -40.80 | -62.63 | -82.56 |
| YBADJ | STCKCC1 | -92.86 | -89.48 | -82.09 | -89.96 | -95.10 | -97.34 |
| YBADJ | STCKCC1 | -96.63 | -92.99 | -86.52 | -77.41 | -65.96 | -51.85 |
| YBADJ | STCKCC2 | -36.47 | -24.80 | -12.39 | 0.41 | 13.19 | 25.57 |
| YBADJ | STCKCC2 | 30.04 | 22.77 | 13.49 | 21.56 | 28.98 | 35.52 |
| YBADJ | STCKCC2 | 40.98 | 45.19 | 48.03 | 49.41 | 49.29 | 47.02 |
| YBADJ | STCKCC2 | 36.47 | 24.80 | 12.39 | -0.41 | -13.19 | -25.57 |
| YBADJ | STCKCC2 | -30.04 | -22.77 | -13.49 | -21.56 | -28.98 | -35.52 |
| YBADJ | STCKCC2 | -40.98 | -45.19 | -48.03 | -49.41 | -49.29 | -47.02 |
| YBADJ | STCKCC3 | -41.65 | -39.00 | -35.16 | -30.25 | -24.43 | -17.86 |
| YBADJ | STCKCC3 | -17.87 | -28.19 | -38.95 | -30.77 | -21.66 | -11.88 |
| YBADJ | STCKCC3 | -1.75 | 8.44 | 18.37 | 27.74 | 36.27 | 43.04 |
| YBADJ | STCKCC3 | 41.65 | 39.00 | 35.16 | 30.25 | 24.43 | 17.86 |
| YBADJ | STCKCC3 | 17.87 | 28.19 | 38.95 | 30.77 | 21.66 | 11.88 |
| YBADJ | STCKCC3 | 1.75 | -8.44 | -18.37 | -27.74 | -36.27 | -43.04 |
| YBADJ | STCKCC4 | 49.55 | 48.48 | 45.95 | 42.01 | 36.80 | 30.47 |
| YBADJ | STCKCC4 | 16.09 | -9.62 | -36.35 | -44.21 | -50.73 | -55.71 |
| YBADJ | STCKCC4 | -58.99 | -60.48 | -60.14 | -57.97 | -54.03 | -49.11 |
| YBADJ | STCKCC4 | -49.55 | -48.48 | -45.95 | -42.01 | -36.80 | -30.47 |
| YBADJ | STCKCC4 | -16.09 | 9.62 | 36.35 | 44.21 | 50.73 | 55.71 |
| YBADJ | STCKCC4 | 58.99 | 60.48 | 60.14 | 57.97 | 54.03 | 49.11 |
| YBADJ | STCKCC5 | 63.06 | 70.77 | 76.33 | 79.56 | 80.38 | 78.76 |
| YBADJ | STCKCC5 | 67.62 | 43.58 | 16.91 | 7.49 | -2.16 | -11.75 |
| YBADJ | STCKCC5 | -20.98 | -29.57 | -37.26 | -43.82 | -49.05 | -53.44 |
| YBADJ | STCKCC5 | -63.06 | -70.77 | -76.33 | -79.56 | -80.38 | -78.76 |
| YBADJ | STCKCC5 | -67.62 | -43.58 | -16.91 | -7.49 | 2.16 | 11.75 |
| YBADJ | STCKCC5 | 20.98 | 29.57 | 37.26 | 43.82 | 49.05 | 53.44 |
| YBADJ | STCKPP1 | 13.97 | 15.15 | 15.86 | 16.10 | 15.84 | 15.11 |
| YBADJ | STCKPP1 | 13.91 | 12.29 | 10.30 | 8.00 | 5.45 | 2.74 |
| YBADJ | STCKPP1 | -0.06 | -2.86 | -5.56 | -8.10 | -10.39 | -12.37 |
| YBADJ | STCKPP1 | -13.97 | -15.15 | -15.86 | -16.10 | -15.84 | -15.11 |
| YBADJ | STCKPP1 | -13.91 | -12.29 | -10.30 | -8.00 | -5.45 | -2.74 |
| YBADJ | STCKPP1 | 0.06 | 2.86 | 5.56 | 8.10 | 10.39 | 12.37 |
| YBADJ | STCKPP2 | 14.76 | 11.48 | 7.85 | 3.98 | -0.01 | -4.00 |
| YBADJ | STCKPP2 | -7.87 | -11.50 | -14.78 | -17.60 | -19.90 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | -19.89 | -17.59 |
| YBADJ | STCKPP2 | -14.76 | -11.48 | -7.85 | -3.98 | 0.01 | 4.00 |
| YBADJ | STCKPP2 | 18.39 | 9.53 | 0.38 | -8.78 | -17.67 | 0.00 |
| YBADJ | STCKPP2 | 0.00 | 0.00 | 0.00 | 0.00 | 19.89 | 17.59 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.02 |
| YBADJ | STCKPP3 | 11.83 | 3.29 | -5.36 | -13.84 | -21.90 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | -4.06 | -0.41 | 3.26 | 6.83 | 10.19 | 13.25 |
| YBADJ | STCKPP4 | 15.90 | 18.06 | 19.68 | -5.68 | -16.48 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | 18.47 | 16.42 | 13.87 | 10.90 | 7.59 |
| YBADJ | STCKPP4 | 4.06 | 0.41 | -3.26 | -6.83 | -10.19 | -13.25 |
| YBADJ | STCKPP4 | -15.90 | -18.06 | -19.68 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKPP4 | 0.00 | -18.47 | -16.42 | -13.87 | -10.90 | -7.59 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| YBADJ | STCKAM5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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                                                                P3_DPM
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM5          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM6          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM7          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKQM8          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00
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   YBADJ    STCKAM9          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKAM10         0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKHOT1         0.87     3.35     5.73     7.93     8.16    12.02
   YBADJ    STCKHOT1        17.05    21.56    25.42    24.16    22.16    19.50
   YBADJ    STCKHOT1        14.83    10.44     8.57     6.43     4.10     1.64
   YBADJ    STCKHOT1        -0.87    -3.35    -5.73    -7.93    -8.15   -12.02
   YBADJ    STCKHOT1       -17.05   -21.56   -25.42   -24.16   -22.16   -19.50
   YBADJ    STCKHOT1       -14.83   -10.44    -8.57    -9.59   -22.92   -35.57

   YBADJ    STCKHOT2         1.08    -2.41    -5.83    -9.08   -12.05   -14.65
   YBADJ    STCKHOT2       -16.81   -18.45   -19.54   -20.03   -19.92   -19.19
   YBADJ    STCKHOT2        27.46    11.95    -1.10   -10.95    -7.87    -4.54
   YBADJ    STCKHOT2        -1.08     2.41     5.83     9.08    12.05    14.65
   YBADJ    STCKHOT2        16.81    18.45    19.54    20.03    19.92    19.19
   YBADJ    STCKHOT2        17.89    16.04    13.71    10.95     7.87     4.54

   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCKWP1          0.00     0.00     0.00     0.00     0.00     0.00

   YBADJ    STCKAAA1        -3.30     3.03     9.26    15.21    20.70    25.56
   YBADJ    STCKAAA1        29.65    32.83     0.00    36.14    36.16    35.08
   YBADJ    STCKAAA1        32.94    29.80    25.75    20.92    15.46     9.52
   YBADJ    STCKAAA1         3.30    -3.03    -9.26   -15.21   -20.70   -25.56
   YBADJ    STCKAAA1       -29.65   -32.83     0.00   -36.14   -36.16   -35.08
   YBADJ    STCKAAA1       -32.94   -29.80   -25.75   -20.92   -15.46    -9.52

   YBADJ    STCKWW1         35.43    46.23    55.63    63.34    69.12    72.80
   YBADJ    STCKWW1         74.27    73.49     0.00    65.31    58.17    49.25
   YBADJ    STCKWW1         38.85    27.26    14.84     1.97   -10.96   -23.55
   YBADJ    STCKWW1        -35.43   -46.23   -55.63   -63.34   -69.12   -72.80
   YBADJ    STCKWW1        -74.27   -73.49     0.00   -65.31   -58.17   -49.25
   YBADJ    STCKWW1        -38.85   -27.26   -14.84    -1.97    10.96    23.55

   YBADJ    BBBCCC1          4.82    16.65    27.97    38.44    47.74    55.59
   YBADJ    BBBCCC1         61.75    66.04     0.00   -35.05    66.65    62.74
   YBADJ    BBBCCC1         56.93    49.39    40.35    30.09    18.90     7.15
   YBADJ    BBBCCC1         -4.82   -16.65   -27.97   -38.44   -47.74   -55.59
   YBADJ    BBBCCC1        -61.75   -66.04     0.00    35.05    11.55    -5.15
   YBADJ    BBBCCC1        -21.70   -37.59   -52.34   -65.49   -18.90    -7.15

   YBADJ    BBBCCC2          0.04    -7.74   -15.29   -22.38   -28.79   -34.32
   YBADJ    BBBCCC2        -38.81   -42.12     0.00   -36.21   -29.15   -28.34
   YBADJ    BBBCCC2        -26.67   -24.19   -20.98   -17.13   -12.75    -7.84
   YBADJ    BBBCCC2         -0.04     7.74    15.29    22.38    28.79    34.32
   YBADJ    BBBCCC2         38.81    42.12     0.00    36.21    29.15    28.34
   YBADJ    BBBCCC2         26.67    24.19    20.98    17.13    12.75     7.84

   YBADJ    DDDEEE1         16.67     5.57    -5.70   -16.79   -27.38   -37.13
   YBADJ    DDDEEE1        -45.76   -52.99     0.00   -54.59   -49.89   -43.67
   YBADJ    DDDEEE1        -42.66   -42.16   -40.38   -37.38   -33.24   -27.27
   YBADJ    DDDEEE1        -16.67    -5.57     5.70    16.79    27.38    37.13
   YBADJ    DDDEEE1         45.76    52.99     0.00    54.59    49.89    43.67
   YBADJ    DDDEEE1         42.66    42.16    40.38    37.38    33.24    27.27

   YBADJ    DDDEEE2        -36.35   -34.54   -31.67   -27.84   -23.17   -17.79
   YBADJ    DDDEEE2        -11.87    -5.59     0.85     7.28    13.48    19.27
   YBADJ    DDDEEE2         24.48    28.94    32.53     0.00    36.65    37.06
   YBADJ    DDDEEE2         36.35    34.54    31.67    27.84    23.17    17.79
   YBADJ    DDDEEE2         11.87     5.59    -0.85    -7.28   -13.48   -19.27
   YBADJ    DDDEEE2        -24.48   -28.94   -32.53     0.00   -36.65   -37.06

   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD RECEPTOR PATHWAY
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**
**
RE STARTING
** DESCRREC "" ""
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   DISCCART    268070.63   4047906.72
   DISCCART    268200.25   4047792.81
   DISCCART    267927.26   4048332.91
   DISCCART    267886.01   4048503.77
   DISCCART    267941.00   4048515.56
   DISCCART    267937.08   4048570.55
   DISCCART    268149.19   4048568.58
   DISCCART    267721.04   4048574.48
   DISCCART    267281.11   4048576.44
   DISCCART    267157.38   4048570.55
   DISCCART    267074.89   4048517.52
   DISCCART    267228.08   4047810.49
   DISCCART    267222.19   4047875.30
   DISCCART    267147.56   4047788.88
   DISCCART    267118.10   4047847.80
   DISCCART    267037.57   4047547.31
   DISCCART    267082.14   4047366.70
   DISCCART    267129.88   4047042.57
** DESCRREC "FENCEGRD" "RECEPTORS GENERATED FROM FENCELINE GRID"
   DISCCART    267423.42   4048609.32
   DISCCART    267490.22   4048539.27
   DISCCART    267557.02   4048469.22
   DISCCART    267623.82   4048399.17
   DISCCART    267690.62   4048329.12
   DISCCART    267757.42   4048259.07
   DISCCART    267824.21   4048189.01
   DISCCART    267891.01   4048118.96
   DISCCART    267957.81   4048048.91
   DISCCART    268024.61   4047978.86
   DISCCART    267496.90   4048778.33
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   DISCCART    267701.76   4048607.24
   DISCCART    267768.56   4048537.19
   DISCCART    267835.36   4048467.14
   DISCCART    267902.16   4048397.09
   DISCCART    267968.96   4048327.04
   DISCCART    268035.75   4048256.98
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   DISCCART    268169.35   4048116.88
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   DISCCART    267513.93   4049022.11
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   DISCCART    267882.69   4048779.77
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   DISCCART    268283.48   4048359.46
   DISCCART    268350.28   4048289.41
   DISCCART    267848.58   4049127.81
   DISCCART    267685.70   4049198.62
   DISCCART    267522.82   4049269.44
   DISCCART    267996.81   4049022.34
   DISCCART    268063.61   4048952.29
   DISCCART    268130.41   4048882.24
   DISCCART    268197.21   4048812.19
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   DISCCART    268330.81   4048672.09
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   DISCCART    267955.00   4049583.92
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   DISCCART    267786.57   4049657.15
   DISCCART    267702.36   4049693.76
   DISCCART    267618.14   4049730.38
   DISCCART    267533.92   4049767.00
   DISCCART    267449.71   4049803.61
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   DISCCART    268358.67   4049367.40
   DISCCART    268425.47   4049297.35
   DISCCART    268492.27   4049227.30
   DISCCART    268559.06   4049157.25
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   DISCCART    268893.06   4048806.99
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   DISCCART    268397.19   4049894.04
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   DISCCART    268787.32   4049642.40
   DISCCART    268854.12   4049572.35
   DISCCART    268920.92   4049502.30
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   DISCCART    268231.35   4047952.96
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   DISCCART    268393.58   4048174.92
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| DISCCART | 268685.52 | 4048053.95 |
| DISCCART | 268641.43 | 4048170.52 |
| DISCCART | 268597.34 | 4048287.09 |
| DISCCART | 268748.99 | 4047809.94 |
| DISCCART | 269227.40 | 4047923.03 |
| DISCCART | 269179.64 | 4048049.31 |
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| DISCCART | 269084.11 | 4048301.87 |
| DISCCART | 269036.35 | 4048428.15 |
| DISCCART | 268988.58 | 4048554.43 |
| DISCCART | 268940.82 | 4048680.71 |
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| DISCCART | 269632.82 | 4048152.90 |
| DISCCART | 269585.58 | 4048277.79 |
| DISCCART | 269538.34 | 4048402.69 |
| DISCCART | 269491.10 | 4048527.58 |
| DISCCART | 269443.86 | 4048652.47 |
| DISCCART | 269396.63 | 4048777.37 |
| DISCCART | 269349.39 | 4048902.26 |
| DISCCART | 269302.15 | 4049027.15 |
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| DISCCART | 267983.27 | 4047685.95 |
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| DISCCART | 268005.14 | 4047493.20 |
| DISCCART | 268106.77 | 4047536.36 |
| DISCCART | 268179.87 | 4047608.46 |
| DISCCART | 268224.42 | 4047709.49 |
| DISCCART | 268146.82 | 4047300.83 |
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| DISCCART | 268640.72 | 4047501.31 |
| DISCCART | 268693.52 | 4047621.05 |
| DISCCART | 267894.84 | 4046970.00 |
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| DISCCART | 268167.75 | 4046552.08 |
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| DISCCART | 269108.05 | 4047408.86 |
| DISCCART | 269163.21 | 4047533.94 |
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| DISCCART | 267116.21 | 4046645.91 |
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| DISCCART | 267439.87 | 4046556.26 |
| DISCCART | 267601.70 | 4046511.43 |
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| DISCCART | 266817.15 | 4046806.64 |
| DISCCART | 266845.10 | 4046224.57 |
| DISCCART | 267000.23 | 4046181.60 |
| DISCCART | 267155.36 | 4046138.63 |
| DISCCART | 267310.49 | 4046095.66 |
| DISCCART | 267465.62 | 4046052.70 |
| DISCCART | 267620.75 | 4046009.73 |
| DISCCART | 266694.82 | 4046292.16 |
| DISCCART | 266549.40 | 4046384.37 |
| DISCCART | 267349.50 | 4047926.93 |
| DISCCART | 267031.28 | 4047608.75 |
| DISCCART | 266993.36 | 4047302.22 |
| DISCCART | 266901.04 | 4047385.43 |
| DISCCART | 266638.65 | 4046949.60 |
| DISCCART | 266727.90 | 4046878.12 |
| DISCCART | 266547.47 | 4047031.90 |
| DISCCART | 266284.58 | 4046596.46 |
| DISCCART | 266372.86 | 4046525.76 |
| DISCCART | 266461.13 | 4046455.07 |
| DISCCART | 266193.90 | 4046678.36 |
| DISCCART | 267123.74 | 4048028.27 |

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   DISCCART    267149.74   4047840.79
   DISCCART    266913.72   4047720.18
   DISCCART    266805.38   4047478.28
   DISCCART    266677.69   4047599.58
   DISCCART    266550.00   4047720.88
   DISCCART    266461.01   4047115.78
   DISCCART    266333.32   4047237.08
   DISCCART    266205.63   4047358.38
   DISCCART    266116.64   4046753.27
   DISCCART    265988.95   4046874.57
   DISCCART    265861.26   4046995.87
   DISCCART    267004.63   4048385.97
   DISCCART    267011.73   4048547.36
   DISCCART    266811.92   4048556.14
   DISCCART    266579.96   4048254.56
   DISCCART    266636.85   4048113.59
   DISCCART    266555.07   4048405.73
   DISCCART    266562.16   4048567.12
   DISCCART    266329.34   4048267.67
   DISCCART    266345.91   4048065.35
   DISCCART    266323.87   4047905.50
   DISCCART    266494.84   4047857.58
   DISCCART    266305.31   4048416.71
   DISCCART    266312.40   4048578.10
   DISCCART    265831.06   4048286.57
   DISCCART    265888.68   4048143.77
   DISCCART    265946.31   4048000.97
   DISCCART    266003.94   4047858.18
   DISCCART    266061.56   4047715.38
   DISCCART    266119.19   4047572.58
   DISCCART    265805.79   4048438.67
   DISCCART    265812.88   4048600.05
   DISCCART    265332.12   4048307.08
   DISCCART    265390.92   4048161.39
   DISCCART    265449.71   4048015.70
   DISCCART    265508.50   4047870.01
   DISCCART    265567.29   4047724.32
   DISCCART    265626.09   4047578.63
   DISCCART    265684.88   4047432.94
   DISCCART    265743.67   4047287.25
   DISCCART    265802.47   4047141.56
   DISCCART    265306.27   4048460.62
   DISCCART    265313.37   4048622.01
   DISCCART    267112.74   4048642.96
   DISCCART    267272.35   4048641.19
   DISCCART    267045.11   4048815.59
   DISCCART    266874.25   4048692.62
   DISCCART    267194.77   4048842.06
   DISCCART    267354.38   4048840.29
   DISCCART    267053.71   4049067.85
   DISCCART    266925.65   4049017.68
   DISCCART    266797.60   4048967.52
   DISCCART    266705.00   4048879.88
   DISCCART    266647.86   4048754.78
   DISCCART    267197.55   4049092.05
   DISCCART    267357.16   4049090.28
   DISCCART    267050.67   4049315.56
   DISCCART    266910.97   4049260.83
   DISCCART    266771.27   4049206.10
   DISCCART    266631.57   4049151.37
   DISCCART    266530.56   4049055.77
   DISCCART    266468.23   4048919.29
   DISCCART    266405.90   4048782.81
   DISCCART    267200.32   4049342.03
   DISCCART    267359.94   4049340.26
   DISCCART    267056.22   4049815.53
   DISCCART    266916.52   4049760.80
   DISCCART    266776.83   4049706.07
   DISCCART    266637.13   4049651.34
   DISCCART    266497.43   4049596.61
   DISCCART    266357.73   4049541.88
   DISCCART    266186.87   4049418.91
   DISCCART    266124.54   4049282.44
   DISCCART    266062.20   4049145.96
   DISCCART    265999.87   4049009.48
   DISCCART    265937.54   4048873.01
   DISCCART    265875.21   4048736.53
   DISCCART    267205.88   4049842.00
   DISCCART    267365.49   4049840.23
   DISCCART    267057.67   4050313.88
   DISCCART    266909.75   4050255.94
   DISCCART    266761.84   4050197.99
   DISCCART    266613.92   4050140.04
   DISCCART    266466.00   4050082.09
   DISCCART    266318.09   4050024.14
   DISCCART    266170.17   4049966.20
   DISCCART    266022.25   4049908.25
   DISCCART    265841.34   4049778.05
   DISCCART    265775.34   4049633.54
   DISCCART    265709.35   4049489.04
   DISCCART    265643.35   4049344.53
   DISCCART    265577.35   4049200.03
   DISCCART    265511.36   4049055.52
   DISCCART    265445.36   4048911.02
   DISCCART    265379.36   4048766.51
   DISCCART    267211.43   4050341.97
   DISCCART    267371.05   4050340.20
** DESCRREC "" ""
   DISCCART    266227.04   4047703.04
   DISCCART    266336.03   4047616.75
   DISCCART    267475.89   4046685.79
   DISCCART    266916.45   4047837.05
   DISCCART    266987.78   4047831.95
   DISCCART    266916.46   4047977.99
   DISCCART    266982.68   4047979.69
RE FINISHED
**
****************************************
** AERMOD METEOROLOGY PATHWAY
****************************************
**
**
```

```
ME STARTING
   SURFFILE "..\..\..\PHASE 2\PHASE 2_AERMOD\93193 05-09.SFC"
   PROFFILE "..\..\..\PHASE 2\PHASE 2_AERMOD\93193 05-09.PFL"
   SURFDATA 93193 2005 FRESNO/AIR_TERMINAL
   UAIRDATA 23230 2005 OAKLAND/WSO_AP
   PROFBASE 101.0 METERS
ME FINISHED
**
****************************************
** AERMOD OUTPUT PATHWAY
****************************************
**
**
OU STARTING
** AUTO-GENERATED PLOTFILES
   PLOTFILE   PERIOD ALL P3_DPM.AD\PE00GALL.PLT
   SUMMFILE P3_DPM.SUM
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           56 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320    3274  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3275  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3276  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3277  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3278  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3279  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3280  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3281  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3282  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3283  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3284  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3285  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3286  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    3287  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4371  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4372  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4373  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4374  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4375  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4376  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4377  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4378  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4379  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4380  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4381  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4382  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4383  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4384  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4385  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4386  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4387  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4388  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4389  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4390  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4391  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4392  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4393  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4394  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4395  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4396  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4397  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    4398  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5113  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5114  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5115  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5116  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5117  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5118  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5119  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5120  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5121  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5122  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5123  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5124  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 SO W320    5125  PPARM:Input Parameter May Be Out-of-Range for Parameter            VS
 ME W396    6950 MEOPEN:Met data from outdated version of AERMET, version:        06341

 ************************************
 *** SETUP Finishes Successfully ***
 ************************************

 *** AERMOD - VERSION  11353 ***   *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL        ***        03/02/12
                                  *** DPM                                                                  ***        01:07:58
                                                                                                                      PAGE   1
 **MODELOPTs:  NonDFAULT CONC                                    FLAT
                         FASTALL

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F
```

**Model Uses RURAL Dispersion Only.

**Model Allows User-Specified Options:
1. Stack-tip Downwash.
2. Model Assumes Receptors on FLAT Terrain.
3. Use Calms Processing Routine.
4. Use Missing Data Processing Routine.
5. No Exponential Decay.

**Other Options Specified:
FASTALL - Use effective sigma-y to optimize meander for
POINT and VOLUME sources, and hybrid approach
to optimize AREA sources (formerly TOXICS option)

**Model Assumes No FLAGPOLE Receptor Heights.

**Model Calculates PERIOD Averages Only

**This Run Includes: 2308 Source(s); 1 Source Group(s); and 327 Receptor(s)

**The Model Assumes A Pollutant Type of: DPM

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
Model Outputs Tables of PERIOD Averages by Receptor
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing Hours
b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 101.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 8.9 MB of RAM.

**Detailed Error/Message File: P3_DPM.ERR
**File for Summary of Results: P3_DPM.SUM



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STCKA | 0 | 0.58200E-06 | 267365.9 | 4048495.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKB | 0 | 0.85100E-06 | 267119.4 | 4048424.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCDE | 0 | 0.40700E-05 | 267453.4 | 4048421.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKFG | 0 | 0.27100E-05 | 267520.6 | 4048341.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKH | 0 | 0.14300E-05 | 267274.9 | 4048179.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKIJ | 0 | 0.27100E-05 | 267569.0 | 4048290.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKK | 0 | 0.58200E-06 | 267375.2 | 4048088.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKLMP | 0 | 0.39400E-05 | 267563.1 | 4048118.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKNO | 0 | 0.21600E-05 | 267664.2 | 4048203.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKQ | 0 | 0.13600E-05 | 267729.7 | 4048139.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKRU | 0 | 0.27100E-05 | 267794.3 | 4048061.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKT | 0 | 0.11600E-05 | 267563.1 | 4047904.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKVWXY | 0 | 0.23300E-05 | 267655.7 | 4047853.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAABB | 0 | 0.27100E-05 | 267817.2 | 4047788.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC1 | 0 | 0.23500E-05 | 267188.0 | 4047559.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC2 | 0 | 0.23500E-05 | 267192.8 | 4047628.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC3 | 0 | 0.23500E-05 | 267196.8 | 4047680.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC4 | 0 | 0.23500E-05 | 267288.9 | 4047678.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKCC5 | 0 | 0.23500E-05 | 267293.3 | 4047625.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP1 | 0 | 0.14300E-05 | 267528.9 | 4047715.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP2 | 0 | 0.14300E-05 | 267571.5 | 4047665.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP3 | 0 | 0.14300E-05 | 267533.9 | 4047605.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKPP4 | 0 | 0.14300E-05 | 267616.7 | 4047645.1 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKAM1 | 0 | 0.31300E-06 | 267754.5 | 4047492.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM2 | 0 | 0.31300E-06 | 267842.3 | 4047414.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM3 | 0 | 0.31300E-06 | 267759.6 | 4047376.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM4 | 0 | 0.31300E-06 | 267804.7 | 4047291.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM5 | 0 | 0.31300E-06 | 267769.6 | 4047156.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM6 | 0 | 0.31300E-06 | 267879.9 | 4047178.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM7 | 0 | 0.31300E-06 | 267930.0 | 4047168.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKQM8 | 0 | 0.31300E-06 | 267804.7 | 4047061.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM9 | 0 | 0.31300E-06 | 267749.5 | 4047068.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAM10 | 0 | 0.31300E-06 | 267762.1 | 4047264.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKHOT1 | 0 | 0.16200E-05 | 267937.5 | 4047356.8 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKHOT2 | 0 | 0.16200E-05 | 267977.7 | 4047306.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWP1 | 0 | 0.16200E-05 | 268052.9 | 4047218.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |
| STCKAAA1 | 0 | 0.58200E-06 | 267575.1 | 4047380.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| STCKWW1 | 0 | 0.85100E-06 | 267445.9 | 4047368.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC1 | 0 | 0.85100E-06 | 267221.6 | 4047295.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| BBBCCC2 | 0 | 0.85100E-06 | 267315.0 | 4047280.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** POINT SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | STACK HEIGHT (METERS) | STACK TEMP. (DEG.K) | STACK EXIT VEL. (M/SEC) | STACK DIAMETER (METERS) | BLDG EXISTS | URBAN SOURCE | CAP/ HOR | EMIS RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DDDEEE1 | 0 | 0.85100E-06 | 267223.3 | 4047130.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| DDDEEE2 | 0 | 0.85100E-06 | 267352.4 | 4047103.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | YES | NO | NO | |
| IDDDDHHHH1 | 0 | 0.31300E-06 | 266904.6 | 4047906.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IDDDDHHHH2 | 0 | 0.31300E-06 | 267006.5 | 4047906.7 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IDDDDHHHH3 | 0 | 0.31300E-06 | 266929.1 | 4047923.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IDDDDHHHH4 | 0 | 0.31300E-06 | 266974.2 | 4047925.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ICCCCFFFF1 | 0 | 0.31300E-06 | 266711.0 | 4047848.9 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ICCCCFFFF2 | 0 | 0.31300E-06 | 266707.6 | 4047969.5 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IWWWAAAA1 | 0 | 0.35800E-06 | 266767.0 | 4048137.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IWWWAAAA2 | 0 | 0.35800E-06 | 266858.7 | 4048137.6 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IWWWAAAA3 | 0 | 0.35800E-06 | 266911.4 | 4048134.2 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| IWWWAAAA4 | 0 | 0.35800E-06 | 267011.5 | 4048122.3 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ISSSUUU1 | 0 | 0.37300E-06 | 266758.5 | 4048414.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ISSSUUU2 | 0 | 0.81900E-05 | 266950.4 | 4048321.0 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |
| ISSSUUU3 | 0 | 0.37300E-06 | 267028.5 | 4048234.4 | 101.0 | 3.66 | 366.48 | 51.70 | 0.10 | NO | NO | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018148 | 0 | 0.14449E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018149 | 0 | 0.14449E-07 | 267407.9 | 4048468.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018150 | 0 | 0.14449E-07 | 267402.6 | 4048463.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018151 | 0 | 0.14449E-07 | 267397.3 | 4048458.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018152 | 0 | 0.14449E-07 | 267392.1 | 4048453.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018153 | 0 | 0.14449E-07 | 267386.8 | 4048448.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018154 | 0 | 0.14449E-07 | 267381.5 | 4048443.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018155 | 0 | 0.14449E-07 | 267376.2 | 4048438.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018156 | 0 | 0.14449E-07 | 267371.0 | 4048433.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018157 | 0 | 0.14449E-07 | 267365.7 | 4048428.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018158 | 0 | 0.14449E-07 | 267360.4 | 4048423.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018159 | 0 | 0.14449E-07 | 267355.1 | 4048418.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018160 | 0 | 0.14449E-07 | 267349.9 | 4048413.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018161 | 0 | 0.14449E-07 | 267344.6 | 4048408.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018162 | 0 | 0.14449E-07 | 267339.3 | 4048403.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018163 | 0 | 0.14449E-07 | 267334.1 | 4048398.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018164 | 0 | 0.14449E-07 | 267328.8 | 4048393.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018165 | 0 | 0.14449E-07 | 267323.6 | 4048388.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018166 | 0 | 0.14449E-07 | 267318.4 | 4048383.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018167 | 0 | 0.14449E-07 | 267313.2 | 4048378.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018168 | 0 | 0.14449E-07 | 267307.9 | 4048373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018169 | 0 | 0.14449E-07 | 267302.7 | 4048368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018170 | 0 | 0.14449E-07 | 267297.5 | 4048362.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018171 | 0 | 0.14449E-07 | 267292.2 | 4048357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018172 | 0 | 0.14449E-07 | 267287.0 | 4048352.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018173 | 0 | 0.14449E-07 | 267281.8 | 4048347.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018174 | 0 | 0.14449E-07 | 267276.6 | 4048342.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018175 | 0 | 0.14449E-07 | 267271.3 | 4048337.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018176 | 0 | 0.14449E-07 | 267266.1 | 4048332.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018177 | 0 | 0.14449E-07 | 267260.9 | 4048327.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018178 | 0 | 0.14449E-07 | 267255.7 | 4048322.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018179 | 0 | 0.14449E-07 | 267250.4 | 4048317.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018180 | 0 | 0.14449E-07 | 267245.2 | 4048312.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018181 | 0 | 0.14449E-07 | 267240.0 | 4048307.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018182 | 0 | 0.14449E-07 | 267234.7 | 4048301.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018183 | 0 | 0.14449E-07 | 267229.5 | 4048296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018184 | 0 | 0.14449E-07 | 267224.3 | 4048291.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018185 | 0 | 0.14449E-07 | 267219.1 | 4048286.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018186 | 0 | 0.14449E-07 | 267213.8 | 4048281.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018187 | 0 | 0.14449E-07 | 267208.6 | 4048276.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018188 | 0 | 0.14449E-07 | 267203.4 | 4048271.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018189 | 0 | 0.14449E-07 | 267198.2 | 4048266.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018190 | 0 | 0.14449E-07 | 267192.9 | 4048261.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018191 | 0 | 0.14449E-07 | 267187.7 | 4048256.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018192 | 0 | 0.14449E-07 | 267182.9 | 4048262.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018193 | 0 | 0.14449E-07 | 267178.1 | 4048267.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018194 | 0 | 0.14449E-07 | 267173.3 | 4048273.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018195 | 0 | 0.14449E-07 | 267168.4 | 4048278.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018196 | 0 | 0.14449E-07 | 267163.6 | 4048284.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018197 | 0 | 0.14449E-07 | 267158.8 | 4048289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018198 | 0 | 0.14449E-07 | 267154.0 | 4048295.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018199 | 0 | 0.14449E-07 | 267149.2 | 4048300.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018200 | 0 | 0.14449E-07 | 267144.3 | 4048306.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018201 | 0 | 0.14449E-07 | 267139.5 | 4048311.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018202 | 0 | 0.14449E-07 | 267134.7 | 4048317.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018203 | 0 | 0.14449E-07 | 267129.9 | 4048322.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018204 | 0 | 0.14449E-07 | 267125.1 | 4048327.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018205 | 0 | 0.14449E-07 | 267120.3 | 4048333.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018206 | 0 | 0.14449E-07 | 267118.2 | 4048339.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018207 | 0 | 0.14449E-07 | 267118.3 | 4048347.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018208 | 0 | 0.14449E-07 | 267118.4 | 4048354.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018209 | 0 | 0.14449E-07 | 267118.6 | 4048361.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018210 | 0 | 0.14449E-07 | 267118.7 | 4048369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018211 | 0 | 0.14449E-07 | 267118.8 | 4048376.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018212 | 0 | 0.14449E-07 | 267119.0 | 4048383.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018213 | 0 | 0.14449E-07 | 267119.1 | 4048390.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018214 | 0 | 0.14449E-07 | 267119.2 | 4048398.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018215 | 0 | 0.14449E-07 | 267119.4 | 4048405.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018216 | 0 | 0.14449E-07 | 267119.5 | 4048412.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018217 | 0 | 0.23898E-07 | 267413.2 | 4048473.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018218 | 0 | 0.23898E-07 | 267407.9 | 4048468.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018219 | 0 | 0.23898E-07 | 267402.7 | 4048463.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018220 | 0 | 0.23898E-07 | 267397.4 | 4048458.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018221 | 0 | 0.23898E-07 | 267392.2 | 4048453.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018222 | 0 | 0.23898E-07 | 267387.0 | 4048448.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018223 | 0 | 0.23898E-07 | 267381.7 | 4048443.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018224 | 0 | 0.23898E-07 | 267376.5 | 4048438.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018225 | 0 | 0.23898E-07 | 267371.2 | 4048433.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018226 | 0 | 0.23898E-07 | 267366.0 | 4048428.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018227 | 0 | 0.23898E-07 | 267360.7 | 4048423.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018228 | 0 | 0.23898E-07 | 267355.5 | 4048418.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018229 | 0 | 0.23898E-07 | 267350.3 | 4048413.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018230 | 0 | 0.23898E-07 | 267345.0 | 4048408.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018231 | 0 | 0.23898E-07 | 267339.8 | 4048403.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018232 | 0 | 0.23898E-07 | 267334.5 | 4048398.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018233 | 0 | 0.23898E-07 | 267329.3 | 4048393.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018234 | 0 | 0.23898E-07 | 267324.0 | 4048388.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018235 | 0 | 0.23898E-07 | 267318.8 | 4048383.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018236 | 0 | 0.23898E-07 | 267313.6 | 4048378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018237 | 0 | 0.23898E-07 | 267308.3 | 4048373.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018238 | 0 | 0.23898E-07 | 267303.1 | 4048368.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018239 | 0 | 0.23898E-07 | 267297.8 | 4048363.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018240 | 0 | 0.23898E-07 | 267292.6 | 4048358.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018241 | 0 | 0.23898E-07 | 267287.3 | 4048353.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018242 | 0 | 0.23898E-07 | 267282.1 | 4048348.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018243 | 0 | 0.23898E-07 | 267276.9 | 4048343.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018244 | 0 | 0.23898E-07 | 267271.6 | 4048338.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018245 | 0 | 0.23898E-07 | 267266.4 | 4048333.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018246 | 0 | 0.23898E-07 | 267261.1 | 4048328.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018247 | 0 | 0.23898E-07 | 267255.9 | 4048323.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018248 | 0 | 0.23898E-07 | 267250.6 | 4048318.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018249 | 0 | 0.23898E-07 | 267245.4 | 4048313.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018250 | 0 | 0.23898E-07 | 267240.1 | 4048308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018251 | 0 | 0.23898E-07 | 267234.9 | 4048303.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018252 | 0 | 0.23898E-07 | 267229.7 | 4048298.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018253 | 0 | 0.23898E-07 | 267224.4 | 4048293.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018254 | 0 | 0.23898E-07 | 267219.2 | 4048288.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018255 | 0 | 0.23898E-07 | 267213.9 | 4048283.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018256 | 0 | 0.23898E-07 | 267208.7 | 4048278.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018257 | 0 | 0.23898E-07 | 267203.4 | 4048273.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018258 | 0 | 0.23898E-07 | 267198.2 | 4048268.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018259 | 0 | 0.23898E-07 | 267193.0 | 4048263.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018260 | 0 | 0.23898E-07 | 267187.8 | 4048258.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018261 | 0 | 0.23898E-07 | 267193.0 | 4048253.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018262 | 0 | 0.23898E-07 | 267198.3 | 4048248.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018263 | 0 | 0.23898E-07 | 267203.5 | 4048243.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018264 | 0 | 0.23898E-07 | 267208.7 | 4048238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018265 | 0 | 0.23898E-07 | 267213.9 | 4048233.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018266 | 0 | 0.23898E-07 | 267219.2 | 4048228.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018267 | 0 | 0.23898E-07 | 267224.4 | 4048222.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018268 | 0 | 0.23898E-07 | 267229.6 | 4048217.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018269 | 0 | 0.23898E-07 | 267234.8 | 4048212.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018270 | 0 | 0.23898E-07 | 267240.1 | 4048207.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018271 | 0 | 0.23898E-07 | 267245.3 | 4048202.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018272 | 0 | 0.23898E-07 | 267250.5 | 4048197.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018273 | 0 | 0.23898E-07 | 267255.7 | 4048192.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018274 | 0 | 0.23898E-07 | 267261.0 | 4048187.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018275 | 0 | 0.23898E-07 | 267266.2 | 4048182.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018276 | 0 | 0.10414E-07 | 267689.6 | 4048173.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018277 | 0 | 0.10414E-07 | 267683.9 | 4048169.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018278 | 0 | 0.10414E-07 | 267678.3 | 4048164.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018279 | 0 | 0.10414E-07 | 267672.6 | 4048160.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018280 | 0 | 0.10414E-07 | 267666.9 | 4048156.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018281 | 0 | 0.10414E-07 | 267661.3 | 4048151.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018282 | 0 | 0.10414E-07 | 267655.6 | 4048147.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018283 | 0 | 0.10414E-07 | 267649.9 | 4048142.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018284 | 0 | 0.10414E-07 | 267644.3 | 4048138.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018285 | 0 | 0.10414E-07 | 267638.6 | 4048133.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018286 | 0 | 0.10414E-07 | 267632.9 | 4048129.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018287 | 0 | 0.10414E-07 | 267627.3 | 4048124.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018288 | 0 | 0.10414E-07 | 267621.6 | 4048120.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018289 | 0 | 0.10414E-07 | 267615.9 | 4048116.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018290 | 0 | 0.10414E-07 | 267610.2 | 4048111.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018291 | 0 | 0.10414E-07 | 267604.6 | 4048107.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018292 | 0 | 0.10414E-07 | 267598.9 | 4048102.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018293 | 0 | 0.10414E-07 | 267593.2 | 4048098.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018294 | 0 | 0.10414E-07 | 267587.6 | 4048093.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018295 | 0 | 0.10414E-07 | 267581.9 | 4048089.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018296 | 0 | 0.10414E-07 | 267576.2 | 4048084.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018297 | 0 | 0.10414E-07 | 267570.6 | 4048080.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018298 | 0 | 0.10414E-07 | 267564.9 | 4048076.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018299 | 0 | 0.10414E-07 | 267559.2 | 4048071.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018300 | 0 | 0.10414E-07 | 267553.6 | 4048067.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018301 | 0 | 0.10414E-07 | 267547.9 | 4048062.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018302 | 0 | 0.10414E-07 | 267542.2 | 4048058.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018303 | 0 | 0.10414E-07 | 267536.6 | 4048053.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018304 | 0 | 0.10414E-07 | 267530.9 | 4048049.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018305 | 0 | 0.10414E-07 | 267525.2 | 4048044.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018306 | 0 | 0.10414E-07 | 267519.6 | 4048040.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO |
| L0018307 | 0 | 0.10414E-07 | 267513.9 | 4048036.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018308 | 0 | 0.10414E-07 | 267508.2 | 4048031.5 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018309 | 0 | 0.10414E-07 | 267502.6 | 4048027.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018310 | 0 | 0.10414E-07 | 267496.9 | 4048022.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018311 | 0 | 0.10414E-07 | 267491.2 | 4048018.2 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018312 | 0 | 0.10414E-07 | 267485.5 | 4048013.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018313 | 0 | 0.10414E-07 | 267479.9 | 4048009.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018314 | 0 | 0.10414E-07 | 267474.2 | 4048004.9 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018315 | 0 | 0.10414E-07 | 267468.5 | 4048000.4 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018316 | 0 | 0.10414E-07 | 267462.9 | 4047996.0 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018317 | 0 | 0.10414E-07 | 267457.5 | 4047995.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018318 | 0 | 0.10414E-07 | 267452.5 | 4048000.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018319 | 0 | 0.10414E-07 | 267447.6 | 4048005.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018320 | 0 | 0.10414E-07 | 267442.7 | 4048010.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018321 | 0 | 0.10414E-07 | 267437.7 | 4048016.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018322 | 0 | 0.10414E-07 | 267432.8 | 4048021.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018323 | 0 | 0.10414E-07 | 267427.9 | 4048026.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018324 | 0 | 0.10414E-07 | 267422.9 | 4048031.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018325 | 0 | 0.10414E-07 | 267418.0 | 4048037.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018326 | 0 | 0.10414E-07 | 267413.1 | 4048042.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018327 | 0 | 0.10414E-07 | 267408.1 | 4048047.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018328 | 0 | 0.10414E-07 | 267403.2 | 4048052.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018329 | 0 | 0.10414E-07 | 267398.3 | 4048058.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018330 | 0 | 0.10414E-07 | 267393.4 | 4048063.3 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018331 | 0 | 0.10414E-07 | 267388.4 | 4048068.6 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018332 | 0 | 0.10414E-07 | 267383.5 | 4048073.8 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018333 | 0 | 0.10414E-07 | 267378.6 | 4048079.1 | 101.0 | 1.83 | 3.35 | 0.43 | NO | |
| L0018334 | 0 | 0.15000E-07 | 267871.3 | 4047991.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018335 | 0 | 0.15000E-07 | 267875.7 | 4047986.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018336 | 0 | 0.15000E-07 | 267880.2 | 4047980.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018337 | 0 | 0.15000E-07 | 267884.6 | 4047974.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018338 | 0 | 0.15000E-07 | 267889.1 | 4047968.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018339 | 0 | 0.15000E-07 | 267893.6 | 4047963.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018340 | 0 | 0.15000E-07 | 267898.0 | 4047957.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018341 | 0 | 0.15000E-07 | 267902.5 | 4047951.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018342 | 0 | 0.15000E-07 | 267906.9 | 4047946.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018343 | 0 | 0.15000E-07 | 267911.4 | 4047940.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018344 | 0 | 0.15000E-07 | 267915.9 | 4047934.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018345 | 0 | 0.15000E-07 | 267920.3 | 4047928.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018346 | 0 | 0.15000E-07 | 267924.8 | 4047923.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018347 | 0 | 0.15000E-07 | 267929.2 | 4047917.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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FASTALL

*** VOLUME SOURCE DATA ***

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|---|---|---|---|---|---|---|---|---|---|---|
| L0018348 | 0 | 0.15000E-07 | 267933.7 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018349 | 0 | 0.15000E-07 | 267935.9 | 4047905.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018350 | 0 | 0.15000E-07 | 267935.8 | 4047898.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018351 | 0 | 0.15000E-07 | 267935.6 | 4047890.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018352 | 0 | 0.15000E-07 | 267935.4 | 4047883.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018353 | 0 | 0.15000E-07 | 267935.3 | 4047876.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018354 | 0 | 0.15000E-07 | 267935.1 | 4047869.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018355 | 0 | 0.15000E-07 | 267935.0 | 4047861.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018356 | 0 | 0.15000E-07 | 267934.8 | 4047854.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018357 | 0 | 0.15000E-07 | 267934.7 | 4047847.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018358 | 0 | 0.15000E-07 | 267934.5 | 4047840.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018359 | 0 | 0.15000E-07 | 267934.4 | 4047833.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018360 | 0 | 0.15000E-07 | 267934.2 | 4047825.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018361 | 0 | 0.15000E-07 | 267934.1 | 4047818.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018362 | 0 | 0.15000E-07 | 267933.9 | 4047811.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018363 | 0 | 0.15000E-07 | 267933.8 | 4047804.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018364 | 0 | 0.15000E-07 | 267933.6 | 4047796.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018365 | 0 | 0.15000E-07 | 267933.4 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018366 | 0 | 0.15000E-07 | 267930.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018367 | 0 | 0.15000E-07 | 267923.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018368 | 0 | 0.15000E-07 | 267916.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018369 | 0 | 0.15000E-07 | 267908.8 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018370 | 0 | 0.15000E-07 | 267901.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018371 | 0 | 0.15000E-07 | 267894.3 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018372 | 0 | 0.15000E-07 | 267887.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018373 | 0 | 0.15000E-07 | 267879.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018374 | 0 | 0.15000E-07 | 267872.6 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018375 | 0 | 0.15000E-07 | 267865.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018376 | 0 | 0.15000E-07 | 267858.1 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018377 | 0 | 0.15000E-07 | 267850.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018378 | 0 | 0.15000E-07 | 267843.7 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018379 | 0 | 0.15000E-07 | 267836.4 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018380 | 0 | 0.15000E-07 | 267829.2 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018381 | 0 | 0.15000E-07 | 267821.9 | 4047785.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018382 | 0 | 0.40364E-07 | 267860.5 | 4047997.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018383 | 0 | 0.40364E-07 | 267853.8 | 4047995.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018384 | 0 | 0.40364E-07 | 267847.0 | 4047992.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018385 | 0 | 0.40364E-07 | 267840.2 | 4047990.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018386 | 0 | 0.40364E-07 | 267833.5 | 4047987.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018387 | 0 | 0.40364E-07 | 267826.7 | 4047984.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

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|---|---|---|---|---|---|---|---|---|---|---|
| L0018388 | 0 | 0.40364E-07 | 267819.9 | 4047982.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018389 | 0 | 0.40364E-07 | 267813.2 | 4047979.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018390 | 0 | 0.40364E-07 | 267806.9 | 4047976.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018391 | 0 | 0.40364E-07 | 267806.3 | 4047969.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018392 | 0 | 0.40364E-07 | 267805.7 | 4047962.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018393 | 0 | 0.40364E-07 | 267805.1 | 4047955.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018394 | 0 | 0.40364E-07 | 267804.5 | 4047947.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018395 | 0 | 0.40364E-07 | 267803.9 | 4047940.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018396 | 0 | 0.40364E-07 | 267803.3 | 4047933.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018397 | 0 | 0.40364E-07 | 267802.7 | 4047926.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018398 | 0 | 0.40364E-07 | 267802.1 | 4047919.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018399 | 0 | 0.40364E-07 | 267801.5 | 4047911.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018400 | 0 | 0.40364E-07 | 267801.0 | 4047904.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018401 | 0 | 0.40364E-07 | 267800.4 | 4047897.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018402 | 0 | 0.40364E-07 | 267799.8 | 4047890.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018403 | 0 | 0.40364E-07 | 267799.2 | 4047883.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018404 | 0 | 0.40364E-07 | 267798.6 | 4047875.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018405 | 0 | 0.40364E-07 | 267798.0 | 4047868.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018406 | 0 | 0.40364E-07 | 267797.4 | 4047861.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018407 | 0 | 0.40364E-07 | 267796.8 | 4047854.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018408 | 0 | 0.40364E-07 | 267796.2 | 4047846.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018409 | 0 | 0.40364E-07 | 267795.6 | 4047839.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018410 | 0 | 0.40364E-07 | 267795.0 | 4047832.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018411 | 0 | 0.40364E-07 | 267794.4 | 4047825.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018412 | 0 | 0.40364E-07 | 267793.8 | 4047818.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018413 | 0 | 0.40364E-07 | 267793.2 | 4047810.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018414 | 0 | 0.40364E-07 | 267792.6 | 4047803.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018415 | 0 | 0.40364E-07 | 267792.1 | 4047796.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018416 | 0 | 0.40364E-07 | 267791.5 | 4047789.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018417 | 0 | 0.40364E-07 | 267788.3 | 4047786.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018418 | 0 | 0.40364E-07 | 267781.7 | 4047789.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018419 | 0 | 0.40364E-07 | 267775.2 | 4047792.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018420 | 0 | 0.40364E-07 | 267768.6 | 4047795.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018421 | 0 | 0.40364E-07 | 267762.0 | 4047798.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018422 | 0 | 0.40364E-07 | 267755.5 | 4047801.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018423 | 0 | 0.40364E-07 | 267748.9 | 4047804.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018424 | 0 | 0.40364E-07 | 267742.4 | 4047808.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018425 | 0 | 0.40364E-07 | 267735.8 | 4047811.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018426 | 0 | 0.40364E-07 | 267729.3 | 4047814.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018427 | 0 | 0.40364E-07 | 267722.7 | 4047817.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018428 | 0 | 0.40364E-07 | 267716.2 | 4047820.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018429 | 0 | 0.40364E-07 | 267709.6 | 4047823.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018430 | 0 | 0.40364E-07 | 267703.1 | 4047826.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018431 | 0 | 0.40364E-07 | 267696.5 | 4047829.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018432 | 0 | 0.40364E-07 | 267689.9 | 4047832.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018433 | 0 | 0.40364E-07 | 267683.4 | 4047835.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018434 | 0 | 0.40364E-07 | 267676.8 | 4047838.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018435 | 0 | 0.40364E-07 | 267670.3 | 4047841.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018436 | 0 | 0.40364E-07 | 267663.7 | 4047844.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018437 | 0 | 0.20847E-07 | 267681.7 | 4048171.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018438 | 0 | 0.20847E-07 | 267676.1 | 4048166.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018439 | 0 | 0.20847E-07 | 267670.6 | 4048161.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018440 | 0 | 0.20847E-07 | 267665.0 | 4048157.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018441 | 0 | 0.20847E-07 | 267659.4 | 4048152.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018442 | 0 | 0.20847E-07 | 267653.8 | 4048148.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018443 | 0 | 0.20847E-07 | 267648.2 | 4048143.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018444 | 0 | 0.20847E-07 | 267642.6 | 4048139.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018445 | 0 | 0.20847E-07 | 267637.0 | 4048134.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018446 | 0 | 0.20847E-07 | 267631.5 | 4048129.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018447 | 0 | 0.20847E-07 | 267625.9 | 4048125.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018448 | 0 | 0.20847E-07 | 267620.3 | 4048120.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018449 | 0 | 0.20847E-07 | 267614.7 | 4048116.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018450 | 0 | 0.20847E-07 | 267609.1 | 4048111.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018451 | 0 | 0.20847E-07 | 267603.5 | 4048106.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018452 | 0 | 0.20847E-07 | 267597.9 | 4048102.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018453 | 0 | 0.20847E-07 | 267592.3 | 4048097.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018454 | 0 | 0.20847E-07 | 267586.8 | 4048093.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018455 | 0 | 0.20847E-07 | 267581.2 | 4048088.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018456 | 0 | 0.20847E-07 | 267575.6 | 4048083.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018457 | 0 | 0.20847E-07 | 267570.0 | 4048079.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018458 | 0 | 0.20847E-07 | 267564.4 | 4048074.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018459 | 0 | 0.20847E-07 | 267558.8 | 4048070.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018460 | 0 | 0.20847E-07 | 267553.2 | 4048065.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018461 | 0 | 0.20847E-07 | 267547.7 | 4048061.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018462 | 0 | 0.20847E-07 | 267542.1 | 4048056.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018463 | 0 | 0.20847E-07 | 267536.5 | 4048051.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018464 | 0 | 0.20847E-07 | 267530.9 | 4048047.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018465 | 0 | 0.20847E-07 | 267525.3 | 4048042.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018466 | 0 | 0.20847E-07 | 267519.7 | 4048038.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018467 | 0 | 0.20847E-07 | 267514.1 | 4048033.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018468 | 0 | 0.20847E-07 | 267508.6 | 4048028.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018469 | 0 | 0.20847E-07 | 267503.0 | 4048024.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018470 | 0 | 0.20847E-07 | 267497.4 | 4048019.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018471 | 0 | 0.20847E-07 | 267491.8 | 4048015.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018472 | 0 | 0.20847E-07 | 267486.2 | 4048010.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018473 | 0 | 0.20847E-07 | 267480.6 | 4048005.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018474 | 0 | 0.20847E-07 | 267475.0 | 4048001.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018475 | 0 | 0.20847E-07 | 267469.4 | 4047996.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018476 | 0 | 0.20847E-07 | 267463.9 | 4047992.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018477 | 0 | 0.20847E-07 | 267465.0 | 4047987.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018478 | 0 | 0.20847E-07 | 267469.8 | 4047981.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018479 | 0 | 0.20847E-07 | 267474.6 | 4047976.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018480 | 0 | 0.20847E-07 | 267479.4 | 4047970.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018481 | 0 | 0.20847E-07 | 267484.2 | 4047965.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018482 | 0 | 0.20847E-07 | 267489.0 | 4047960.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018483 | 0 | 0.20847E-07 | 267493.8 | 4047954.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018484 | 0 | 0.20847E-07 | 267498.6 | 4047949.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018485 | 0 | 0.20847E-07 | 267503.5 | 4047943.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018486 | 0 | 0.20847E-07 | 267509.1 | 4047939.2 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018487 | 0 | 0.20847E-07 | 267514.8 | 4047934.8 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018488 | 0 | 0.20847E-07 | 267520.5 | 4047930.4 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018489 | 0 | 0.20847E-07 | 267526.2 | 4047926.0 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018490 | 0 | 0.20847E-07 | 267531.9 | 4047921.6 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018491 | 0 | 0.20847E-07 | 267537.7 | 4047917.1 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018492 | 0 | 0.20847E-07 | 267543.4 | 4047912.7 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018493 | 0 | 0.20847E-07 | 267549.1 | 4047908.3 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018494 | 0 | 0.20847E-07 | 267554.8 | 4047903.9 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018495 | 0 | 0.20847E-07 | 267560.5 | 4047899.5 | 101.0 | 1.83 | 3.36 | 0.43 | NO | |
| L0018496 | 0 | 0.10700E-07 | 267412.0 | 4048474.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018497 | 0 | 0.10700E-07 | 267407.5 | 4048469.2 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018498 | 0 | 0.10700E-07 | 267403.0 | 4048463.8 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018499 | 0 | 0.10700E-07 | 267398.4 | 4048460.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018500 | 0 | 0.10700E-07 | 267393.7 | 4048465.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018501 | 0 | 0.10700E-07 | 267388.9 | 4048471.1 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018502 | 0 | 0.10700E-07 | 267384.1 | 4048476.3 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018503 | 0 | 0.10700E-07 | 267379.4 | 4048481.5 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018504 | 0 | 0.10700E-07 | 267374.6 | 4048486.7 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018505 | 0 | 0.10700E-07 | 267369.9 | 4048491.9 | 101.0 | 1.83 | 3.28 | 0.43 | NO | |
| L0018506 | 0 | 0.22375E-07 | 267412.6 | 4048474.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018507 | 0 | 0.22375E-07 | 267407.6 | 4048469.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018508 | 0 | 0.22375E-07 | 267402.6 | 4048464.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018509 | 0 | 0.22375E-07 | 267406.0 | 4048459.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018510 | 0 | 0.22375E-07 | 267411.3 | 4048454.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018511 | 0 | 0.22375E-07 | 267416.6 | 4048449.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018512 | 0 | 0.22375E-07 | 267421.9 | 4048444.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018513 | 0 | 0.22375E-07 | 267427.3 | 4048439.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018514 | 0 | 0.22375E-07 | 267432.6 | 4048434.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018515 | 0 | 0.22375E-07 | 267437.9 | 4048429.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018516 | 0 | 0.22375E-07 | 267443.3 | 4048424.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018517 | 0 | 0.22375E-07 | 267448.6 | 4048419.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018518 | 0 | 0.22375E-07 | 267453.9 | 4048414.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018519 | 0 | 0.22375E-07 | 267459.3 | 4048409.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018520 | 0 | 0.22375E-07 | 267464.6 | 4048404.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018521 | 0 | 0.22375E-07 | 267469.9 | 4048399.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018522 | 0 | 0.14464E-06 | 267413.2 | 4048475.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018523 | 0 | 0.14464E-06 | 267408.0 | 4048470.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018524 | 0 | 0.14464E-06 | 267402.8 | 4048465.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018525 | 0 | 0.14464E-06 | 267407.0 | 4048460.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018526 | 0 | 0.14464E-06 | 267412.0 | 4048455.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018527 | 0 | 0.14464E-06 | 267417.0 | 4048450.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018528 | 0 | 0.14464E-06 | 267422.0 | 4048445.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018529 | 0 | 0.14464E-06 | 267427.0 | 4048440.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018530 | 0 | 0.14464E-06 | 267432.0 | 4048435.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018531 | 0 | 0.14464E-06 | 267437.1 | 4048430.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018532 | 0 | 0.14464E-06 | 267442.1 | 4048424.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018533 | 0 | 0.14464E-06 | 267447.1 | 4048419.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018534 | 0 | 0.14464E-06 | 267452.1 | 4048414.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018535 | 0 | 0.14464E-06 | 267457.1 | 4048409.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018536 | 0 | 0.14464E-06 | 267462.2 | 4048404.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018537 | 0 | 0.14464E-06 | 267467.2 | 4048399.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018538 | 0 | 0.14464E-06 | 267472.2 | 4048394.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018539 | 0 | 0.14464E-06 | 267477.2 | 4048389.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018540 | 0 | 0.14464E-06 | 267482.2 | 4048384.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018541 | 0 | 0.14464E-06 | 267487.2 | 4048379.0 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018542 | 0 | 0.14464E-06 | 267492.3 | 4048373.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018543 | 0 | 0.14464E-06 | 267497.3 | 4048368.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018544 | 0 | 0.14464E-06 | 267502.3 | 4048363.7 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018545 | 0 | 0.14464E-06 | 267507.3 | 4048358.6 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018546 | 0 | 0.14464E-06 | 267512.3 | 4048353.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018547 | 0 | 0.14464E-06 | 267517.4 | 4048348.3 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018548 | 0 | 0.14464E-06 | 267522.4 | 4048343.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018549 | 0 | 0.14464E-06 | 267527.4 | 4048338.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018550 | 0 | 0.14826E-07 | 267689.5 | 4048175.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018551 | 0 | 0.14826E-07 | 267684.3 | 4048180.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018552 | 0 | 0.14826E-07 | 267679.1 | 4048185.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018553 | 0 | 0.14826E-07 | 267673.9 | 4048190.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018554 | 0 | 0.14826E-07 | 267668.6 | 4048195.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018555 | 0 | 0.14826E-07 | 267663.4 | 4048200.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018556 | 0 | 0.14826E-07 | 267658.2 | 4048205.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018557 | 0 | 0.14826E-07 | 267652.9 | 4048210.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018558 | 0 | 0.14826E-07 | 267647.7 | 4048215.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018559 | 0 | 0.14826E-07 | 267642.5 | 4048220.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018560 | 0 | 0.14826E-07 | 267637.3 | 4048225.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018561 | 0 | 0.14826E-07 | 267632.0 | 4048229.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018562 | 0 | 0.14826E-07 | 267626.8 | 4048234.8 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018563 | 0 | 0.14826E-07 | 267621.6 | 4048239.7 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018564 | 0 | 0.14826E-07 | 267616.3 | 4048244.6 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018565 | 0 | 0.14826E-07 | 267611.1 | 4048249.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018566 | 0 | 0.14826E-07 | 267605.9 | 4048254.5 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018567 | 0 | 0.14826E-07 | 267600.6 | 4048259.4 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018568 | 0 | 0.14826E-07 | 267595.4 | 4048264.3 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018569 | 0 | 0.14826E-07 | 267590.2 | 4048269.2 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018570 | 0 | 0.14826E-07 | 267585.0 | 4048274.1 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018571 | 0 | 0.14826E-07 | 267579.7 | 4048279.0 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018572 | 0 | 0.14826E-07 | 267574.5 | 4048283.9 | 101.0 | 1.83 | 3.34 | 0.43 | NO | |
| L0018573 | 0 | 0.17750E-07 | 267687.4 | 4048178.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018574 | 0 | 0.17750E-07 | 267682.3 | 4048183.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018575 | 0 | 0.17750E-07 | 267677.1 | 4048188.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018576 | 0 | 0.17750E-07 | 267671.9 | 4048194.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018577 | 0 | 0.17750E-07 | 267666.8 | 4048199.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018578 | 0 | 0.17750E-07 | 267661.6 | 4048204.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018579 | 0 | 0.17750E-07 | 267656.4 | 4048209.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018580 | 0 | 0.17750E-07 | 267651.3 | 4048214.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018581 | 0 | 0.70200E-08 | 267692.2 | 4048176.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018582 | 0 | 0.70200E-08 | 267697.0 | 4048170.9 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018583 | 0 | 0.70200E-08 | 267701.8 | 4048165.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018584 | 0 | 0.70200E-08 | 267706.5 | 4048160.2 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018585 | 0 | 0.70200E-08 | 267711.3 | 4048154.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018586 | 0 | 0.70200E-08 | 267716.1 | 4048149.5 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018587 | 0 | 0.70200E-08 | 267720.8 | 4048144.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018588 | 0 | 0.70200E-08 | 267725.6 | 4048138.8 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018589 | 0 | 0.70200E-08 | 267730.4 | 4048133.4 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018590 | 0 | 0.70200E-08 | 267735.1 | 4048128.1 | 101.0 | 1.83 | 3.33 | 0.43 | NO | |
| L0018591 | 0 | 0.15885E-07 | 267689.5 | 4048179.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018592 | 0 | 0.15885E-07 | 267694.5 | 4048173.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018593 | 0 | 0.15885E-07 | 267699.4 | 4048168.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018594 | 0 | 0.15885E-07 | 267704.4 | 4048163.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018595 | 0 | 0.15885E-07 | 267709.3 | 4048157.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018596 | 0 | 0.15885E-07 | 267714.3 | 4048152.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018597 | 0 | 0.15885E-07 | 267719.3 | 4048147.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018598 | 0 | 0.15885E-07 | 267724.2 | 4048142.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018599 | 0 | 0.15885E-07 | 267729.2 | 4048136.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018600 | 0 | 0.15885E-07 | 267734.1 | 4048131.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018601 | 0 | 0.15885E-07 | 267739.1 | 4048126.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018602 | 0 | 0.15885E-07 | 267744.1 | 4048120.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018603 | 0 | 0.15885E-07 | 267749.0 | 4048115.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018604 | 0 | 0.15885E-07 | 267754.0 | 4048110.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018605 | 0 | 0.15885E-07 | 267758.9 | 4048105.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018606 | 0 | 0.15885E-07 | 267763.9 | 4048099.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018607 | 0 | 0.15885E-07 | 267768.8 | 4048094.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018608 | 0 | 0.15885E-07 | 267773.8 | 4048089.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018609 | 0 | 0.15885E-07 | 267778.8 | 4048083.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018610 | 0 | 0.15885E-07 | 267783.7 | 4048078.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018611 | 0 | 0.15885E-07 | 267788.7 | 4048073.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018612 | 0 | 0.15885E-07 | 267793.6 | 4048068.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018613 | 0 | 0.15885E-07 | 267798.6 | 4048062.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018614 | 0 | 0.15885E-07 | 267803.6 | 4048057.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018615 | 0 | 0.15885E-07 | 267808.5 | 4048052.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018616 | 0 | 0.15885E-07 | 267813.5 | 4048046.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0018617 | 0 | 0.13263E-07 | 267689.6 | 4048175.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018618 | 0 | 0.13263E-07 | 267683.9 | 4048170.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018619 | 0 | 0.13263E-07 | 267678.3 | 4048165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018620 | 0 | 0.13263E-07 | 267672.6 | 4048161.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018621 | 0 | 0.13263E-07 | 267667.0 | 4048156.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018622 | 0 | 0.13263E-07 | 267661.3 | 4048152.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018623 | 0 | 0.13263E-07 | 267655.7 | 4048147.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018624 | 0 | 0.13263E-07 | 267650.0 | 4048142.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018625 | 0 | 0.13263E-07 | 267644.4 | 4048138.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018626 | 0 | 0.13263E-07 | 267638.8 | 4048133.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018627 | 0 | 0.13263E-07 | 267633.1 | 4048129.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018628 | 0 | 0.13263E-07 | 267627.5 | 4048124.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018629 | 0 | 0.13263E-07 | 267621.8 | 4048119.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018630 | 0 | 0.13263E-07 | 267616.2 | 4048115.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018631 | 0 | 0.13263E-07 | 267610.5 | 4048110.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018632 | 0 | 0.13263E-07 | 267604.9 | 4048105.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018633 | 0 | 0.13263E-07 | 267599.2 | 4048101.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018634 | 0 | 0.13263E-07 | 267593.6 | 4048096.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018635 | 0 | 0.13263E-07 | 267587.9 | 4048092.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018636 | 0 | 0.36290E-07 | 267629.2 | 4047768.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018637 | 0 | 0.36290E-07 | 267621.9 | 4047768.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018638 | 0 | 0.36290E-07 | 267614.6 | 4047768.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018639 | 0 | 0.36290E-07 | 267607.4 | 4047768.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018640 | 0 | 0.36290E-07 | 267600.1 | 4047768.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018641 | 0 | 0.36290E-07 | 267592.8 | 4047767.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018642 | 0 | 0.36290E-07 | 267585.5 | 4047767.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018643 | 0 | 0.36290E-07 | 267578.3 | 4047767.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018644 | 0 | 0.36290E-07 | 267571.0 | 4047767.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018645 | 0 | 0.36290E-07 | 267563.7 | 4047767.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018646 | 0 | 0.36290E-07 | 267556.5 | 4047767.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018647 | 0 | 0.36290E-07 | 267549.2 | 4047767.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018648 | 0 | 0.36290E-07 | 267541.9 | 4047767.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018649 | 0 | 0.36290E-07 | 267534.6 | 4047766.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018650 | 0 | 0.36290E-07 | 267527.4 | 4047766.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018651 | 0 | 0.36290E-07 | 267520.1 | 4047766.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018652 | 0 | 0.36290E-07 | 267512.8 | 4047766.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018653 | 0 | 0.36290E-07 | 267505.6 | 4047766.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018654 | 0 | 0.36290E-07 | 267498.3 | 4047766.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018655 | 0 | 0.36290E-07 | 267491.0 | 4047766.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018656 | 0 | 0.36290E-07 | 267483.8 | 4047766.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018657 | 0 | 0.36290E-07 | 267476.5 | 4047765.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018658 | 0 | 0.36290E-07 | 267469.2 | 4047765.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018659 | 0 | 0.36290E-07 | 267461.9 | 4047765.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018660 | 0 | 0.36290E-07 | 267454.7 | 4047765.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018661 | 0 | 0.36290E-07 | 267448.6 | 4047764.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018662 | 0 | 0.36290E-07 | 267452.0 | 4047758.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018663 | 0 | 0.36290E-07 | 267455.4 | 4047751.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018664 | 0 | 0.36290E-07 | 267458.9 | 4047745.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018665 | 0 | 0.36290E-07 | 267462.3 | 4047739.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018666 | 0 | 0.36290E-07 | 267465.7 | 4047732.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018667 | 0 | 0.36290E-07 | 267469.1 | 4047726.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018668 | 0 | 0.36290E-07 | 267472.5 | 4047719.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018669 | 0 | 0.36290E-07 | 267475.9 | 4047713.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018670 | 0 | 0.36290E-07 | 267479.3 | 4047706.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018671 | 0 | 0.36290E-07 | 267482.8 | 4047700.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018672 | 0 | 0.36290E-07 | 267486.2 | 4047694.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018673 | 0 | 0.36290E-07 | 267489.6 | 4047687.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018674 | 0 | 0.36290E-07 | 267492.3 | 4047681.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018675 | 0 | 0.36290E-07 | 267492.0 | 4047673.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018676 | 0 | 0.36290E-07 | 267491.8 | 4047666.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018677 | 0 | 0.36290E-07 | 267491.5 | 4047659.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018678 | 0 | 0.36290E-07 | 267491.2 | 4047652.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018679 | 0 | 0.36290E-07 | 267490.9 | 4047644.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018680 | 0 | 0.36290E-07 | 267490.6 | 4047637.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018681 | 0 | 0.36290E-07 | 267495.7 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018682 | 0 | 0.36290E-07 | 267502.8 | 4047633.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018683 | 0 | 0.36290E-07 | 267510.0 | 4047632.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018684 | 0 | 0.36290E-07 | 267517.2 | 4047631.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018685 | 0 | 0.36290E-07 | 267524.4 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018686 | 0 | 0.36290E-07 | 267531.6 | 4047629.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018687 | 0 | 0.36290E-07 | 267538.8 | 4047627.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018688 | 0 | 0.36290E-07 | 267546.0 | 4047626.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018689 | 0 | 0.36290E-07 | 267553.1 | 4047625.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018690 | 0 | 0.36290E-07 | 267560.3 | 4047624.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018691 | 0 | 0.36290E-07 | 267567.5 | 4047623.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018692 | 0 | 0.36290E-07 | 267574.1 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018693 | 0 | 0.36290E-07 | 267579.6 | 4047616.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018694 | 0 | 0.36290E-07 | 267585.2 | 4047611.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018695 | 0 | 0.36290E-07 | 267590.7 | 4047606.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018696 | 0 | 0.36290E-07 | 267596.3 | 4047602.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018697 | 0 | 0.36290E-07 | 267601.8 | 4047597.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018698 | 0 | 0.67165E-07 | 267637.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018699 | 0 | 0.67165E-07 | 267630.6 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018700 | 0 | 0.67165E-07 | 267623.3 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018701 | 0 | 0.67165E-07 | 267616.0 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018702 | 0 | 0.67165E-07 | 267608.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018703 | 0 | 0.67165E-07 | 267601.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018704 | 0 | 0.67165E-07 | 267594.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018705 | 0 | 0.67165E-07 | 267586.9 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018706 | 0 | 0.67165E-07 | 267579.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018707 | 0 | 0.67165E-07 | 267572.3 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018708 | 0 | 0.67165E-07 | 267565.0 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018709 | 0 | 0.67165E-07 | 267557.8 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018710 | 0 | 0.67165E-07 | 267550.5 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018711 | 0 | 0.67165E-07 | 267543.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018712 | 0 | 0.67165E-07 | 267535.9 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018713 | 0 | 0.67165E-07 | 267528.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018714 | 0 | 0.67165E-07 | 267521.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018715 | 0 | 0.67165E-07 | 267514.1 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018716 | 0 | 0.67165E-07 | 267506.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018717 | 0 | 0.67165E-07 | 267499.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018718 | 0 | 0.67165E-07 | 267492.2 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018719 | 0 | 0.67165E-07 | 267484.9 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018720 | 0 | 0.67165E-07 | 267477.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018721 | 0 | 0.67165E-07 | 267470.4 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018722 | 0 | 0.67165E-07 | 267463.1 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018723 | 0 | 0.67165E-07 | 267455.8 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018724 | 0 | 0.67165E-07 | 267448.5 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018725 | 0 | 0.67165E-07 | 267447.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018726 | 0 | 0.67165E-07 | 267450.9 | 4047757.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018727 | 0 | 0.67165E-07 | 267454.1 | 4047751.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018728 | 0 | 0.67165E-07 | 267457.3 | 4047744.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018729 | 0 | 0.67165E-07 | 267460.5 | 4047738.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018730 | 0 | 0.67165E-07 | 267463.7 | 4047731.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018731 | 0 | 0.67165E-07 | 267466.9 | 4047725.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018732 | 0 | 0.67165E-07 | 267470.1 | 4047718.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018733 | 0 | 0.67165E-07 | 267473.3 | 4047712.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018734 | 0 | 0.67165E-07 | 267476.5 | 4047705.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018735 | 0 | 0.67165E-07 | 267479.7 | 4047699.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018736 | 0 | 0.67165E-07 | 267482.9 | 4047692.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018737 | 0 | 0.67165E-07 | 267486.1 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018738 | 0 | 0.67165E-07 | 267488.8 | 4047679.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018739 | 0 | 0.67165E-07 | 267489.1 | 4047672.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018740 | 0 | 0.67165E-07 | 267489.4 | 4047664.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018741 | 0 | 0.67165E-07 | 267489.7 | 4047657.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018742 | 0 | 0.67165E-07 | 267490.0 | 4047650.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018743 | 0 | 0.67165E-07 | 267490.3 | 4047642.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018744 | 0 | 0.67165E-07 | 267492.1 | 4047636.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018745 | 0 | 0.67165E-07 | 267499.3 | 4047635.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018746 | 0 | 0.67165E-07 | 267506.5 | 4047634.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018747 | 0 | 0.67165E-07 | 267513.7 | 4047633.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018748 | 0 | 0.67165E-07 | 267520.8 | 4047632.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018749 | 0 | 0.67165E-07 | 267528.0 | 4047631.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018750 | 0 | 0.67165E-07 | 267535.2 | 4047629.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018751 | 0 | 0.67165E-07 | 267542.4 | 4047628.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018752 | 0 | 0.67165E-07 | 267549.6 | 4047627.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018753 | 0 | 0.67165E-07 | 267556.8 | 4047626.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018754 | 0 | 0.67165E-07 | 267564.0 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018755 | 0 | 0.67165E-07 | 267570.6 | 4047622.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018756 | 0 | 0.67165E-07 | 267576.4 | 4047618.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018757 | 0 | 0.67165E-07 | 267582.2 | 4047614.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018758 | 0 | 0.67165E-07 | 267588.0 | 4047609.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018759 | 0 | 0.67165E-07 | 267593.8 | 4047605.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018760 | 0 | 0.67165E-07 | 267599.6 | 4047600.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018761 | 0 | 0.67165E-07 | 267605.4 | 4047596.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018762 | 0 | 0.67165E-07 | 267611.3 | 4047592.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018763 | 0 | 0.67165E-07 | 267617.1 | 4047587.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018764 | 0 | 0.67165E-07 | 267622.9 | 4047583.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018765 | 0 | 0.67165E-07 | 267628.7 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018766 | 0 | 0.67165E-07 | 267634.5 | 4047574.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018767 | 0 | 0.67165E-07 | 267640.3 | 4047570.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018768 | 0 | 0.67165E-07 | 267646.1 | 4047565.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018769 | 0 | 0.67165E-07 | 267651.9 | 4047561.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018770 | 0 | 0.67165E-07 | 267657.7 | 4047556.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018771 | 0 | 0.67165E-07 | 267663.5 | 4047552.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018772 | 0 | 0.67165E-07 | 267669.3 | 4047548.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018773 | 0 | 0.67165E-07 | 267675.1 | 4047543.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018774 | 0 | 0.67165E-07 | 267680.9 | 4047539.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018775 | 0 | 0.67165E-07 | 267686.0 | 4047534.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018776 | 0 | 0.67165E-07 | 267691.2 | 4047528.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018777 | 0 | 0.67165E-07 | 267696.3 | 4047523.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018778 | 0 | 0.67165E-07 | 267701.5 | 4047518.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018779 | 0 | 0.67165E-07 | 267706.6 | 4047513.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018780 | 0 | 0.67165E-07 | 267711.8 | 4047508.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018781 | 0 | 0.67165E-07 | 267716.9 | 4047503.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018782 | 0 | 0.67165E-07 | 267722.1 | 4047498.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018783 | 0 | 0.67165E-07 | 267727.2 | 4047492.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018784 | 0 | 0.67165E-07 | 267732.4 | 4047487.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018785 | 0 | 0.67165E-07 | 267737.5 | 4047482.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018786 | 0 | 0.67165E-07 | 267742.7 | 4047477.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018787 | 0 | 0.67165E-07 | 267747.8 | 4047472.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018788 | 0 | 0.67165E-07 | 267753.0 | 4047467.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018789 | 0 | 0.67165E-07 | 267758.1 | 4047462.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018790 | 0 | 0.67165E-07 | 267763.3 | 4047456.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018791 | 0 | 0.67165E-07 | 267768.4 | 4047451.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018792 | 0 | 0.67165E-07 | 267773.6 | 4047446.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018793 | 0 | 0.67165E-07 | 267778.7 | 4047441.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

P3_DPM

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018794 | 0 | 0.67165E-07 | 267783.9 | 4047436.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018795 | 0 | 0.67165E-07 | 267789.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018796 | 0 | 0.67165E-07 | 267789.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018797 | 0 | 0.67165E-07 | 267789.5 | 4047416.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018798 | 0 | 0.67165E-07 | 267789.5 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018799 | 0 | 0.67165E-07 | 267789.6 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018800 | 0 | 0.67165E-07 | 267789.6 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018801 | 0 | 0.67165E-07 | 267789.7 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018802 | 0 | 0.67165E-07 | 267789.7 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018803 | 0 | 0.67165E-07 | 267789.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018804 | 0 | 0.67165E-07 | 267789.8 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018805 | 0 | 0.67165E-07 | 267789.9 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018806 | 0 | 0.67165E-07 | 267789.9 | 4047351.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018807 | 0 | 0.67165E-07 | 267790.0 | 4047343.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018808 | 0 | 0.67165E-07 | 267790.1 | 4047336.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018809 | 0 | 0.67165E-07 | 267790.1 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018810 | 0 | 0.67165E-07 | 267790.2 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018811 | 0 | 0.67165E-07 | 267790.2 | 4047314.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018812 | 0 | 0.67165E-07 | 267790.3 | 4047307.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018813 | 0 | 0.67165E-07 | 267790.3 | 4047300.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018814 | 0 | 0.67165E-07 | 267790.4 | 4047292.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018815 | 0 | 0.67165E-07 | 267790.4 | 4047285.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018816 | 0 | 0.67165E-07 | 267790.5 | 4047278.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018817 | 0 | 0.67165E-07 | 267790.5 | 4047271.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018818 | 0 | 0.67165E-07 | 267790.6 | 4047263.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018819 | 0 | 0.67165E-07 | 267790.7 | 4047256.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018820 | 0 | 0.67165E-07 | 267790.7 | 4047249.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018821 | 0 | 0.67165E-07 | 267790.8 | 4047241.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018822 | 0 | 0.67165E-07 | 267790.8 | 4047234.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018823 | 0 | 0.67165E-07 | 267790.9 | 4047227.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018824 | 0 | 0.67165E-07 | 267790.9 | 4047220.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018825 | 0 | 0.21129E-07 | 267634.2 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018826 | 0 | 0.21129E-07 | 267627.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0018827 | 0 | 0.21129E-07 | 267619.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018828 | 0 | 0.21129E-07 | 267612.4 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018829 | 0 | 0.21129E-07 | 267605.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018830 | 0 | 0.21129E-07 | 267597.8 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018831 | 0 | 0.21129E-07 | 267590.5 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018832 | 0 | 0.21129E-07 | 267583.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018833 | 0 | 0.21129E-07 | 267575.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018834 | 0 | 0.21129E-07 | 267568.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018835 | 0 | 0.21129E-07 | 267561.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018836 | 0 | 0.21129E-07 | 267554.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018837 | 0 | 0.21129E-07 | 267546.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018838 | 0 | 0.21129E-07 | 267539.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018839 | 0 | 0.21129E-07 | 267532.1 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018840 | 0 | 0.21129E-07 | 267524.8 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018841 | 0 | 0.21129E-07 | 267517.5 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018842 | 0 | 0.21129E-07 | 267510.2 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018843 | 0 | 0.21129E-07 | 267502.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018844 | 0 | 0.21129E-07 | 267495.6 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018845 | 0 | 0.21129E-07 | 267488.3 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018846 | 0 | 0.21129E-07 | 267481.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018847 | 0 | 0.21129E-07 | 267473.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018848 | 0 | 0.21129E-07 | 267466.4 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018849 | 0 | 0.21129E-07 | 267459.1 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018850 | 0 | 0.21129E-07 | 267451.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018851 | 0 | 0.21129E-07 | 267449.8 | 4047760.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018852 | 0 | 0.21129E-07 | 267453.0 | 4047753.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018853 | 0 | 0.21129E-07 | 267456.2 | 4047746.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018854 | 0 | 0.21129E-07 | 267459.4 | 4047740.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018855 | 0 | 0.21129E-07 | 267462.6 | 4047733.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018856 | 0 | 0.21129E-07 | 267465.9 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018857 | 0 | 0.21129E-07 | 267469.1 | 4047720.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018858 | 0 | 0.21129E-07 | 267472.3 | 4047714.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018859 | 0 | 0.21129E-07 | 267475.5 | 4047707.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018860 | 0 | 0.21129E-07 | 267478.7 | 4047701.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018861 | 0 | 0.21129E-07 | 267481.9 | 4047694.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018862 | 0 | 0.21129E-07 | 267485.1 | 4047687.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018863 | 0 | 0.21129E-07 | 267487.2 | 4047681.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018864 | 0 | 0.21129E-07 | 267487.8 | 4047673.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018865 | 0 | 0.21129E-07 | 267488.4 | 4047666.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018866 | 0 | 0.21129E-07 | 267488.9 | 4047659.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018867 | 0 | 0.21129E-07 | 267489.5 | 4047651.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018868 | 0 | 0.21129E-07 | 267490.1 | 4047644.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018869 | 0 | 0.21129E-07 | 267492.1 | 4047638.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018870 | 0 | 0.21129E-07 | 267499.2 | 4047637.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018871 | 0 | 0.21129E-07 | 267506.4 | 4047635.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018872 | 0 | 0.21129E-07 | 267513.5 | 4047633.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018873 | 0 | 0.21129E-07 | 267520.6 | 4047632.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018874 | 0 | 0.21129E-07 | 267527.7 | 4047630.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018875 | 0 | 0.21129E-07 | 267534.9 | 4047629.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018876 | 0 | 0.21129E-07 | 267542.0 | 4047627.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018877 | 0 | 0.21129E-07 | 267549.1 | 4047625.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018878 | 0 | 0.21129E-07 | 267556.2 | 4047624.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018879 | 0 | 0.21129E-07 | 267563.3 | 4047622.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018880 | 0 | 0.21129E-07 | 267570.5 | 4047621.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018881 | 0 | 0.21129E-07 | 267577.6 | 4047619.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018882 | 0 | 0.21129E-07 | 267583.6 | 4047615.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018883 | 0 | 0.21129E-07 | 267589.3 | 4047611.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018884 | 0 | 0.21129E-07 | 267595.0 | 4047606.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018885 | 0 | 0.21129E-07 | 267600.6 | 4047601.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018886 | 0 | 0.21129E-07 | 267606.3 | 4047597.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018887 | 0 | 0.21129E-07 | 267612.0 | 4047592.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018888 | 0 | 0.21129E-07 | 267617.6 | 4047588.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018889 | 0 | 0.21129E-07 | 267623.3 | 4047583.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018890 | 0 | 0.21129E-07 | 267629.0 | 4047578.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018891 | 0 | 0.21129E-07 | 267634.7 | 4047574.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018892 | 0 | 0.21129E-07 | 267640.3 | 4047569.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018893 | 0 | 0.21129E-07 | 267646.0 | 4047565.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018894 | 0 | 0.21129E-07 | 267651.7 | 4047560.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018895 | 0 | 0.21129E-07 | 267657.4 | 4047555.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018896 | 0 | 0.21129E-07 | 267663.0 | 4047551.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018897 | 0 | 0.21129E-07 | 267668.7 | 4047546.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018898 | 0 | 0.21129E-07 | 267674.4 | 4047542.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018899 | 0 | 0.21129E-07 | 267680.1 | 4047537.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018900 | 0 | 0.21129E-07 | 267685.7 | 4047532.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018901 | 0 | 0.21129E-07 | 267691.4 | 4047528.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018902 | 0 | 0.21129E-07 | 267696.8 | 4047523.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018903 | 0 | 0.21129E-07 | 267702.1 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018904 | 0 | 0.21129E-07 | 267707.4 | 4047513.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018905 | 0 | 0.21129E-07 | 267712.7 | 4047508.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018906 | 0 | 0.21129E-07 | 267718.0 | 4047503.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018907 | 0 | 0.21129E-07 | 267723.3 | 4047498.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018908 | 0 | 0.21129E-07 | 267728.6 | 4047493.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018909 | 0 | 0.21129E-07 | 267733.9 | 4047488.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018910 | 0 | 0.21129E-07 | 267739.2 | 4047483.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018911 | 0 | 0.21129E-07 | 267744.5 | 4047478.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018912 | 0 | 0.21129E-07 | 267749.8 | 4047473.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018913 | 0 | 0.21129E-07 | 267755.1 | 4047468.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018914 | 0 | 0.21129E-07 | 267760.4 | 4047463.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018915 | 0 | 0.21129E-07 | 267765.7 | 4047458.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018916 | 0 | 0.21129E-07 | 267771.0 | 4047453.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018917 | 0 | 0.21129E-07 | 267776.3 | 4047448.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018918 | 0 | 0.21129E-07 | 267781.6 | 4047443.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018919 | 0 | 0.21129E-07 | 267786.9 | 4047438.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018920 | 0 | 0.21129E-07 | 267792.2 | 4047433.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018921 | 0 | 0.21129E-07 | 267797.5 | 4047428.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018922 | 0 | 0.21129E-07 | 267802.8 | 4047423.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018923 | 0 | 0.21129E-07 | 267808.1 | 4047418.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018924 | 0 | 0.21129E-07 | 267813.4 | 4047413.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018925 | 0 | 0.21129E-07 | 267818.7 | 4047408.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018926 | 0 | 0.21129E-07 | 267824.0 | 4047403.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018927 | 0 | 0.21129E-07 | 267829.3 | 4047397.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018928 | 0 | 0.21129E-07 | 267834.6 | 4047392.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018929 | 0 | 0.21129E-07 | 267839.9 | 4047387.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018930 | 0 | 0.21129E-07 | 267845.2 | 4047382.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018931 | 0 | 0.21129E-07 | 267850.5 | 4047377.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018932 | 0 | 0.21129E-07 | 267855.8 | 4047372.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018933 | 0 | 0.21129E-07 | 267861.1 | 4047367.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018934 | 0 | 0.21129E-07 | 267866.4 | 4047362.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018935 | 0 | 0.21129E-07 | 267871.7 | 4047357.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018936 | 0 | 0.21129E-07 | 267877.0 | 4047352.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018937 | 0 | 0.21129E-07 | 267882.3 | 4047347.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018938 | 0 | 0.21129E-07 | 267887.6 | 4047342.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018939 | 0 | 0.21129E-07 | 267892.9 | 4047337.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018940 | 0 | 0.21129E-07 | 267898.2 | 4047332.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018941 | 0 | 0.21129E-07 | 267904.9 | 4047331.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018942 | 0 | 0.21129E-07 | 267912.2 | 4047330.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018943 | 0 | 0.21129E-07 | 267919.5 | 4047330.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018944 | 0 | 0.21129E-07 | 267926.8 | 4047330.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018945 | 0 | 0.21129E-07 | 267934.1 | 4047330.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018946 | 0 | 0.21129E-07 | 267941.3 | 4047329.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018947 | 0 | 0.21129E-07 | 267948.6 | 4047329.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018948 | 0 | 0.21129E-07 | 267955.9 | 4047329.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018949 | 0 | 0.13387E-07 | 267449.8 | 4047758.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018950 | 0 | 0.13387E-07 | 267453.5 | 4047752.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018951 | 0 | 0.13387E-07 | 267457.2 | 4047746.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018952 | 0 | 0.13387E-07 | 267460.9 | 4047739.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018953 | 0 | 0.13387E-07 | 267464.5 | 4047733.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018954 | 0 | 0.13387E-07 | 267468.2 | 4047727.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018955 | 0 | 0.13387E-07 | 267471.9 | 4047721.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018956 | 0 | 0.13387E-07 | 267475.6 | 4047714.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018957 | 0 | 0.13387E-07 | 267479.2 | 4047708.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018958 | 0 | 0.13387E-07 | 267482.9 | 4047702.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018959 | 0 | 0.13387E-07 | 267486.6 | 4047696.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018960 | 0 | 0.13387E-07 | 267490.3 | 4047689.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018961 | 0 | 0.13387E-07 | 267491.9 | 4047683.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0018962 | 0 | 0.13387E-07 | 267490.8 | 4047675.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018963 | 0 | 0.13387E-07 | 267489.7 | 4047668.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018964 | 0 | 0.13387E-07 | 267488.6 | 4047661.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018965 | 0 | 0.13387E-07 | 267487.5 | 4047654.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018966 | 0 | 0.13387E-07 | 267486.4 | 4047647.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018967 | 0 | 0.13387E-07 | 267485.3 | 4047639.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018968 | 0 | 0.13387E-07 | 267491.4 | 4047637.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018969 | 0 | 0.13387E-07 | 267498.5 | 4047636.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018970 | 0 | 0.13387E-07 | 267505.6 | 4047634.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018971 | 0 | 0.13387E-07 | 267512.7 | 4047633.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018972 | 0 | 0.13387E-07 | 267519.9 | 4047631.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018973 | 0 | 0.13387E-07 | 267527.0 | 4047630.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018974 | 0 | 0.13387E-07 | 267534.1 | 4047628.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018975 | 0 | 0.13387E-07 | 267541.2 | 4047627.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018976 | 0 | 0.13387E-07 | 267548.3 | 4047625.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018977 | 0 | 0.13387E-07 | 267555.4 | 4047624.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018978 | 0 | 0.13387E-07 | 267562.6 | 4047622.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018979 | 0 | 0.13387E-07 | 267569.7 | 4047621.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018980 | 0 | 0.13387E-07 | 267575.3 | 4047616.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018981 | 0 | 0.13387E-07 | 267580.8 | 4047611.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018982 | 0 | 0.13387E-07 | 267586.3 | 4047607.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018983 | 0 | 0.13387E-07 | 267591.8 | 4047602.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018984 | 0 | 0.13387E-07 | 267597.3 | 4047597.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018985 | 0 | 0.13387E-07 | 267602.8 | 4047592.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018986 | 0 | 0.13387E-07 | 267608.3 | 4047588.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0018987 | 0 | 0.13387E-07 | 267613.8 | 4047583.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0018988 | 0 | 0.13387E-07 | 267619.3 | 4047578.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018989 | 0 | 0.13387E-07 | 267624.9 | 4047573.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018990 | 0 | 0.13387E-07 | 267630.4 | 4047568.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018991 | 0 | 0.13387E-07 | 267635.9 | 4047564.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018992 | 0 | 0.13387E-07 | 267641.4 | 4047559.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018993 | 0 | 0.13387E-07 | 267646.9 | 4047554.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018994 | 0 | 0.13387E-07 | 267652.4 | 4047549.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018995 | 0 | 0.13387E-07 | 267657.9 | 4047545.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018996 | 0 | 0.13387E-07 | 267663.4 | 4047540.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018997 | 0 | 0.13387E-07 | 267668.9 | 4047535.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018998 | 0 | 0.13387E-07 | 267674.4 | 4047530.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0018999 | 0 | 0.13387E-07 | 267679.9 | 4047526.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019000 | 0 | 0.13387E-07 | 267685.4 | 4047521.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019001 | 0 | 0.13387E-07 | 267690.9 | 4047516.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019002 | 0 | 0.13387E-07 | 267696.4 | 4047511.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019003 | 0 | 0.13387E-07 | 267701.9 | 4047507.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019004 | 0 | 0.13387E-07 | 267707.4 | 4047502.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019005 | 0 | 0.13387E-07 | 267712.9 | 4047497.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019006 | 0 | 0.13387E-07 | 267718.4 | 4047492.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019007 | 0 | 0.13387E-07 | 267723.9 | 4047488.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019008 | 0 | 0.13387E-07 | 267729.5 | 4047483.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019009 | 0 | 0.13387E-07 | 267735.0 | 4047478.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019010 | 0 | 0.13387E-07 | 267740.5 | 4047473.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019011 | 0 | 0.13387E-07 | 267746.0 | 4047469.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019012 | 0 | 0.13387E-07 | 267751.5 | 4047464.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019013 | 0 | 0.13387E-07 | 267757.0 | 4047459.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019014 | 0 | 0.13387E-07 | 267762.5 | 4047454.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019015 | 0 | 0.13387E-07 | 267768.0 | 4047450.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019016 | 0 | 0.13387E-07 | 267773.5 | 4047445.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019017 | 0 | 0.13387E-07 | 267779.0 | 4047440.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019018 | 0 | 0.13387E-07 | 267784.5 | 4047435.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019019 | 0 | 0.13387E-07 | 267790.0 | 4047431.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019020 | 0 | 0.13387E-07 | 267795.5 | 4047426.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019021 | 0 | 0.13387E-07 | 267801.0 | 4047421.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019022 | 0 | 0.13387E-07 | 267806.5 | 4047416.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019023 | 0 | 0.13387E-07 | 267812.0 | 4047411.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019024 | 0 | 0.13387E-07 | 267817.5 | 4047407.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019025 | 0 | 0.13387E-07 | 267823.0 | 4047402.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019026 | 0 | 0.13387E-07 | 267828.6 | 4047397.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019027 | 0 | 0.13387E-07 | 267834.1 | 4047392.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019028 | 0 | 0.13387E-07 | 267839.6 | 4047388.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019029 | 0 | 0.13387E-07 | 267845.1 | 4047383.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019030 | 0 | 0.13387E-07 | 267850.6 | 4047378.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019031 | 0 | 0.13387E-07 | 267856.1 | 4047373.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019032 | 0 | 0.13387E-07 | 267861.6 | 4047369.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019033 | 0 | 0.13387E-07 | 267867.1 | 4047364.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019034 | 0 | 0.13387E-07 | 267872.6 | 4047359.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019035 | 0 | 0.13387E-07 | 267878.1 | 4047354.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019036 | 0 | 0.13387E-07 | 267883.6 | 4047350.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019037 | 0 | 0.13387E-07 | 267889.1 | 4047345.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019038 | 0 | 0.13387E-07 | 267894.6 | 4047340.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019039 | 0 | 0.13387E-07 | 267900.1 | 4047335.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019040 | 0 | 0.13387E-07 | 267903.7 | 4047330.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019041 | 0 | 0.13387E-07 | 267904.2 | 4047322.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019042 | 0 | 0.13387E-07 | 267904.8 | 4047315.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019043 | 0 | 0.13387E-07 | 267905.3 | 4047308.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019044 | 0 | 0.13387E-07 | 267905.9 | 4047301.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019045 | 0 | 0.13387E-07 | 267906.5 | 4047293.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019046 | 0 | 0.13387E-07 | 267907.0 | 4047286.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019047 | 0 | 0.13387E-07 | 267907.6 | 4047279.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019048 | 0 | 0.13387E-07 | 267908.1 | 4047272.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019049 | 0 | 0.13387E-07 | 267908.7 | 4047264.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019050 | 0 | 0.13387E-07 | 267909.2 | 4047257.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019051 | 0 | 0.13387E-07 | 267909.8 | 4047250.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019052 | 0 | 0.13387E-07 | 267910.4 | 4047243.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019053 | 0 | 0.13387E-07 | 267913.7 | 4047238.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019054 | 0 | 0.13387E-07 | 267921.0 | 4047238.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019055 | 0 | 0.13387E-07 | 267928.3 | 4047238.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019056 | 0 | 0.13387E-07 | 267935.5 | 4047238.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019057 | 0 | 0.13387E-07 | 267942.8 | 4047238.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019058 | 0 | 0.13387E-07 | 267950.1 | 4047237.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019059 | 0 | 0.13387E-07 | 267957.4 | 4047237.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019060 | 0 | 0.13387E-07 | 267964.6 | 4047237.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019061 | 0 | 0.13387E-07 | 267971.9 | 4047237.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019062 | 0 | 0.13387E-07 | 267979.2 | 4047237.0 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019063 | 0 | 0.13387E-07 | 267986.5 | 4047236.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019064 | 0 | 0.13387E-07 | 267993.7 | 4047236.7 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019065 | 0 | 0.13387E-07 | 268001.0 | 4047236.5 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019066 | 0 | 0.13387E-07 | 268008.3 | 4047236.3 | 101.0 | 1.83 | 3.38 | 0.43 | NO |
| L0019067 | 0 | 0.13387E-07 | 268015.5 | 4047236.1 | 101.0 | 1.83 | 3.38 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019068 | 0 | 0.13387E-07 | 268022.8 | 4047235.9 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019069 | 0 | 0.13387E-07 | 268030.1 | 4047235.8 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019070 | 0 | 0.13387E-07 | 268037.4 | 4047235.6 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019071 | 0 | 0.13387E-07 | 268044.6 | 4047235.4 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019072 | 0 | 0.13387E-07 | 268051.9 | 4047235.2 | 101.0 | 1.83 | 3.38 | 0.43 | NO | |
| L0019073 | 0 | 0.10247E-07 | 267639.3 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019074 | 0 | 0.10247E-07 | 267632.0 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019075 | 0 | 0.10247E-07 | 267624.8 | 4047767.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019076 | 0 | 0.10247E-07 | 267617.5 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019077 | 0 | 0.10247E-07 | 267610.3 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019078 | 0 | 0.10247E-07 | 267603.0 | 4047767.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019079 | 0 | 0.10247E-07 | 267595.8 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019080 | 0 | 0.10247E-07 | 267588.5 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019081 | 0 | 0.10247E-07 | 267581.3 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019082 | 0 | 0.10247E-07 | 267574.0 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019083 | 0 | 0.10247E-07 | 267566.8 | 4047767.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019084 | 0 | 0.10247E-07 | 267559.5 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019085 | 0 | 0.10247E-07 | 267552.3 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019086 | 0 | 0.10247E-07 | 267545.0 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019087 | 0 | 0.10247E-07 | 267537.8 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019088 | 0 | 0.10247E-07 | 267530.5 | 4047767.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019089 | 0 | 0.10247E-07 | 267523.2 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019090 | 0 | 0.10247E-07 | 267516.0 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019091 | 0 | 0.10247E-07 | 267508.7 | 4047767.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019092 | 0 | 0.10247E-07 | 267501.5 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019093 | 0 | 0.10247E-07 | 267494.2 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019094 | 0 | 0.10247E-07 | 267487.0 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019095 | 0 | 0.10247E-07 | 267479.7 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019096 | 0 | 0.10247E-07 | 267472.5 | 4047768.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019097 | 0 | 0.10247E-07 | 267465.2 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019098 | 0 | 0.10247E-07 | 267458.0 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019099 | 0 | 0.10247E-07 | 267450.7 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019100 | 0 | 0.10247E-07 | 267447.5 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019101 | 0 | 0.10247E-07 | 267450.7 | 4047759.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019102 | 0 | 0.10247E-07 | 267453.9 | 4047752.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019103 | 0 | 0.10247E-07 | 267457.1 | 4047746.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019104 | 0 | 0.10247E-07 | 267460.3 | 4047739.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019105 | 0 | 0.10247E-07 | 267463.6 | 4047733.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019106 | 0 | 0.10247E-07 | 267466.8 | 4047726.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019107 | 0 | 0.10247E-07 | 267470.0 | 4047720.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019108 | 0 | 0.10247E-07 | 267473.2 | 4047713.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019109 | 0 | 0.10247E-07 | 267476.4 | 4047707.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019110 | 0 | 0.10247E-07 | 267479.7 | 4047700.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019111 | 0 | 0.10247E-07 | 267482.9 | 4047694.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019112 | 0 | 0.10247E-07 | 267485.4 | 4047687.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019113 | 0 | 0.10247E-07 | 267486.2 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019114 | 0 | 0.10247E-07 | 267487.0 | 4047673.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019115 | 0 | 0.10247E-07 | 267487.8 | 4047665.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019116 | 0 | 0.10247E-07 | 267488.7 | 4047658.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019117 | 0 | 0.10247E-07 | 267489.5 | 4047651.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019118 | 0 | 0.10247E-07 | 267490.3 | 4047644.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019119 | 0 | 0.10247E-07 | 267491.1 | 4047637.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019120 | 0 | 0.10247E-07 | 267492.0 | 4047629.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019121 | 0 | 0.10247E-07 | 267492.6 | 4047622.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019122 | 0 | 0.10247E-07 | 267493.0 | 4047615.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019123 | 0 | 0.10247E-07 | 267493.4 | 4047608.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019124 | 0 | 0.10247E-07 | 267493.8 | 4047600.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019125 | 0 | 0.10247E-07 | 267494.3 | 4047593.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019126 | 0 | 0.10247E-07 | 267494.7 | 4047586.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019127 | 0 | 0.10247E-07 | 267495.1 | 4047579.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019128 | 0 | 0.10247E-07 | 267495.5 | 4047572.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019129 | 0 | 0.10247E-07 | 267496.0 | 4047564.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019130 | 0 | 0.10247E-07 | 267496.4 | 4047557.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019131 | 0 | 0.10247E-07 | 267496.8 | 4047550.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019132 | 0 | 0.10247E-07 | 267497.2 | 4047543.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019133 | 0 | 0.10247E-07 | 267497.7 | 4047535.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019134 | 0 | 0.10247E-07 | 267498.1 | 4047528.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019135 | 0 | 0.10247E-07 | 267498.5 | 4047521.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019136 | 0 | 0.10247E-07 | 267498.9 | 4047514.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019137 | 0 | 0.10247E-07 | 267499.3 | 4047506.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019138 | 0 | 0.10247E-07 | 267499.8 | 4047499.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019139 | 0 | 0.10247E-07 | 267500.2 | 4047492.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019140 | 0 | 0.10247E-07 | 267500.6 | 4047485.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019141 | 0 | 0.10247E-07 | 267501.0 | 4047477.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019142 | 0 | 0.10247E-07 | 267501.5 | 4047470.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019143 | 0 | 0.10247E-07 | 267501.9 | 4047463.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019144 | 0 | 0.10247E-07 | 267502.3 | 4047456.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019145 | 0 | 0.10247E-07 | 267502.7 | 4047448.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019146 | 0 | 0.10247E-07 | 267503.1 | 4047441.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019147 | 0 | 0.10247E-07 | 267503.6 | 4047434.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019148 | 0 | 0.10247E-07 | 267504.0 | 4047427.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019149 | 0 | 0.10247E-07 | 267504.4 | 4047419.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019150 | 0 | 0.10247E-07 | 267504.8 | 4047412.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019151 | 0 | 0.10247E-07 | 267505.3 | 4047405.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019152 | 0 | 0.10247E-07 | 267505.7 | 4047398.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019153 | 0 | 0.10247E-07 | 267506.1 | 4047391.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019154 | 0 | 0.10247E-07 | 267506.5 | 4047383.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019155 | 0 | 0.10247E-07 | 267508.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019156 | 0 | 0.10247E-07 | 267515.8 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019157 | 0 | 0.10247E-07 | 267523.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019158 | 0 | 0.10247E-07 | 267530.3 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019159 | 0 | 0.10247E-07 | 267537.6 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019160 | 0 | 0.10247E-07 | 267544.9 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019161 | 0 | 0.10247E-07 | 267552.1 | 4047378.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019162 | 0 | 0.14318E-07 | 267637.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019163 | 0 | 0.14318E-07 | 267629.9 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019164 | 0 | 0.14318E-07 | 267622.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019165 | 0 | 0.14318E-07 | 267615.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019166 | 0 | 0.14318E-07 | 267608.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019167 | 0 | 0.14318E-07 | 267600.8 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019168 | 0 | 0.14318E-07 | 267593.5 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019169 | 0 | 0.14318E-07 | 267586.2 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019170 | 0 | 0.14318E-07 | 267578.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019171 | 0 | 0.14318E-07 | 267571.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019172 | 0 | 0.14318E-07 | 267564.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019173 | 0 | 0.14318E-07 | 267557.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019174 | 0 | 0.14318E-07 | 267549.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019175 | 0 | 0.14318E-07 | 267542.5 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019176 | 0 | 0.14318E-07 | 267535.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019177 | 0 | 0.14318E-07 | 267528.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019178 | 0 | 0.14318E-07 | 267520.7 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019179 | 0 | 0.14318E-07 | 267513.4 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019180 | 0 | 0.14318E-07 | 267506.1 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019181 | 0 | 0.14318E-07 | 267498.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019182 | 0 | 0.14318E-07 | 267491.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019183 | 0 | 0.14318E-07 | 267484.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019184 | 0 | 0.14318E-07 | 267477.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019185 | 0 | 0.14318E-07 | 267469.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019186 | 0 | 0.14318E-07 | 267462.5 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019187 | 0 | 0.14318E-07 | 267455.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019188 | 0 | 0.14318E-07 | 267447.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019189 | 0 | 0.14318E-07 | 267450.7 | 4047756.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019190 | 0 | 0.14318E-07 | 267454.1 | 4047750.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019191 | 0 | 0.14318E-07 | 267457.5 | 4047744.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019192 | 0 | 0.14318E-07 | 267460.8 | 4047737.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019193 | 0 | 0.14318E-07 | 267464.2 | 4047731.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019194 | 0 | 0.14318E-07 | 267467.6 | 4047724.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019195 | 0 | 0.14318E-07 | 267471.0 | 4047718.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019196 | 0 | 0.14318E-07 | 267474.4 | 4047711.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019197 | 0 | 0.14318E-07 | 267477.8 | 4047705.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019198 | 0 | 0.14318E-07 | 267481.2 | 4047698.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019199 | 0 | 0.14318E-07 | 267484.6 | 4047692.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019200 | 0 | 0.14318E-07 | 267487.0 | 4047685.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019201 | 0 | 0.14318E-07 | 267487.4 | 4047678.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019202 | 0 | 0.14318E-07 | 267487.8 | 4047671.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019203 | 0 | 0.14318E-07 | 267488.2 | 4047663.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019204 | 0 | 0.14318E-07 | 267488.5 | 4047656.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019205 | 0 | 0.14318E-07 | 267488.9 | 4047649.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019206 | 0 | 0.14318E-07 | 267489.3 | 4047642.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019207 | 0 | 0.14318E-07 | 267489.6 | 4047634.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019208 | 0 | 0.14318E-07 | 267490.0 | 4047627.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019209 | 0 | 0.14318E-07 | 267490.4 | 4047620.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019210 | 0 | 0.14318E-07 | 267490.7 | 4047613.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019211 | 0 | 0.14318E-07 | 267491.1 | 4047605.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019212 | 0 | 0.14318E-07 | 267491.5 | 4047598.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019213 | 0 | 0.14318E-07 | 267491.8 | 4047591.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019214 | 0 | 0.14318E-07 | 267492.2 | 4047583.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019215 | 0 | 0.14318E-07 | 267492.6 | 4047576.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019216 | 0 | 0.14318E-07 | 267493.0 | 4047569.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019217 | 0 | 0.14318E-07 | 267493.3 | 4047562.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019218 | 0 | 0.14318E-07 | 267493.7 | 4047554.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019219 | 0 | 0.14318E-07 | 267494.1 | 4047547.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019220 | 0 | 0.14318E-07 | 267494.4 | 4047540.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019221 | 0 | 0.14318E-07 | 267494.8 | 4047533.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019222 | 0 | 0.14318E-07 | 267495.2 | 4047525.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019223 | 0 | 0.14318E-07 | 267495.5 | 4047518.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019224 | 0 | 0.14318E-07 | 267495.9 | 4047511.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019225 | 0 | 0.14318E-07 | 267496.3 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019226 | 0 | 0.14318E-07 | 267496.7 | 4047496.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019227 | 0 | 0.14318E-07 | 267497.0 | 4047489.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019228 | 0 | 0.14318E-07 | 267497.4 | 4047482.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019229 | 0 | 0.14318E-07 | 267497.8 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019230 | 0 | 0.14318E-07 | 267498.1 | 4047467.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019231 | 0 | 0.14318E-07 | 267498.5 | 4047460.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019232 | 0 | 0.14318E-07 | 267498.9 | 4047452.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019233 | 0 | 0.14318E-07 | 267499.2 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019234 | 0 | 0.14318E-07 | 267499.6 | 4047438.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019235 | 0 | 0.14318E-07 | 267500.0 | 4047431.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019236 | 0 | 0.14318E-07 | 267500.4 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019237 | 0 | 0.14318E-07 | 267500.7 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019238 | 0 | 0.14318E-07 | 267501.1 | 4047409.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019239 | 0 | 0.14318E-07 | 267501.5 | 4047402.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019240 | 0 | 0.14318E-07 | 267501.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019241 | 0 | 0.14318E-07 | 267502.2 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019242 | 0 | 0.14318E-07 | 267502.6 | 4047380.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019243 | 0 | 0.14318E-07 | 267502.9 | 4047372.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019244 | 0 | 0.14318E-07 | 267501.5 | 4047367.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019245 | 0 | 0.14318E-07 | 267494.3 | 4047368.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019246 | 0 | 0.14318E-07 | 267487.0 | 4047368.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019247 | 0 | 0.14318E-07 | 267479.7 | 4047369.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019248 | 0 | 0.14318E-07 | 267472.5 | 4047369.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019249 | 0 | 0.14318E-07 | 267465.2 | 4047370.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019250 | 0 | 0.27987E-07 | 267637.2 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019251 | 0 | 0.27987E-07 | 267630.0 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019252 | 0 | 0.27987E-07 | 267622.7 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019253 | 0 | 0.27987E-07 | 267615.4 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019254 | 0 | 0.27987E-07 | 267608.1 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019255 | 0 | 0.27987E-07 | 267600.8 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019256 | 0 | 0.27987E-07 | 267593.6 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019257 | 0 | 0.27987E-07 | 267586.3 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019258 | 0 | 0.27987E-07 | 267579.0 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019259 | 0 | 0.27987E-07 | 267571.7 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019260 | 0 | 0.27987E-07 | 267564.4 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019261 | 0 | 0.27987E-07 | 267557.1 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019262 | 0 | 0.27987E-07 | 267549.9 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019263 | 0 | 0.27987E-07 | 267542.6 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019264 | 0 | 0.27987E-07 | 267535.3 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019265 | 0 | 0.27987E-07 | 267528.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019266 | 0 | 0.27987E-07 | 267520.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019267 | 0 | 0.27987E-07 | 267513.5 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019268 | 0 | 0.27987E-07 | 267506.2 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019269 | 0 | 0.27987E-07 | 267498.9 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019270 | 0 | 0.27987E-07 | 267491.6 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019271 | 0 | 0.27987E-07 | 267484.3 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019272 | 0 | 0.27987E-07 | 267477.0 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019273 | 0 | 0.27987E-07 | 267469.8 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019274 | 0 | 0.27987E-07 | 267462.5 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019275 | 0 | 0.27987E-07 | 267455.2 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019276 | 0 | 0.27987E-07 | 267447.9 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019277 | 0 | 0.27987E-07 | 267440.6 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019278 | 0 | 0.27987E-07 | 267433.3 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019279 | 0 | 0.27987E-07 | 267426.1 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019280 | 0 | 0.27987E-07 | 267418.8 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019281 | 0 | 0.27987E-07 | 267411.5 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019282 | 0 | 0.27987E-07 | 267404.2 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019283 | 0 | 0.27987E-07 | 267396.9 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019284 | 0 | 0.27987E-07 | 267389.7 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019285 | 0 | 0.27987E-07 | 267382.4 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019286 | 0 | 0.27987E-07 | 267375.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019287 | 0 | 0.27987E-07 | 267367.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019288 | 0 | 0.27987E-07 | 267360.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019289 | 0 | 0.27987E-07 | 267353.2 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019290 | 0 | 0.27987E-07 | 267346.0 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019291 | 0 | 0.27987E-07 | 267338.7 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019292 | 0 | 0.27987E-07 | 267331.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019293 | 0 | 0.27987E-07 | 267324.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019294 | 0 | 0.27987E-07 | 267316.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019295 | 0 | 0.27987E-07 | 267309.6 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019296 | 0 | 0.27987E-07 | 267302.3 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019297 | 0 | 0.27987E-07 | 267295.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019298 | 0 | 0.27987E-07 | 267287.7 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019299 | 0 | 0.27987E-07 | 267280.4 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019300 | 0 | 0.27987E-07 | 267273.1 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019301 | 0 | 0.27987E-07 | 267265.9 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019302 | 0 | 0.27987E-07 | 267258.6 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019303 | 0 | 0.27987E-07 | 267251.3 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019304 | 0 | 0.27987E-07 | 267244.0 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019305 | 0 | 0.27987E-07 | 267236.7 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019306 | 0 | 0.27987E-07 | 267229.5 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019307 | 0 | 0.27987E-07 | 267222.2 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019308 | 0 | 0.27987E-07 | 267214.9 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019309 | 0 | 0.27987E-07 | 267207.6 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019310 | 0 | 0.27987E-07 | 267200.3 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019311 | 0 | 0.27987E-07 | 267193.0 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019312 | 0 | 0.27987E-07 | 267185.8 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019313 | 0 | 0.27987E-07 | 267178.5 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019314 | 0 | 0.27987E-07 | 267171.2 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019315 | 0 | 0.27987E-07 | 267163.9 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019316 | 0 | 0.27987E-07 | 267156.6 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019317 | 0 | 0.27987E-07 | 267149.4 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019318 | 0 | 0.27987E-07 | 267142.1 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019319 | 0 | 0.27987E-07 | 267134.8 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019320 | 0 | 0.27987E-07 | 267127.5 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019321 | 0 | 0.27987E-07 | 267120.2 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019322 | 0 | 0.27987E-07 | 267112.9 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019323 | 0 | 0.27987E-07 | 267105.7 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019324 | 0 | 0.27987E-07 | 267098.4 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019325 | 0 | 0.27987E-07 | 267094.4 | 4047758.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019326 | 0 | 0.27987E-07 | 267094.5 | 4047751.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019327 | 0 | 0.27987E-07 | 267094.6 | 4047744.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019328 | 0 | 0.27987E-07 | 267094.7 | 4047736.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019329 | 0 | 0.27987E-07 | 267094.8 | 4047729.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019330 | 0 | 0.27987E-07 | 267094.9 | 4047722.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019331 | 0 | 0.27987E-07 | 267094.9 | 4047715.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019332 | 0 | 0.27987E-07 | 267095.0 | 4047707.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019333 | 0 | 0.27987E-07 | 267095.1 | 4047700.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019334 | 0 | 0.27987E-07 | 267095.2 | 4047693.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019335 | 0 | 0.27987E-07 | 267095.3 | 4047686.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019336 | 0 | 0.27987E-07 | 267095.4 | 4047678.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019337 | 0 | 0.27987E-07 | 267095.5 | 4047671.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019338 | 0 | 0.27987E-07 | 267095.6 | 4047664.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019339 | 0 | 0.27987E-07 | 267095.7 | 4047656.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019340 | 0 | 0.27987E-07 | 267095.8 | 4047649.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019341 | 0 | 0.27987E-07 | 267095.8 | 4047642.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019342 | 0 | 0.27987E-07 | 267095.9 | 4047635.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019343 | 0 | 0.27987E-07 | 267096.0 | 4047627.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019344 | 0 | 0.27987E-07 | 267096.1 | 4047620.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019345 | 0 | 0.27987E-07 | 267096.2 | 4047613.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019346 | 0 | 0.27987E-07 | 267096.3 | 4047605.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019347 | 0 | 0.27987E-07 | 267096.4 | 4047598.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019348 | 0 | 0.27987E-07 | 267096.5 | 4047591.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019349 | 0 | 0.27987E-07 | 267096.6 | 4047584.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019350 | 0 | 0.27987E-07 | 267096.7 | 4047576.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019351 | 0 | 0.27987E-07 | 267096.7 | 4047569.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019352 | 0 | 0.27987E-07 | 267096.8 | 4047562.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019353 | 0 | 0.27987E-07 | 267096.9 | 4047554.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019354 | 0 | 0.27987E-07 | 267097.0 | 4047547.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019355 | 0 | 0.27987E-07 | 267097.1 | 4047540.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019356 | 0 | 0.27987E-07 | 267097.2 | 4047533.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019357 | 0 | 0.27987E-07 | 267097.3 | 4047525.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019358 | 0 | 0.27987E-07 | 267097.4 | 4047518.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019359 | 0 | 0.27987E-07 | 267097.6 | 4047511.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019360 | 0 | 0.27987E-07 | 267097.9 | 4047503.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019361 | 0 | 0.27987E-07 | 267098.2 | 4047496.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019362 | 0 | 0.27987E-07 | 267098.5 | 4047489.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019363 | 0 | 0.27987E-07 | 267098.9 | 4047482.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019364 | 0 | 0.27987E-07 | 267099.2 | 4047474.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019365 | 0 | 0.27987E-07 | 267099.5 | 4047467.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019366 | 0 | 0.27987E-07 | 267099.8 | 4047460.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019367 | 0 | 0.27987E-07 | 267100.2 | 4047453.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019368 | 0 | 0.27987E-07 | 267100.5 | 4047445.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019369 | 0 | 0.27987E-07 | 267100.8 | 4047438.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019370 | 0 | 0.27987E-07 | 267101.2 | 4047431.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019371 | 0 | 0.27987E-07 | 267101.5 | 4047423.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019372 | 0 | 0.27987E-07 | 267101.8 | 4047416.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019373 | 0 | 0.27987E-07 | 267102.1 | 4047409.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019374 | 0 | 0.27987E-07 | 267102.5 | 4047402.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019375 | 0 | 0.27987E-07 | 267102.8 | 4047394.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019376 | 0 | 0.27987E-07 | 267103.1 | 4047387.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019377 | 0 | 0.27987E-07 | 267103.4 | 4047380.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019378 | 0 | 0.27987E-07 | 267103.8 | 4047373.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019379 | 0 | 0.27987E-07 | 267104.1 | 4047365.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019380 | 0 | 0.27987E-07 | 267104.4 | 4047358.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019381 | 0 | 0.27987E-07 | 267104.7 | 4047351.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019382 | 0 | 0.27987E-07 | 267105.1 | 4047343.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019383 | 0 | 0.27987E-07 | 267105.4 | 4047336.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019384 | 0 | 0.27987E-07 | 267105.7 | 4047329.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019385 | 0 | 0.27987E-07 | 267106.0 | 4047322.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019386 | 0 | 0.27987E-07 | 267106.4 | 4047314.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO |
| L0019387 | 0 | 0.27987E-07 | 267106.7 | 4047307.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019388 | 0 | 0.27987E-07 | 267107.0 | 4047300.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019389 | 0 | 0.27987E-07 | 267110.5 | 4047296.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019390 | 0 | 0.27987E-07 | 267117.8 | 4047296.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019391 | 0 | 0.27987E-07 | 267125.1 | 4047296.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019392 | 0 | 0.27987E-07 | 267132.4 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019393 | 0 | 0.27987E-07 | 267139.6 | 4047296.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019394 | 0 | 0.27987E-07 | 267146.9 | 4047296.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019395 | 0 | 0.27987E-07 | 267154.2 | 4047296.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019396 | 0 | 0.27987E-07 | 267161.5 | 4047296.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019397 | 0 | 0.27987E-07 | 267168.8 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019398 | 0 | 0.27987E-07 | 267176.1 | 4047297.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019399 | 0 | 0.27987E-07 | 267183.3 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019400 | 0 | 0.27987E-07 | 267190.6 | 4047297.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019401 | 0 | 0.27987E-07 | 267197.9 | 4047297.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019402 | 0 | 0.27987E-07 | 267205.2 | 4047297.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019403 | 0 | 0.27987E-07 | 267212.5 | 4047297.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019404 | 0 | 0.27987E-07 | 267219.7 | 4047297.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019405 | 0 | 0.27987E-07 | 267227.0 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019406 | 0 | 0.27987E-07 | 267234.3 | 4047297.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019407 | 0 | 0.27987E-07 | 267241.6 | 4047297.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019408 | 0 | 0.27987E-07 | 267248.9 | 4047297.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019409 | 0 | 0.60103E-07 | 267635.6 | 4047768.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019410 | 0 | 0.60103E-07 | 267628.3 | 4047768.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019411 | 0 | 0.60103E-07 | 267621.1 | 4047768.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019412 | 0 | 0.60103E-07 | 267613.9 | 4047767.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019413 | 0 | 0.60103E-07 | 267606.6 | 4047767.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019414 | 0 | 0.60103E-07 | 267599.4 | 4047767.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019415 | 0 | 0.60103E-07 | 267592.1 | 4047767.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019416 | 0 | 0.60103E-07 | 267584.9 | 4047766.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019417 | 0 | 0.60103E-07 | 267577.6 | 4047766.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019418 | 0 | 0.60103E-07 | 267570.4 | 4047766.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019419 | 0 | 0.60103E-07 | 267563.2 | 4047766.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019420 | 0 | 0.60103E-07 | 267555.9 | 4047765.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019421 | 0 | 0.60103E-07 | 267548.7 | 4047765.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019422 | 0 | 0.60103E-07 | 267541.4 | 4047765.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019423 | 0 | 0.60103E-07 | 267534.2 | 4047765.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019424 | 0 | 0.60103E-07 | 267526.9 | 4047764.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019425 | 0 | 0.60103E-07 | 267519.7 | 4047764.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019426 | 0 | 0.60103E-07 | 267512.5 | 4047764.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019427 | 0 | 0.60103E-07 | 267505.2 | 4047764.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019428 | 0 | 0.60103E-07 | 267498.0 | 4047764.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019429 | 0 | 0.60103E-07 | 267490.7 | 4047763.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019430 | 0 | 0.60103E-07 | 267483.5 | 4047763.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019431 | 0 | 0.60103E-07 | 267476.2 | 4047763.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019432 | 0 | 0.60103E-07 | 267469.0 | 4047763.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019433 | 0 | 0.60103E-07 | 267461.8 | 4047762.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019434 | 0 | 0.60103E-07 | 267454.5 | 4047762.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019435 | 0 | 0.60103E-07 | 267447.3 | 4047762.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019436 | 0 | 0.60103E-07 | 267450.7 | 4047756.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019437 | 0 | 0.60103E-07 | 267454.3 | 4047749.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019438 | 0 | 0.60103E-07 | 267457.9 | 4047743.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019439 | 0 | 0.60103E-07 | 267461.5 | 4047737.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019440 | 0 | 0.60103E-07 | 267465.1 | 4047731.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019441 | 0 | 0.60103E-07 | 267468.7 | 4047724.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019442 | 0 | 0.60103E-07 | 267472.4 | 4047718.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019443 | 0 | 0.60103E-07 | 267476.0 | 4047712.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019444 | 0 | 0.60103E-07 | 267479.6 | 4047705.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019445 | 0 | 0.60103E-07 | 267483.2 | 4047699.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019446 | 0 | 0.60103E-07 | 267486.8 | 4047693.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019447 | 0 | 0.60103E-07 | 267488.1 | 4047686.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019448 | 0 | 0.60103E-07 | 267489.0 | 4047679.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019449 | 0 | 0.60103E-07 | 267489.9 | 4047671.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019450 | 0 | 0.60103E-07 | 267490.8 | 4047664.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019451 | 0 | 0.60103E-07 | 267491.6 | 4047657.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019452 | 0 | 0.60103E-07 | 267492.5 | 4047650.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019453 | 0 | 0.60103E-07 | 267493.4 | 4047643.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019454 | 0 | 0.60103E-07 | 267494.3 | 4047635.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019455 | 0 | 0.60103E-07 | 267493.2 | 4047630.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019456 | 0 | 0.60103E-07 | 267486.0 | 4047629.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019457 | 0 | 0.60103E-07 | 267478.7 | 4047629.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019458 | 0 | 0.60103E-07 | 267471.5 | 4047628.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019459 | 0 | 0.60103E-07 | 267464.3 | 4047628.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019460 | 0 | 0.60103E-07 | 267457.0 | 4047627.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019461 | 0 | 0.60103E-07 | 267449.8 | 4047627.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019462 | 0 | 0.60103E-07 | 267442.6 | 4047627.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019463 | 0 | 0.60103E-07 | 267435.4 | 4047626.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019464 | 0 | 0.60103E-07 | 267428.1 | 4047626.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019465 | 0 | 0.60103E-07 | 267421.2 | 4047624.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| L0019466 | 0 | 0.60103E-07 | 267414.5 | 4047621.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO |
| L0019467 | 0 | 0.60103E-07 | 267407.8 | 4047618.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019468 | 0 | 0.60103E-07 | 267401.1 | 4047615.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019469 | 0 | 0.60103E-07 | 267394.3 | 4047613.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019470 | 0 | 0.60103E-07 | 267387.6 | 4047610.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019471 | 0 | 0.60103E-07 | 267380.9 | 4047607.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019472 | 0 | 0.60103E-07 | 267374.2 | 4047605.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019473 | 0 | 0.60103E-07 | 267367.5 | 4047602.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019474 | 0 | 0.60103E-07 | 267360.8 | 4047599.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019475 | 0 | 0.60103E-07 | 267354.0 | 4047596.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019476 | 0 | 0.60103E-07 | 267347.3 | 4047594.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019477 | 0 | 0.60103E-07 | 267340.6 | 4047591.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019478 | 0 | 0.60103E-07 | 267333.9 | 4047588.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019479 | 0 | 0.60103E-07 | 267327.2 | 4047586.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019480 | 0 | 0.60103E-07 | 267320.4 | 4047583.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019481 | 0 | 0.60103E-07 | 267314.1 | 4047581.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019482 | 0 | 0.60103E-07 | 267314.1 | 4047588.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019483 | 0 | 0.60103E-07 | 267314.2 | 4047595.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019484 | 0 | 0.60103E-07 | 267314.2 | 4047602.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019485 | 0 | 0.60103E-07 | 267314.2 | 4047610.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019486 | 0 | 0.60103E-07 | 267314.3 | 4047617.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019487 | 0 | 0.60103E-07 | 267314.3 | 4047624.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019488 | 0 | 0.60103E-07 | 267314.4 | 4047631.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019489 | 0 | 0.60103E-07 | 267314.4 | 4047639.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019490 | 0 | 0.60103E-07 | 267314.5 | 4047646.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019491 | 0 | 0.60103E-07 | 267314.5 | 4047653.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019492 | 0 | 0.60103E-07 | 267314.5 | 4047660.9 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019493 | 0 | 0.60103E-07 | 267314.6 | 4047668.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019494 | 0 | 0.60103E-07 | 267314.6 | 4047675.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019495 | 0 | 0.60103E-07 | 267312.8 | 4047680.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019496 | 0 | 0.60103E-07 | 267305.5 | 4047680.6 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019497 | 0 | 0.60103E-07 | 267298.3 | 4047680.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019498 | 0 | 0.60103E-07 | 267291.0 | 4047680.3 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019499 | 0 | 0.60103E-07 | 267283.8 | 4047680.1 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019500 | 0 | 0.60103E-07 | 267276.5 | 4047680.0 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019501 | 0 | 0.60103E-07 | 267269.3 | 4047679.8 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019502 | 0 | 0.60103E-07 | 267262.0 | 4047679.7 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019503 | 0 | 0.60103E-07 | 267254.8 | 4047679.5 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019504 | 0 | 0.60103E-07 | 267247.5 | 4047679.4 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019505 | 0 | 0.60103E-07 | 267240.3 | 4047679.2 | 101.0 | 1.83 | 3.37 | 0.43 | NO | |
| L0019506 | 0 | 0.27619E-07 | 267635.3 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019507 | 0 | 0.27619E-07 | 267628.0 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019508 | 0 | 0.27619E-07 | 267620.7 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019509 | 0 | 0.27619E-07 | 267613.4 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019510 | 0 | 0.27619E-07 | 267606.1 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019511 | 0 | 0.27619E-07 | 267598.8 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019512 | 0 | 0.27619E-07 | 267591.5 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019513 | 0 | 0.27619E-07 | 267584.2 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019514 | 0 | 0.27619E-07 | 267577.0 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019515 | 0 | 0.27619E-07 | 267569.7 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019516 | 0 | 0.27619E-07 | 267562.4 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019517 | 0 | 0.27619E-07 | 267555.1 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019518 | 0 | 0.27619E-07 | 267547.8 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019519 | 0 | 0.27619E-07 | 267540.5 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019520 | 0 | 0.27619E-07 | 267533.2 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019521 | 0 | 0.27619E-07 | 267525.9 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019522 | 0 | 0.27619E-07 | 267518.6 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019523 | 0 | 0.27619E-07 | 267511.3 | 4047771.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019524 | 0 | 0.27619E-07 | 267504.0 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019525 | 0 | 0.27619E-07 | 267496.7 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019526 | 0 | 0.27619E-07 | 267489.4 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019527 | 0 | 0.27619E-07 | 267482.2 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019528 | 0 | 0.27619E-07 | 267474.9 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019529 | 0 | 0.27619E-07 | 267467.6 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019530 | 0 | 0.27619E-07 | 267460.3 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019531 | 0 | 0.27619E-07 | 267453.0 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019532 | 0 | 0.27619E-07 | 267445.7 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019533 | 0 | 0.27619E-07 | 267438.4 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019534 | 0 | 0.27619E-07 | 267431.1 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019535 | 0 | 0.27619E-07 | 267423.8 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019536 | 0 | 0.27619E-07 | 267416.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019537 | 0 | 0.27619E-07 | 267409.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019538 | 0 | 0.27619E-07 | 267401.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019539 | 0 | 0.27619E-07 | 267394.7 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019540 | 0 | 0.27619E-07 | 267387.4 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019541 | 0 | 0.27619E-07 | 267380.1 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019542 | 0 | 0.27619E-07 | 267372.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019543 | 0 | 0.27619E-07 | 267365.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019544 | 0 | 0.27619E-07 | 267358.2 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019545 | 0 | 0.27619E-07 | 267350.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019546 | 0 | 0.27619E-07 | 267343.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019547 | 0 | 0.27619E-07 | 267336.3 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

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|---|---|---|---|---|---|---|---|---|---|---|
| L0019548 | 0 | 0.27619E-07 | 267329.0 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019549 | 0 | 0.27619E-07 | 267321.7 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019550 | 0 | 0.27619E-07 | 267314.4 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019551 | 0 | 0.27619E-07 | 267307.1 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019552 | 0 | 0.27619E-07 | 267299.9 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019553 | 0 | 0.27619E-07 | 267292.6 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019554 | 0 | 0.27619E-07 | 267285.3 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019555 | 0 | 0.27619E-07 | 267278.0 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019556 | 0 | 0.27619E-07 | 267270.7 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019557 | 0 | 0.27619E-07 | 267263.4 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019558 | 0 | 0.27619E-07 | 267256.1 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019559 | 0 | 0.27619E-07 | 267248.8 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019560 | 0 | 0.27619E-07 | 267241.5 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019561 | 0 | 0.27619E-07 | 267234.2 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019562 | 0 | 0.27619E-07 | 267226.9 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019563 | 0 | 0.27619E-07 | 267219.6 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019564 | 0 | 0.27619E-07 | 267212.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019565 | 0 | 0.27619E-07 | 267205.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019566 | 0 | 0.27619E-07 | 267197.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019567 | 0 | 0.27619E-07 | 267190.5 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019568 | 0 | 0.27619E-07 | 267183.2 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019569 | 0 | 0.27619E-07 | 267175.9 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019570 | 0 | 0.27619E-07 | 267168.6 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019571 | 0 | 0.27619E-07 | 267161.3 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019572 | 0 | 0.27619E-07 | 267154.0 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019573 | 0 | 0.27619E-07 | 267146.7 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019574 | 0 | 0.27619E-07 | 267139.4 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019575 | 0 | 0.27619E-07 | 267132.1 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019576 | 0 | 0.27619E-07 | 267124.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019577 | 0 | 0.27619E-07 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019578 | 0 | 0.27619E-07 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019579 | 0 | 0.27619E-07 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019580 | 0 | 0.27619E-07 | 267095.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019581 | 0 | 0.27619E-07 | 267090.2 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019582 | 0 | 0.27619E-07 | 267090.3 | 4047756.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019583 | 0 | 0.27619E-07 | 267090.4 | 4047749.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019584 | 0 | 0.27619E-07 | 267090.5 | 4047741.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019585 | 0 | 0.27619E-07 | 267090.6 | 4047734.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019586 | 0 | 0.27619E-07 | 267090.8 | 4047727.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019587 | 0 | 0.27619E-07 | 267090.9 | 4047719.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019588 | 0 | 0.27619E-07 | 267091.0 | 4047712.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019589 | 0 | 0.27619E-07 | 267091.1 | 4047705.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019590 | 0 | 0.27619E-07 | 267091.2 | 4047698.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019591 | 0 | 0.27619E-07 | 267091.3 | 4047690.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019592 | 0 | 0.27619E-07 | 267091.4 | 4047683.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019593 | 0 | 0.27619E-07 | 267091.5 | 4047676.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019594 | 0 | 0.27619E-07 | 267091.6 | 4047668.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019595 | 0 | 0.27619E-07 | 267091.7 | 4047661.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019596 | 0 | 0.27619E-07 | 267091.8 | 4047654.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019597 | 0 | 0.27619E-07 | 267091.9 | 4047647.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019598 | 0 | 0.27619E-07 | 267092.0 | 4047639.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019599 | 0 | 0.27619E-07 | 267092.1 | 4047632.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019600 | 0 | 0.27619E-07 | 267092.2 | 4047625.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019601 | 0 | 0.27619E-07 | 267092.3 | 4047617.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019602 | 0 | 0.27619E-07 | 267092.5 | 4047610.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019603 | 0 | 0.27619E-07 | 267092.6 | 4047603.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019604 | 0 | 0.27619E-07 | 267092.7 | 4047596.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019605 | 0 | 0.27619E-07 | 267092.8 | 4047588.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019606 | 0 | 0.27619E-07 | 267092.9 | 4047581.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019607 | 0 | 0.27619E-07 | 267093.0 | 4047574.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019608 | 0 | 0.27619E-07 | 267093.1 | 4047566.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019609 | 0 | 0.27619E-07 | 267093.2 | 4047559.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019610 | 0 | 0.27619E-07 | 267093.3 | 4047552.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019611 | 0 | 0.27619E-07 | 267093.4 | 4047544.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019612 | 0 | 0.27619E-07 | 267093.5 | 4047537.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019613 | 0 | 0.27619E-07 | 267093.6 | 4047530.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019614 | 0 | 0.27619E-07 | 267093.7 | 4047523.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019615 | 0 | 0.27619E-07 | 267093.8 | 4047515.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019616 | 0 | 0.27619E-07 | 267093.9 | 4047508.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019617 | 0 | 0.27619E-07 | 267094.0 | 4047501.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019618 | 0 | 0.27619E-07 | 267094.2 | 4047493.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019619 | 0 | 0.27619E-07 | 267094.3 | 4047486.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019620 | 0 | 0.27619E-07 | 267094.4 | 4047479.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019621 | 0 | 0.27619E-07 | 267094.5 | 4047472.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019622 | 0 | 0.27619E-07 | 267094.6 | 4047464.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019623 | 0 | 0.27619E-07 | 267094.7 | 4047457.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019624 | 0 | 0.27619E-07 | 267094.8 | 4047450.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019625 | 0 | 0.27619E-07 | 267094.9 | 4047442.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019626 | 0 | 0.27619E-07 | 267095.0 | 4047435.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019627 | 0 | 0.27619E-07 | 267095.1 | 4047428.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0019628 | 0 | 0.27619E-07 | 267095.2 | 4047421.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019629 | 0 | 0.27619E-07 | 267095.3 | 4047413.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019630 | 0 | 0.27619E-07 | 267095.4 | 4047406.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019631 | 0 | 0.27619E-07 | 267095.5 | 4047399.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019632 | 0 | 0.27619E-07 | 267095.6 | 4047391.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019633 | 0 | 0.27619E-07 | 267095.7 | 4047384.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019634 | 0 | 0.27619E-07 | 267095.9 | 4047377.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019635 | 0 | 0.27619E-07 | 267096.0 | 4047369.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019636 | 0 | 0.27619E-07 | 267096.1 | 4047362.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019637 | 0 | 0.27619E-07 | 267096.2 | 4047355.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019638 | 0 | 0.27619E-07 | 267096.3 | 4047348.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019639 | 0 | 0.27619E-07 | 267096.4 | 4047340.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019640 | 0 | 0.27619E-07 | 267096.5 | 4047333.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019641 | 0 | 0.27619E-07 | 267096.6 | 4047326.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019642 | 0 | 0.27619E-07 | 267096.7 | 4047318.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019643 | 0 | 0.27619E-07 | 267096.8 | 4047311.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019644 | 0 | 0.27619E-07 | 267096.9 | 4047304.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019645 | 0 | 0.27619E-07 | 267097.0 | 4047297.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019646 | 0 | 0.27619E-07 | 267097.1 | 4047289.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019647 | 0 | 0.27619E-07 | 267097.2 | 4047282.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019648 | 0 | 0.27619E-07 | 267097.3 | 4047275.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019649 | 0 | 0.27619E-07 | 267097.4 | 4047267.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019650 | 0 | 0.27619E-07 | 267097.6 | 4047260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019651 | 0 | 0.27619E-07 | 267097.7 | 4047253.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019652 | 0 | 0.27619E-07 | 267097.8 | 4047246.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019653 | 0 | 0.27619E-07 | 267097.9 | 4047238.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019654 | 0 | 0.27619E-07 | 267098.0 | 4047231.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019655 | 0 | 0.27619E-07 | 267098.1 | 4047224.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019656 | 0 | 0.27619E-07 | 267098.2 | 4047216.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019657 | 0 | 0.27619E-07 | 267098.3 | 4047209.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019658 | 0 | 0.27619E-07 | 267098.4 | 4047202.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019659 | 0 | 0.27619E-07 | 267098.5 | 4047194.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019660 | 0 | 0.27619E-07 | 267098.6 | 4047187.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019661 | 0 | 0.27619E-07 | 267098.7 | 4047180.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019662 | 0 | 0.27619E-07 | 267098.8 | 4047173.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019663 | 0 | 0.27619E-07 | 267098.9 | 4047165.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019664 | 0 | 0.27619E-07 | 267099.0 | 4047158.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019665 | 0 | 0.27619E-07 | 267099.1 | 4047151.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019666 | 0 | 0.27619E-07 | 267099.7 | 4047144.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019667 | 0 | 0.27619E-07 | 267107.0 | 4047144.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



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|---|---|---|---|---|---|---|---|---|---|---|
| L0019668 | 0 | 0.27619E-07 | 267114.3 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019669 | 0 | 0.27619E-07 | 267121.6 | 4047144.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019670 | 0 | 0.27619E-07 | 267128.9 | 4047144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019671 | 0 | 0.27619E-07 | 267136.2 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019672 | 0 | 0.27619E-07 | 267143.4 | 4047144.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019673 | 0 | 0.27619E-07 | 267150.7 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019674 | 0 | 0.27619E-07 | 267158.0 | 4047144.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019675 | 0 | 0.27619E-07 | 267165.3 | 4047144.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019676 | 0 | 0.27619E-07 | 267172.6 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019677 | 0 | 0.27619E-07 | 267179.9 | 4047145.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019678 | 0 | 0.27619E-07 | 267187.2 | 4047145.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019679 | 0 | 0.27619E-07 | 267194.5 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019680 | 0 | 0.27619E-07 | 267201.8 | 4047145.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019681 | 0 | 0.27619E-07 | 267209.1 | 4047145.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019682 | 0 | 0.27619E-07 | 267216.4 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019683 | 0 | 0.27619E-07 | 267223.7 | 4047145.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019684 | 0 | 0.27619E-07 | 267231.0 | 4047145.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019685 | 0 | 0.27619E-07 | 267238.2 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019686 | 0 | 0.27619E-07 | 267245.5 | 4047145.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019687 | 0 | 0.27619E-07 | 267252.8 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019688 | 0 | 0.27619E-07 | 267260.1 | 4047145.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019689 | 0 | 0.27619E-07 | 267267.4 | 4047145.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019690 | 0 | 0.27619E-07 | 267274.7 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019691 | 0 | 0.27619E-07 | 267282.0 | 4047145.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019692 | 0 | 0.27619E-07 | 267289.3 | 4047146.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019693 | 0 | 0.27619E-07 | 267296.6 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0019694 | 0 | 0.27619E-07 | 267303.9 | 4047146.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017445 | 0 | 0.26583E-07 | 267636.4 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017446 | 0 | 0.26583E-07 | 267629.2 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017447 | 0 | 0.26583E-07 | 267621.9 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017448 | 0 | 0.26583E-07 | 267614.6 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017449 | 0 | 0.26583E-07 | 267607.3 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017450 | 0 | 0.26583E-07 | 267600.0 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017451 | 0 | 0.26583E-07 | 267592.8 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017452 | 0 | 0.26583E-07 | 267585.5 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017453 | 0 | 0.26583E-07 | 267578.2 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017454 | 0 | 0.26583E-07 | 267570.9 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017455 | 0 | 0.26583E-07 | 267563.7 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017456 | 0 | 0.26583E-07 | 267556.4 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017457 | 0 | 0.26583E-07 | 267549.1 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | PART. CATS. | (GRAMS/SEC) | X (METERS) | Y (METERS) | ELEV. (METERS) | HEIGHT (METERS) | SY (METERS) | SZ (METERS) | SOURCE BY | SCALAR VARY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017458 | 0 | 0.26583E-07 | 267541.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017459 | 0 | 0.26583E-07 | 267534.5 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017460 | 0 | 0.26583E-07 | 267527.3 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017461 | 0 | 0.26583E-07 | 267520.0 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017462 | 0 | 0.26583E-07 | 267512.7 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017463 | 0 | 0.26583E-07 | 267505.4 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017464 | 0 | 0.26583E-07 | 267498.1 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017465 | 0 | 0.26583E-07 | 267490.9 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017466 | 0 | 0.26583E-07 | 267483.6 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017467 | 0 | 0.26583E-07 | 267476.3 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017468 | 0 | 0.26583E-07 | 267469.0 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017469 | 0 | 0.26583E-07 | 267461.7 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017470 | 0 | 0.26583E-07 | 267454.5 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017471 | 0 | 0.26583E-07 | 267447.2 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017472 | 0 | 0.26583E-07 | 267439.9 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017473 | 0 | 0.26583E-07 | 267432.6 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017474 | 0 | 0.26583E-07 | 267425.4 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017475 | 0 | 0.26583E-07 | 267418.1 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017476 | 0 | 0.26583E-07 | 267410.8 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017477 | 0 | 0.26583E-07 | 267403.5 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017478 | 0 | 0.26583E-07 | 267396.2 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017479 | 0 | 0.26583E-07 | 267389.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017480 | 0 | 0.26583E-07 | 267381.7 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017481 | 0 | 0.26583E-07 | 267374.4 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017482 | 0 | 0.26583E-07 | 267367.1 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017483 | 0 | 0.26583E-07 | 267359.8 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017484 | 0 | 0.26583E-07 | 267352.6 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017485 | 0 | 0.26583E-07 | 267345.3 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017486 | 0 | 0.26583E-07 | 267338.0 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017487 | 0 | 0.26583E-07 | 267330.7 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017488 | 0 | 0.26583E-07 | 267323.4 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017489 | 0 | 0.26583E-07 | 267316.2 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017490 | 0 | 0.26583E-07 | 267308.9 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017491 | 0 | 0.26583E-07 | 267301.6 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017492 | 0 | 0.26583E-07 | 267294.3 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017493 | 0 | 0.26583E-07 | 267287.1 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017494 | 0 | 0.26583E-07 | 267279.8 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017495 | 0 | 0.26583E-07 | 267272.5 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017496 | 0 | 0.26583E-07 | 267265.2 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017497 | 0 | 0.26583E-07 | 267257.9 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017498 | 0 | 0.26583E-07 | 267250.7 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017499 | 0 | 0.26583E-07 | 267243.4 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017500 | 0 | 0.26583E-07 | 267236.1 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017501 | 0 | 0.26583E-07 | 267228.8 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017502 | 0 | 0.26583E-07 | 267221.5 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017503 | 0 | 0.26583E-07 | 267214.3 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017504 | 0 | 0.26583E-07 | 267207.0 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017505 | 0 | 0.26583E-07 | 267199.7 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017506 | 0 | 0.26583E-07 | 267192.4 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017507 | 0 | 0.26583E-07 | 267185.1 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017508 | 0 | 0.26583E-07 | 267177.9 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017509 | 0 | 0.26583E-07 | 267170.6 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017510 | 0 | 0.26583E-07 | 267163.3 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017511 | 0 | 0.26583E-07 | 267156.0 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017512 | 0 | 0.26583E-07 | 267148.8 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017513 | 0 | 0.26583E-07 | 267141.5 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017514 | 0 | 0.26583E-07 | 267134.2 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017515 | 0 | 0.26583E-07 | 267126.9 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017516 | 0 | 0.26583E-07 | 267119.6 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017517 | 0 | 0.26583E-07 | 267112.4 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017518 | 0 | 0.26583E-07 | 267105.1 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017519 | 0 | 0.26583E-07 | 267097.8 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017520 | 0 | 0.26583E-07 | 267090.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017521 | 0 | 0.26583E-07 | 267083.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017522 | 0 | 0.26583E-07 | 267076.0 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017523 | 0 | 0.26583E-07 | 267068.7 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017524 | 0 | 0.26583E-07 | 267061.4 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017525 | 0 | 0.26583E-07 | 267054.1 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017526 | 0 | 0.26583E-07 | 267046.8 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017527 | 0 | 0.26583E-07 | 267039.6 | 4047761.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017528 | 0 | 0.26583E-07 | 267032.3 | 4047761.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017529 | 0 | 0.26583E-07 | 267025.0 | 4047761.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017530 | 0 | 0.26583E-07 | 267017.7 | 4047761.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017531 | 0 | 0.26583E-07 | 267010.5 | 4047761.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017532 | 0 | 0.26583E-07 | 267003.2 | 4047760.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017533 | 0 | 0.26583E-07 | 266995.9 | 4047760.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017534 | 0 | 0.26583E-07 | 266988.6 | 4047760.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017535 | 0 | 0.26583E-07 | 266981.3 | 4047760.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017536 | 0 | 0.26583E-07 | 266974.1 | 4047760.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017537 | 0 | 0.26583E-07 | 266966.8 | 4047760.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017538 | 0 | 0.26583E-07 | 266959.5 | 4047760.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017539 | 0 | 0.26583E-07 | 266956.1 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017540 | 0 | 0.26583E-07 | 266956.0 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017541 | 0 | 0.26583E-07 | 266956.0 | 4047778.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017542 | 0 | 0.26583E-07 | 266956.0 | 4047786.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017543 | 0 | 0.26583E-07 | 266955.9 | 4047793.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017544 | 0 | 0.26583E-07 | 266955.9 | 4047800.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017545 | 0 | 0.26583E-07 | 266955.8 | 4047807.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017546 | 0 | 0.26583E-07 | 266955.8 | 4047815.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017547 | 0 | 0.26583E-07 | 266955.7 | 4047822.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017548 | 0 | 0.26583E-07 | 266955.7 | 4047829.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017549 | 0 | 0.26583E-07 | 266955.6 | 4047836.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017550 | 0 | 0.26583E-07 | 266955.6 | 4047844.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017551 | 0 | 0.26583E-07 | 266955.5 | 4047851.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017552 | 0 | 0.26583E-07 | 266955.5 | 4047858.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017553 | 0 | 0.26583E-07 | 266955.4 | 4047866.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017554 | 0 | 0.26583E-07 | 266955.4 | 4047873.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017555 | 0 | 0.26583E-07 | 266955.3 | 4047880.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017556 | 0 | 0.26583E-07 | 266955.3 | 4047887.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017557 | 0 | 0.26583E-07 | 266955.2 | 4047895.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017558 | 0 | 0.26583E-07 | 266955.2 | 4047902.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017559 | 0 | 0.26583E-07 | 266955.1 | 4047909.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017560 | 0 | 0.26583E-07 | 266955.1 | 4047917.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017561 | 0 | 0.26583E-07 | 266955.0 | 4047924.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017562 | 0 | 0.26583E-07 | 266955.0 | 4047931.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017563 | 0 | 0.26583E-07 | 266955.0 | 4047938.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017564 | 0 | 0.26583E-07 | 266954.9 | 4047946.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017565 | 0 | 0.13899E-07 | 267636.4 | 4047771.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017566 | 0 | 0.13899E-07 | 267629.1 | 4047771.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017567 | 0 | 0.13899E-07 | 267621.8 | 4047771.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017568 | 0 | 0.13899E-07 | 267614.5 | 4047771.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017569 | 0 | 0.13899E-07 | 267607.2 | 4047771.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017570 | 0 | 0.13899E-07 | 267599.9 | 4047770.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017571 | 0 | 0.13899E-07 | 267592.6 | 4047770.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017572 | 0 | 0.13899E-07 | 267585.3 | 4047770.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017573 | 0 | 0.13899E-07 | 267578.0 | 4047770.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017574 | 0 | 0.13899E-07 | 267570.7 | 4047770.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017575 | 0 | 0.13899E-07 | 267563.4 | 4047770.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017576 | 0 | 0.13899E-07 | 267556.1 | 4047770.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017577 | 0 | 0.13899E-07 | 267548.7 | 4047770.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017578 | 0 | 0.13899E-07 | 267541.4 | 4047770.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017579 | 0 | 0.13899E-07 | 267534.1 | 4047770.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017580 | 0 | 0.13899E-07 | 267526.8 | 4047770.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017581 | 0 | 0.13899E-07 | 267519.5 | 4047770.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017582 | 0 | 0.13899E-07 | 267512.2 | 4047770.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017583 | 0 | 0.13899E-07 | 267504.9 | 4047769.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017584 | 0 | 0.13899E-07 | 267497.6 | 4047769.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017585 | 0 | 0.13899E-07 | 267490.3 | 4047769.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017586 | 0 | 0.13899E-07 | 267483.0 | 4047769.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017587 | 0 | 0.13899E-07 | 267475.7 | 4047769.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017588 | 0 | 0.13899E-07 | 267468.4 | 4047769.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017589 | 0 | 0.13899E-07 | 267461.1 | 4047769.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017590 | 0 | 0.13899E-07 | 267453.7 | 4047769.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017591 | 0 | 0.13899E-07 | 267446.4 | 4047769.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017592 | 0 | 0.13899E-07 | 267439.1 | 4047769.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017593 | 0 | 0.13899E-07 | 267431.8 | 4047769.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017594 | 0 | 0.13899E-07 | 267424.5 | 4047769.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017595 | 0 | 0.13899E-07 | 267417.2 | 4047769.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017596 | 0 | 0.13899E-07 | 267409.9 | 4047768.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017597 | 0 | 0.13899E-07 | 267402.6 | 4047768.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017598 | 0 | 0.13899E-07 | 267395.3 | 4047768.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017599 | 0 | 0.13899E-07 | 267388.0 | 4047768.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017600 | 0 | 0.13899E-07 | 267380.7 | 4047768.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017601 | 0 | 0.13899E-07 | 267373.4 | 4047768.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017602 | 0 | 0.13899E-07 | 267366.1 | 4047768.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017603 | 0 | 0.13899E-07 | 267358.8 | 4047768.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017604 | 0 | 0.13899E-07 | 267351.4 | 4047768.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017605 | 0 | 0.13899E-07 | 267344.1 | 4047768.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017606 | 0 | 0.13899E-07 | 267336.8 | 4047768.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017607 | 0 | 0.13899E-07 | 267329.5 | 4047768.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017608 | 0 | 0.13899E-07 | 267322.2 | 4047768.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017609 | 0 | 0.13899E-07 | 267314.9 | 4047767.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017610 | 0 | 0.13899E-07 | 267307.6 | 4047767.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017611 | 0 | 0.13899E-07 | 267300.3 | 4047767.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017612 | 0 | 0.13899E-07 | 267293.0 | 4047767.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017613 | 0 | 0.13899E-07 | 267285.7 | 4047767.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017614 | 0 | 0.13899E-07 | 267278.4 | 4047767.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017615 | 0 | 0.13899E-07 | 267271.1 | 4047767.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017616 | 0 | 0.13899E-07 | 267263.8 | 4047767.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017617 | 0 | 0.13899E-07 | 267256.4 | 4047767.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017618 | 0 | 0.13899E-07 | 267249.1 | 4047767.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017619 | 0 | 0.13899E-07 | 267241.8 | 4047767.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017620 | 0 | 0.13899E-07 | 267234.5 | 4047767.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017621 | 0 | 0.13899E-07 | 267227.2 | 4047767.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017622 | 0 | 0.13899E-07 | 267219.9 | 4047766.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017623 | 0 | 0.13899E-07 | 267212.6 | 4047766.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017624 | 0 | 0.13899E-07 | 267205.3 | 4047766.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017625 | 0 | 0.13899E-07 | 267198.0 | 4047766.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017626 | 0 | 0.13899E-07 | 267190.7 | 4047766.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017627 | 0 | 0.13899E-07 | 267183.4 | 4047766.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017628 | 0 | 0.13899E-07 | 267176.1 | 4047766.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017629 | 0 | 0.13899E-07 | 267168.8 | 4047766.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017630 | 0 | 0.13899E-07 | 267161.4 | 4047766.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017631 | 0 | 0.13899E-07 | 267154.1 | 4047766.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017632 | 0 | 0.13899E-07 | 267146.8 | 4047766.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017633 | 0 | 0.13899E-07 | 267139.5 | 4047766.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017634 | 0 | 0.13899E-07 | 267132.2 | 4047766.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017635 | 0 | 0.13899E-07 | 267124.9 | 4047766.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017636 | 0 | 0.13899E-07 | 267117.6 | 4047765.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017637 | 0 | 0.13899E-07 | 267110.3 | 4047765.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017638 | 0 | 0.13899E-07 | 267103.0 | 4047765.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017639 | 0 | 0.13899E-07 | 267095.7 | 4047765.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017640 | 0 | 0.13899E-07 | 267088.4 | 4047765.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017641 | 0 | 0.13899E-07 | 267081.1 | 4047765.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017642 | 0 | 0.13899E-07 | 267073.8 | 4047765.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017643 | 0 | 0.13899E-07 | 267066.4 | 4047765.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017644 | 0 | 0.13899E-07 | 267059.1 | 4047765.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017645 | 0 | 0.13899E-07 | 267051.8 | 4047765.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017646 | 0 | 0.13899E-07 | 267044.5 | 4047765.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017647 | 0 | 0.13899E-07 | 267037.2 | 4047765.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017648 | 0 | 0.13899E-07 | 267029.9 | 4047765.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017649 | 0 | 0.13899E-07 | 267022.6 | 4047764.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017650 | 0 | 0.13899E-07 | 267015.3 | 4047764.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017651 | 0 | 0.13899E-07 | 267008.0 | 4047764.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017652 | 0 | 0.13899E-07 | 267000.7 | 4047764.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017653 | 0 | 0.13899E-07 | 266993.4 | 4047764.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017654 | 0 | 0.13899E-07 | 266986.1 | 4047764.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017655 | 0 | 0.13899E-07 | 266978.8 | 4047764.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017656 | 0 | 0.13899E-07 | 266971.4 | 4047764.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017657 | 0 | 0.13899E-07 | 266964.1 | 4047764.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017658 | 0 | 0.13899E-07 | 266956.8 | 4047764.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017659 | 0 | 0.13899E-07 | 266949.5 | 4047764.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017660 | 0 | 0.13899E-07 | 266942.2 | 4047764.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017661 | 0 | 0.13899E-07 | 266934.9 | 4047764.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017662 | 0 | 0.13899E-07 | 266927.6 | 4047763.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017663 | 0 | 0.13899E-07 | 266920.3 | 4047763.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017664 | 0 | 0.13899E-07 | 266913.0 | 4047763.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017665 | 0 | 0.13899E-07 | 266905.7 | 4047763.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017666 | 0 | 0.13899E-07 | 266898.4 | 4047763.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017667 | 0 | 0.13899E-07 | 266891.1 | 4047763.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017668 | 0 | 0.13899E-07 | 266883.8 | 4047763.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017669 | 0 | 0.13899E-07 | 266876.4 | 4047763.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017670 | 0 | 0.13899E-07 | 266869.1 | 4047763.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017671 | 0 | 0.13899E-07 | 266861.8 | 4047763.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017672 | 0 | 0.13899E-07 | 266854.5 | 4047763.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017673 | 0 | 0.13899E-07 | 266847.2 | 4047763.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017674 | 0 | 0.13899E-07 | 266839.9 | 4047763.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017675 | 0 | 0.13899E-07 | 266832.6 | 4047762.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017676 | 0 | 0.13899E-07 | 266825.3 | 4047762.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017677 | 0 | 0.13899E-07 | 266818.0 | 4047762.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017678 | 0 | 0.13899E-07 | 266810.7 | 4047762.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017679 | 0 | 0.13899E-07 | 266803.4 | 4047762.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017680 | 0 | 0.13899E-07 | 266796.1 | 4047762.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017681 | 0 | 0.13899E-07 | 266788.8 | 4047762.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017682 | 0 | 0.13899E-07 | 266781.4 | 4047762.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017683 | 0 | 0.13899E-07 | 266774.1 | 4047762.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017684 | 0 | 0.13899E-07 | 266766.8 | 4047762.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017685 | 0 | 0.13899E-07 | 266759.5 | 4047762.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017686 | 0 | 0.13899E-07 | 266752.2 | 4047762.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017687 | 0 | 0.13899E-07 | 266744.9 | 4047762.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017688 | 0 | 0.13899E-07 | 266737.6 | 4047761.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017689 | 0 | 0.13899E-07 | 266730.3 | 4047761.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017690 | 0 | 0.13899E-07 | 266723.0 | 4047761.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017691 | 0 | 0.13899E-07 | 266715.7 | 4047761.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017692 | 0 | 0.13899E-07 | 266708.4 | 4047761.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017693 | 0 | 0.13899E-07 | 266701.1 | 4047761.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017694 | 0 | 0.13899E-07 | 266693.8 | 4047761.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017695 | 0 | 0.13899E-07 | 266692.5 | 4047767.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017696 | 0 | 0.13899E-07 | 266692.8 | 4047774.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017697 | 0 | 0.13899E-07 | 266693.1 | 4047782.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017698 | 0 | 0.13899E-07 | 266693.3 | 4047789.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017699 | 0 | 0.13899E-07 | 266693.6 | 4047796.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017700 | 0 | 0.13899E-07 | 266693.8 | 4047803.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017701 | 0 | 0.13899E-07 | 266694.1 | 4047811.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017702 | 0 | 0.13899E-07 | 266694.3 | 4047818.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017703 | 0 | 0.13899E-07 | 266694.6 | 4047825.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017704 | 0 | 0.13899E-07 | 266694.8 | 4047833.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017705 | 0 | 0.13899E-07 | 266695.1 | 4047840.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017706 | 0 | 0.13899E-07 | 266695.3 | 4047847.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017707 | 0 | 0.13899E-07 | 266695.6 | 4047855.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017708 | 0 | 0.13899E-07 | 266695.8 | 4047862.3 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017709 | 0 | 0.13899E-07 | 266696.1 | 4047869.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017710 | 0 | 0.13899E-07 | 266696.4 | 4047876.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017711 | 0 | 0.13899E-07 | 266696.6 | 4047884.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017712 | 0 | 0.13899E-07 | 266696.9 | 4047891.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017713 | 0 | 0.13899E-07 | 266697.1 | 4047898.8 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017714 | 0 | 0.13899E-07 | 266700.8 | 4047902.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017715 | 0 | 0.13899E-07 | 266708.1 | 4047902.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017716 | 0 | 0.13899E-07 | 266715.4 | 4047902.2 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017717 | 0 | 0.13899E-07 | 266722.7 | 4047902.1 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017718 | 0 | 0.13899E-07 | 266730.0 | 4047902.0 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017719 | 0 | 0.13899E-07 | 266737.4 | 4047901.9 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017720 | 0 | 0.13899E-07 | 266744.7 | 4047901.7 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017721 | 0 | 0.13899E-07 | 266752.0 | 4047901.6 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017722 | 0 | 0.13899E-07 | 266759.3 | 4047901.5 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017723 | 0 | 0.13899E-07 | 266766.6 | 4047901.4 | 101.0 | 1.83 | 3.40 | 0.43 | NO | |
| L0017724 | 0 | 0.24195E-07 | 267637.7 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017725 | 0 | 0.24195E-07 | 267630.4 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017726 | 0 | 0.24195E-07 | 267623.1 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017727 | 0 | 0.24195E-07 | 267615.8 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017728 | 0 | 0.24195E-07 | 267608.5 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017729 | 0 | 0.24195E-07 | 267601.2 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017730 | 0 | 0.24195E-07 | 267593.9 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017731 | 0 | 0.24195E-07 | 267586.6 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017732 | 0 | 0.24195E-07 | 267579.3 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017733 | 0 | 0.24195E-07 | 267572.0 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017734 | 0 | 0.24195E-07 | 267564.7 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017735 | 0 | 0.24195E-07 | 267557.4 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017736 | 0 | 0.24195E-07 | 267550.1 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017737 | 0 | 0.24195E-07 | 267542.8 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017738 | 0 | 0.24195E-07 | 267535.5 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017739 | 0 | 0.24195E-07 | 267528.2 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017740 | 0 | 0.24195E-07 | 267520.9 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017741 | 0 | 0.24195E-07 | 267513.6 | 4047768.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017742 | 0 | 0.24195E-07 | 267506.4 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017743 | 0 | 0.24195E-07 | 267499.1 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017744 | 0 | 0.24195E-07 | 267491.8 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017745 | 0 | 0.24195E-07 | 267484.5 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017746 | 0 | 0.24195E-07 | 267477.2 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017747 | 0 | 0.24195E-07 | 267469.9 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017748 | 0 | 0.24195E-07 | 267462.6 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017749 | 0 | 0.24195E-07 | 267455.3 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017750 | 0 | 0.24195E-07 | 267448.0 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017751 | 0 | 0.24195E-07 | 267440.7 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017752 | 0 | 0.24195E-07 | 267433.4 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017753 | 0 | 0.24195E-07 | 267426.1 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017754 | 0 | 0.24195E-07 | 267418.8 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017755 | 0 | 0.24195E-07 | 267411.5 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017756 | 0 | 0.24195E-07 | 267404.2 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017757 | 0 | 0.24195E-07 | 267396.9 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017758 | 0 | 0.24195E-07 | 267389.6 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017759 | 0 | 0.24195E-07 | 267382.3 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017760 | 0 | 0.24195E-07 | 267375.0 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017761 | 0 | 0.24195E-07 | 267367.7 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017762 | 0 | 0.24195E-07 | 267360.4 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017763 | 0 | 0.24195E-07 | 267353.2 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017764 | 0 | 0.24195E-07 | 267345.9 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017765 | 0 | 0.24195E-07 | 267338.6 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017766 | 0 | 0.24195E-07 | 267331.3 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017767 | 0 | 0.24195E-07 | 267324.0 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017768 | 0 | 0.24195E-07 | 267316.7 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017769 | 0 | 0.24195E-07 | 267309.4 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017770 | 0 | 0.24195E-07 | 267302.1 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017771 | 0 | 0.24195E-07 | 267294.8 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017772 | 0 | 0.24195E-07 | 267287.5 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017773 | 0 | 0.24195E-07 | 267280.2 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017774 | 0 | 0.24195E-07 | 267272.9 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017775 | 0 | 0.24195E-07 | 267265.6 | 4047766.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017776 | 0 | 0.24195E-07 | 267258.3 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017777 | 0 | 0.24195E-07 | 267251.0 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017778 | 0 | 0.24195E-07 | 267243.7 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017779 | 0 | 0.24195E-07 | 267236.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017780 | 0 | 0.24195E-07 | 267229.1 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017781 | 0 | 0.24195E-07 | 267221.8 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017782 | 0 | 0.24195E-07 | 267214.5 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017783 | 0 | 0.24195E-07 | 267207.2 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017784 | 0 | 0.24195E-07 | 267200.0 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017785 | 0 | 0.24195E-07 | 267192.7 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017786 | 0 | 0.24195E-07 | 267185.4 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017787 | 0 | 0.24195E-07 | 267178.1 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017788 | 0 | 0.24195E-07 | 267170.8 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017789 | 0 | 0.24195E-07 | 267163.5 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017790 | 0 | 0.24195E-07 | 267156.2 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017791 | 0 | 0.24195E-07 | 267148.9 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017792 | 0 | 0.24195E-07 | 267141.6 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017793 | 0 | 0.24195E-07 | 267134.3 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017794 | 0 | 0.24195E-07 | 267127.0 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017795 | 0 | 0.24195E-07 | 267119.7 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017796 | 0 | 0.24195E-07 | 267112.4 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017797 | 0 | 0.24195E-07 | 267105.1 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017798 | 0 | 0.24195E-07 | 267097.8 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017799 | 0 | 0.24195E-07 | 267090.5 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017800 | 0 | 0.24195E-07 | 267083.2 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017801 | 0 | 0.24195E-07 | 267075.9 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017802 | 0 | 0.24195E-07 | 267068.6 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017803 | 0 | 0.24195E-07 | 267061.3 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017804 | 0 | 0.24195E-07 | 267054.0 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017805 | 0 | 0.24195E-07 | 267046.8 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017806 | 0 | 0.24195E-07 | 267039.5 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017807 | 0 | 0.24195E-07 | 267032.2 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017808 | 0 | 0.24195E-07 | 267024.9 | 4047764.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017809 | 0 | 0.24195E-07 | 267017.6 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017810 | 0 | 0.24195E-07 | 267010.3 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017811 | 0 | 0.24195E-07 | 267003.0 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017812 | 0 | 0.24195E-07 | 266995.7 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017813 | 0 | 0.24195E-07 | 266988.4 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017814 | 0 | 0.24195E-07 | 266981.1 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017815 | 0 | 0.24195E-07 | 266973.8 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017816 | 0 | 0.24195E-07 | 266966.5 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017817 | 0 | 0.24195E-07 | 266959.2 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017818 | 0 | 0.24195E-07 | 266951.9 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017819 | 0 | 0.24195E-07 | 266944.6 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017820 | 0 | 0.24195E-07 | 266937.3 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017821 | 0 | 0.24195E-07 | 266930.0 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017822 | 0 | 0.24195E-07 | 266922.7 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017823 | 0 | 0.24195E-07 | 266915.4 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017824 | 0 | 0.24195E-07 | 266908.1 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017825 | 0 | 0.24195E-07 | 266900.8 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017826 | 0 | 0.24195E-07 | 266893.5 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017827 | 0 | 0.24195E-07 | 266886.3 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017828 | 0 | 0.24195E-07 | 266879.0 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017829 | 0 | 0.24195E-07 | 266871.7 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017830 | 0 | 0.24195E-07 | 266864.4 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017831 | 0 | 0.24195E-07 | 266857.1 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017832 | 0 | 0.24195E-07 | 266849.8 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017833 | 0 | 0.24195E-07 | 266842.5 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017834 | 0 | 0.24195E-07 | 266835.2 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017835 | 0 | 0.24195E-07 | 266827.9 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017836 | 0 | 0.24195E-07 | 266820.6 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017837 | 0 | 0.24195E-07 | 266813.3 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017838 | 0 | 0.24195E-07 | 266806.0 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017839 | 0 | 0.24195E-07 | 266798.7 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017840 | 0 | 0.24195E-07 | 266791.4 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017841 | 0 | 0.24195E-07 | 266784.1 | 4047762.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017842 | 0 | 0.24195E-07 | 266776.8 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017843 | 0 | 0.24195E-07 | 266769.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017844 | 0 | 0.24195E-07 | 266762.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017845 | 0 | 0.24195E-07 | 266754.9 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017846 | 0 | 0.24195E-07 | 266747.6 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017847 | 0 | 0.24195E-07 | 266740.3 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017848 | 0 | 0.24195E-07 | 266733.1 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017849 | 0 | 0.24195E-07 | 266725.8 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017850 | 0 | 0.24195E-07 | 266718.5 | 4047761.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017851 | 0 | 0.24195E-07 | 266711.2 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017852 | 0 | 0.24195E-07 | 266703.9 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017853 | 0 | 0.24195E-07 | 266696.6 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017854 | 0 | 0.24195E-07 | 266691.1 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017855 | 0 | 0.24195E-07 | 266691.2 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017856 | 0 | 0.24195E-07 | 266691.3 | 4047777.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017857 | 0 | 0.24195E-07 | 266691.3 | 4047785.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017858 | 0 | 0.24195E-07 | 266691.4 | 4047792.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017859 | 0 | 0.24195E-07 | 266691.5 | 4047799.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017860 | 0 | 0.24195E-07 | 266691.6 | 4047807.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017861 | 0 | 0.24195E-07 | 266691.6 | 4047814.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017862 | 0 | 0.24195E-07 | 266691.7 | 4047821.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017863 | 0 | 0.24195E-07 | 266691.8 | 4047829.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017864 | 0 | 0.24195E-07 | 266691.9 | 4047836.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017865 | 0 | 0.24195E-07 | 266691.9 | 4047843.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017866 | 0 | 0.24195E-07 | 266692.0 | 4047850.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017867 | 0 | 0.24195E-07 | 266692.1 | 4047858.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017868 | 0 | 0.24195E-07 | 266692.1 | 4047865.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017869 | 0 | 0.24195E-07 | 266692.2 | 4047872.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017870 | 0 | 0.24195E-07 | 266692.3 | 4047880.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017871 | 0 | 0.24195E-07 | 266692.4 | 4047887.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017872 | 0 | 0.24195E-07 | 266692.4 | 4047894.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017873 | 0 | 0.24195E-07 | 266692.5 | 4047901.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017874 | 0 | 0.24195E-07 | 266692.6 | 4047909.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017875 | 0 | 0.24195E-07 | 266692.6 | 4047916.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017876 | 0 | 0.24195E-07 | 266692.7 | 4047923.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017877 | 0 | 0.24195E-07 | 266692.8 | 4047931.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017878 | 0 | 0.24195E-07 | 266692.9 | 4047938.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017879 | 0 | 0.24195E-07 | 266692.9 | 4047945.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017880 | 0 | 0.24195E-07 | 266693.0 | 4047953.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017881 | 0 | 0.24195E-07 | 266693.1 | 4047960.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017882 | 0 | 0.24195E-07 | 266693.1 | 4047967.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017883 | 0 | 0.24195E-07 | 266693.2 | 4047974.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017884 | 0 | 0.24195E-07 | 266693.3 | 4047982.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017885 | 0 | 0.24195E-07 | 266693.4 | 4047989.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017886 | 0 | 0.24195E-07 | 266693.4 | 4047996.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017887 | 0 | 0.24195E-07 | 266693.5 | 4048004.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017888 | 0 | 0.24195E-07 | 266693.6 | 4048011.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017889 | 0 | 0.24195E-07 | 266693.7 | 4048018.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017890 | 0 | 0.24195E-07 | 266693.7 | 4048025.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017891 | 0 | 0.24195E-07 | 266693.8 | 4048033.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017892 | 0 | 0.24195E-07 | 266693.9 | 4048040.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017893 | 0 | 0.24195E-07 | 266693.9 | 4048047.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017894 | 0 | 0.24195E-07 | 266694.0 | 4048055.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017895 | 0 | 0.24195E-07 | 266694.1 | 4048062.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017896 | 0 | 0.24195E-07 | 266694.2 | 4048069.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017897 | 0 | 0.24195E-07 | 266694.2 | 4048077.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017898 | 0 | 0.24195E-07 | 266694.3 | 4048084.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017899 | 0 | 0.24195E-07 | 266694.4 | 4048091.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017900 | 0 | 0.24195E-07 | 266694.4 | 4048098.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017901 | 0 | 0.24195E-07 | 266694.5 | 4048106.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017902 | 0 | 0.24195E-07 | 266694.6 | 4048113.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017903 | 0 | 0.24195E-07 | 266694.7 | 4048120.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017904 | 0 | 0.24195E-07 | 266694.7 | 4048128.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017905 | 0 | 0.24195E-07 | 266695.7 | 4048134.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017906 | 0 | 0.24195E-07 | 266703.0 | 4048134.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017907 | 0 | 0.24195E-07 | 266710.3 | 4048134.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017908 | 0 | 0.24195E-07 | 266717.6 | 4048134.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017909 | 0 | 0.24195E-07 | 266724.9 | 4048134.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017910 | 0 | 0.24195E-07 | 266732.2 | 4048134.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017911 | 0 | 0.24195E-07 | 266739.5 | 4048134.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017912 | 0 | 0.24195E-07 | 266746.8 | 4048134.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017913 | 0 | 0.24195E-07 | 266754.1 | 4048134.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017914 | 0 | 0.24195E-07 | 266761.4 | 4048134.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017915 | 0 | 0.24195E-07 | 266768.7 | 4048135.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017916 | 0 | 0.24195E-07 | 266776.0 | 4048135.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017917 | 0 | 0.24195E-07 | 266783.3 | 4048135.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017918 | 0 | 0.24195E-07 | 266790.5 | 4048135.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017919 | 0 | 0.24195E-07 | 266797.8 | 4048135.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017920 | 0 | 0.24195E-07 | 266805.1 | 4048135.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017921 | 0 | 0.24195E-07 | 266812.4 | 4048135.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017922 | 0 | 0.24195E-07 | 266819.7 | 4048135.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017923 | 0 | 0.24195E-07 | 266827.0 | 4048135.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017924 | 0 | 0.24195E-07 | 266834.3 | 4048135.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017925 | 0 | 0.24195E-07 | 266841.6 | 4048135.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017926 | 0 | 0.24195E-07 | 266848.9 | 4048135.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017927 | 0 | 0.24195E-07 | 266856.2 | 4048135.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017928 | 0 | 0.24195E-07 | 266863.5 | 4048135.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017929 | 0 | 0.17580E-07 | 267636.3 | 4047774.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017930 | 0 | 0.17580E-07 | 267629.0 | 4047774.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017931 | 0 | 0.17580E-07 | 267621.7 | 4047774.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017932 | 0 | 0.17580E-07 | 267614.4 | 4047773.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017933 | 0 | 0.17580E-07 | 267607.1 | 4047773.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017934 | 0 | 0.17580E-07 | 267599.8 | 4047773.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017935 | 0 | 0.17580E-07 | 267592.5 | 4047773.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017936 | 0 | 0.17580E-07 | 267585.2 | 4047773.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017937 | 0 | 0.17580E-07 | 267578.0 | 4047773.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017938 | 0 | 0.17580E-07 | 267570.7 | 4047773.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017939 | 0 | 0.17580E-07 | 267563.4 | 4047773.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017940 | 0 | 0.17580E-07 | 267556.1 | 4047773.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017941 | 0 | 0.17580E-07 | 267548.8 | 4047772.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017942 | 0 | 0.17580E-07 | 267541.5 | 4047772.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017943 | 0 | 0.17580E-07 | 267534.2 | 4047772.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017944 | 0 | 0.17580E-07 | 267526.9 | 4047772.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017945 | 0 | 0.17580E-07 | 267519.6 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017946 | 0 | 0.17580E-07 | 267512.3 | 4047772.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017947 | 0 | 0.17580E-07 | 267505.0 | 4047772.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017948 | 0 | 0.17580E-07 | 267497.7 | 4047772.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017949 | 0 | 0.17580E-07 | 267490.4 | 4047772.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017950 | 0 | 0.17580E-07 | 267483.1 | 4047772.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017951 | 0 | 0.17580E-07 | 267475.8 | 4047771.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017952 | 0 | 0.17580E-07 | 267468.5 | 4047771.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017953 | 0 | 0.17580E-07 | 267461.2 | 4047771.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017954 | 0 | 0.17580E-07 | 267453.9 | 4047771.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017955 | 0 | 0.17580E-07 | 267446.6 | 4047771.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017956 | 0 | 0.17580E-07 | 267439.3 | 4047771.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017957 | 0 | 0.17580E-07 | 267432.0 | 4047771.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017958 | 0 | 0.17580E-07 | 267424.7 | 4047771.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017959 | 0 | 0.17580E-07 | 267417.4 | 4047771.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017960 | 0 | 0.17580E-07 | 267410.1 | 4047770.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017961 | 0 | 0.17580E-07 | 267402.8 | 4047770.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017962 | 0 | 0.17580E-07 | 267395.5 | 4047770.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017963 | 0 | 0.17580E-07 | 267388.2 | 4047770.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017964 | 0 | 0.17580E-07 | 267380.9 | 4047770.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017965 | 0 | 0.17580E-07 | 267373.6 | 4047770.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017966 | 0 | 0.17580E-07 | 267366.3 | 4047770.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017967 | 0 | 0.17580E-07 | 267359.0 | 4047770.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017968 | 0 | 0.17580E-07 | 267351.8 | 4047770.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017969 | 0 | 0.17580E-07 | 267344.5 | 4047770.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017970 | 0 | 0.17580E-07 | 267337.2 | 4047769.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017971 | 0 | 0.17580E-07 | 267329.9 | 4047769.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017972 | 0 | 0.17580E-07 | 267322.6 | 4047769.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017973 | 0 | 0.17580E-07 | 267315.3 | 4047769.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017974 | 0 | 0.17580E-07 | 267308.0 | 4047769.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017975 | 0 | 0.17580E-07 | 267300.7 | 4047769.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017976 | 0 | 0.17580E-07 | 267293.4 | 4047769.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017977 | 0 | 0.17580E-07 | 267286.1 | 4047769.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0017978 | 0 | 0.17580E-07 | 267278.8 | 4047769.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017979 | 0 | 0.17580E-07 | 267271.5 | 4047769.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017980 | 0 | 0.17580E-07 | 267264.2 | 4047768.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017981 | 0 | 0.17580E-07 | 267256.9 | 4047768.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017982 | 0 | 0.17580E-07 | 267249.6 | 4047768.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017983 | 0 | 0.17580E-07 | 267242.3 | 4047768.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017984 | 0 | 0.17580E-07 | 267235.0 | 4047768.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017985 | 0 | 0.17580E-07 | 267227.7 | 4047768.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017986 | 0 | 0.17580E-07 | 267220.4 | 4047768.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017987 | 0 | 0.17580E-07 | 267213.1 | 4047768.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017988 | 0 | 0.17580E-07 | 267205.8 | 4047768.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017989 | 0 | 0.17580E-07 | 267198.5 | 4047767.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017990 | 0 | 0.17580E-07 | 267191.2 | 4047767.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017991 | 0 | 0.17580E-07 | 267183.9 | 4047767.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017992 | 0 | 0.17580E-07 | 267176.6 | 4047767.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017993 | 0 | 0.17580E-07 | 267169.3 | 4047767.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017994 | 0 | 0.17580E-07 | 267162.0 | 4047767.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017995 | 0 | 0.17580E-07 | 267154.7 | 4047767.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017996 | 0 | 0.17580E-07 | 267147.4 | 4047767.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017997 | 0 | 0.17580E-07 | 267140.1 | 4047767.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017998 | 0 | 0.17580E-07 | 267132.9 | 4047767.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0017999 | 0 | 0.17580E-07 | 267125.6 | 4047766.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018000 | 0 | 0.17580E-07 | 267118.3 | 4047766.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018001 | 0 | 0.17580E-07 | 267111.0 | 4047766.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018002 | 0 | 0.17580E-07 | 267103.7 | 4047766.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018003 | 0 | 0.17580E-07 | 267096.4 | 4047766.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018004 | 0 | 0.17580E-07 | 267089.1 | 4047766.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018005 | 0 | 0.17580E-07 | 267081.8 | 4047766.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018006 | 0 | 0.17580E-07 | 267074.5 | 4047766.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018007 | 0 | 0.17580E-07 | 267067.2 | 4047766.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018008 | 0 | 0.17580E-07 | 267059.9 | 4047765.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018009 | 0 | 0.17580E-07 | 267052.6 | 4047765.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018010 | 0 | 0.17580E-07 | 267045.3 | 4047765.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018011 | 0 | 0.17580E-07 | 267038.0 | 4047765.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018012 | 0 | 0.17580E-07 | 267030.7 | 4047765.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018013 | 0 | 0.17580E-07 | 267023.4 | 4047765.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018014 | 0 | 0.17580E-07 | 267016.1 | 4047765.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018015 | 0 | 0.17580E-07 | 267008.8 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018016 | 0 | 0.17580E-07 | 267001.5 | 4047765.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018017 | 0 | 0.17580E-07 | 266994.2 | 4047765.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018018 | 0 | 0.17580E-07 | 266986.9 | 4047764.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018019 | 0 | 0.17580E-07 | 266979.6 | 4047764.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018020 | 0 | 0.17580E-07 | 266972.3 | 4047764.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018021 | 0 | 0.17580E-07 | 266965.0 | 4047764.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018022 | 0 | 0.17580E-07 | 266957.7 | 4047764.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018023 | 0 | 0.17580E-07 | 266950.4 | 4047764.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018024 | 0 | 0.17580E-07 | 266943.1 | 4047764.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018025 | 0 | 0.17580E-07 | 266935.8 | 4047764.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018026 | 0 | 0.17580E-07 | 266928.5 | 4047764.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018027 | 0 | 0.17580E-07 | 266921.2 | 4047763.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018028 | 0 | 0.17580E-07 | 266913.9 | 4047763.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018029 | 0 | 0.17580E-07 | 266906.7 | 4047763.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018030 | 0 | 0.17580E-07 | 266899.4 | 4047763.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018031 | 0 | 0.17580E-07 | 266892.1 | 4047763.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018032 | 0 | 0.17580E-07 | 266884.8 | 4047763.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018033 | 0 | 0.17580E-07 | 266877.5 | 4047763.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018034 | 0 | 0.17580E-07 | 266870.2 | 4047763.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018035 | 0 | 0.17580E-07 | 266862.9 | 4047763.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018036 | 0 | 0.17580E-07 | 266855.6 | 4047763.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018037 | 0 | 0.17580E-07 | 266848.3 | 4047762.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018038 | 0 | 0.17580E-07 | 266841.0 | 4047762.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018039 | 0 | 0.17580E-07 | 266833.7 | 4047762.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018040 | 0 | 0.17580E-07 | 266826.4 | 4047762.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018041 | 0 | 0.17580E-07 | 266819.1 | 4047762.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018042 | 0 | 0.17580E-07 | 266811.8 | 4047762.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018043 | 0 | 0.17580E-07 | 266804.5 | 4047762.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018044 | 0 | 0.17580E-07 | 266797.2 | 4047762.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018045 | 0 | 0.17580E-07 | 266789.9 | 4047762.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018046 | 0 | 0.17580E-07 | 266782.6 | 4047761.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018047 | 0 | 0.17580E-07 | 266775.3 | 4047761.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018048 | 0 | 0.17580E-07 | 266768.0 | 4047761.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018049 | 0 | 0.17580E-07 | 266760.7 | 4047761.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018050 | 0 | 0.17580E-07 | 266753.4 | 4047761.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018051 | 0 | 0.17580E-07 | 266746.1 | 4047761.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018052 | 0 | 0.17580E-07 | 266738.8 | 4047761.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018053 | 0 | 0.17580E-07 | 266731.5 | 4047761.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018054 | 0 | 0.17580E-07 | 266724.2 | 4047761.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018055 | 0 | 0.17580E-07 | 266716.9 | 4047761.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018056 | 0 | 0.17580E-07 | 266709.6 | 4047760.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018057 | 0 | 0.17580E-07 | 266702.3 | 4047760.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018058 | 0 | 0.17580E-07 | 266695.0 | 4047760.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018059 | 0 | 0.17580E-07 | 266692.4 | 4047765.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018060 | 0 | 0.17580E-07 | 266692.5 | 4047772.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018061 | 0 | 0.17580E-07 | 266692.6 | 4047779.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018062 | 0 | 0.17580E-07 | 266692.8 | 4047787.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018063 | 0 | 0.17580E-07 | 266692.9 | 4047794.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018064 | 0 | 0.17580E-07 | 266693.0 | 4047801.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018065 | 0 | 0.17580E-07 | 266693.1 | 4047809.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018066 | 0 | 0.17580E-07 | 266693.3 | 4047816.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018067 | 0 | 0.17580E-07 | 266693.4 | 4047823.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018068 | 0 | 0.17580E-07 | 266693.5 | 4047830.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018069 | 0 | 0.17580E-07 | 266693.7 | 4047838.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018070 | 0 | 0.17580E-07 | 266693.8 | 4047845.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018071 | 0 | 0.17580E-07 | 266693.9 | 4047852.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018072 | 0 | 0.17580E-07 | 266694.0 | 4047860.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018073 | 0 | 0.17580E-07 | 266694.2 | 4047867.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018074 | 0 | 0.17580E-07 | 266694.3 | 4047874.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018075 | 0 | 0.17580E-07 | 266694.4 | 4047881.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018076 | 0 | 0.17580E-07 | 266694.5 | 4047889.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018077 | 0 | 0.17580E-07 | 266694.7 | 4047896.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018078 | 0 | 0.17580E-07 | 266694.8 | 4047903.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018079 | 0 | 0.17580E-07 | 266694.9 | 4047911.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018080 | 0 | 0.17580E-07 | 266695.1 | 4047918.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018081 | 0 | 0.17580E-07 | 266695.2 | 4047925.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018082 | 0 | 0.17580E-07 | 266695.3 | 4047933.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018083 | 0 | 0.17580E-07 | 266695.4 | 4047940.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018084 | 0 | 0.17580E-07 | 266695.6 | 4047947.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018085 | 0 | 0.17580E-07 | 266695.7 | 4047954.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018086 | 0 | 0.17580E-07 | 266695.8 | 4047962.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018087 | 0 | 0.17580E-07 | 266695.9 | 4047969.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018088 | 0 | 0.17580E-07 | 266696.1 | 4047976.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018089 | 0 | 0.17580E-07 | 266696.2 | 4047984.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018090 | 0 | 0.17580E-07 | 266696.3 | 4047991.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018091 | 0 | 0.17580E-07 | 266696.4 | 4047998.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018092 | 0 | 0.17580E-07 | 266696.6 | 4048006.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018093 | 0 | 0.17580E-07 | 266696.7 | 4048013.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018094 | 0 | 0.17580E-07 | 266696.8 | 4048020.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018095 | 0 | 0.17580E-07 | 266697.0 | 4048027.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018096 | 0 | 0.17580E-07 | 266697.1 | 4048035.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018097 | 0 | 0.17580E-07 | 266697.2 | 4048042.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |



**MODELOPTs: NonDFAULT CONC FLAT
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*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018098 | 0 | 0.17580E-07 | 266697.3 | 4048049.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018099 | 0 | 0.17580E-07 | 266697.5 | 4048057.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018100 | 0 | 0.17580E-07 | 266697.6 | 4048064.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018101 | 0 | 0.17580E-07 | 266697.7 | 4048071.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018102 | 0 | 0.17580E-07 | 266697.8 | 4048078.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018103 | 0 | 0.17580E-07 | 266698.0 | 4048086.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018104 | 0 | 0.17580E-07 | 266698.1 | 4048093.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018105 | 0 | 0.17580E-07 | 266698.2 | 4048100.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018106 | 0 | 0.17580E-07 | 266698.4 | 4048108.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018107 | 0 | 0.17580E-07 | 266698.5 | 4048115.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018108 | 0 | 0.17580E-07 | 266698.6 | 4048122.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018109 | 0 | 0.17580E-07 | 266698.7 | 4048130.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018110 | 0 | 0.17580E-07 | 266698.9 | 4048137.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018111 | 0 | 0.17580E-07 | 266699.0 | 4048144.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018112 | 0 | 0.17580E-07 | 266699.1 | 4048151.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018113 | 0 | 0.17580E-07 | 266699.2 | 4048159.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018114 | 0 | 0.17580E-07 | 266699.4 | 4048166.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018115 | 0 | 0.17580E-07 | 266699.5 | 4048173.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018116 | 0 | 0.17580E-07 | 266699.6 | 4048181.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018117 | 0 | 0.17580E-07 | 266699.8 | 4048188.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018118 | 0 | 0.17580E-07 | 266699.9 | 4048195.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018119 | 0 | 0.17580E-07 | 266700.0 | 4048203.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018120 | 0 | 0.17580E-07 | 266700.1 | 4048210.3 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018121 | 0 | 0.17580E-07 | 266700.3 | 4048217.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018122 | 0 | 0.17580E-07 | 266700.4 | 4048224.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018123 | 0 | 0.17580E-07 | 266700.5 | 4048232.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018124 | 0 | 0.17580E-07 | 266700.6 | 4048239.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018125 | 0 | 0.17580E-07 | 266700.8 | 4048246.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018126 | 0 | 0.17580E-07 | 266705.6 | 4048251.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018127 | 0 | 0.17580E-07 | 266711.4 | 4048256.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018128 | 0 | 0.17580E-07 | 266717.1 | 4048260.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018129 | 0 | 0.17580E-07 | 266722.9 | 4048265.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018130 | 0 | 0.17580E-07 | 266728.7 | 4048269.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018131 | 0 | 0.17580E-07 | 266734.5 | 4048274.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018132 | 0 | 0.17580E-07 | 266740.8 | 4048277.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018133 | 0 | 0.17580E-07 | 266748.1 | 4048277.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018134 | 0 | 0.17580E-07 | 266755.3 | 4048277.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018135 | 0 | 0.17580E-07 | 266762.6 | 4048278.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018136 | 0 | 0.17580E-07 | 266769.9 | 4048278.6 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018137 | 0 | 0.17580E-07 | 266777.2 | 4048279.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

 *** AERMOD - VERSION 11353 *** *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL *** 03/02/12
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** VOLUME SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC) | X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | INIT. SY (METERS) | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| L0018138 | 0 | 0.17580E-07 | 266784.5 | 4048279.4 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018139 | 0 | 0.17580E-07 | 266791.8 | 4048279.8 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018140 | 0 | 0.17580E-07 | 266799.1 | 4048280.2 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018141 | 0 | 0.17580E-07 | 266806.3 | 4048280.7 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018142 | 0 | 0.17580E-07 | 266813.6 | 4048281.1 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018143 | 0 | 0.17580E-07 | 266820.9 | 4048281.5 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018144 | 0 | 0.17580E-07 | 266828.2 | 4048281.9 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018145 | 0 | 0.17580E-07 | 266835.5 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018146 | 0 | 0.17580E-07 | 266842.8 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |
| L0018147 | 0 | 0.17580E-07 | 266850.1 | 4048282.0 | 101.0 | 1.83 | 3.39 | 0.43 | NO | |

 *** AERMOD - VERSION 11353 *** *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL *** 03/02/12
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** AREAPOLY SOURCE DATA ***

| SOURCE ID | NUMBER PART. CATS. | EMISSION RATE (GRAMS/SEC /METER**2) | LOCATION OF AREA X (METERS) | Y (METERS) | BASE ELEV. (METERS) | RELEASE HEIGHT (METERS) | NUMBER OF VERTS. | INIT. SZ (METERS) | URBAN SOURCE | EMISSION RATE SCALAR VARY BY |
|---|---|---|---|---|---|---|---|---|---|---|
| LOT1 | 0 | 0.49100E-10 | 267120.4 | 4048530.4 | 101.0 | 0.31 | 16 | 0.00 | NO | |
| LOT2 | 0 | 0.10400E-09 | 267198.0 | 4047680.2 | 101.0 | 0.91 | 28 | 0.00 | NO | |
| LOT3 | 0 | 0.36300E-10 | 266699.1 | 4048531.6 | 101.0 | 1.00 | 19 | 0.00 | NO | |

 *** AERMOD - VERSION 11353 *** *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL *** 03/02/12
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| GROUP ID | SOURCE IDs |
|---|---|
| ALL | L0018148 , L0018149 , L0018150 , L0018151 , L0018152 , L0018153 , L0018154 , L0018155 , |
| | L0018156 , L0018157 , L0018158 , L0018159 , L0018160 , L0018161 , L0018162 , L0018163 , |
| | L0018164 , L0018165 , L0018166 , L0018167 , L0018168 , L0018169 , L0018170 , L0018171 , |
| | L0018172 , L0018173 , L0018174 , L0018175 , L0018176 , L0018177 , L0018178 , L0018179 , |
| | L0018180 , L0018181 , L0018182 , L0018183 , L0018184 , L0018185 , L0018186 , L0018187 , |
| | L0018188 , L0018189 , L0018190 , L0018191 , L0018192 , L0018193 , L0018194 , L0018195 , |
| | L0018196 , L0018197 , L0018198 , L0018199 , L0018200 , L0018201 , L0018202 , L0018203 , |
| | L0018204 , L0018205 , L0018206 , L0018207 , L0018208 , L0018209 , L0018210 , L0018211 , |
| | L0018212 , L0018213 , L0018214 , L0018215 , L0018216 , L0018217 , L0018218 , L0018219 , |
| | L0018220 , L0018221 , L0018222 , L0018223 , L0018224 , L0018225 , L0018226 , L0018227 , |
| | L0018228 , L0018229 , L0018230 , L0018231 , L0018232 , L0018233 , L0018234 , L0018235 , |
| | L0018236 , L0018237 , L0018238 , L0018239 , L0018240 , L0018241 , L0018242 , L0018243 , |
| | L0018244 , L0018245 , L0018246 , L0018247 , L0018248 , L0018249 , L0018250 , L0018251 , |
| | L0018252 , L0018253 , L0018254 , L0018255 , L0018256 , L0018257 , L0018258 , L0018259 , |
| | L0018260 , L0018261 , L0018262 , L0018263 , L0018264 , L0018265 , L0018266 , L0018267 , |
| | L0018268 , L0018269 , L0018270 , L0018271 , L0018272 , L0018273 , L0018274 , L0018275 , |
| | L0018276 , L0018277 , L0018278 , L0018279 , L0018280 , L0018281 , L0018282 , L0018283 , |
| | L0018284 , L0018285 , L0018286 , L0018287 , L0018288 , L0018289 , L0018290 , L0018291 , |
| | L0018292 , L0018293 , L0018294 , L0018295 , L0018296 , L0018297 , L0018298 , L0018299 , |
| | L0018300 , L0018301 , L0018302 , L0018303 , L0018304 , L0018305 , L0018306 , L0018307 , |

 *** AERMOD - VERSION 11353 *** *** SELMA CROSSING - PHASE 1, PHASE 2, AND PHASE 3 (2024) - RURAL *** 03/02/12
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**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0018308 , L0018309 , L0018310 , L0018311 , L0018312 , L0018313 , L0018314 , L0018315 ,
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L0018324 , L0018325 , L0018326 , L0018327 , L0018328 , L0018329 , L0018330 , L0018331 ,
L0018332 , L0018333 , L0018334 , L0018335 , L0018336 , L0018337 , L0018338 , L0018339 ,
L0018340 , L0018341 , L0018342 , L0018343 , L0018344 , L0018345 , L0018346 , L0018347 ,
L0018348 , L0018349 , L0018350 , L0018351 , L0018352 , L0018353 , L0018354 , L0018355 ,
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L0018396 , L0018397 , L0018398 , L0018399 , L0018400 , L0018401 , L0018402 , L0018403 ,
L0018404 , L0018405 , L0018406 , L0018407 , L0018408 , L0018409 , L0018410 , L0018411 ,
L0018412 , L0018413 , L0018414 , L0018415 , L0018416 , L0018417 , L0018418 , L0018419 ,
L0018420 , L0018421 , L0018422 , L0018423 , L0018424 , L0018425 , L0018426 , L0018427 ,
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L0018436 , L0018437 , L0018438 , L0018439 , L0018440 , L0018441 , L0018442 , L0018443 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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L0018492 , L0018493 , L0018494 , L0018495 , L0018496 , L0018497 , L0018498 , L0018499 ,
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L0018620 , L0018621 , L0018622 , L0018623 , L0018624 , L0018625 , L0018626 , L0018627 ,



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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STCKA , STCKB , STCKCDE , STCKFG , STCKH , STCKIJ , STCKK , STCKLMP ,
STCKNO , STCKQ , STCKRU , STCKT , STCKVWXY , STCKAABB , LOT1 , L0018636 ,

L0018637 , L0018638 , L0018639 , L0018640 , L0018641 , L0018642 , L0018643 , L0018644 ,
L0018645 , L0018646 , L0018647 , L0018648 , L0018649 , L0018650 , L0018651 , L0018652 ,
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L0018669 , L0018670 , L0018671 , L0018672 , L0018673 , L0018674 , L0018675 , L0018676 ,
L0018677 , L0018678 , L0018679 , L0018680 , L0018681 , L0018682 , L0018683 , L0018684 ,
L0018685 , L0018686 , L0018687 , L0018688 , L0018689 , L0018690 , L0018691 , L0018692 ,
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L0018701 , L0018702 , L0018703 , L0018704 , L0018705 , L0018706 , L0018707 , L0018708 ,
L0018709 , L0018710 , L0018711 , L0018712 , L0018713 , L0018714 , L0018715 , L0018716 ,
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L0018733 , L0018734 , L0018735 , L0018736 , L0018737 , L0018738 , L0018739 , L0018740 ,
L0018741 , L0018742 , L0018743 , L0018744 , L0018745 , L0018746 , L0018747 , L0018748 ,
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L0018765 , L0018766 , L0018767 , L0018768 , L0018769 , L0018770 , L0018771 , L0018772 ,



**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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L0018781 , L0018782 , L0018783 , L0018784 , L0018785 , L0018786 , L0018787 , L0018788 ,
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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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**MODELOPTs: NonDFAULT CONC FLAT
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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L0018134 , L0018135 , L0018136 , L0018137 , L0018138 , L0018139 , L0018140 , L0018141 ,

L0018142 , L0018143 , L0018144 , L0018145 , L0018146 , L0018147 , LOT3 , IDDDDHHHH1 ,

IDDDDHHHH2 , IDDDDHHHH3 , IDDDDHHHH4 , ICCCCFFFF1 , ICCCCFFFF2 , IWWWAAAA1 , IWWWAAAA2 , IWWWAAAA3 ,

IWWWAAAA4 , ISSSUUU1 , ISSSUUU2 , ISSSUUU3 ,



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKA

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 79.1, | 77.8, | -66.7, | 16.0, | 2 | 9.1, | 77.2, | 74.0, | -67.2, | 10.9, |
| 3 | 9.1, | 72.9, | 68.0, | -65.6, | 5.5, | 4 | 9.1, | 66.4, | 59.9, | -62.0, | -0.1, |
| 5 | 9.1, | 61.5, | 54.1, | -58.6, | -5.6, | 6 | 9.1, | 69.2, | 63.4, | -61.8, | -11.0, |
| 7 | 9.1, | 74.9, | 70.7, | -63.1, | -16.1, | 8 | 9.1, | 78.2, | 75.8, | -62.4, | -20.7, |
| 9 | 9.1, | 79.2, | 78.7, | -59.9, | -24.6, | 10 | 9.1, | 77.8, | 79.1, | -55.5, | -27.8, |
| 11 | 9.1, | 74.0, | 77.2, | -49.5, | -30.2, | 12 | 9.1, | 68.0, | 72.9, | -42.0, | -31.6, |
| 13 | 9.1, | 59.9, | 66.4, | -33.1, | -32.1, | 14 | 9.1, | 54.1, | 61.5, | -25.1, | -31.6, |
| 15 | 9.1, | 63.4, | 69.2, | -23.6, | -30.1, | 16 | 9.1, | 70.7, | 74.9, | -21.4, | -27.7, |
| 17 | 9.1, | 75.8, | 78.2, | -18.5, | -24.5, | 18 | 9.1, | 78.7, | 79.2, | -15.0, | -20.6, |
| 19 | 9.1, | 79.1, | 77.8, | -11.1, | -16.0, | 20 | 9.1, | 77.2, | 74.0, | -6.9, | -10.9, |
| 21 | 9.1, | 72.9, | 68.0, | -2.4, | -5.5, | 22 | 9.1, | 66.4, | 59.9, | 2.1, | 0.1, |
| 23 | 9.1, | 61.5, | 54.1, | 4.5, | 5.6, | 24 | 9.1, | 69.2, | 63.4, | -1.6, | 11.0, |
| 25 | 9.1, | 74.9, | 70.7, | -7.6, | 16.1, | 26 | 9.1, | 78.2, | 75.8, | -13.4, | 20.7, |
| 27 | 9.1, | 79.2, | 78.7, | -18.8, | 24.6, | 28 | 9.1, | 77.8, | 79.1, | -23.6, | 27.8, |
| 29 | 9.1, | 74.0, | 77.2, | -27.7, | 30.2, | 30 | 9.1, | 68.0, | 72.9, | -30.9, | 31.6, |
| 31 | 9.1, | 59.9, | 66.4, | -33.2, | 32.1, | 32 | 9.1, | 54.1, | 61.5, | -36.4, | 31.6, |
| 33 | 9.1, | 63.4, | 69.2, | -45.6, | 30.1, | 34 | 9.1, | 70.7, | 74.9, | -53.5, | 27.7, |
| 35 | 9.1, | 75.8, | 78.2, | -59.8, | 24.5, | 36 | 9.1, | 78.7, | 79.2, | -64.2, | 20.6, |

SOURCE ID: STCKB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 106.4, | 148.4, | -87.3, | -57.0, | 2 | 9.1, | 125.5, | 156.4, | -81.2, | -58.4, |
| 3 | 9.1, | 140.8, | 159.7, | -72.7, | -58.0, | 4 | 9.1, | 151.8, | 158.1, | -61.9, | -55.9, |
| 5 | 9.1, | 158.1, | 151.8, | -49.3, | -52.1, | 6 | 9.1, | 159.7, | 140.8, | -35.1, | -46.7, |
| 7 | 9.1, | 156.4, | 125.5, | -19.9, | -39.8, | 8 | 9.1, | 148.4, | 106.4, | -4.1, | -31.8, |
| 9 | 9.1, | 135.9, | 84.1, | 11.8, | -22.8, | 10 | 9.1, | 148.4, | 106.4, | 3.8, | -13.1, |
| 11 | 9.1, | 156.4, | 125.5, | -4.3, | -3.0, | 12 | 9.1, | 159.7, | 140.8, | -12.3, | 7.2, |
| 13 | 9.1, | 158.1, | 151.8, | -19.9, | 17.2, | 14 | 9.1, | 151.8, | 158.1, | -27.0, | 26.6, |
| 15 | 9.1, | 140.8, | 159.7, | -33.2, | 35.2, | 16 | 9.1, | 125.5, | 156.4, | -38.4, | 42.8, |
| 17 | 9.1, | 106.4, | 148.4, | -42.4, | 49.1, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 9.1, | 106.4, | 148.4, | -61.1, | 57.0, | 20 | 9.1, | 125.5, | 156.4, | -75.2, | 58.4, |
| 21 | 9.1, | 140.8, | 159.7, | -87.0, | 58.0, | 22 | 9.1, | 151.8, | 158.1, | -96.2, | 55.9, |
| 23 | 9.1, | 158.1, | 151.8, | -102.5, | 52.1, | 24 | 9.1, | 159.7, | 140.8, | -105.6, | 46.7, |
| 25 | 9.1, | 156.4, | 125.5, | -105.6, | 39.8, | 26 | 9.1, | 148.4, | 106.4, | -102.3, | 31.8, |
| 27 | 9.1, | 135.9, | 84.1, | -95.9, | 22.8, | 28 | 9.1, | 148.4, | 106.4, | -110.2, | 13.1, |
| 29 | 9.1, | 156.4, | 125.5, | -121.2, | 3.0, | 30 | 9.1, | 159.7, | 140.8, | -128.4, | -7.2, |
| 31 | 9.1, | 158.1, | 151.8, | -131.8, | -17.2, | 32 | 9.1, | 151.8, | 158.1, | -131.2, | -26.6, |
| 33 | 9.1, | 140.8, | 159.7, | -126.5, | -35.2, | 34 | 9.1, | 125.5, | 156.4, | -118.1, | -42.8, |
| 35 | 9.1, | 106.4, | 148.4, | -106.0, | -49.1, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCDE

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 98.1, | 96.7, | -85.5, | 19.9, | 2 | 9.1, | 94.7, | 91.8, | -86.0, | 13.2, |
| 3 | 9.1, | 88.4, | 84.1, | -83.8, | 6.0, | 4 | 9.1, | 79.4, | 73.9, | -79.1, | -1.3, |
| 5 | 9.1, | 77.3, | 71.5, | -77.1, | -8.6, | 6 | 9.1, | 86.8, | 82.3, | -80.3, | -15.7, |
| 7 | 9.1, | 93.7, | 90.5, | -81.1, | -22.2, | 8 | 9.1, | 97.7, | 96.0, | -79.4, | -28.1, |
| 9 | 9.1, | 98.7, | 98.5, | -75.4, | -33.2, | 10 | 9.1, | 96.7, | 98.1, | -69.0, | -37.2, |
| 11 | 9.1, | 91.8, | 94.7, | -60.5, | -40.1, | 12 | 9.1, | 84.1, | 88.4, | -50.2, | -41.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 9.1, | 82.3, | 86.8, | -27.7, | -39.2, | 16 | 9.1, | 90.5, | 93.7, | -24.6, | -35.9, |
| 17 | 9.1, | 96.0, | 97.7, | -20.7, | -31.4, | 18 | 9.1, | 98.5, | 98.7, | -16.2, | -26.1, |
| 19 | 9.1, | 98.1, | 96.7, | -11.2, | -19.9, | 20 | 9.1, | 94.7, | 91.8, | -5.8, | -13.2, |
| 21 | 9.1, | 88.4, | 84.1, | -0.3, | -6.0, | 22 | 9.1, | 79.4, | 73.9, | 5.2, | 1.3, |
| 23 | 9.1, | 77.3, | 71.5, | 5.5, | 8.6, | 24 | 9.1, | 86.8, | 82.3, | -2.0, | 15.7, |
| 25 | 9.1, | 93.7, | 90.5, | -9.4, | 22.2, | 26 | 9.1, | 97.7, | 96.0, | -16.5, | 28.1, |
| 27 | 9.1, | 98.7, | 98.5, | -23.2, | 33.2, | 28 | 9.1, | 96.7, | 98.1, | -29.1, | 37.2, |
| 29 | 9.1, | 91.8, | 94.7, | -34.2, | 40.1, | 30 | 9.1, | 84.1, | 88.4, | -38.2, | 41.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 9.1, | 82.3, | 86.8, | -59.1, | 39.2, | 34 | 9.1, | 90.5, | 93.7, | -69.1, | 35.9, |
| 35 | 9.1, | 96.0, | 97.7, | -77.0, | 31.4, | 36 | 9.1, | 98.5, | 98.7, | -82.5, | 26.1, |

SOURCE ID: STCKFG

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 57.7, | 62.3, | -57.9, | 16.0, | 2 | 9.1, | 52.7, | 61.0, | -59.7, | 11.1, |
| 3 | 9.1, | 46.1, | 57.9, | -59.6, | 5.8, | 4 | 9.1, | 38.1, | 53.0, | -57.7, | 0.4, |
| 5 | 9.1, | 41.4, | 55.2, | -58.4, | -5.0, | 6 | 9.1, | 48.9, | 59.4, | -59.1, | -10.3, |
| 7 | 9.1, | 54.9, | 61.8, | -58.1, | -15.2, | 8 | 9.1, | 59.2, | 62.3, | -55.3, | -19.7, |
| 9 | 9.1, | 61.7, | 60.9, | -50.8, | -23.6, | 10 | 9.1, | 62.3, | 57.7, | -44.8, | -26.8, |
| 11 | 9.1, | 61.0, | 52.7, | -37.4, | -29.2, | 12 | 9.1, | 57.9, | 46.1, | -28.9, | -30.6, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 9.1, | 55.2, | 41.4, | -15.7, | -30.8, |
| 15 | 9.1, | 59.4, | 48.9, | -14.2, | -29.5, | 16 | 9.1, | 61.8, | 54.9, | -12.2, | -27.2, |
| 17 | 9.1, | 62.3, | 59.2, | -9.9, | -24.2, | 18 | 9.1, | 60.9, | 61.7, | -7.2, | -20.4, |
| 19 | 9.1, | 57.7, | 62.3, | -4.3, | -16.0, | 20 | 9.1, | 52.7, | 61.0, | -1.4, | -11.1, |
| 21 | 9.1, | 46.1, | 57.9, | 1.7, | -5.8, | 22 | 9.1, | 38.1, | 53.0, | 4.7, | -0.4, |
| 23 | 9.1, | 41.4, | 55.2, | 3.2, | 5.0, | 24 | 9.1, | 48.9, | 59.4, | -0.2, | 10.3, |
| 25 | 9.1, | 54.9, | 61.8, | -3.7, | 15.2, | 26 | 9.1, | 59.2, | 62.3, | -7.0, | 19.7, |
| 27 | 9.1, | 61.7, | 60.9, | -10.1, | 23.6, | 28 | 9.1, | 62.3, | 57.7, | -12.9, | 26.8, |
| 29 | 9.1, | 61.0, | 52.7, | -15.3, | 29.2, | 30 | 9.1, | 57.9, | 46.1, | -17.2, | 30.6, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 9.1, | 55.2, | 41.4, | -25.7, | 30.8, |
| 33 | 9.1, | 59.4, | 48.9, | -34.7, | 29.5, | 34 | 9.1, | 61.8, | 54.9, | -42.6, | 27.2, |
| 35 | 9.1, | 62.3, | 59.2, | -49.3, | 24.2, | 36 | 9.1, | 60.9, | 61.7, | -54.4, | 20.4, |

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKH

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 192.7, | 177.0, | -18.4, | -41.8, | 2 | 10.7, | 194.9, | 160.2, | -3.7, | -29.0, |
| 3 | 10.7, | 191.2, | 138.4, | 11.0, | -15.3, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 10.7, | 188.1, | 128.5, | 12.9, | 26.9, |
| 7 | 10.7, | 194.2, | 152.0, | -4.7, | 39.9, | 8 | 10.7, | 194.3, | 170.9, | -22.2, | 51.6, |
| 9 | 10.7, | 188.5, | 184.6, | -39.0, | 61.8, | 10 | 10.7, | 177.0, | 192.7, | -54.6, | 70.1, |
| 11 | 10.7, | 160.2, | 194.9, | -68.5, | 76.3, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 10.7, | 152.0, | 194.2, | -136.9, | 71.2, |
| 17 | 10.7, | 170.9, | 194.3, | -148.8, | 63.2, | 18 | 10.7, | 184.6, | 188.5, | -156.1, | 53.3, |
| 19 | 10.7, | 192.7, | 177.0, | -158.7, | 41.8, | 20 | 10.7, | 194.9, | 160.2, | -156.4, | 29.0, |
| 21 | 10.7, | 191.2, | 138.4, | -149.4, | 15.3, | 22 | 10.7, | 181.7, | 112.5, | -137.9, | 1.1, |
| 23 | 10.7, | 176.4, | 101.1, | -131.1, | -13.1, | 24 | 10.7, | 188.1, | 128.5, | -141.3, | -26.9, |
| 25 | 10.7, | 194.2, | 152.0, | -147.2, | -39.9, | 26 | 10.7, | 194.3, | 170.9, | -148.7, | -51.6, |
| 27 | 10.7, | 188.5, | 184.6, | -145.6, | -61.8, | 28 | 10.7, | 177.0, | 192.7, | -138.1, | -70.1, |
| 29 | 10.7, | 160.2, | 194.9, | -126.4, | -76.3, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 10.7, | 152.0, | 194.2, | -57.2, | -71.2, |
| 35 | 10.7, | 170.9, | 194.3, | -45.5, | -63.2, | 36 | 10.7, | 184.6, | 188.5, | -32.4, | -53.3, |

SOURCE ID: STCKIJ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 81.2, | 72.4, | -65.6, | -4.4, | 2 | 9.1, | 83.6, | 63.9, | -60.1, | -9.4, |
| 3 | 9.1, | 83.4, | 53.5, | -52.9, | -14.2, | 4 | 9.1, | 80.7, | 41.5, | -44.0, | -18.5, |
| 5 | 9.1, | 79.0, | 36.3, | -37.9, | -22.2, | 6 | 9.1, | 82.7, | 48.9, | -40.0, | -25.3, |
| 7 | 9.1, | 83.8, | 60.0, | -40.9, | -27.7, | 8 | 9.1, | 82.5, | 69.2, | -40.6, | -29.1, |
| 9 | 9.1, | 78.6, | 76.4, | -39.0, | -29.7, | 10 | 9.1, | 72.4, | 81.2, | -36.2, | -29.4, |
| 11 | 9.1, | 63.9, | 83.6, | -32.4, | -28.2, | 12 | 9.1, | 53.5, | 83.4, | -27.6, | -26.1, |
| 13 | 9.1, | 41.5, | 80.7, | -21.9, | -23.3, | 14 | 9.1, | 36.3, | 79.0, | -17.2, | -19.7, |
| 15 | 9.1, | 48.9, | 82.7, | -16.0, | -15.5, | 16 | 9.1, | 60.0, | 83.8, | -14.3, | -10.9, |
| 17 | 9.1, | 69.2, | 82.5, | -12.1, | -5.9, | 18 | 9.1, | 76.4, | 78.6, | -9.6, | -0.8, |
| 19 | 9.1, | 81.2, | 72.4, | -6.8, | 4.4, | 20 | 9.1, | 83.6, | 63.9, | -3.8, | 9.4, |
| 21 | 9.1, | 83.4, | 53.5, | -0.7, | 14.2, | 22 | 9.1, | 80.7, | 41.5, | 2.5, | 18.5, |
| 23 | 9.1, | 79.0, | 36.3, | 1.5, | 22.2, | 24 | 9.1, | 82.7, | 48.9, | -8.9, | 25.3, |
| 25 | 9.1, | 83.8, | 60.0, | -19.1, | 27.7, | 26 | 9.1, | 82.5, | 69.2, | -28.7, | 29.1, |
| 27 | 9.1, | 78.6, | 76.4, | -37.4, | 29.7, | 28 | 9.1, | 72.4, | 81.2, | -45.0, | 29.4, |
| 29 | 9.1, | 63.9, | 83.6, | -51.2, | 28.2, | 30 | 9.1, | 53.5, | 83.4, | -55.9, | 26.1, |
| 31 | 9.1, | 41.5, | 80.7, | -58.9, | 23.3, | 32 | 9.1, | 36.3, | 79.0, | -61.7, | 19.7, |
| 33 | 9.1, | 48.9, | 82.7, | -66.7, | 15.5, | 34 | 9.1, | 60.0, | 83.8, | -69.6, | 10.9, |
| 35 | 9.1, | 69.2, | 82.5, | -70.4, | 5.9, | 36 | 9.1, | 76.4, | 78.6, | -69.0, | 0.8, |

SOURCE ID: STCKK

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 151.6, | 141.9, | -41.3, | -58.9, | 2 | 10.7, | 153.0, | 129.7, | -25.4, | -52.8, |
| 3 | 10.7, | 149.8, | 113.6, | -8.8, | -45.2, | 4 | 10.7, | 142.1, | 94.1, | 8.1, | -36.2, |
| 5 | 10.7, | 135.3, | 80.9, | 20.1, | -26.1, | 6 | 10.7, | 145.7, | 102.3, | 13.0, | -15.1, |
| 7 | 10.7, | 151.7, | 120.5, | 5.6, | -3.8, | 8 | 10.7, | 153.0, | 135.1, | -2.1, | 7.7, |
| 9 | 10.7, | 149.7, | 145.6, | -9.6, | 19.0, | 10 | 10.7, | 141.9, | 151.6, | -16.9, | 29.7, |
| 11 | 10.7, | 129.7, | 153.0, | -23.7, | 39.4, | 12 | 10.7, | 113.6, | 149.8, | -29.7, | 48.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 10.7, | 135.1, | 153.0, | -84.2, | 65.5, | 18 | 10.7, | 145.6, | 149.7, | -93.8, | 63.1, |
| 19 | 10.7, | 151.6, | 141.9, | -100.6, | 58.9, | 20 | 10.7, | 153.0, | 129.7, | -104.3, | 52.8, |
| 21 | 10.7, | 149.8, | 113.6, | -104.8, | 45.2, | 22 | 10.7, | 142.1, | 94.1, | -102.1, | 36.2, |
| 23 | 10.7, | 135.3, | 80.9, | -101.0, | 26.1, | 24 | 10.7, | 145.7, | 102.3, | -115.3, | 15.1, |
| 25 | 10.7, | 151.7, | 120.5, | -126.1, | 3.8, | 26 | 10.7, | 153.0, | 135.1, | -133.0, | -7.7, |
| 27 | 10.7, | 149.7, | 145.6, | -135.9, | -19.0, | 28 | 10.7, | 141.9, | 151.6, | -134.7, | -29.7, |
| 29 | 10.7, | 129.7, | 153.0, | -129.4, | -39.4, | 30 | 10.7, | 113.6, | 149.8, | -120.1, | -48.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 10.7, | 135.1, | 153.0, | -68.8, | -65.5, | 36 | 10.7, | 145.6, | 149.7, | -55.9, | -63.1, |

SOURCE ID: STCKLMP

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 72.0, | 48.1, | -9.0, | -0.8, | 2 | 9.1, | 70.1, | 48.8, | -11.6, | 0.1, |
| 3 | 9.1, | 66.1, | 48.0, | -13.8, | 1.0, | 4 | 9.1, | 60.0, | 45.8, | -15.6, | 1.9, |
| 5 | 9.1, | 54.4, | 49.9, | -20.4, | 3.5, | 6 | 9.1, | 56.5, | 58.2, | -25.1, | 6.4, |
| 7 | 9.1, | 56.8, | 64.7, | -29.1, | 9.1, | 8 | 9.1, | 55.5, | 69.3, | -32.1, | 11.5, |
| 9 | 9.1, | 52.4, | 71.8, | -34.2, | 13.6, | 10 | 9.1, | 48.1, | 72.0, | -35.2, | 15.0, |
| 11 | 9.1, | 48.8, | 70.1, | -35.1, | 12.8, | 12 | 9.1, | 48.0, | 66.1, | -34.0, | 10.2, |
| 13 | 9.1, | 45.8, | 60.0, | -31.9, | 7.3, | 14 | 9.1, | 49.9, | 54.4, | -30.7, | 4.5, |
| 15 | 9.1, | 58.2, | 56.5, | -34.6, | 4.0, | 16 | 9.1, | 64.7, | 56.8, | -37.5, | 3.3, |
| 17 | 9.1, | 69.3, | 55.5, | -39.2, | 2.5, | 18 | 9.1, | 71.8, | 52.4, | -39.8, | 1.7, |
| 19 | 9.1, | 72.0, | 48.1, | -39.1, | 0.8, | 20 | 9.1, | 70.1, | 48.8, | -37.2, | -0.1, |
| 21 | 9.1, | 66.1, | 48.0, | -34.2, | -1.0, | 22 | 9.1, | 60.0, | 45.8, | -30.2, | -1.9, |
| 23 | 9.1, | 54.4, | 49.9, | -29.4, | -3.5, | 24 | 9.1, | 56.5, | 58.2, | -33.1, | -6.4, |
| 25 | 9.1, | 56.8, | 64.7, | -35.7, | -9.1, | 26 | 9.1, | 55.5, | 69.3, | -37.2, | -11.5, |
| 27 | 9.1, | 52.4, | 71.8, | -37.6, | -13.6, | 28 | 9.1, | 48.1, | 72.0, | -36.8, | -15.0, |
| 29 | 9.1, | 48.8, | 70.1, | -35.0, | -12.8, | 30 | 9.1, | 48.0, | 66.1, | -32.1, | -10.2, |
| 31 | 9.1, | 45.8, | 60.0, | -28.2, | -7.3, | 32 | 9.1, | 49.9, | 54.4, | -23.7, | -4.5, |
| 33 | 9.1, | 58.2, | 56.5, | -21.8, | -4.0, | 34 | 9.1, | 64.7, | 56.8, | -19.3, | -3.3, |
| 35 | 9.1, | 69.3, | 55.5, | -16.2, | -2.5, | 36 | 9.1, | 71.8, | 52.4, | -12.6, | -1.7, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKNO

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 62.5, | 60.7, | -54.1, | 11.1, | 2 | 10.7, | 60.5, | 57.1, | -53.8, | 6.8, |
| 3 | 10.7, | 56.7, | 51.6, | -51.9, | 2.3, | 4 | 10.7, | 51.2, | 44.7, | -48.4, | -2.2, |
| 5 | 10.7, | 51.2, | 44.7, | -47.7, | -6.7, | 6 | 10.7, | 56.7, | 51.6, | -49.6, | -11.0, |
| 7 | 10.7, | 60.5, | 57.1, | -50.0, | -15.0, | 8 | 10.7, | 62.5, | 60.7, | -48.9, | -18.5, |
| 9 | 10.7, | 62.6, | 62.6, | -46.4, | -21.4, | 10 | 10.7, | 60.7, | 62.5, | -42.4, | -23.7, |
| 11 | 10.7, | 57.1, | 60.5, | -37.1, | -25.3, | 12 | 10.7, | 51.6, | 56.7, | -30.7, | -26.1, |
| 13 | 10.7, | 44.7, | 51.2, | -23.4, | -26.1, | 14 | 10.7, | 44.7, | 51.2, | -18.9, | -25.3, |
| 15 | 10.7, | 51.6, | 56.7, | -17.3, | -23.8, | 16 | 10.7, | 57.1, | 60.5, | -15.3, | -21.5, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 10.7, | 60.7, | 62.5, | -12.8, | -18.6, | 18 | 10.7, | 62.6, | 62.6, | -9.9, | -15.1, |
| 19 | 10.7, | 62.5, | 60.7, | -6.6, | -11.1, | 20 | 10.7, | 60.5, | 57.1, | -3.2, | -6.8, |
| 21 | 10.7, | 56.7, | 51.6, | 0.3, | -2.3, | 22 | 10.7, | 51.2, | 44.7, | 3.8, | 2.2, |
| 23 | 10.7, | 51.2, | 44.7, | 3.0, | 6.7, | 24 | 10.7, | 56.7, | 51.6, | -2.0, | 11.0, |
| 25 | 10.7, | 60.5, | 57.1, | -7.0, | 15.0, | 26 | 10.7, | 62.5, | 60.7, | -11.8, | 18.5, |
| 27 | 10.7, | 62.6, | 62.6, | -16.2, | 21.4, | 28 | 10.7, | 60.7, | 62.5, | -20.1, | 23.7, |
| 29 | 10.7, | 57.1, | 60.5, | -23.4, | 25.3, | 30 | 10.7, | 51.6, | 56.7, | -26.0, | 26.1, |
| 31 | 10.7, | 44.7, | 51.2, | -27.8, | 26.1, | 32 | 10.7, | 44.7, | 51.2, | -32.3, | 25.3, |
| 33 | 10.7, | 51.6, | 56.7, | -39.4, | 23.8, | 34 | 10.7, | 57.1, | 60.5, | -45.2, | 21.5, |
| 35 | 10.7, | 60.7, | 62.5, | -49.7, | 18.6, | 36 | 10.7, | 62.6, | 62.6, | -52.7, | 15.1, |

SOURCE ID: STCKQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 63.8, | 50.7, | -46.5, | 12.0, | 2 | 10.7, | 66.1, | 42.4, | -44.2, | 8.1, |
| 3 | 10.7, | 66.4, | 32.8, | -40.4, | 4.0, | 4 | 10.7, | 64.7, | 22.3, | -35.5, | -0.2, |
| 5 | 10.7, | 65.6, | 26.6, | -37.2, | -4.4, | 6 | 10.7, | 66.6, | 36.8, | -41.2, | -8.5, |
| 7 | 10.7, | 65.5, | 45.9, | -43.9, | -12.4, | 8 | 10.7, | 62.4, | 53.5, | -45.3, | -15.8, |
| 9 | 10.7, | 57.4, | 59.6, | -45.3, | -18.8, | 10 | 10.7, | 50.7, | 63.8, | -43.9, | -21.2, |
| 11 | 10.7, | 42.4, | 66.1, | -41.2, | -23.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 36.8, | 66.6, | -24.8, | -22.8, | 16 | 10.7, | 45.9, | 65.5, | -20.4, | -21.0, |
| 17 | 10.7, | 53.5, | 62.4, | -15.4, | -18.5, | 18 | 10.7, | 59.6, | 57.4, | -9.9, | -15.5, |
| 19 | 10.7, | 63.8, | 50.7, | -4.1, | -12.0, | 20 | 10.7, | 66.1, | 42.4, | 1.8, | -8.1, |
| 21 | 10.7, | 66.4, | 32.8, | 7.6, | -4.0, | 22 | 10.7, | 64.7, | 22.3, | 13.2, | 0.2, |
| 23 | 10.7, | 65.6, | 26.6, | 10.6, | 4.4, | 24 | 10.7, | 66.6, | 36.8, | 4.4, | 8.5, |
| 25 | 10.7, | 65.5, | 45.9, | -1.9, | 12.4, | 26 | 10.7, | 62.4, | 53.5, | -8.3, | 15.8, |
| 27 | 10.7, | 57.4, | 59.6, | -14.3, | 18.8, | 28 | 10.7, | 50.7, | 63.8, | -19.9, | 21.2, |
| 29 | 10.7, | 42.4, | 66.1, | -24.9, | 23.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 36.8, | 66.6, | -41.8, | 22.8, | 34 | 10.7, | 45.9, | 65.5, | -45.1, | 21.0, |
| 35 | 10.7, | 53.5, | 62.4, | -47.0, | 18.5, | 36 | 10.7, | 59.6, | 57.4, | -47.5, | 15.5, |

SOURCE ID: STCKRU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 74.5, | 61.7, | -39.3, | 10.4, | 2 | 10.7, | 79.5, | 51.2, | -35.7, | 8.7, |
| 3 | 10.7, | 82.2, | 39.1, | -31.0, | 6.8, | 4 | 10.7, | 82.4, | 25.9, | -25.4, | 4.8, |
| 5 | 10.7, | 81.8, | 20.4, | -23.3, | 2.5, | 6 | 10.7, | 82.6, | 34.0, | -30.3, | 0.2, |
| 7 | 10.7, | 80.9, | 46.5, | -36.4, | -2.1, | 8 | 10.7, | 76.8, | 57.7, | -41.4, | -4.4, |
| 9 | 10.7, | 70.3, | 67.1, | -45.2, | -6.5, | 10 | 10.7, | 61.7, | 74.5, | -47.6, | -8.4, |
| 11 | 10.7, | 51.2, | 79.5, | -48.5, | -10.1, | 12 | 10.7, | 39.1, | 82.2, | -47.9, | -11.5, |
| 13 | 10.7, | 25.9, | 82.4, | -45.9, | -12.5, | 14 | 10.7, | 20.4, | 81.8, | -43.4, | -13.1, |
| 15 | 10.7, | 34.0, | 82.6, | -41.5, | -13.3, | 16 | 10.7, | 46.5, | 80.9, | -38.3, | -13.2, |
| 17 | 10.7, | 57.7, | 76.8, | -34.0, | -12.6, | 18 | 10.7, | 67.1, | 70.3, | -28.7, | -11.7, |
| 19 | 10.7, | 74.5, | 61.7, | -22.4, | -10.4, | 20 | 10.7, | 79.5, | 51.2, | -15.5, | -8.7, |
| 21 | 10.7, | 82.2, | 39.1, | -8.1, | -6.8, | 22 | 10.7, | 82.4, | 25.9, | -0.5, | -4.8, |
| 23 | 10.7, | 81.8, | 20.4, | 2.9, | -2.5, | 24 | 10.7, | 82.6, | 34.0, | -3.6, | -0.2, |
| 25 | 10.7, | 80.9, | 46.5, | -10.1, | 2.1, | 26 | 10.7, | 76.8, | 57.7, | -16.2, | 4.4, |
| 27 | 10.7, | 70.3, | 67.1, | -21.9, | 6.5, | 28 | 10.7, | 61.7, | 74.5, | -26.9, | 8.4, |
| 29 | 10.7, | 51.2, | 79.5, | -31.0, | 10.1, | 30 | 10.7, | 39.1, | 82.2, | -34.3, | 11.5, |
| 31 | 10.7, | 25.9, | 82.4, | -36.4, | 12.5, | 32 | 10.7, | 20.4, | 81.8, | -38.4, | 13.1, |
| 33 | 10.7, | 34.0, | 82.6, | -41.1, | 13.3, | 34 | 10.7, | 46.5, | 80.9, | -42.6, | 13.2, |
| 35 | 10.7, | 57.7, | 76.8, | -42.8, | 12.6, | 36 | 10.7, | 67.1, | 70.3, | -41.6, | 11.7, |

SOURCE ID: STCKT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 148.8, | 135.0, | 5.1, | 4.5, | 2 | 10.7, | 139.6, | 120.0, | 10.7, | 17.0, |
| 3 | 10.7, | 126.1, | 101.4, | 16.0, | 29.0, | 4 | 10.7, | 131.9, | 109.2, | 6.0, | 40.2, |
| 5 | 10.7, | 143.8, | 126.5, | -10.5, | 50.1, | 6 | 10.7, | 151.2, | 139.8, | -26.7, | 58.5, |
| 7 | 10.7, | 154.1, | 149.0, | -42.1, | 65.1, | 8 | 10.7, | 152.3, | 153.6, | -56.2, | 69.7, |
| 9 | 10.7, | 145.8, | 153.5, | -68.6, | 72.2, | 10 | 10.7, | 135.0, | 148.8, | -78.9, | 72.6, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 126.5, | 143.8, | -122.0, | 52.7, |
| 15 | 10.7, | 139.8, | 151.2, | -134.1, | 43.2, | 16 | 10.7, | 149.0, | 154.1, | -142.1, | 32.4, |
| 17 | 10.7, | 153.6, | 152.3, | -145.9, | 20.6, | 18 | 10.7, | 153.5, | 145.8, | -145.2, | 8.2, |
| 19 | 10.7, | 148.8, | 135.0, | -140.1, | -4.5, | 20 | 10.7, | 139.6, | 120.0, | -130.7, | -17.0, |
| 21 | 10.7, | 126.1, | 101.4, | -117.4, | -29.0, | 22 | 10.7, | 131.9, | 109.2, | -115.2, | -40.2, |
| 23 | 10.7, | 143.8, | 126.5, | -116.0, | -50.1, | 24 | 10.7, | 151.2, | 139.8, | -113.1, | -58.5, |
| 25 | 10.7, | 154.1, | 149.0, | -106.9, | -65.1, | 26 | 10.7, | 152.3, | 153.6, | -97.4, | -69.7, |
| 27 | 10.7, | 145.8, | 153.5, | -85.0, | -72.2, | 28 | 10.7, | 135.0, | 148.8, | -69.9, | -72.6, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 126.5, | 143.8, | -21.8, | -52.7, |
| 33 | 10.7, | 139.8, | 151.2, | -17.2, | -43.2, | 34 | 10.7, | 149.0, | 154.1, | -12.0, | -32.4, |
| 35 | 10.7, | 153.6, | 152.3, | -6.4, | -20.6, | 36 | 10.7, | 153.5, | 145.8, | -0.7, | -8.2, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKVWXY

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 172.8, | 119.9, | -5.9, | -42.1, | 2 | 10.7, | 169.1, | 96.4, | 12.3, | -32.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 10.7, | 172.5, | 115.5, | 10.7, | 2.5, | 6 | 10.7, | 171.9, | 136.1, | -1.1, | 14.3, |
| 7 | 10.7, | 166.1, | 152.5, | -12.8, | 25.7, | 8 | 10.7, | 155.2, | 164.3, | -24.2, | 36.3, |
| 9 | 10.7, | 139.7, | 171.1, | -34.8, | 45.9, | 10 | 10.7, | 119.9, | 172.8, | -44.3, | 54.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 10.7, | 136.1, | 171.9, | -100.3, | 66.9, | 16 | 10.7, | 152.5, | 166.1, | -108.8, | 63.4, |
| 17 | 10.7, | 164.3, | 155.2, | -114.0, | 58.0, | 18 | 10.7, | 171.1, | 139.7, | -115.7, | 50.8, |
| 19 | 10.7, | 172.8, | 119.9, | -113.9, | 42.1, | 20 | 10.7, | 169.1, | 96.4, | -108.7, | 32.0, |
| 21 | 10.7, | 160.4, | 70.0, | -100.1, | 21.1, | 22 | 10.7, | 167.8, | 91.4, | -113.5, | 9.4, |
| 23 | 10.7, | 172.5, | 115.5, | -126.1, | -2.5, | 24 | 10.7, | 171.9, | 136.1, | -135.0, | -14.3, |
| 25 | 10.7, | 166.1, | 152.5, | -139.7, | -25.7, | 26 | 10.7, | 155.2, | 164.3, | -140.2, | -36.3, |
| 27 | 10.7, | 139.7, | 171.1, | -136.4, | -45.9, | 28 | 10.7, | 119.9, | 172.8, | -128.4, | -54.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 10.7, | 136.1, | 171.9, | -71.6, | -66.9, | 34 | 10.7, | 152.5, | 166.1, | -57.3, | -63.4, |
| 35 | 10.7, | 164.3, | 155.2, | -41.3, | -58.0, | 36 | 10.7, | 171.1, | 139.7, | -24.0, | -50.8, |

SOURCE ID: STCKAABB

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 96.8, | 61.3, | 18.3, | -51.3, | 2 | 10.7, | 101.1, | 74.5, | 19.9, | -42.0, |
| 3 | 10.7, | 102.3, | 85.6, | 20.8, | -31.5, | 4 | 10.7, | 100.3, | 94.0, | 21.1, | -19.9, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 10.7, | 95.4, | 99.6, | 20.7, | -7.8, | 6 | 10.7, | 87.5, | 102.1, | 19.7, | 4.5, |
| 7 | 10.7, | 77.0, | 101.6, | 18.1, | 16.8, | 8 | 10.7, | 64.1, | 97.9, | 16.0, | 28.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 10.7, | 96.8, | 61.3, | -79.6, | 51.3, | 20 | 10.7, | 101.1, | 74.5, | -94.4, | 42.0, |
| 21 | 10.7, | 102.3, | 85.6, | -106.3, | 31.5, | 22 | 10.7, | 100.3, | 94.0, | -115.1, | 19.9, |
| 23 | 10.7, | 95.4, | 99.6, | -120.3, | 7.8, | 24 | 10.7, | 87.5, | 102.1, | -121.8, | -4.5, |
| 25 | 10.7, | 77.0, | 101.6, | -119.7, | -16.8, | 26 | 10.7, | 64.1, | 97.9, | -113.9, | -28.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -42.4, | -29.3, | 2 | 9.1, | 289.6, | 297.5, | -53.7, | -5.9, |
| 3 | 9.1, | 291.8, | 321.4, | -63.3, | 17.7, | 4 | 9.1, | 285.1, | 335.4, | -71.1, | 40.8, |
| 5 | 9.1, | 269.8, | 339.3, | -76.7, | 62.6, | 6 | 9.1, | 246.3, | 332.9, | -79.9, | 82.6, |
| 7 | 9.1, | 229.5, | 316.3, | -80.7, | 92.9, | 8 | 9.1, | 227.5, | 290.2, | -79.1, | 89.5, |
| 9 | 9.1, | 223.8, | 259.1, | -77.7, | 82.1, | 10 | 9.1, | 264.7, | 278.6, | -110.0, | 90.0, |
| 11 | 9.1, | 297.5, | 289.6, | -138.9, | 95.1, | 12 | 9.1, | 321.4, | 291.8, | -163.6, | 97.3, |
| 13 | 9.1, | 335.4, | 285.1, | -183.4, | 96.6, | 14 | 9.1, | 339.3, | 269.8, | -197.5, | 93.0, |
| 15 | 9.1, | 332.9, | 246.3, | -205.7, | 86.5, | 16 | 9.1, | 316.3, | 229.5, | -207.6, | 77.4, |
| 17 | 9.1, | 290.2, | 227.5, | -203.2, | 66.0, | 18 | 9.1, | 259.1, | 223.8, | -194.0, | 51.8, |
| 19 | 9.1, | 278.6, | 264.7, | -222.3, | 29.3, | 20 | 9.1, | 289.6, | 297.5, | -243.9, | 5.9, |
| 21 | 9.1, | 291.8, | 321.4, | -258.0, | -17.7, | 22 | 9.1, | 285.1, | 335.4, | -264.4, | -40.8, |
| 23 | 9.1, | 269.8, | 339.3, | -262.6, | -62.6, | 24 | 9.1, | 246.3, | 332.9, | -253.0, | -82.6, |
| 25 | 9.1, | 229.5, | 316.3, | -235.6, | -92.9, | 26 | 9.1, | 227.5, | 290.2, | -211.0, | -89.5, |
| 27 | 9.1, | 223.8, | 259.1, | -181.4, | -82.1, | 28 | 9.1, | 264.7, | 278.6, | -168.6, | -90.0, |
| 29 | 9.1, | 297.5, | 289.6, | -150.7, | -95.1, | 30 | 9.1, | 321.4, | 291.8, | -128.2, | -97.3, |
| 31 | 9.1, | 335.4, | 285.1, | -101.8, | -96.6, | 32 | 9.1, | 339.3, | 269.8, | -72.3, | -93.0, |
| 33 | 9.1, | 332.9, | 246.3, | -40.6, | -86.5, | 34 | 9.1, | 316.3, | 229.5, | -21.9, | -77.4, |
| 35 | 9.1, | 290.2, | 227.5, | -24.3, | -66.0, | 36 | 9.1, | 259.1, | 223.8, | -29.8, | -51.8, |

SOURCE ID: STCKCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -110.8, | -36.5, | 2 | 9.1, | 289.6, | 297.5, | -119.8, | -24.8, |
| 3 | 9.1, | 291.8, | 321.4, | -125.2, | -12.4, | 4 | 9.1, | 285.1, | 335.4, | -126.7, | 0.4, |
| 5 | 9.1, | 269.8, | 339.3, | -124.5, | 13.2, | 6 | 9.1, | 246.3, | 332.9, | -118.4, | 25.6, |
| 7 | 9.1, | 229.5, | 316.3, | -108.7, | 30.0, | 8 | 9.1, | 227.5, | 290.2, | -95.8, | 22.8, |
| 9 | 9.1, | 223.8, | 259.1, | -82.5, | 13.5, | 10 | 9.1, | 264.7, | 278.6, | -102.8, | 21.6, |
| 11 | 9.1, | 297.5, | 289.6, | -120.0, | 29.0, | 12 | 9.1, | 321.4, | 291.8, | -133.5, | 35.5, |
| 13 | 9.1, | 335.4, | 285.1, | -143.0, | 41.0, | 14 | 9.1, | 339.3, | 269.8, | -148.1, | 45.2, |
| 15 | 9.1, | 332.9, | 246.3, | -148.7, | 48.0, | 16 | 9.1, | 316.3, | 229.5, | -144.8, | 49.4, |
| 17 | 9.1, | 290.2, | 227.5, | -136.5, | 49.3, | 18 | 9.1, | 259.1, | 223.8, | -125.4, | 47.0, |
| 19 | 9.1, | 278.6, | 264.7, | -153.9, | 36.5, | 20 | 9.1, | 289.6, | 297.5, | -177.8, | 24.8, |
| 21 | 9.1, | 291.8, | 321.4, | -196.2, | 12.4, | 22 | 9.1, | 285.1, | 335.4, | -208.7, | -0.4, |
| 23 | 9.1, | 269.8, | 339.3, | -214.8, | -13.2, | 24 | 9.1, | 246.3, | 332.9, | -214.5, | -25.6, |
| 25 | 9.1, | 229.5, | 316.3, | -207.6, | -30.0, | 26 | 9.1, | 227.5, | 290.2, | -194.4, | -22.8, |
| 27 | 9.1, | 223.8, | 259.1, | -176.6, | -13.5, | 28 | 9.1, | 264.7, | 278.6, | -175.8, | -21.6, |
| 29 | 9.1, | 297.5, | 289.6, | -169.6, | -29.0, | 30 | 9.1, | 321.4, | 291.8, | -158.3, | -35.5, |
| 31 | 9.1, | 335.4, | 285.1, | -142.2, | -41.0, | 32 | 9.1, | 339.3, | 269.8, | -121.7, | -45.2, |
| 33 | 9.1, | 332.9, | 246.3, | -97.6, | -48.0, | 34 | 9.1, | 316.3, | 229.5, | -84.7, | -49.4, |
| 35 | 9.1, | 290.2, | 227.5, | -91.0, | -49.3, | 36 | 9.1, | 259.1, | 223.8, | -98.4, | -47.0, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKCC3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -163.1, | -41.6, | 2 | 9.1, | 289.6, | 297.5, | -170.4, | -39.0, |
| 3 | 9.1, | 291.8, | 321.4, | -172.6, | -35.2, | 4 | 9.1, | 285.1, | 335.4, | -169.5, | -30.2, |
| 5 | 9.1, | 269.8, | 339.3, | -161.2, | -24.4, | 6 | 9.1, | 246.3, | 332.9, | -148.1, | -17.9, |
| 7 | 9.1, | 229.5, | 316.3, | -130.4, | -17.9, | 8 | 9.1, | 227.5, | 290.2, | -108.8, | -28.2, |
| 9 | 9.1, | 223.8, | 259.1, | -86.5, | -38.9, | 10 | 9.1, | 264.7, | 278.6, | -97.6, | -30.8, |
| 11 | 9.1, | 297.5, | 289.6, | -105.8, | -21.7, | 12 | 9.1, | 321.4, | 291.8, | -110.7, | -11.9, |
| 13 | 9.1, | 335.4, | 285.1, | -112.3, | -1.8, | 14 | 9.1, | 339.3, | 269.8, | -110.5, | 8.4, |
| 15 | 9.1, | 332.9, | 246.3, | -105.3, | 18.4, | 16 | 9.1, | 316.3, | 229.5, | -96.9, | 27.7, |
| 17 | 9.1, | 290.2, | 227.5, | -85.5, | 36.3, | 18 | 9.1, | 259.1, | 223.8, | -72.9, | 43.0, |
| 19 | 9.1, | 278.6, | 264.7, | -101.6, | 41.6, | 20 | 9.1, | 289.6, | 297.5, | -127.1, | 39.0, |
| 21 | 9.1, | 291.8, | 321.4, | -148.8, | 35.2, | 22 | 9.1, | 285.1, | 335.4, | -166.0, | 30.2, |
| 23 | 9.1, | 269.8, | 339.3, | -178.1, | 24.4, | 24 | 9.1, | 246.3, | 332.9, | -184.8, | 17.9, |
| 25 | 9.1, | 229.5, | 316.3, | -185.9, | 17.9, | 26 | 9.1, | 227.5, | 290.2, | -181.3, | 28.2, |
| 27 | 9.1, | 223.8, | 259.1, | -172.6, | 38.9, | 28 | 9.1, | 264.7, | 278.6, | -180.9, | 30.8, |
| 29 | 9.1, | 297.5, | 289.6, | -183.8, | 21.7, | 30 | 9.1, | 321.4, | 291.8, | -181.1, | 11.9, |
| 31 | 9.1, | 335.4, | 285.1, | -172.8, | 1.8, | 32 | 9.1, | 339.3, | 269.8, | -159.3, | -8.4, |
| 33 | 9.1, | 332.9, | 246.3, | -141.0, | -18.4, | 34 | 9.1, | 316.3, | 229.5, | -132.6, | -27.7, |
| 35 | 9.1, | 290.2, | 227.5, | -141.9, | -36.3, | 36 | 9.1, | 259.1, | 223.8, | -150.8, | -43.0, |

SOURCE ID: STCKCC4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -176.6, | 49.5, | 2 | 9.1, | 289.6, | 297.5, | -199.5, | 48.5, |
| 3 | 9.1, | 291.8, | 321.4, | -216.4, | 45.9, | 4 | 9.1, | 285.1, | 335.4, | -226.7, | 42.0, |
| 5 | 9.1, | 269.8, | 339.3, | -230.1, | 36.8, | 6 | 9.1, | 246.3, | 332.9, | -226.6, | 30.5, |
| 7 | 9.1, | 229.5, | 316.3, | -216.1, | 16.1, | 8 | 9.1, | 227.5, | 290.2, | -199.1, | -9.6, |
| 9 | 9.1, | 223.8, | 259.1, | -178.7, | -36.3, | 10 | 9.1, | 264.7, | 278.6, | -188.8, | -44.2, |
| 11 | 9.1, | 297.5, | 289.6, | -193.3, | -50.7, | 12 | 9.1, | 321.4, | 291.8, | -191.8, | -55.7, |
| 13 | 9.1, | 335.4, | 285.1, | -184.6, | -59.0, | 14 | 9.1, | 339.3, | 269.8, | -171.7, | -60.5, |
| 15 | 9.1, | 332.9, | 246.3, | -153.6, | -60.1, | 16 | 9.1, | 316.3, | 229.5, | -130.9, | -58.0, |
| 17 | 9.1, | 290.2, | 227.5, | -104.1, | -54.0, | 18 | 9.1, | 259.1, | 223.8, | -75.5, | -49.1, |
| 19 | 9.1, | 278.6, | 264.7, | -88.1, | -49.5, | 20 | 9.1, | 289.6, | 297.5, | -98.0, | -48.5, |
| 21 | 9.1, | 291.8, | 321.4, | -105.0, | -45.9, | 22 | 9.1, | 285.1, | 335.4, | -108.7, | -42.0, |
| 23 | 9.1, | 269.8, | 339.3, | -109.2, | -36.8, | 24 | 9.1, | 246.3, | 332.9, | -106.3, | -30.5, |
| 25 | 9.1, | 229.5, | 316.3, | -100.2, | -16.1, | 26 | 9.1, | 227.5, | 290.2, | -91.0, | 9.6, |
| 27 | 9.1, | 223.8, | 259.1, | -80.4, | 36.3, | 28 | 9.1, | 264.7, | 278.6, | -89.7, | 44.2, |
| 29 | 9.1, | 297.5, | 289.6, | -96.3, | 50.7, | 30 | 9.1, | 321.4, | 291.8, | -99.9, | 55.7, |
| 31 | 9.1, | 335.4, | 285.1, | -100.5, | 59.0, | 32 | 9.1, | 339.3, | 269.8, | -98.1, | 60.5, |
| 33 | 9.1, | 332.9, | 246.3, | -92.7, | 60.1, | 34 | 9.1, | 316.3, | 229.5, | -98.7, | 58.0, |
| 35 | 9.1, | 290.2, | 227.5, | -123.4, | 54.0, | 36 | 9.1, | 259.1, | 223.8, | -148.2, | 49.1, |

SOURCE ID: STCKCC5

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 278.6, | 264.7, | -124.8, | 63.1, | 2 | 9.1, | 289.6, | 297.5, | -150.9, | 70.8, |
| 3 | 9.1, | 291.8, | 321.4, | -172.4, | 76.3, | 4 | 9.1, | 285.1, | 335.4, | -188.7, | 79.6, |
| 5 | 9.1, | 269.8, | 339.3, | -199.2, | 80.4, | 6 | 9.1, | 246.3, | 332.9, | -203.7, | 78.8, |
| 7 | 9.1, | 229.5, | 316.3, | -202.0, | 67.6, | 8 | 9.1, | 227.5, | 290.2, | -194.1, | 43.6, |
| 9 | 9.1, | 223.8, | 259.1, | -183.0, | 16.9, | 10 | 9.1, | 264.7, | 278.6, | -202.4, | 7.5, |
| 11 | 9.1, | 297.5, | 289.6, | -215.6, | -2.2, | 12 | 9.1, | 321.4, | 291.8, | -222.2, | -11.8, |
| 13 | 9.1, | 335.4, | 285.1, | -222.1, | -21.0, | 14 | 9.1, | 339.3, | 269.8, | -215.3, | -29.6, |
| 15 | 9.1, | 332.9, | 246.3, | -201.9, | -37.3, | 16 | 9.1, | 316.3, | 229.5, | -182.4, | -43.8, |
| 17 | 9.1, | 290.2, | 227.5, | -157.3, | -49.0, | 18 | 9.1, | 259.1, | 223.8, | -128.8, | -53.4, |
| 19 | 9.1, | 278.6, | 264.7, | -139.8, | -63.1, | 20 | 9.1, | 289.6, | 297.5, | -146.6, | -70.8, |
| 21 | 9.1, | 291.8, | 321.4, | -148.9, | -76.3, | 22 | 9.1, | 285.1, | 335.4, | -146.7, | -79.6, |
| 23 | 9.1, | 269.8, | 339.3, | -140.1, | -80.4, | 24 | 9.1, | 246.3, | 332.9, | -129.2, | -78.8, |
| 25 | 9.1, | 229.5, | 316.3, | -114.3, | -67.6, | 26 | 9.1, | 227.5, | 290.2, | -96.0, | -43.6, |
| 27 | 9.1, | 223.8, | 259.1, | -76.1, | -16.9, | 28 | 9.1, | 264.7, | 278.6, | -76.2, | -7.5, |
| 29 | 9.1, | 297.5, | 289.6, | -74.0, | 2.2, | 30 | 9.1, | 321.4, | 291.8, | -69.6, | 11.8, |
| 31 | 9.1, | 335.4, | 285.1, | -63.0, | 21.0, | 32 | 9.1, | 339.3, | 269.8, | -54.5, | 29.6, |
| 33 | 9.1, | 332.9, | 246.3, | -44.4, | 37.3, | 34 | 9.1, | 316.3, | 229.5, | -47.1, | 43.8, |
| 35 | 9.1, | 290.2, | 227.5, | -70.2, | 49.0, | 36 | 9.1, | 259.1, | 223.8, | -95.0, | 53.4, |

SOURCE ID: STCKPP1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 38.6, | 36.5, | -10.2, | 14.0, | 2 | 9.1, | 38.5, | 33.6, | -11.4, | 15.2, |
| 3 | 9.1, | 37.1, | 29.8, | -12.2, | 15.9, | 4 | 9.1, | 34.7, | 25.1, | -12.6, | 16.1, |
| 5 | 9.1, | 33.4, | 23.0, | -14.3, | 15.8, | 6 | 9.1, | 36.3, | 28.0, | -19.6, | 15.1, |
| 7 | 9.1, | 38.1, | 32.2, | -24.2, | 13.9, | 8 | 9.1, | 38.7, | 35.5, | -28.1, | 12.3, |
| 9 | 9.1, | 38.2, | 37.6, | -31.2, | 10.3, | 10 | 9.1, | 36.5, | 38.6, | -33.3, | 8.0, |
| 11 | 9.1, | 33.6, | 38.5, | -34.4, | 5.5, | 12 | 9.1, | 29.8, | 37.1, | -34.4, | 2.7, |
| 13 | 9.1, | 25.1, | 34.7, | -33.4, | -0.1, | 14 | 9.1, | 23.0, | 33.4, | -32.5, | -2.9, |
| 15 | 9.1, | 28.0, | 36.3, | -33.2, | -5.6, | 16 | 9.1, | 32.2, | 38.1, | -32.9, | -8.1, |
| 17 | 9.1, | 35.5, | 38.7, | -31.6, | -10.4, | 18 | 9.1, | 37.6, | 38.2, | -29.4, | -12.4, |
| 19 | 9.1, | 38.6, | 36.5, | -26.2, | -14.0, | 20 | 9.1, | 38.5, | 33.6, | -22.3, | -15.2, |
| 21 | 9.1, | 37.1, | 29.8, | -17.6, | -15.9, | 22 | 9.1, | 34.7, | 25.1, | -12.5, | -16.1, |
| 23 | 9.1, | 33.4, | 23.0, | -8.6, | -15.8, | 24 | 9.1, | 36.3, | 28.0, | -8.5, | -15.1, |
| 25 | 9.1, | 38.1, | 32.2, | -8.0, | -13.9, | 26 | 9.1, | 38.7, | 35.5, | -7.3, | -12.3, |
| 27 | 9.1, | 38.2, | 37.6, | -6.4, | -10.3, | 28 | 9.1, | 36.5, | 38.6, | -5.3, | -8.0, |
| 29 | 9.1, | 33.6, | 38.5, | -4.1, | -5.5, | 30 | 9.1, | 29.8, | 37.1, | -2.7, | -2.7, |
| 31 | 9.1, | 25.1, | 34.7, | -1.2, | 0.1, | 32 | 9.1, | 23.0, | 33.4, | -0.9, | 2.9, |
| 33 | 9.1, | 28.0, | 36.3, | -3.0, | 5.6, | 34 | 9.1, | 32.2, | 38.1, | -5.1, | 8.1, |
| 35 | 9.1, | 35.5, | 38.7, | -7.1, | 10.4, | 36 | 9.1, | 37.6, | 38.2, | -8.8, | 12.4, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKPP2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9.1, | 39.9, | 36.1, | -35.6, | 14.8, | 2 | 9.1, | 41.8, | 31.6, | -35.7, | 11.5, |
| 3 | 9.1, | 42.5, | 26.2, | -34.7, | 7.8, | 4 | 9.1, | 41.8, | 20.0, | -32.6, | 4.0, |
| 5 | 9.1, | 40.4, | 14.6, | -30.3, | 0.0, | 6 | 9.1, | 42.0, | 21.3, | -33.3, | -4.0, |
| 7 | 9.1, | 42.4, | 27.4, | -35.3, | -7.9, | 8 | 9.1, | 41.6, | 32.6, | -36.2, | -11.5, |
| 9 | 9.1, | 39.4, | 36.8, | -36.0, | -14.8, | 10 | 9.1, | 36.1, | 39.9, | -34.7, | -17.6, |
| 11 | 9.1, | 31.6, | 41.8, | -32.4, | -19.9, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 9.1, | 32.6, | 41.6, | -9.3, | -19.9, | 18 | 9.1, | 36.8, | 39.4, | -4.9, | -17.6, |
| 19 | 9.1, | 39.9, | 36.1, | -0.4, | -14.8, | 20 | 9.1, | 41.8, | 31.6, | 4.1, | -11.5, |
| 21 | 9.1, | 42.5, | 26.2, | 8.5, | -7.8, | 22 | 9.1, | 41.8, | 20.0, | 12.6, | -4.0, |
| 23 | 9.1, | 40.4, | 14.6, | 15.7, | 0.0, | 24 | 9.1, | 42.0, | 21.3, | 12.0, | 4.0, |
| 25 | 10.7, | 30.4, | 31.5, | -65.1, | 18.4, | 26 | 10.7, | 31.4, | 31.5, | -67.6, | 9.5, |
| 27 | 10.7, | 31.6, | 30.7, | -68.0, | 0.4, | 28 | 10.7, | 30.7, | 28.8, | -66.4, | -8.8, |
| 29 | 10.7, | 29.0, | 26.1, | -62.7, | -17.7, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 9.1, | 32.6, | 41.6, | -32.3, | 19.9, | 36 | 9.1, | 36.8, | 39.4, | -34.5, | 17.6, |

SOURCE ID: STCKPP3

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 3 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 4 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 5 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 6 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 7 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 11 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 15 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 9.1, | 36.8, | 39.4, | -65.1, | 20.0, |
| 19 | 9.1, | 39.9, | 36.1, | -66.2, | 11.8, | 20 | 9.1, | 41.8, | 31.6, | -65.3, | 3.3, |
| 21 | 9.1, | 42.5, | 26.2, | -62.4, | -5.4, | 22 | 9.1, | 41.8, | 20.0, | -57.6, | -13.8, |
| 23 | 9.1, | 40.4, | 14.6, | -51.8, | -21.9, | 24 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 25 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 26 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 33 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: STCKPP4

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 28.8, | 30.7, | 5.3, | -4.1, | 2 | 10.7, | 26.1, | 29.0, | 6.6, | -0.4, |
| 3 | 10.7, | 22.6, | 26.3, | 7.7, | 3.3, | 4 | 10.7, | 21.8, | 25.7, | 7.1, | 6.8, |
| 5 | 10.7, | 25.5, | 28.5, | 4.2, | 10.2, | 6 | 10.7, | 28.4, | 30.4, | 1.2, | 13.2, |
| 7 | 10.7, | 30.4, | 31.5, | -1.9, | 15.9, | 8 | 10.7, | 31.4, | 31.5, | -4.9, | 18.1, |
| 9 | 10.7, | 31.6, | 30.7, | -7.7, | 19.7, | 10 | 9.1, | 36.1, | 39.9, | -82.6, | -5.7, |
| 11 | 9.1, | 31.6, | 41.8, | -81.7, | -16.5, | 12 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 10.7, | 28.5, | 25.5, | -22.9, | 18.5, |
| 15 | 10.7, | 30.4, | 28.4, | -27.4, | 16.4, | 16 | 10.7, | 31.5, | 30.4, | -31.1, | 13.9, |
| 17 | 10.7, | 31.5, | 31.4, | -33.8, | 10.9, | 18 | 10.7, | 30.7, | 31.6, | -35.5, | 7.6, |
| 19 | 10.7, | 28.8, | 30.7, | -36.1, | 4.1, | 20 | 10.7, | 26.1, | 29.0, | -35.6, | 0.4, |
| 21 | 10.7, | 22.6, | 26.3, | -34.0, | -3.3, | 22 | 10.7, | 21.8, | 25.7, | -32.8, | -6.8, |
| 23 | 10.7, | 25.5, | 28.5, | -32.7, | -10.2, | 24 | 10.7, | 28.4, | 30.4, | -31.6, | -13.2, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 10.7, | 30.4, | 31.5, | -29.6, | -15.9, | 26 | 10.7, | 31.4, | 31.5, | -26.7, | -18.1, |
| 27 | 10.7, | 31.6, | 30.7, | -22.9, | -19.7, | 28 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 29 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 30 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 10.7, | 28.5, | 25.5, | -2.5, | -18.5, |
| 33 | 10.7, | 30.4, | 28.4, | -0.9, | -16.4, | 34 | 10.7, | 31.5, | 30.4, | 0.7, | -13.9, |
| 35 | 10.7, | 31.5, | 31.4, | 2.3, | -10.9, | 36 | 10.7, | 30.7, | 31.6, | 3.9, | -7.6, |

SOURCE ID: STCKHOT1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 88.9, | 60.3, | -6.0, | 0.9, | 2 | 12.2, | 85.0, | 62.0, | -8.9, | 3.3, |
| 3 | 12.2, | 78.6, | 61.9, | -11.5, | 5.7, | 4 | 12.2, | 69.7, | 62.7, | -16.5, | 7.9, |
| 5 | 12.2, | 62.2, | 68.3, | -23.7, | 8.2, | 6 | 12.2, | 61.4, | 77.5, | -30.2, | 12.0, |
| 7 | 12.2, | 61.7, | 84.3, | -35.7, | 17.1, | 8 | 12.2, | 60.1, | 88.5, | -40.2, | 21.6, |
| 9 | 12.2, | 56.7, | 90.1, | -43.4, | 25.4, | 10 | 12.2, | 60.3, | 88.9, | -45.3, | 24.2, |
| 11 | 12.2, | 62.0, | 85.0, | -45.9, | 22.2, | 12 | 12.2, | 61.9, | 78.6, | -45.0, | 19.5, |
| 13 | 12.2, | 62.7, | 69.7, | -42.8, | 14.8, | 14 | 12.2, | 68.3, | 62.2, | -39.3, | 10.4, |
| 15 | 12.2, | 77.5, | 61.4, | -42.7, | 8.6, | 16 | 12.2, | 84.3, | 61.7, | -47.9, | 6.4, |
| 17 | 12.2, | 88.5, | 60.1, | -51.6, | 4.1, | 18 | 12.2, | 90.1, | 56.7, | -53.8, | 1.6, |
| 19 | 12.2, | 88.9, | 60.3, | -54.3, | -0.9, | 20 | 12.2, | 85.0, | 62.0, | -53.2, | -3.3, |
| 21 | 12.2, | 78.6, | 61.9, | -50.4, | -5.7, | 22 | 12.2, | 69.7, | 62.7, | -46.2, | -7.9, |
| 23 | 12.2, | 62.2, | 68.3, | -44.6, | -8.2, | 24 | 12.2, | 61.4, | 77.5, | -47.3, | -12.0, |
| 25 | 12.2, | 61.7, | 84.3, | -48.6, | -17.1, | 26 | 12.2, | 60.1, | 88.5, | -48.4, | -21.6, |
| 27 | 12.2, | 56.7, | 90.1, | -46.7, | -25.4, | 28 | 12.2, | 60.3, | 88.9, | -43.6, | -24.2, |
| 29 | 12.2, | 62.0, | 85.0, | -39.2, | -22.2, | 30 | 12.2, | 61.9, | 78.6, | -33.6, | -19.5, |
| 31 | 12.2, | 62.7, | 69.7, | -26.9, | -14.8, | 32 | 12.2, | 68.3, | 62.2, | -23.0, | -10.4, |
| 33 | 12.2, | 77.5, | 61.4, | -18.7, | -8.6, | 34 | 12.2, | 79.6, | 54.4, | -104.8, | -9.6, |
| 35 | 12.2, | 77.7, | 43.4, | -96.5, | -22.9, | 36 | 12.2, | 73.4, | 31.1, | -85.2, | -35.6, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCKHOT2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 77.7, | 43.4, | -41.7, | 1.1, | 2 | 12.2, | 79.6, | 54.4, | -47.1, | -2.4, |
| 3 | 12.2, | 79.1, | 63.7, | -51.0, | -5.8, | 4 | 12.2, | 76.2, | 71.0, | -53.4, | -9.1, |
| 5 | 12.2, | 71.0, | 76.2, | -54.2, | -12.1, | 6 | 12.2, | 63.7, | 79.1, | -53.3, | -14.7, |
| 7 | 12.2, | 54.4, | 79.6, | -50.8, | -16.8, | 8 | 12.2, | 43.4, | 77.7, | -46.7, | -18.4, |
| 9 | 12.2, | 31.1, | 73.4, | -41.2, | -19.5, | 10 | 12.2, | 43.4, | 77.7, | -39.9, | -20.0, |
| 11 | 12.2, | 54.4, | 79.6, | -37.4, | -19.9, | 12 | 12.2, | 63.7, | 79.1, | -33.7, | -19.2, |
| 13 | 12.2, | 62.7, | 69.7, | -105.8, | 27.5, | 14 | 12.2, | 68.3, | 62.2, | -103.5, | 12.0, |
| 15 | 12.2, | 77.5, | 61.4, | -106.2, | -1.1, | 16 | 12.2, | 79.6, | 54.4, | -10.4, | -11.0, |
| 17 | 12.2, | 77.7, | 43.4, | -3.2, | -7.9, | 18 | 12.2, | 73.4, | 31.1, | 4.0, | -4.5, |
| 19 | 12.2, | 77.7, | 43.4, | -1.7, | -1.1, | 20 | 12.2, | 79.6, | 54.4, | -7.3, | 2.4, |
| 21 | 12.2, | 79.1, | 63.7, | -12.6, | 5.8, | 22 | 12.2, | 76.2, | 71.0, | -17.6, | 9.1, |
| 23 | 12.2, | 71.0, | 76.2, | -22.1, | 12.1, | 24 | 12.2, | 63.7, | 79.1, | -25.9, | 14.7, |
| 25 | 12.2, | 54.4, | 79.6, | -28.9, | 16.8, | 26 | 12.2, | 43.4, | 77.7, | -31.0, | 18.4, |
| 27 | 12.2, | 31.1, | 73.4, | -32.2, | 19.5, | 28 | 12.2, | 43.4, | 77.7, | -37.8, | 20.0, |
| 29 | 12.2, | 54.4, | 79.6, | -42.2, | 19.9, | 30 | 12.2, | 63.7, | 79.1, | -45.4, | 19.2, |
| 31 | 12.2, | 71.0, | 76.2, | -47.2, | 17.9, | 32 | 12.2, | 76.2, | 71.0, | -47.6, | 16.0, |
| 33 | 12.2, | 79.1, | 63.7, | -46.5, | 13.7, | 34 | 12.2, | 79.6, | 54.4, | -44.0, | 11.0, |
| 35 | 12.2, | 77.7, | 43.4, | -40.2, | 7.9, | 36 | 12.2, | 73.4, | 31.1, | -35.1, | 4.5, |

SOURCE ID: STCKAAA1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 103.8, | 72.0, | 0.1, | -3.3, | 2 | 10.7, | 109.0, | 85.5, | -6.6, | 3.0, |
| 3 | 10.7, | 110.9, | 96.5, | -13.2, | 9.3, | 4 | 10.7, | 109.3, | 104.5, | -19.3, | 15.2, |
| 5 | 10.7, | 104.5, | 109.3, | -24.9, | 20.7, | 6 | 10.7, | 96.5, | 110.9, | -29.7, | 25.6, |
| 7 | 10.7, | 85.5, | 109.0, | -33.6, | 29.7, | 8 | 10.7, | 72.0, | 103.8, | -36.5, | 32.8, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 72.0, | 103.8, | -48.6, | 36.1, |
| 11 | 10.7, | 85.5, | 109.0, | -57.5, | 36.2, | 12 | 10.7, | 96.5, | 110.9, | -64.7, | 35.1, |
| 13 | 10.7, | 104.5, | 109.3, | -69.9, | 32.9, | 14 | 10.7, | 109.3, | 104.5, | -73.0, | 29.8, |
| 15 | 10.7, | 110.9, | 96.5, | -73.8, | 25.8, | 16 | 10.7, | 109.0, | 85.5, | -72.4, | 20.9, |
| 17 | 10.7, | 103.8, | 72.0, | -68.8, | 15.5, | 18 | 10.7, | 95.5, | 56.3, | -63.1, | 9.5, |
| 19 | 10.7, | 103.8, | 72.0, | -72.1, | 3.3, | 20 | 10.7, | 109.0, | 85.5, | -78.9, | -3.0, |
| 21 | 10.7, | 110.9, | 96.5, | -83.3, | -9.3, | 22 | 10.7, | 109.3, | 104.5, | -85.2, | -15.2, |
| 23 | 10.7, | 104.5, | 109.3, | -84.5, | -20.7, | 24 | 10.7, | 96.5, | 110.9, | -81.2, | -25.6, |
| 25 | 10.7, | 85.5, | 109.0, | -75.4, | -29.7, | 26 | 10.7, | 72.0, | 103.8, | -67.4, | -32.8, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 72.0, | 103.8, | -55.2, | -36.1, |
| 29 | 10.7, | 85.5, | 109.0, | -51.5, | -36.2, | 30 | 10.7, | 96.5, | 110.9, | -46.2, | -35.1, |
| 31 | 10.7, | 104.5, | 109.3, | -39.5, | -32.9, | 32 | 10.7, | 109.3, | 104.5, | -31.6, | -29.8, |
| 33 | 10.7, | 110.9, | 96.5, | -22.7, | -25.8, | 34 | 10.7, | 109.0, | 85.5, | -13.1, | -20.9, |
| 35 | 10.7, | 103.8, | 72.0, | -3.2, | -15.5, | 36 | 10.7, | 95.5, | 56.3, | 6.9, | -9.5, |

SOURCE ID: STCKWW1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 122.9, | 137.8, | -3.6, | 35.4, | 2 | 10.7, | 138.8, | 149.7, | -16.7, | 46.2, |
| 3 | 10.7, | 150.4, | 157.1, | -29.3, | 55.6, | 4 | 10.7, | 157.4, | 159.7, | -41.0, | 63.3, |
| 5 | 10.7, | 159.7, | 157.4, | -51.4, | 69.1, | 6 | 10.7, | 157.1, | 150.4, | -60.3, | 72.8, |
| 7 | 10.7, | 149.7, | 138.8, | -67.4, | 74.3, | 8 | 10.7, | 137.8, | 122.9, | -72.4, | 73.5, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 10.7, | 137.8, | 122.9, | -96.9, | 65.3, |
| 11 | 10.7, | 149.7, | 138.8, | -115.6, | 58.2, | 12 | 10.7, | 157.1, | 150.4, | -130.8, | 49.2, |
| 13 | 10.7, | 159.7, | 157.4, | -142.1, | 38.8, | 14 | 10.7, | 157.4, | 159.7, | -149.0, | 27.3, |
| 15 | 10.7, | 150.4, | 157.1, | -151.4, | 14.8, | 16 | 10.7, | 138.8, | 149.7, | -149.1, | 2.0, |
| 17 | 10.7, | 122.9, | 137.8, | -142.4, | -11.0, | 18 | 10.7, | 103.4, | 121.7, | -131.3, | -23.6, |
| 19 | 10.7, | 122.9, | 137.8, | -134.2, | -35.4, | 20 | 10.7, | 138.8, | 149.7, | -133.0, | -46.2, |
| 21 | 10.7, | 150.4, | 157.1, | -127.8, | -55.6, | 22 | 10.7, | 157.4, | 159.7, | -118.7, | -63.3, |
| 23 | 10.7, | 159.7, | 157.4, | -106.0, | -69.1, | 24 | 10.7, | 157.1, | 150.4, | -90.0, | -72.8, |
| 25 | 10.7, | 149.7, | 138.8, | -71.4, | -74.3, | 26 | 10.7, | 137.8, | 122.9, | -50.5, | -73.5, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 10.7, | 137.8, | 122.9, | -26.0, | -65.3, |
| 29 | 10.7, | 149.7, | 138.8, | -23.2, | -58.2, | 30 | 10.7, | 157.1, | 150.4, | -19.6, | -49.2, |
| 31 | 10.7, | 159.7, | 157.4, | -15.4, | -38.8, | 32 | 10.7, | 157.4, | 159.7, | -10.7, | -27.3, |
| 33 | 10.7, | 150.4, | 157.1, | -5.7, | -14.8, | 34 | 10.7, | 138.8, | 149.7, | -0.6, | -2.0, |
| 35 | 10.7, | 122.9, | 137.8, | 4.6, | 11.0, | 36 | 10.7, | 103.4, | 121.7, | 9.6, | 23.6, |

SOURCE ID: BBBCCC1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10.7, | 196.1, | 142.0, | -2.5, | 4.8, | 2 | 10.7, | 207.0, | 167.1, | -16.9, | 16.7, |
| 3 | 10.7, | 211.5, | 187.1, | -30.8, | 28.0, | 4 | 10.7, | 209.7, | 201.5, | -43.8, | 38.4, |
| 5 | 10.7, | 201.5, | 209.7, | -55.4, | 47.7, | 6 | 10.7, | 187.1, | 211.5, | -65.4, | 55.6, |
| 7 | 10.7, | 167.1, | 207.0, | -73.4, | 61.8, | 8 | 10.7, | 142.0, | 196.1, | -79.1, | 66.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | 22.1, | -35.0, |
| 11 | 10.7, | 167.1, | 207.0, | -120.1, | 66.6, | 12 | 10.7, | 187.1, | 211.5, | -133.7, | 62.7, |

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 10.7, | 201.5, | 209.7, | -143.3, | 56.9, | 14 | 10.7, | 209.7, | 201.5, | -148.5, | 49.4, |
| 15 | 10.7, | 211.5, | 187.1, | -149.1, | 40.3, | 16 | 10.7, | 207.0, | 167.1, | -145.3, | 30.1, |
| 17 | 10.7, | 196.1, | 142.0, | -137.0, | 18.9, | 18 | 10.7, | 179.3, | 112.5, | -124.6, | 7.1, |
| 19 | 10.7, | 196.1, | 142.0, | -139.5, | -4.8, | 20 | 10.7, | 207.0, | 167.1, | -150.2, | -16.7, |
| 21 | 10.7, | 211.5, | 187.1, | -156.3, | -28.0, | 22 | 10.7, | 209.7, | 201.5, | -157.7, | -38.4, |
| 23 | 10.7, | 201.5, | 209.7, | -154.2, | -47.7, | 24 | 10.7, | 187.1, | 211.5, | -146.1, | -55.6, |
| 25 | 10.7, | 167.1, | 207.0, | -133.6, | -61.8, | 26 | 10.7, | 142.0, | 196.1, | -117.0, | -66.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -167.3, | 35.0, |
| 29 | 12.2, | 82.6, | 151.1, | -176.4, | 11.6, | 30 | 12.2, | 101.0, | 152.5, | -180.2, | -5.1, |
| 31 | 12.2, | 116.3, | 149.3, | -178.5, | -21.7, | 32 | 12.2, | 128.1, | 141.5, | -171.3, | -37.6, |
| 33 | 12.2, | 136.0, | 129.4, | -159.0, | -52.3, | 34 | 12.2, | 139.7, | 113.4, | -141.9, | -65.5, |
| 35 | 10.7, | 196.1, | 142.0, | -4.9, | -18.9, | 36 | 10.7, | 179.3, | 112.5, | 12.1, | -7.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: BBBCCC2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 145.2, | 76.0, | -74.2, | 0.0, | 2 | 12.2, | 151.1, | 82.6, | -70.5, | -7.7, |
| 3 | 12.2, | 152.5, | 101.0, | -78.8, | -15.3, | 4 | 12.2, | 149.3, | 116.3, | -84.8, | -22.4, |
| 5 | 12.2, | 141.5, | 128.1, | -88.2, | -28.8, | 6 | 12.2, | 129.4, | 136.0, | -89.0, | -34.3, |
| 7 | 12.2, | 113.4, | 139.7, | -87.0, | -38.8, | 8 | 12.2, | 93.9, | 139.2, | -82.4, | -42.1, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 76.0, | 145.2, | -72.6, | -36.2, |
| 11 | 12.2, | 82.6, | 151.1, | -67.8, | -29.2, | 12 | 12.2, | 101.0, | 152.5, | -61.0, | -28.3, |
| 13 | 12.2, | 116.3, | 149.3, | -52.2, | -26.7, | 14 | 12.2, | 128.1, | 141.5, | -41.9, | -24.2, |
| 15 | 12.2, | 136.0, | 129.4, | -30.4, | -21.0, | 16 | 12.2, | 139.7, | 113.4, | -17.9, | -17.1, |
| 17 | 12.2, | 139.2, | 93.9, | -4.8, | -12.8, | 18 | 12.2, | 134.8, | 71.6, | 8.4, | -7.8, |
| 19 | 12.2, | 145.2, | 76.0, | -1.8, | 0.0, | 20 | 12.2, | 151.1, | 82.6, | -12.2, | 7.7, |
| 21 | 12.2, | 152.5, | 101.0, | -22.2, | 15.3, | 22 | 12.2, | 149.3, | 116.3, | -31.5, | 22.4, |
| 23 | 12.2, | 141.5, | 128.1, | -39.8, | 28.8, | 24 | 12.2, | 129.4, | 136.0, | -47.0, | 34.3, |
| 25 | 12.2, | 113.4, | 139.7, | -52.7, | 38.8, | 26 | 12.2, | 93.9, | 139.2, | -56.9, | 42.1, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 76.0, | 145.2, | -72.5, | 36.2, |
| 29 | 12.2, | 82.6, | 151.1, | -83.3, | 29.2, | 30 | 12.2, | 101.0, | 152.5, | -91.6, | 28.3, |
| 31 | 12.2, | 116.3, | 149.3, | -97.0, | 26.7, | 32 | 12.2, | 128.1, | 141.5, | -99.5, | 24.2, |
| 33 | 12.2, | 136.0, | 129.4, | -99.0, | 21.0, | 34 | 12.2, | 139.7, | 113.4, | -95.5, | 17.1, |
| 35 | 12.2, | 139.2, | 93.9, | -89.1, | 12.8, | 36 | 12.2, | 134.8, | 71.6, | -80.0, | 7.8, |

SOURCE ID: DDDEEE1

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 153.0, | 109.3, | -109.3, | 16.7, | 2 | 12.2, | 164.0, | 114.0, | -106.9, | 5.6, |
| 3 | 12.2, | 170.0, | 115.1, | -101.2, | -5.7, | 4 | 12.2, | 170.9, | 125.9, | -105.6, | -16.8, |
| 5 | 12.2, | 166.5, | 136.4, | -110.4, | -27.4, | 6 | 12.2, | 157.1, | 142.8, | -111.8, | -37.1, |
| 7 | 12.2, | 142.9, | 144.8, | -109.8, | -45.8, | 8 | 12.2, | 124.4, | 142.5, | -104.5, | -53.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.2, | 109.3, | 153.0, | -93.2, | -54.6, |
| 11 | 12.2, | 114.0, | 164.0, | -87.6, | -49.9, | 12 | 12.2, | 115.1, | 170.0, | -79.3, | -43.7, |
| 13 | 12.2, | 125.9, | 170.9, | -68.6, | -42.7, | 14 | 12.2, | 136.4, | 166.5, | -55.9, | -42.2, |
| 15 | 12.2, | 142.8, | 157.1, | -41.4, | -40.4, | 16 | 12.2, | 144.8, | 142.9, | -25.7, | -37.4, |
| 17 | 12.2, | 142.5, | 124.4, | -9.2, | -33.2, | 18 | 12.2, | 137.4, | 102.7, | 6.9, | -27.3, |
| 19 | 12.2, | 153.0, | 109.3, | -0.1, | -16.7, | 20 | 12.2, | 164.0, | 114.0, | -7.1, | -5.6, |
| 21 | 12.2, | 170.0, | 115.1, | -13.9, | 5.7, | 22 | 12.2, | 170.9, | 125.9, | -20.3, | 16.8, |
| 23 | 12.2, | 166.5, | 136.4, | -26.0, | 27.4, | 24 | 12.2, | 157.1, | 142.8, | -31.0, | 37.1, |
| 25 | 12.2, | 142.9, | 144.8, | -35.0, | 45.8, | 26 | 12.2, | 124.4, | 142.5, | -38.0, | 53.0, |
| 27 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 28 | 12.2, | 109.3, | 153.0, | -59.8, | 54.6, |
| 29 | 12.2, | 114.0, | 164.0, | -76.4, | 49.9, | 30 | 12.2, | 115.1, | 170.0, | -90.7, | 43.7, |
| 31 | 12.2, | 125.9, | 170.9, | -102.2, | 42.7, | 32 | 12.2, | 136.4, | 166.5, | -110.6, | 42.2, |
| 33 | 12.2, | 142.8, | 157.1, | -115.7, | 40.4, | 34 | 12.2, | 144.8, | 142.9, | -117.2, | 37.4, |
| 35 | 12.2, | 142.5, | 124.4, | -115.2, | 33.2, | 36 | 12.2, | 137.4, | 102.7, | -109.6, | 27.3, |

SOURCE ID: DDDEEE2

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.2, | 110.7, | 136.8, | -61.1, | -36.3, | 2 | 12.2, | 123.8, | 129.8, | -51.4, | -34.5, |
| 3 | 12.2, | 133.1, | 119.0, | -40.2, | -31.7, | 4 | 12.2, | 138.4, | 104.5, | -27.8, | -27.8, |
| 5 | 12.2, | 139.4, | 86.9, | -14.5, | -23.2, | 6 | 12.2, | 136.3, | 66.6, | -0.8, | -17.8, |
| 7 | 12.2, | 132.4, | 53.4, | 8.4, | -11.9, | 8 | 12.2, | 138.0, | 75.0, | -0.8, | -5.6, |
| 9 | 12.2, | 139.5, | 94.3, | -10.1, | 0.9, | 10 | 12.2, | 136.8, | 110.7, | -19.0, | 7.3, |
| 11 | 12.2, | 129.8, | 123.8, | -27.4, | 13.5, | 12 | 12.2, | 119.0, | 133.1, | -34.9, | 19.3, |
| 13 | 12.2, | 104.5, | 138.4, | -41.3, | 24.5, | 14 | 12.2, | 86.9, | 139.4, | -46.5, | 28.9, |
| 15 | 12.2, | 66.6, | 136.3, | -50.3, | 32.5, | 16 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 17 | 12.2, | 75.0, | 138.0, | -63.4, | 36.6, | 18 | 12.2, | 94.3, | 139.5, | -70.6, | 37.1, |
| 19 | 12.2, | 110.7, | 136.8, | -75.6, | 36.3, | 20 | 12.2, | 123.8, | 129.8, | -78.4, | 34.5, |
| 21 | 12.2, | 133.1, | 119.0, | -78.8, | 31.7, | 22 | 12.2, | 138.4, | 104.5, | -76.7, | 27.8, |
| 23 | 12.2, | 139.4, | 86.9, | -72.4, | 23.2, | 24 | 12.2, | 136.3, | 66.6, | -65.8, | 17.8, |
| 25 | 12.2, | 132.4, | 53.4, | -61.8, | 11.9, | 26 | 12.2, | 138.0, | 75.0, | -74.1, | 5.6, |
| 27 | 12.2, | 139.5, | 94.3, | -84.2, | -0.9, | 28 | 12.2, | 136.8, | 110.7, | -91.7, | -7.3, |
| 29 | 12.2, | 129.8, | 123.8, | -96.4, | -13.5, | 30 | 12.2, | 119.0, | 133.1, | -98.2, | -19.3, |
| 31 | 12.2, | 104.5, | 138.4, | -97.0, | -24.5, | 32 | 12.2, | 86.9, | 139.4, | -92.9, | -28.9, |
| 33 | 12.2, | 66.6, | 136.3, | -85.9, | -32.5, | 34 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 35 | 12.2, | 75.0, | 138.0, | -74.6, | -36.6, | 36 | 12.2, | 94.3, | 139.5, | -68.9, | -37.1, |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ( 268070.6, | 4047906.7, | 101.0, | 101.0, | 0.0); | ( 268200.2, | 4047792.8, | 101.0, | 101.0, | 0.0); |
| ( 267927.3, | 4048332.9, | 101.0, | 101.0, | 0.0); | ( 267886.0, | 4048503.8, | 101.0, | 101.0, | 0.0); |
| ( 267941.0, | 4048515.6, | 101.0, | 101.0, | 0.0); | ( 267937.1, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 268149.2, | 4048568.6, | 101.0, | 101.0, | 0.0); | ( 267721.0, | 4048574.5, | 101.0, | 101.0, | 0.0); |
| ( 267281.1, | 4048576.4, | 101.0, | 101.0, | 0.0); | ( 267157.4, | 4048570.5, | 101.0, | 101.0, | 0.0); |
| ( 267074.9, | 4048517.5, | 101.0, | 101.0, | 0.0); | ( 267228.1, | 4047810.5, | 101.0, | 101.0, | 0.0); |
| ( 267222.2, | 4047875.3, | 101.0, | 101.0, | 0.0); | ( 267147.6, | 4047788.9, | 101.0, | 101.0, | 0.0); |
| ( 267118.1, | 4047847.8, | 101.0, | 101.0, | 0.0); | ( 267037.6, | 4047547.3, | 101.0, | 101.0, | 0.0); |

( 267082.1, 4047366.7, 101.0, 101.0, 0.0); ( 267129.9, 4047042.6, 101.0, 101.0, 0.0);
( 267423.4, 4048609.3, 101.0, 101.0, 0.0); ( 267490.2, 4048539.3, 101.0, 101.0, 0.0);
( 267557.0, 4048469.2, 101.0, 101.0, 0.0); ( 267623.8, 4048399.2, 101.0, 101.0, 0.0);
( 267690.6, 4048329.1, 101.0, 101.0, 0.0); ( 267757.4, 4048259.1, 101.0, 101.0, 0.0);
( 267824.2, 4048189.0, 101.0, 101.0, 0.0); ( 267891.0, 4048119.0, 101.0, 101.0, 0.0);
( 267957.8, 4048048.9, 101.0, 101.0, 0.0); ( 268024.6, 4047978.9, 101.0, 101.0, 0.0);
( 267496.9, 4048778.3, 101.0, 101.0, 0.0); ( 267635.0, 4048677.3, 101.0, 101.0, 0.0);
( 267701.8, 4048607.2, 101.0, 101.0, 0.0); ( 267768.6, 4048537.2, 101.0, 101.0, 0.0);
( 267835.4, 4048467.1, 101.0, 101.0, 0.0); ( 267902.2, 4048397.1, 101.0, 101.0, 0.0);
( 267969.0, 4048327.0, 101.0, 101.0, 0.0); ( 268035.8, 4048257.0, 101.0, 101.0, 0.0);
( 268102.5, 4048186.9, 101.0, 101.0, 0.0); ( 268169.3, 4048116.9, 101.0, 101.0, 0.0);
( 267670.7, 4048953.9, 101.0, 101.0, 0.0); ( 267513.9, 4049022.1, 101.0, 101.0, 0.0);
( 267815.9, 4048849.8, 101.0, 101.0, 0.0); ( 267882.7, 4048779.8, 101.0, 101.0, 0.0);
( 267949.5, 4048709.7, 101.0, 101.0, 0.0); ( 268016.3, 4048639.7, 101.0, 101.0, 0.0);
( 268083.1, 4048569.6, 101.0, 101.0, 0.0); ( 268149.9, 4048499.6, 101.0, 101.0, 0.0);
( 268216.7, 4048429.5, 101.0, 101.0, 0.0); ( 268283.5, 4048359.5, 101.0, 101.0, 0.0);
( 268350.3, 4048289.4, 101.0, 101.0, 0.0); ( 267848.6, 4049127.8, 101.0, 101.0, 0.0);
( 267685.7, 4049198.6, 101.0, 101.0, 0.0); ( 267522.8, 4049269.4, 101.0, 101.0, 0.0);
( 267996.8, 4049022.3, 101.0, 101.0, 0.0); ( 268063.6, 4048952.3, 101.0, 101.0, 0.0);
( 268130.4, 4048882.2, 101.0, 101.0, 0.0); ( 268197.2, 4048812.2, 101.0, 101.0, 0.0);
( 268264.0, 4048742.1, 101.0, 101.0, 0.0); ( 268330.8, 4048672.1, 101.0, 101.0, 0.0);
( 268397.6, 4048602.0, 101.0, 101.0, 0.0); ( 268464.4, 4048532.0, 101.0, 101.0, 0.0);
( 268531.2, 4048461.9, 101.0, 101.0, 0.0); ( 268207.6, 4049474.1, 101.0, 101.0, 0.0);
( 268123.4, 4049510.7, 101.0, 101.0, 0.0); ( 268039.2, 4049547.3, 101.0, 101.0, 0.0);
( 267955.0, 4049583.9, 101.0, 101.0, 0.0); ( 267870.8, 4049620.5, 101.0, 101.0, 0.0);
( 267786.6, 4049657.1, 101.0, 101.0, 0.0); ( 267702.4, 4049693.8, 101.0, 101.0, 0.0);
( 267618.1, 4049730.4, 101.0, 101.0, 0.0); ( 267533.9, 4049767.0, 101.0, 101.0, 0.0);
( 267449.7, 4049803.6, 101.0, 101.0, 0.0); ( 268291.9, 4049437.4, 101.0, 101.0, 0.0);
( 268358.7, 4049367.4, 101.0, 101.0, 0.0); ( 268425.5, 4049297.3, 101.0, 101.0, 0.0);
( 268492.3, 4049227.3, 101.0, 101.0, 0.0); ( 268559.1, 4049157.2, 101.0, 101.0, 0.0);
( 268625.9, 4049087.2, 101.0, 101.0, 0.0); ( 268692.7, 4049017.1, 101.0, 101.0, 0.0);
( 268759.5, 4048947.1, 101.0, 101.0, 0.0); ( 268826.3, 4048877.0, 101.0, 101.0, 0.0);
( 268893.1, 4048807.0, 101.0, 101.0, 0.0); ( 268568.2, 4049819.7, 101.0, 101.0, 0.0);
( 268482.7, 4049856.9, 101.0, 101.0, 0.0); ( 268397.2, 4049894.0, 101.0, 101.0, 0.0);
( 268311.7, 4049931.2, 101.0, 101.0, 0.0); ( 268226.2, 4049968.4, 101.0, 101.0, 0.0);
( 268140.6, 4050005.6, 101.0, 101.0, 0.0); ( 268055.1, 4050042.8, 101.0, 101.0, 0.0);
( 267969.6, 4050079.9, 101.0, 101.0, 0.0); ( 267884.1, 4050117.1, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267798.6, 4050154.3, 101.0, 101.0, 0.0); ( 267713.1, 4050191.5, 101.0, 101.0, 0.0);
( 267627.6, 4050228.7, 101.0, 101.0, 0.0); ( 267542.1, 4050265.8, 101.0, 101.0, 0.0);
( 267456.6, 4050303.0, 101.0, 101.0, 0.0); ( 268653.7, 4049782.5, 101.0, 101.0, 0.0);
( 268720.5, 4049712.4, 101.0, 101.0, 0.0); ( 268787.3, 4049642.4, 101.0, 101.0, 0.0);
( 268854.1, 4049572.3, 101.0, 101.0, 0.0); ( 268920.9, 4049502.3, 101.0, 101.0, 0.0);
( 268987.7, 4049432.2, 101.0, 101.0, 0.0); ( 269054.5, 4049362.2, 101.0, 101.0, 0.0);
( 269121.3, 4049292.1, 101.0, 101.0, 0.0); ( 269188.1, 4049222.1, 101.0, 101.0, 0.0);
( 269254.9, 4049152.0, 101.0, 101.0, 0.0); ( 268049.5, 4047836.8, 101.0, 101.0, 0.0);
( 268231.3, 4047953.0, 101.0, 101.0, 0.0); ( 268249.4, 4047829.2, 101.0, 101.0, 0.0);
( 268480.2, 4047945.9, 101.0, 101.0, 0.0); ( 268436.9, 4048060.4, 101.0, 101.0, 0.0);
( 268393.6, 4048174.9, 101.0, 101.0, 0.0); ( 268499.2, 4047819.5, 101.0, 101.0, 0.0);
( 268729.6, 4047937.4, 101.0, 101.0, 0.0); ( 268685.5, 4048053.9, 101.0, 101.0, 0.0);
( 268641.4, 4048170.5, 101.0, 101.0, 0.0); ( 268597.3, 4048287.1, 101.0, 101.0, 0.0);
( 268749.0, 4047809.9, 101.0, 101.0, 0.0); ( 269227.4, 4047923.0, 101.0, 101.0, 0.0);

( 269179.6, 4048049.3, 101.0, 101.0, 0.0); ( 269131.9, 4048175.6, 101.0, 101.0, 0.0);
( 269084.1, 4048301.9, 101.0, 101.0, 0.0); ( 269036.3, 4048428.1, 101.0, 101.0, 0.0);
( 268988.6, 4048554.4, 101.0, 101.0, 0.0); ( 268940.8, 4048680.7, 101.0, 101.0, 0.0);
( 269248.6, 4047790.7, 101.0, 101.0, 0.0); ( 269727.3, 4047903.1, 101.0, 101.0, 0.0);
( 269680.0, 4048028.0, 101.0, 101.0, 0.0); ( 269632.8, 4048152.9, 101.0, 101.0, 0.0);
( 269585.6, 4048277.8, 101.0, 101.0, 0.0); ( 269538.3, 4048402.7, 101.0, 101.0, 0.0);
( 269491.1, 4048527.6, 101.0, 101.0, 0.0); ( 269443.9, 4048652.5, 101.0, 101.0, 0.0);
( 269396.6, 4048777.4, 101.0, 101.0, 0.0); ( 269349.4, 4048902.3, 101.0, 101.0, 0.0);
( 269302.1, 4049027.1, 101.0, 101.0, 0.0); ( 269748.2, 4047771.5, 101.0, 101.0, 0.0);
( 267983.3, 4047685.9, 101.0, 101.0, 0.0); ( 267877.6, 4047669.8, 101.0, 101.0, 0.0);
( 267733.9, 4047666.2, 101.0, 101.0, 0.0); ( 268005.1, 4047493.2, 101.0, 101.0, 0.0);
( 268106.8, 4047536.4, 101.0, 101.0, 0.0); ( 268179.9, 4047608.5, 101.0, 101.0, 0.0);
( 268224.4, 4047709.5, 101.0, 101.0, 0.0); ( 268146.8, 4047300.8, 101.0, 101.0, 0.0);
( 268271.0, 4047353.6, 101.0, 101.0, 0.0); ( 268360.4, 4047441.7, 101.0, 101.0, 0.0);
( 268414.8, 4047565.2, 101.0, 101.0, 0.0); ( 268469.3, 4047688.6, 101.0, 101.0, 0.0);
( 268026.9, 4046997.3, 101.0, 101.0, 0.0); ( 268147.3, 4047048.5, 101.0, 101.0, 0.0);
( 268267.8, 4047099.7, 101.0, 101.0, 0.0); ( 268388.2, 4047150.8, 101.0, 101.0, 0.0);
( 268535.1, 4047261.8, 101.0, 101.0, 0.0); ( 268587.9, 4047381.6, 101.0, 101.0, 0.0);
( 268640.7, 4047501.3, 101.0, 101.0, 0.0); ( 268693.5, 4047621.0, 101.0, 101.0, 0.0);
( 267894.8, 4046970.0, 101.0, 101.0, 0.0); ( 267751.2, 4046966.4, 101.0, 101.0, 0.0);
( 268041.9, 4046498.6, 101.0, 101.0, 0.0); ( 268167.8, 4046552.1, 101.0, 101.0, 0.0);
( 268293.6, 4046605.5, 101.0, 101.0, 0.0); ( 268419.4, 4046659.0, 101.0, 101.0, 0.0);
( 268545.2, 4046712.4, 101.0, 101.0, 0.0); ( 268671.1, 4046765.8, 101.0, 101.0, 0.0);
( 268796.9, 4046819.3, 101.0, 101.0, 0.0); ( 268887.4, 4046908.5, 101.0, 101.0, 0.0);
( 268942.6, 4047033.6, 101.0, 101.0, 0.0); ( 268997.7, 4047158.7, 101.0, 101.0, 0.0);
( 269052.9, 4047283.8, 101.0, 101.0, 0.0); ( 269108.0, 4047408.9, 101.0, 101.0, 0.0);
( 269163.2, 4047533.9, 101.0, 101.0, 0.0); ( 269218.4, 4047659.0, 101.0, 101.0, 0.0);
( 267907.2, 4046470.1, 101.0, 101.0, 0.0); ( 267763.5, 4046466.6, 101.0, 101.0, 0.0);
( 268055.5, 4045999.3, 101.0, 101.0, 0.0); ( 268183.9, 4046053.9, 101.0, 101.0, 0.0);
( 268312.3, 4046108.4, 101.0, 101.0, 0.0); ( 268440.7, 4046162.9, 101.0, 101.0, 0.0);
( 268569.0, 4046217.4, 101.0, 101.0, 0.0); ( 268697.4, 4046271.9, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 268825.8, 4046326.4, 101.0, 101.0, 0.0); ( 268954.2, 4046381.0, 101.0, 101.0, 0.0);
( 269082.5, 4046435.5, 101.0, 101.0, 0.0); ( 269239.1, 4046553.8, 101.0, 101.0, 0.0);
( 269295.3, 4046681.4, 101.0, 101.0, 0.0); ( 269351.6, 4046809.0, 101.0, 101.0, 0.0);
( 269407.9, 4046936.7, 101.0, 101.0, 0.0); ( 269464.2, 4047064.3, 101.0, 101.0, 0.0);
( 269520.5, 4047191.9, 101.0, 101.0, 0.0); ( 269576.8, 4047319.5, 101.0, 101.0, 0.0);
( 269633.0, 4047447.1, 101.0, 101.0, 0.0); ( 269689.3, 4047574.7, 101.0, 101.0, 0.0);
( 267919.5, 4045970.3, 101.0, 101.0, 0.0); ( 267775.9, 4045966.8, 101.0, 101.0, 0.0);
( 267459.8, 4047820.1, 101.0, 101.0, 0.0); ( 267554.1, 4046962.9, 101.0, 101.0, 0.0);
( 267084.9, 4047228.9, 101.0, 101.0, 0.0); ( 267116.2, 4046645.9, 101.0, 101.0, 0.0);
( 267278.0, 4046601.1, 101.0, 101.0, 0.0); ( 267439.9, 4046556.3, 101.0, 101.0, 0.0);
( 267601.7, 4046511.4, 101.0, 101.0, 0.0); ( 266962.6, 4046714.4, 101.0, 101.0, 0.0);
( 266817.1, 4046806.6, 101.0, 101.0, 0.0); ( 266845.1, 4046224.6, 101.0, 101.0, 0.0);
( 267000.2, 4046181.6, 101.0, 101.0, 0.0); ( 267155.4, 4046138.6, 101.0, 101.0, 0.0);
( 267310.5, 4046095.7, 101.0, 101.0, 0.0); ( 267465.6, 4046052.7, 101.0, 101.0, 0.0);
( 267620.8, 4046009.7, 101.0, 101.0, 0.0); ( 266694.8, 4046292.2, 101.0, 101.0, 0.0);
( 266549.4, 4046384.4, 101.0, 101.0, 0.0); ( 267349.5, 4047926.9, 101.0, 101.0, 0.0);
( 267031.3, 4047608.8, 101.0, 101.0, 0.0); ( 266993.4, 4047302.2, 101.0, 101.0, 0.0);
( 266901.0, 4047385.4, 101.0, 101.0, 0.0); ( 266638.6, 4046949.6, 101.0, 101.0, 0.0);
( 266727.9, 4046878.1, 101.0, 101.0, 0.0); ( 266547.5, 4047031.9, 101.0, 101.0, 0.0);
( 266284.6, 4046596.5, 101.0, 101.0, 0.0); ( 266372.9, 4046525.8, 101.0, 101.0, 0.0);

( 266461.1, 4046455.1, 101.0, 101.0, 0.0); ( 266193.9, 4046678.4, 101.0, 101.0, 0.0);
( 267123.7, 4048028.3, 101.0, 101.0, 0.0); ( 267149.7, 4047840.8, 101.0, 101.0, 0.0);
( 266913.7, 4047720.2, 101.0, 101.0, 0.0); ( 266805.4, 4047478.3, 101.0, 101.0, 0.0);
( 266677.7, 4047599.6, 101.0, 101.0, 0.0); ( 266550.0, 4047720.9, 101.0, 101.0, 0.0);
( 266461.0, 4047115.8, 101.0, 101.0, 0.0); ( 266333.3, 4047237.1, 101.0, 101.0, 0.0);
( 266205.6, 4047358.4, 101.0, 101.0, 0.0); ( 266116.6, 4046753.3, 101.0, 101.0, 0.0);
( 265989.0, 4046874.6, 101.0, 101.0, 0.0); ( 265861.3, 4046995.9, 101.0, 101.0, 0.0);
( 267004.6, 4048386.0, 101.0, 101.0, 0.0); ( 267011.7, 4048547.4, 101.0, 101.0, 0.0);
( 266811.9, 4048556.1, 101.0, 101.0, 0.0); ( 266580.0, 4048254.6, 101.0, 101.0, 0.0);
( 266636.8, 4048113.6, 101.0, 101.0, 0.0); ( 266555.1, 4048405.7, 101.0, 101.0, 0.0);
( 266562.2, 4048567.1, 101.0, 101.0, 0.0); ( 266329.3, 4048267.7, 101.0, 101.0, 0.0);
( 266345.9, 4048065.3, 101.0, 101.0, 0.0); ( 266323.9, 4047905.5, 101.0, 101.0, 0.0);
( 266494.8, 4047857.6, 101.0, 101.0, 0.0); ( 266305.3, 4048416.7, 101.0, 101.0, 0.0);
( 266312.4, 4048578.1, 101.0, 101.0, 0.0); ( 265831.1, 4048286.6, 101.0, 101.0, 0.0);
( 265888.7, 4048143.8, 101.0, 101.0, 0.0); ( 265946.3, 4048001.0, 101.0, 101.0, 0.0);
( 266003.9, 4047858.2, 101.0, 101.0, 0.0); ( 266061.6, 4047715.4, 101.0, 101.0, 0.0);
( 266119.2, 4047572.6, 101.0, 101.0, 0.0); ( 265805.8, 4048438.7, 101.0, 101.0, 0.0);
( 265812.9, 4048600.0, 101.0, 101.0, 0.0); ( 265332.1, 4048307.1, 101.0, 101.0, 0.0);
( 265390.9, 4048161.4, 101.0, 101.0, 0.0); ( 265449.7, 4048015.7, 101.0, 101.0, 0.0);
( 265508.5, 4047870.0, 101.0, 101.0, 0.0); ( 265567.3, 4047724.3, 101.0, 101.0, 0.0);
( 265626.1, 4047578.6, 101.0, 101.0, 0.0); ( 265684.9, 4047432.9, 101.0, 101.0, 0.0);
( 265743.7, 4047287.2, 101.0, 101.0, 0.0); ( 265802.5, 4047141.6, 101.0, 101.0, 0.0);
( 265306.3, 4048460.6, 101.0, 101.0, 0.0); ( 265313.4, 4048622.0, 101.0, 101.0, 0.0);
( 267112.7, 4048643.0, 101.0, 101.0, 0.0); ( 267272.3, 4048641.2, 101.0, 101.0, 0.0);
( 267045.1, 4048815.6, 101.0, 101.0, 0.0); ( 266874.2, 4048692.6, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

( 267194.8, 4048842.1, 101.0, 101.0, 0.0); ( 267354.4, 4048840.3, 101.0, 101.0, 0.0);
( 267053.7, 4049067.8, 101.0, 101.0, 0.0); ( 266925.6, 4049017.7, 101.0, 101.0, 0.0);
( 266797.6, 4048967.5, 101.0, 101.0, 0.0); ( 266705.0, 4048879.9, 101.0, 101.0, 0.0);
( 266647.9, 4048754.8, 101.0, 101.0, 0.0); ( 267197.5, 4049092.0, 101.0, 101.0, 0.0);
( 267357.2, 4049090.3, 101.0, 101.0, 0.0); ( 267050.7, 4049315.6, 101.0, 101.0, 0.0);
( 266911.0, 4049260.8, 101.0, 101.0, 0.0); ( 266771.3, 4049206.1, 101.0, 101.0, 0.0);
( 266631.6, 4049151.4, 101.0, 101.0, 0.0); ( 266530.6, 4049055.8, 101.0, 101.0, 0.0);
( 266468.2, 4048919.3, 101.0, 101.0, 0.0); ( 266405.9, 4048782.8, 101.0, 101.0, 0.0);
( 267200.3, 4049342.0, 101.0, 101.0, 0.0); ( 267359.9, 4049340.3, 101.0, 101.0, 0.0);
( 267056.2, 4049815.5, 101.0, 101.0, 0.0); ( 266916.5, 4049760.8, 101.0, 101.0, 0.0);
( 266776.8, 4049706.1, 101.0, 101.0, 0.0); ( 266637.1, 4049651.3, 101.0, 101.0, 0.0);
( 266497.4, 4049596.6, 101.0, 101.0, 0.0); ( 266357.7, 4049541.9, 101.0, 101.0, 0.0);
( 266186.9, 4049418.9, 101.0, 101.0, 0.0); ( 266124.5, 4049282.4, 101.0, 101.0, 0.0);
( 266062.2, 4049146.0, 101.0, 101.0, 0.0); ( 265999.9, 4049009.5, 101.0, 101.0, 0.0);
( 265937.5, 4048873.0, 101.0, 101.0, 0.0); ( 265875.2, 4048736.5, 101.0, 101.0, 0.0);
( 267205.9, 4049842.0, 101.0, 101.0, 0.0); ( 267365.5, 4049840.2, 101.0, 101.0, 0.0);
( 267057.7, 4050313.9, 101.0, 101.0, 0.0); ( 266909.8, 4050255.9, 101.0, 101.0, 0.0);
( 266761.8, 4050198.0, 101.0, 101.0, 0.0); ( 266613.9, 4050140.0, 101.0, 101.0, 0.0);
( 266466.0, 4050082.1, 101.0, 101.0, 0.0); ( 266318.1, 4050024.1, 101.0, 101.0, 0.0);
( 266170.2, 4049966.2, 101.0, 101.0, 0.0); ( 266022.2, 4049908.2, 101.0, 101.0, 0.0);
( 265841.3, 4049778.0, 101.0, 101.0, 0.0); ( 265775.3, 4049633.5, 101.0, 101.0, 0.0);
( 265709.3, 4049489.0, 101.0, 101.0, 0.0); ( 265643.3, 4049344.5, 101.0, 101.0, 0.0);
( 265577.3, 4049200.0, 101.0, 101.0, 0.0); ( 265511.4, 4049055.5, 101.0, 101.0, 0.0);
( 265445.4, 4048911.0, 101.0, 101.0, 0.0); ( 265379.4, 4048766.5, 101.0, 101.0, 0.0);
( 267211.4, 4050342.0, 101.0, 101.0, 0.0); ( 267371.0, 4050340.2, 101.0, 101.0, 0.0);
( 266227.0, 4047703.0, 101.0, 101.0, 0.0); ( 266336.0, 4047616.8, 101.0, 101.0, 0.0);

( 267475.9, 4046685.8, 101.0, 101.0, 0.0); ( 266916.5, 4047837.0, 101.0, 101.0, 0.0);

( 266987.8, 4047831.9, 101.0, 101.0, 0.0); ( 266916.5, 4047978.0, 101.0, 101.0, 0.0);

( 266982.7, 4047979.7, 101.0, 101.0, 0.0);



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 

| | | | | | |
|---|---|---|---|---|---|
| 267222.19 | 4047875.30 | 0.00129 | 267147.56 | 4047788.88 | 0.00240 |
| 267118.10 | 4047847.80 | 0.00144 | 267037.57 | 4047547.31 | 0.00153 |
| 267082.14 | 4047366.70 | 0.00119 | 267129.88 | 4047042.57 | 0.00051 |
| 267423.42 | 4048609.32 | 0.00021 | 267490.22 | 4048539.27 | 0.00025 |
| 267557.02 | 4048469.22 | 0.00036 | 267623.82 | 4048399.17 | 0.00051 |
| 267690.62 | 4048329.12 | 0.00058 | 267757.42 | 4048259.07 | 0.00059 |
| 267824.21 | 4048189.01 | 0.00059 | 267891.01 | 4048118.96 | 0.00060 |
| 267957.81 | 4048048.91 | 0.00060 | 268024.61 | 4047978.86 | 0.00057 |
| 267496.90 | 4048778.33 | 0.00009 | 267634.96 | 4048677.29 | 0.00010 |
| 267701.76 | 4048607.24 | 0.00011 | 267768.56 | 4048537.19 | 0.00013 |
| 267835.36 | 4048467.14 | 0.00014 | 267902.16 | 4048397.09 | 0.00017 |
| 267968.96 | 4048327.04 | 0.00020 | 268035.75 | 4048256.98 | 0.00021 |
| 268102.55 | 4048186.93 | 0.00023 | 268169.35 | 4048116.88 | 0.00025 |
| 267670.70 | 4048953.95 | 0.00005 | 267513.93 | 4049022.11 | 0.00005 |
| 267815.89 | 4048849.82 | 0.00005 | 267882.69 | 4048779.77 | 0.00006 |
| 267949.49 | 4048709.72 | 0.00006 | 268016.28 | 4048639.66 | 0.00007 |
| 268083.08 | 4048569.61 | 0.00007 | 268149.88 | 4048499.56 | 0.00008 |
| 268216.68 | 4048429.51 | 0.00009 | 268283.48 | 4048359.46 | 0.00010 |
| 268350.28 | 4048289.41 | 0.00011 | 267848.58 | 4049127.81 | 0.00004 |
| 267685.70 | 4049198.62 | 0.00004 | 267522.82 | 4049269.44 | 0.00004 |
| 267996.81 | 4049022.34 | 0.00004 | 268063.61 | 4048952.29 | 0.00004 |
| 268130.41 | 4048882.24 | 0.00004 | 268197.21 | 4048812.19 | 0.00004 |
| 268264.01 | 4048742.14 | 0.00005 | 268330.81 | 4048672.09 | 0.00005 |
| 268397.61 | 4048602.04 | 0.00005 | 268464.41 | 4048531.99 | 0.00006 |
| 268531.21 | 4048461.94 | 0.00006 | 268207.65 | 4049474.07 | 0.00002 |
| 268123.44 | 4049510.68 | 0.00002 | 268039.22 | 4049547.30 | 0.00002 |
| 267955.00 | 4049583.92 | 0.00002 | 267870.79 | 4049620.53 | 0.00002 |
| 267786.57 | 4049657.15 | 0.00002 | 267702.36 | 4049693.76 | 0.00002 |
| 267618.14 | 4049730.38 | 0.00002 | 267533.92 | 4049767.00 | 0.00002 |
| 267449.71 | 4049803.61 | 0.00002 | 268291.87 | 4049437.45 | 0.00002 |
| 268358.67 | 4049367.40 | 0.00002 | 268425.47 | 4049297.35 | 0.00002 |
| 268492.27 | 4049227.30 | 0.00002 | 268559.06 | 4049157.25 | 0.00002 |
| 268625.86 | 4049087.19 | 0.00003 | 268692.66 | 4049017.14 | 0.00003 |
| 268759.46 | 4048947.09 | 0.00003 | 268826.26 | 4048877.04 | 0.00003 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268893.06 | 4048806.99 | 0.00003 | 268568.21 | 4049819.68 | 0.00001 |
| 268482.70 | 4049856.86 | 0.00001 | 268397.19 | 4049894.04 | 0.00001 |
| 268311.68 | 4049931.22 | 0.00002 | 268226.16 | 4049968.40 | 0.00002 |
| 268140.65 | 4050005.58 | 0.00002 | 268055.14 | 4050042.76 | 0.00002 |
| 267969.63 | 4050079.94 | 0.00002 | 267884.12 | 4050117.12 | 0.00002 |
| 267798.61 | 4050154.30 | 0.00002 | 267713.09 | 4050191.48 | 0.00002 |
| 267627.58 | 4050228.66 | 0.00002 | 267542.07 | 4050265.84 | 0.00002 |
| 267456.56 | 4050303.02 | 0.00002 | 268653.72 | 4049782.50 | 0.00001 |
| 268720.52 | 4049712.45 | 0.00001 | 268787.32 | 4049642.40 | 0.00001 |
| 268854.12 | 4049572.35 | 0.00002 | 268920.92 | 4049502.30 | 0.00002 |
| 268987.72 | 4049432.25 | 0.00002 | 269054.52 | 4049362.20 | 0.00002 |
| 269121.31 | 4049292.15 | 0.00002 | 269188.11 | 4049222.09 | 0.00002 |
| 269254.91 | 4049152.04 | 0.00002 | 268049.51 | 4047836.85 | 0.00072 |

| | | | | | |
|---|---|---|---|---|---|
| 268231.35 | 4047952.96 | 0.00032 | 268249.36 | 4047829.16 | 0.00039 |
| 268480.18 | 4047945.95 | 0.00020 | 268436.88 | 4048060.44 | 0.00017 |
| 268393.58 | 4048174.92 | 0.00014 | 268499.17 | 4047819.55 | 0.00024 |
| 268729.60 | 4047937.39 | 0.00014 | 268685.52 | 4048053.95 | 0.00012 |
| 268641.43 | 4048170.52 | 0.00010 | 268597.34 | 4048287.09 | 0.00009 |
| 268748.99 | 4047809.94 | 0.00017 | 269227.40 | 4047923.03 | 0.00009 |
| 269179.64 | 4048049.31 | 0.00008 | 269131.87 | 4048175.59 | 0.00007 |
| 269084.11 | 4048301.87 | 0.00006 | 269036.35 | 4048428.15 | 0.00005 |
| 268988.58 | 4048554.43 | 0.00004 | 268940.82 | 4048680.71 | 0.00004 |
| 269248.62 | 4047790.73 | 0.00010 | 269727.29 | 4047903.12 | 0.00006 |
| 269680.05 | 4048028.01 | 0.00005 | 269632.82 | 4048152.90 | 0.00005 |
| 269585.58 | 4048277.79 | 0.00004 | 269538.34 | 4048402.69 | 0.00004 |
| 269491.10 | 4048527.58 | 0.00003 | 269443.86 | 4048652.47 | 0.00003 |
| 269396.63 | 4048777.37 | 0.00003 | 269349.39 | 4048902.26 | 0.00003 |
| 269302.15 | 4049027.15 | 0.00002 | 269748.25 | 4047771.51 | 0.00007 |
| 267983.27 | 4047685.95 | 0.00101 | 267877.56 | 4047669.79 | 0.00121 |
| 267733.92 | 4047666.24 | 0.00171 | 268005.14 | 4047493.20 | 0.00093 |
| 268106.77 | 4047536.36 | 0.00075 | 268179.87 | 4047608.46 | 0.00061 |
| 268224.42 | 4047709.49 | 0.00049 | 268146.82 | 4047300.83 | 0.00079 |
| 268271.04 | 4047353.58 | 0.00059 | 268360.37 | 4047441.69 | 0.00047 |
| 268414.83 | 4047565.17 | 0.00039 | 268469.29 | 4047688.65 | 0.00031 |
| 268026.89 | 4046997.35 | 0.00073 | 268147.34 | 4047048.50 | 0.00078 |
| 268267.80 | 4047099.66 | 0.00068 | 268388.25 | 4047150.81 | 0.00053 |
| 268535.10 | 4047261.84 | 0.00039 | 268587.91 | 4047381.57 | 0.00034 |
| 268640.72 | 4047501.31 | 0.00029 | 268693.52 | 4047621.05 | 0.00023 |
| 267894.84 | 4046970.00 | 0.00069 | 267751.20 | 4046966.45 | 0.00061 |
| 268041.92 | 4046498.64 | 0.00033 | 268167.75 | 4046552.08 | 0.00037 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 268293.58 | 4046605.52 | 0.00040 | 268419.41 | 4046658.96 | 0.00040 |
| 268545.24 | 4046712.40 | 0.00038 | 268671.07 | 4046765.83 | 0.00034 |
| 268796.90 | 4046819.27 | 0.00031 | 268887.40 | 4046908.53 | 0.00028 |
| 268942.56 | 4047033.61 | 0.00025 | 268997.72 | 4047158.70 | 0.00023 |
| 269052.89 | 4047283.78 | 0.00020 | 269108.05 | 4047408.86 | 0.00017 |
| 269163.21 | 4047533.94 | 0.00014 | 269218.38 | 4047659.03 | 0.00012 |
| 267907.18 | 4046470.15 | 0.00029 | 267763.54 | 4046466.61 | 0.00027 |
| 268055.54 | 4045999.34 | 0.00018 | 268183.91 | 4046053.86 | 0.00020 |
| 268312.29 | 4046108.38 | 0.00023 | 268440.67 | 4046162.90 | 0.00025 |
| 268569.04 | 4046217.42 | 0.00026 | 268697.42 | 4046271.94 | 0.00026 |
| 268825.80 | 4046326.45 | 0.00025 | 268954.17 | 4046380.97 | 0.00023 |
| 269082.55 | 4046435.49 | 0.00022 | 269239.07 | 4046553.82 | 0.00020 |
| 269295.35 | 4046681.43 | 0.00019 | 269351.63 | 4046809.05 | 0.00018 |
| 269407.91 | 4046936.66 | 0.00016 | 269464.19 | 4047064.28 | 0.00015 |
| 269520.47 | 4047191.89 | 0.00013 | 269576.75 | 4047319.51 | 0.00012 |
| 269633.03 | 4047447.12 | 0.00010 | 269689.31 | 4047574.74 | 0.00008 |
| 267919.53 | 4045970.31 | 0.00015 | 267775.88 | 4045966.76 | 0.00013 |
| 267459.76 | 4047820.08 | 0.00208 | 267554.14 | 4046962.90 | 0.00064 |
| 267084.90 | 4047228.91 | 0.00100 | 267116.21 | 4046645.91 | 0.00015 |
| 267278.04 | 4046601.08 | 0.00017 | 267439.87 | 4046556.26 | 0.00021 |

| | | | | | |
|---|---|---|---|---|---|
| 267601.70 | 4046511.43 | 0.00025 | 266962.58 | 4046714.43 | 0.00014 |
| 266817.15 | 4046806.64 | 0.00016 | 266845.10 | 4046224.57 | 0.00007 |
| 267000.23 | 4046181.60 | 0.00007 | 267155.36 | 4046138.63 | 0.00008 |
| 267310.49 | 4046095.66 | 0.00009 | 267465.62 | 4046052.70 | 0.00011 |
| 267620.75 | 4046009.73 | 0.00012 | 266694.82 | 4046292.16 | 0.00007 |
| 266549.40 | 4046384.37 | 0.00008 | 267349.50 | 4047926.93 | 0.00110 |
| 267031.28 | 4047608.75 | 0.00169 | 266993.36 | 4047302.22 | 0.00079 |
| 266901.04 | 4047385.43 | 0.00072 | 266638.65 | 4046949.60 | 0.00020 |
| 266727.90 | 4046878.12 | 0.00018 | 266547.47 | 4047031.90 | 0.00021 |
| 266284.58 | 4046596.46 | 0.00010 | 266372.86 | 4046525.76 | 0.00009 |
| 266461.13 | 4046455.07 | 0.00008 | 266193.90 | 4046678.36 | 0.00010 |
| 267123.74 | 4048028.27 | 0.00094 | 267149.74 | 4047840.79 | 0.00152 |
| 266913.72 | 4047720.18 | 0.00183 | 266805.38 | 4047478.28 | 0.00071 |
| 266677.69 | 4047599.58 | 0.00067 | 266550.00 | 4047720.88 | 0.00064 |
| 266461.01 | 4047115.78 | 0.00023 | 266333.32 | 4047237.08 | 0.00026 |
| 266205.63 | 4047358.38 | 0.00027 | 266116.64 | 4046753.27 | 0.00011 |
| 265988.95 | 4046874.57 | 0.00013 | 265861.26 | 4046995.87 | 0.00015 |
| 267004.63 | 4048385.97 | 0.00062 | 267011.73 | 4048547.36 | 0.00041 |
| 266811.92 | 4048556.14 | 0.00035 | 266579.96 | 4048254.56 | 0.00061 |
| 266636.85 | 4048113.59 | 0.00082 | 266555.07 | 4048405.73 | 0.00045 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266562.16 | 4048567.12 | 0.00032 | 266329.34 | 4048267.67 | 0.00040 |
| 266345.91 | 4048065.35 | 0.00044 | 266323.87 | 4047905.50 | 0.00043 |
| 266494.84 | 4047857.58 | 0.00060 | 266305.31 | 4048416.71 | 0.00033 |
| 266312.40 | 4048578.10 | 0.00027 | 265831.06 | 4048286.57 | 0.00022 |
| 265888.68 | 4048143.77 | 0.00025 | 265946.31 | 4048000.97 | 0.00027 |
| 266003.94 | 4047858.18 | 0.00029 | 266061.56 | 4047715.38 | 0.00031 |
| 266119.19 | 4047572.58 | 0.00030 | 265805.79 | 4048438.67 | 0.00021 |
| 265812.88 | 4048600.05 | 0.00019 | 265332.12 | 4048307.08 | 0.00015 |
| 265390.92 | 4048161.39 | 0.00016 | 265449.71 | 4048015.70 | 0.00018 |
| 265508.50 | 4047870.01 | 0.00019 | 265567.29 | 4047724.32 | 0.00020 |
| 265626.09 | 4047578.63 | 0.00020 | 265684.88 | 4047432.94 | 0.00020 |
| 265743.67 | 4047287.25 | 0.00018 | 265802.47 | 4047141.56 | 0.00017 |
| 265306.27 | 4048460.62 | 0.00014 | 265313.37 | 4048622.01 | 0.00013 |
| 267112.74 | 4048642.96 | 0.00033 | 267272.35 | 4048641.19 | 0.00028 |
| 267045.11 | 4048815.59 | 0.00018 | 266874.25 | 4048692.62 | 0.00027 |
| 267194.77 | 4048842.06 | 0.00013 | 267354.38 | 4048840.29 | 0.00010 |
| 267053.71 | 4049067.85 | 0.00009 | 266925.65 | 4049017.68 | 0.00011 |
| 266797.60 | 4048967.52 | 0.00014 | 266705.00 | 4048879.88 | 0.00018 |
| 266647.86 | 4048754.78 | 0.00022 | 267197.55 | 4049092.05 | 0.00007 |
| 267357.16 | 4049090.28 | 0.00006 | 267050.67 | 4049315.56 | 0.00006 |
| 266910.97 | 4049260.83 | 0.00007 | 266771.27 | 4049206.10 | 0.00009 |
| 266631.57 | 4049151.37 | 0.00011 | 266530.56 | 4049055.77 | 0.00014 |
| 266468.23 | 4048919.29 | 0.00017 | 266405.90 | 4048782.81 | 0.00021 |
| 267200.32 | 4049342.03 | 0.00005 | 267359.94 | 4049340.26 | 0.00004 |
| 267056.22 | 4049815.53 | 0.00003 | 266916.52 | 4049760.80 | 0.00004 |
| 266776.83 | 4049706.07 | 0.00004 | 266637.13 | 4049651.34 | 0.00005 |
| 266497.43 | 4049596.61 | 0.00006 | 266357.73 | 4049541.88 | 0.00007 |

| | | | | | |
|---|---|---|---|---|---|
| 266186.87 | 4049418.91 | 0.00009 | 266124.54 | 4049282.44 | 0.00011 |
| 266062.20 | 4049145.96 | 0.00013 | 265999.87 | 4049009.48 | 0.00015 |
| 265937.54 | 4048873.01 | 0.00017 | 265875.21 | 4048736.53 | 0.00018 |
| 267205.88 | 4049842.00 | 0.00003 | 267365.49 | 4049840.23 | 0.00002 |
| 267057.67 | 4050313.88 | 0.00002 | 266909.75 | 4050255.94 | 0.00002 |
| 266761.84 | 4050197.99 | 0.00003 | 266613.92 | 4050140.04 | 0.00003 |
| 266466.00 | 4050082.09 | 0.00003 | 266318.09 | 4050024.14 | 0.00004 |
| 266170.17 | 4049966.20 | 0.00005 | 266022.25 | 4049908.25 | 0.00005 |
| 265841.34 | 4049778.05 | 0.00007 | 265775.34 | 4049633.54 | 0.00008 |
| 265709.35 | 4049489.04 | 0.00009 | 265643.35 | 4049344.53 | 0.00011 |
| 265577.35 | 4049200.03 | 0.00012 | 265511.36 | 4049055.52 | 0.00012 |
| 265445.36 | 4048911.02 | 0.00013 | 265379.36 | 4048766.51 | 0.00013 |
| 267211.43 | 4050341.97 | 0.00002 | 267371.05 | 4050340.20 | 0.00002 |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE PERIOD ( 43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0018148 , L0018149 , L0018150 , L0018151 , L0018152 ,
L0018153 , L0018154 , L0018155 , L0018156 , L0018157 , L0018158 , L0018159 , L0018160 ,
L0018161 , L0018162 , L0018163 , L0018164 , L0018165 , L0018166 , L0018167 , L0018168 ,
L0018169 , L0018170 , L0018171 , L0018172 , L0018173 , L0018174 , L0018175 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | X-COORD (M) | Y-COORD (M) | CONC |
|---|---|---|---|---|---|
| 266227.04 | 4047703.04 | 0.00037 | 266336.03 | 4047616.75 | 0.00040 |
| 267475.89 | 4046685.79 | 0.00030 | 266916.45 | 4047837.05 | 0.00145 |
| 266987.78 | 4047831.95 | 0.00167 | 266916.46 | 4047977.99 | 0.00106 |
| 266982.68 | 4047979.69 | 0.00098 | | | |



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** THE SUMMARY OF MAXIMUM PERIOD ( 43824 HRS) RESULTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

| GROUP ID | | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) | OF TYPE | NETWORK GRID-ID |
|---|---|---|---|---|---|
| ALL | 1ST HIGHEST VALUE IS | 0.00240 AT ( 267147.56, 4047788.88, 101.00, 101.00, 0.00) | DC | | |
| | 2ND HIGHEST VALUE IS | 0.00208 AT ( 267459.76, 4047820.08, 101.00, 101.00, 0.00) | DC | | |
| | 3RD HIGHEST VALUE IS | 0.00192 AT ( 267228.08, 4047810.49, 101.00, 101.00, 0.00) | DC | | |
| | 4TH HIGHEST VALUE IS | 0.00183 AT ( 266913.72, 4047720.18, 101.00, 101.00, 0.00) | DC | | |
| | 5TH HIGHEST VALUE IS | 0.00171 AT ( 267733.92, 4047666.24, 101.00, 101.00, 0.00) | DC | | |
| | 6TH HIGHEST VALUE IS | 0.00169 AT ( 267031.28, 4047608.75, 101.00, 101.00, 0.00) | DC | | |
| | 7TH HIGHEST VALUE IS | 0.00167 AT ( 266987.78, 4047831.95, 101.00, 101.00, 0.00) | DC | | |
| | 8TH HIGHEST VALUE IS | 0.00153 AT ( 267037.57, 4047547.31, 101.00, 101.00, 0.00) | DC | | |
| | 9TH HIGHEST VALUE IS | 0.00152 AT ( 267149.74, 4047840.79, 101.00, 101.00, 0.00) | DC | | |
| | 10TH HIGHEST VALUE IS | 0.00145 AT ( 266916.45, 4047837.05, 101.00, 101.00, 0.00) | DC | | |

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR



**MODELOPTs: NonDFAULT CONC FLAT
FASTALL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 56 Warning Message(s)
A Total of 13656 Informational Message(s)

A Total of 43824 Hours Were Processed

A Total of 13347 Calm Hours Identified

A Total of 309 Missing Hours Identified ( 0.71 Percent)

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********
SO W320 3274 PPARM:Input Parameter May Be Out-of-Range for Parameter VS
SO W320 3275 PPARM:Input Parameter May Be Out-of-Range for Parameter VS

```
SO W320    3276  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3277  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3278  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3279  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3280  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3281  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3282  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3283  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3284  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3285  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3286  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    3287  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4371  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4372  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4373  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4374  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4375  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4376  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4377  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4378  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4379  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4380  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4381  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4382  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4383  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4384  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4385  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4386  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4387  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4388  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4389  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4390  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4391  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4392  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4393  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4394  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4395  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4396  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4397  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    4398  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5113  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5114  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5115  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5116  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5117  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5118  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5119  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5120  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5121  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5122  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5123  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5124  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
SO W320    5125  PPARM:Input Parameter May Be Out-of-Range for Parameter           VS
ME W396    6950 MEOPEN:Met data from outdated version of AERMET, version:       06341

   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
```

# C.2 - Modeling Data

**Selma Crossings Operational Mitigation with Rule 9510**

| | Nox | PM10 |
|---|---|---|
| Phase 1 Un | 29.97 | 34.35 |
| Phase 1 Mit | 22.48 | 17.18 |
| Phase 2 Un | 18.28 | 27.91 |
| Phase 2 Mit | 13.71 | 13.96 |
| Phase 3 Un | 14.85 | 29.69 |
| Phase 3 Mit | 11.14 | 14.85 |
| Total Unmit | **63.09** | **91.95** |
| Total Mit | **47.33** | **45.98** |

Mitigated emissions assume project compliance with Rule 9510 requirements to reduce Nox by 25% and PM10 by 50%

**Construction GHG Summary by Year**

| Year | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| 2013 | 1191.61 | 0.10 | 0.00 | 1193.67 |
| 2014 | 1183.00 | 0.08 | 0.00 | 1184.60 |
| 2015 | 74.92 | 0.01 | 0.00 | 75.12 |
| 2017 | 1447.98 | 0.08 | 0.00 | 1449.72 |
| 2018 | 1799.09 | 0.07 | 0.00 | 1800.57 |
| 2019 | 986.08 | 0.04 | 0.00 | 986.93 |
| 2021 | 1223.91 | 0.06 | 0.00 | 1225.21 |
| 2022 | 1457.28 | 0.05 | 0.00 | 1458.28 |
| 2023 | 220.87 | 0.01 | 0.00 | 221.12 |
| Total | 9584.74 | 0.50 | 0.00 | 9595.22 |
| Total including Refrigerant Installation | | | | 11489.47 |

Compiled from CalEEMod Model Results

**Construction GHG Emissions by Source Category (CO2e)**

| | 2013 | 2014 | 2015 | 2017 | 2018 | 2019 | 2021 | 2022 | 2023 | Totals | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Demolition On-Site | 64.86 | | | 81.88 | | | 136.42 | | | 283.16 | |
| Demolition Off-Site | 1.88 | | | 3.88 | | | 3.5 | | | 9.26 | |
| | | | | | | | | | | **292.42** | 2.5 |
| Site Preparation On Site | 159.95 | | | 207.11 | | | 217.92 | | | 584.98 | |
| Site Preparation Off Site | 3.3 | | | 3.88 | | | 3.82 | | | 11 | |
| | | | | | | | | | | **595.98** | 5.2 |
| Drainage Basin Construction and Hauling | | | | 113 | | | | | | **113** | 1.0 |
| Grading On Site | 271.33 | | | 246.56 | | | 395.76 | | | 913.65 | |
| Grading Off Site | 4.59 | | | 3.78 | | | 4.25 | | | 12.62 | |
| | | | | | | | | | | **926.27** | 8.1 |
| Building Construction On Site | 260.81 | 440.72 | | 238.6 | 478.97 | 238.54 | 183.45 | 476.92 | 36.68 | 2354.69 | |
| Building Construction Off Site | 426.96 | 714.72 | | 664.02 | 1321.6 | 653.1 | 380.09 | 981.36 | 75.01 | 5216.86 | |
| | | | | | | | | | | **7571.55** | 65.9 |
| Paving On Site | | 27.88 | 51.76 | | | 47.75 | | | 79.53 | 206.92 | |
| Paving Off Site | | 1.28 | 2.33 | | | 1.95 | | | 3.09 | 8.65 | |
| | | | | | | | | | | **215.57** | 1.9 |
| Architectural Coatings On Site | | | 7.67 | | | 11.62 | | | 7.66 | 26.95 | |
| Architectural Coatings Off Site | | | 13.36 | | | 33.96 | | | 19.15 | 66.47 | |
| | | | | | | | | | | **93.42** | 0.8 |
| Refrigerant Installation | | | | | | | | | | | |
| | | | | | | | | | | **1781** | 15.5 |

Compiled from CalEEMod Model Results

**BAU Operational GHG by Category (CO2e)**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent |
|---|---|---|---|---|---|
| Mobile Source | 30362.89 | 24663.31 | 25675.50 | 80701.70 | 81.0 |
| Energy - Natural Gas | 527.99 | 906.64 | 817.44 | 2252.07 | 2.3 |
| Energy - Electricity | 2357.29 | 3094.74 | 2724.83 | 8176.86 | 8.2 |
| Area Sources | 0.00 | 0.00 | 415.70 | 415.70 | 0.4 |
| Water | 202.45 | 304.20 | 343.63 | 850.28 | 0.9 |
| Waste | 421.30 | 449.27 | 459.29 | 1329.86 | 1.3 |
| Refrigerants | 1518.00 | 2464.00 | 1956.00 | 5938.00 | 6.0 |
| Total | 35389.92 | 31882.16 | 32392.39 | 99664.47 | |

Compiled from CalEEMod Model Results . Refrigerants from MBA estimate using ARB emission rates

**2024 Operational GHG by Category (CO2e) - Unmitigated with Pavley and LCFS**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent |
|---|---|---|---|---|---|
| Mobile Source | 25373.23 | 18063.39 | 18062.43 | 61499.05 | 76.4 |
| Energy - Natural Gas | 527.99 | 906.64 | 817.44 | 2252.07 | 2.8 |
| Energy - Electricity | 2357.29 | 3094.74 | 2724.83 | 8176.86 | 10.2 |
| Area Sources | 0.00 | 0.00 | 415.70 | 415.70 | 0.5 |
| Water | 202.45 | 304.20 | 343.63 | 850.28 | 1.1 |
| Waste | 421.30 | 449.27 | 459.28 | 1329.85 | 1.7 |
| Refrigerants | 1518.00 | 2464.00 | 1956.00 | 5938.00 | 7.4 |
| Total | 30400.26 | 25282.24 | 24779.31 | 80461.81 | 100.0 |

Compiled from CalEEMod Model Results. Refrigerants from MBA estimate using ARB emission rates.

## Greenhouse Gas Reductions

**Electricity Reductions from Renewable Portfolio Standard and Title 24 2005 and 2008 (CO2e)**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent Reduction |
|---|---|---|---|---|---|
| Energy - Electricity | 2357.29 | 3094.74 | 2724.83 | 8176.86 | |
| RPS reduction | 431.38 | 566.34 | 498.64 | 1496.37 | 18.3 |
| Emissions Accounting for RPS | 1925.91 | 2528.40 | 2226.19 | 6680.49 | |
| Title 24 Reduction 05 and 08 | 231.11 | 303.41 | 267.14 | 801.66 | 9.8 |
| Emissions with RPS and Title 24 | 1694.80 | 2224.99 | 1959.04 | 5878.84 | 28.1 |

PG&E 2008-2010 average baseline renewable percentage is 14.7 (2008 - 12.4, 2009 - 14.1, 2010 - 17.7) from CPUC 2012
Title 24 Reductions are 6.2 percent from 2005 Standards and an additional 5.8 percent from 2008 standards for a total of 12.0%

**Natural Gas Reductions from Title 24 2005 and 2008 (CO2e)**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent Reduction |
|---|---|---|---|---|---|
| Energy - Natural Gas | 527.99 | 906.64 | 817.44 | 2252.07 | |
| Title 24 Reduction 05 and 08 | 48.58 | 83.41 | 75.20 | 207.19 | |
| Emissions with Title 24 | 479.41 | 823.23 | 742.24 | 2044.88 | 9.2 |

Title 24 Reductions are 9.2 percent from 2005 and 2008 Standards

**Water Energy Reductions from Compliance with State Water Conservation Requirements (CO2e)**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent Reduction |
|---|---|---|---|---|---|
| Water | 202.45 | 304.20 | 343.63 | 850.28 | |
| Water Conservation Reductions | 40.49 | 60.84 | 68.73 | 170.06 | |
| Emissions with Water Conservation | 161.96 | 243.36 | 274.90 | 680.22 | 20.0 |

Compliance with State water conservation requirements provides a 20 percent reduction

**Refrigerant Reductions from ARB Refrigerant Management Program (CO2e)**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent Reduction |
|---|---|---|---|---|---|
| Refrigerants | 1518.00 | 2464.00 | 1956.00 | 5938.00 | |
| Reductions from Refrig Mgmt | 759.00 | 1232.00 | 978.00 | 2969.00 | |
| Emissions with Refrig Mgmt | 759.00 | 1232.00 | 978.00 | 2969.00 | 50.0 |

Title 24 Reductions are 9.2 percent from 2005 and 2008 Standards

**Mobile Source Reductions from Onsite Design and Project Location (CO2e)**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent Reduction |
|---|---|---|---|---|---|
| Mobile Source | 25373.23 | 18063.39 | 18062.43 | 61499.05 | |
| Reductions | 1682.25 | 1197.60 | 1197.54 | 4077.39 | |
| Mitigated Mobile Emissions | 23690.98 | 16865.79 | 16864.89 | 57421.66 | 6.6 |

Mitigation reductions from SJVAPCD interim mitigation spreadsheet.

**Energy Reductions from Mitigation Measures (CO2e)**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent Reduction |
|---|---|---|---|---|---|
| Electricity | 2357.29 | 3094.74 | 2724.83 | 8176.86 | |
| Reductions from exceed T24 by 10 pe | 235.73 | 309.47 | 272.48 | 817.69 | |
| Mitigated Energy Emissions | 2121.56 | 2785.27 | 2452.35 | 7359.17 | 10.0 |

Mitigation reductions from mitigation measure.

**Emission Reduction Summary (CO2e) Compared to BAU**

| | Phase 1 | Phase 2 | Phase 3 | Total | Sector Percent Reduction |
|---|---|---|---|---|---|
| **Regulatory Reductions** | | | | | |
| RPS reduction | 431.4 | 566.3 | 498.6 | 1496.4 | 18.3 |
| Title 24 Electricity | 231.1 | 303.4 | 267.1 | 801.7 | 9.8 |
| Title 24 Natural Gas | 48.6 | 83.4 | 75.2 | 207.2 | 9.2 |
| Water - Energy | 40.5 | 60.8 | 68.7 | 170.1 | 20.0 |
| Refrigeration Management | 759.0 | 1232.0 | 978.0 | 2969.0 | 50.0 |
| **Total Regulatory Reductions** | 1510.6 | 2246.0 | 1887.7 | 5644.3 | |
| **Design Features and Mitigation** | | | | | |
| Mobile Sources | 1682.2 | 1197.6 | 1197.5 | 4077.4 | 6.6 |
| Energy Efficiency | 235.7 | 309.5 | 272.5 | 817.7 | 10.0 |
| **Total Design and Mitigation** | 1918.0 | 1507.1 | 1470.0 | 4895.1 | |
| **Total Reductions from BAU** | 3428.5 | 3753.1 | 3357.7 | 10539.3 | |

**2024 Operational GHG Summary (CO2e)**

| | Phase 1 | Phase 2 | Phase 3 | Total | Percent |
|---|---|---|---|---|---|
| Unmitigated CalEEMod Emissions | 28882.26 | 22818.24 | 22823.31 | 74523.81 | |
| Reductions from Regs and Mitigation | 3428.53 | 3753.07 | 3357.74 | 10539.34 | |
| Total with Reg and Mitigation | 25453.73 | 19065.17 | 19465.57 | 63984.47 | |
| | | | | | |
| BAU | | | | 99664.47 | |
| Mitigated 2024 | | | | 63984.47 | |
| Reductions | | | | 35680.00 | **35.8** |

**HVAC Refrigerant Fugitive Emissions**

| | |
|---|---|
| Project: | Selma Crossings |
| Prepared by: | Michael Brandman Associates |
| Prepared on: | 3/3/2012 |

| | sq ft | sf/unit | AC/Units |
|---|---|---|---|
| Phase 1 | 882000 | 5000 | 176.4 |
| Phase 2 | 1431200 | 5000 | 286.24 |
| Phase 3 | 1136000 | 5000 | 227.2 |
| Total Project | 3449200 | 5000 | 689.84 |

* Includes commercial and second floor residential over life style commercial

**Installation Emissions (Construction)**

| Type of Unit | Refrigerant | Units | Capacity of Unit (kg) | Installation Emission Factor (% of capacity) | Emissions (kg/year) | Emissions (tons/year) | Global Warming Potential | Metric Tons CO2 Equiv. |
|---|---|---|---|---|---|---|---|---|
| Commercial A/C | R-410a | 689.8 | 50 | 3% | 1034.8 | 1.138 | 1725 | 1,781 |

**Operating Emissions**

| Type of Unit | Refrigerant | Units | Capacity of Unit (kg) | Annual Leak Rate in percent of capacity | Emissions (kg/year) | Emissions (tons/year) | Global Warming Potential | Metric Tons CO2 Equiv./year |
|---|---|---|---|---|---|---|---|---|
| Phase 1 | R-410a | 176.4 | 50 | 10% | 882.0 | 0.970 | 1725 | 1,518 |
| Phase 2 | R-410a | 286.24 | 50 | 10% | 1431.2 | 1.574 | 1725 | 2,464 |
| Phase 3 | R-410a | 227.2 | 50 | 10% | 1136.0 | 1.250 | 1725 | 1,956 |
| Total Commercial AC | R-410a | 689.8 | 50 | 10% | 3449.2 | 3.794 | 1725 | 5,937 |

Source:
U.S. Environmental Protection Agency, Climate Leaders. May 2008. Direct HFC and PFC Emissions from Use of Refrigeration and Air Conditioning Equipment. EPA430-K-03-004. http://www.epa.gov/stateply/documents/resources/mfgrfg.pdf, Accessed in July 2008.

One unit per 5,000 square feet of area.

**Truck Trip Estimates**

| | Daily Trips | Weekly Trips |
|---|---|---|
| Weekday Trips | 37873.1 | 189365.4 |
| Saturday Trips | 44073.5 | 44073.5 |
| Sunday Trips | 22261.6 | 22261.6 |
| Weekly Trips | | 255700.6 |
| Annual Trips | | 13296429.6 |
| Average Daily Trips | | 36428.6 |
| Heavy Duty and Medium HD Truck Fraction | | 0.005 |
| Daily HD Truck Trips | | 182.1 |
| Daily Med HD Truck Trips | | 182.1 |
| Total Daily HD Truck Trips | | 364.3 |

Trip Rates from the Selma Crossings Traffic Study, Peters Engineering Group

## Haul Truck Emissions

### Paved Road Dust Emission Factor

$$E_{ext} = [\, k\,(sL)^{0.91} \times (W)^{1.02} \,]\,(1 - P/4N)$$

| Variable | Value (employees) | Value (trucks) | Meaning |
|---|---|---|---|
| Eext PM10 | 0.0011 | 0.0148 | emission factor (lb/VMT) |
| Eext PM2.5 | 0.0003 | 0.0041 | emission factor (lb/VMT) |
| k (PM10) | 0.0022 | 0.0022 | particle size multiplier for particle size range and units of interest (lb/VMT) |
| k (PM2.5) | 0.00054 | 0.00054 | |
| sL | 0.1 | 0.1 | road surface silt loading (grams per square meter) |
| W | 2.4 | 30 | average weight (tons) of the vehicles traveling the road |
| P | 30 | 30 | # wet days with at least 0.254 mm (0.01 in) of precipitation during period |
| N | 365 | 365 | # days in the averaging period (e.g., 365 for annual, 30 for monthly, etc.) |

### Unpaved Road Dust Emission Factor (Onsite)

The following empirical expressions may be used to estimate the quantity in pounds (lb) of size-specific particulate emissions from an unpaved road, per vehicle mile traveled (VMT):

For vehicles traveling on unpaved surfaces at industrial sites, emissions are estimated from the following equation:

$$E = k\,(s/12)^a (W/3)^b \qquad (1a)$$

and, for vehicles traveling on publicly accessible roads, dominated by light duty vehicles, emissions may be estimated from the following:

$$E = \frac{k\,(s/12)^a (S/30)^d}{(M/0.5)^c} - C \qquad (1b)$$

Source:
EPA AP-42 = Environmental Protection Agency AP-42 Emission Factors,
www.epa.gov/ttn/chief/ap42/ch13/final/c13s0202.pdf.

| Constant | Trucks Equation 1a | | Employees Equation 1b | |
|---|---|---|---|---|
| | PM2.5 | PM10 | PM2.5 | PM10 |
| k (lb/VMT) | 0.15 | 1.5 | 0.18 | 1.8 |
| a = constant | 0.9 | 0.9 | 1 | 1 |
| b = constant | 0.45 | 0.45 | | |
| c = constant | | | 0.2 | 0.2 |
| d = constant | | | 0.5 | 0.5 |
| s = surface silt content (%) | 6.9 | 6.9 | 6.9 | 6.9 |
| M = surface material moisture (%) | | | 12 | 12 |
| S = mean vehicle speed | | | 15 | 15 |
| C emission factor for 1980s vehicle fleet exhaust (not used in this analysis) | | | | |
| W = mean vehicle weight (tons) | 30 | 30 | 2.4 | 2.4 |
| E = Emission Factor (lb/VMT) | 0.2569 | 2.5692 | 0.03876 | 0.38760 |
| Emission factor (lb/VMT) with reduction from Reg VIII | 0.1285 | 1.2846 | 0.03876 | 0.38760 |

**EMFAC2011 Onsite Running Emission factors (15 miles per hour)**

| (grams/mile) | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 | CH4 |
|---|---|---|---|---|---|---|---|---|
| Haul trucks (T7 CAIRP) | 1.7234 | 15.0948 | 4.2874 | 0.0130 | 0.3417 | 0.3144 | 2728.4155 | 0.2280 |
| | | | | | | | | |
| Miles per load | 0.5 | | | | | | | |
| Volume of Material (Cubic Yards) | 467000 | | | | | | | |
| Loads @ 25 CY/Load | 18680 | | | | | | | |
| VMT (loads x miles/load*2 trips) | 18680 | | | | | | | |
| Emission factor (lb/VMT) with reduction from Reg VIII | | | | | 1.2846 | 0.1285 | | |
| VMT on unpaved roads assumed at 50% | 9340 | | | | | | | |
| Paved Road Dust - Haul Trucks (lbs/VMT) | | | | | 0.0148 | 0.0041 | | |
| VMT on Paved Roads (50%) | 9340 | | | | | | | |

**Onsite Haul Emissions (tons/year)**

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 | CH4 |
|---|---|---|---|---|---|---|---|---|
| Haul trucks (HHDT) | 0.04 | 0.31 | 0.09 | 0.00 | 0.01 | 0.01 | 56.18 | 0.00 |
| Unpaved Road Dust - Haul Trucks | | | | | 6.00 | 0.60 | | |
| Paved Road Dust - Haul Trucks | | | | | 0.07 | 0.02 | | |
| Total | | | | | 6.07 | 0.63 | | |

Notes:

- VMT = vehicle miles traveled
- Emission factors from: EMFAC 2011 for San Joaquin Valley region, annual average, year 2013; T7 CAIRP refers to Heavy-Heavy Duty Diesel CA International Registration Plan Truck (values are from the web based console of EMFAC2011 and include 100% diesel, with the exception of CH4 and SO2, which are from the category T7IS); temperature 63 degrees F and relative humidity 63% (default temperature and humidity values from the SJVAPCD solar spreadsheet); uses "ALL" values; PM10 and PM2.5 include tire wear and brake wear
- Soure paved road dust: Equation: United States Environmental Protection Agency. January 2011. AP-32 emission factors. Section 13.2.1, Paved Roads. Website: www.epa.gov/ttn/chief/ap42/ch13/final/c13s0201.pdf. Accessed May 25, 2011; Source of sL: CalEEMod default; Source of W for employees: CalEEMod default; Soure of P: CalEEMod

## Construction - Onsite Equipment Emissions

Drainage Basin Excavation

**Emissions Estimates using Sac Metro AQMD Emission Factors**

**Year for emission factors: 2014**

**ROG= 0.58** **NOx= 4.65** **PM10= 0.18**

| Grading | bhp | No. of Equip | Hours/ Day | Days | Hours | ROG (g/bhp hr) | ROG (tons) | NOx (g/bhp hr) | NOx (tons) | PM10 (g/bhp hr) | PM10 (tons) | PM2.5 (g/bhp hr) | PM2.5 (tons) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rubber Tired Dozer | 357 | 2 | 8 | 20 | 320 | 0.58 | 0.07 | 4.65 | 0.59 | 0.18 | 0.02 | 0.17 | 0.02 |
| Scraper | 313 | 2 | 8 | 20 | 320 | 0.58 | 0.06 | 4.65 | 0.51 | 0.18 | 0.02 | 0.17 | 0.02 |
| Tractor/Loader/Backhoe | 108 | 2 | 8 | 20 | 320 | 0.58 | 0.02 | 4.65 | 0.18 | 0.18 | 0.01 | 0.17 | 0.01 |
| Water Truck | 189 | 1 | 6 | 20 | 120 | 0.58 | 0.01 | 4.65 | 0.12 | 0.18 | 0.00 | 0.17 | 0.00 |
| Subtotal | | | | | 1080 | | 0.17 | | 1.39 | | 0.05 | | 0.05 |

**Emissions using URBEMIS emission factors and load factors**

| Load Factor | CO (g/bhp hr) | CO (tons) | SOx (g/bhp-hr) | SOx (tons) | CO2 (g/hr) | CO2 (tons) |
|---|---|---|---|---|---|---|
| 0.59 | 1.928 | 0.14 | 0.003 | 0.00 | 336 | 25 |
| 0.72 | 1.656 | 0.13 | 0.004 | 0.00 | 410 | 33 |
| 0.55 | 2.151 | 0.05 | 0.004 | 0.00 | 313 | 7 |
| 0.50 | 0.768 | 0.01 | 0.004 | 0.00 | 324 | 4 |
| | | 0.33 | | 0.00 | | 68 |

g/bhp-hr = grams per horsepower hour

Emission factors for CO, SOx, and CO2 are from URBEMIS Users Manual Appendix I which used Offroad 2007 to obtain a statewide average
Emission factors for ROG, Nox, PM10, andPM2.5 are from the SMAQMD Construction Mitigation Calculator Statewide Averages (http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculator_v605-2010May04.xls)
The number of equipment is based on the site acreage, and experience with similar projects

# Selma Crossings Phasing

| Phase | Acres | Land Use | Density (FAR) | Square Feet | Site Area |
|---|---|---|---|---|---|
| 1 (NE) | 75.75 | Commercial (Selma Crossings) | 0.267300 | 882,003 | |
| 2 (South) | 144.35 | Commercial (Selma Crossings) | 0.227612 | 1,431,200 | |
| 3 (NW) | 66.66 | Commercial (Selma Crossings) | 0.391224 | 1,136,000 | |
| Total | 286.76 | | | 3,449,203 | |

| Year | Phase 1 Northeast | Phase 2 South | Phase 3 Northwest | | |
|---|---|---|---|---|---|
| 2013 | 220,501 | | | | 18.9 |
| 2014 | 220,501 | | | | 18.9 |
| 2015 | 220,501 | | | | 18.9 |
| 2016 | 220,501 | | | | 18.9 |
| 2017 | | 357,800 | | | 36.1 |
| 2018 | | 357,800 | | | 36.1 |
| 2019 | | 357,800 | | | 36.1 |
| 2020 | | 357,800 | | | 36.1 |
| 2021 | | | 284,000 | | 16.7 |
| 2022 | | | 284,000 | | 16.7 |
| 2023 | | | 284,000 | | 16.7 |
| 2024 | | | 284,000 | | 16.7 |
| | | | | Project Total | |
| Phase Totals (sf | 882,003 | 1,431,200 | 1,136,000 | 3,449,203 | 286.8 |

| Cumulative Square Footage By Year | | | | |
|---|---|---|---|---|
| Year | Phase 1 Northeast | Phase 2 South | Phase 3 Northwest | Total |
| 2013 | 220,501 | | | |
| 2014 | 441,002 | | | |
| 2015 | 661,502 | | | |
| 2016 | 882,003 | | | |
| 2017 | | 1,239,803 | | |
| 2018 | | 1,597,603 | | |
| 2019 | | 1,955,403 | | |
| 2020 | | 2,313,203 | | |
| 2021 | | | 2,597,203 | |
| 2022 | | | 2,881,203 | |
| 2023 | | | 3,165,203 | |
| 2024 | | | 3,449,203 | 3,449,203 |

**Selma Crossing Commercial Project Land Use Summary**

| **Phase 1 Northeast Site** | | |
|---|---|---|
| Site Area | 75.75 | acres |
| Bldg Area | 882,003 | square feet |
| | | |
| Majors | | |
| Shops | | |
| Restaurant | | |
| | | |
| Total Bldg Area | 882,003 | |
| Parking Stalls | 4,476 | |

| **Phase 2 South Site** | | |
|---|---|---|
| Site Area (Acres) | 144.35 | |
| Bldg Area | 1,394,000 | |
| Land to Building Ratio | | |
| | square feet | |
| Retail | 606,200 | |
| Office | 260,000 | |
| Automall | 400,000 | |
| Hotels | 155,000 | |
| Water Park | 10,000 | |
| | | |
| Total Bldg Area | 1,431,200 | |
| Parking Stalls | 5,159 | |

| **Phase 3 Northwest Site** | | |
|---|---|---|
| Site Area (Acres) | 66.66 | |
| Bldg Area (SF) | 1,136,000 | |
| | | |
| | | |
| Retail/Mixed Use | 604,000 | |
| Residential | 252,000 | (250 Units) |
| Office above Lifestyle Ret | 280,000 | |
| | | |
| Total Bldg Area | 1,136,000 | |
| Parking Stalls | 4,381 | |
| Total for All Phases | 3,449,203 | |
| | | |
| | | |
| Total Site Area | 286.76 | |

| **Summary of All Phases** | |
|---|---|
| Site Area (Acres) | 286.76 |
| Site Area (SF) | 12,488,652 |
| | |
| | |
| Retail | 2,092,203 |
| Office | 540,000 |
| Residential | 252,000 |
| Auto Mall | 400,000 |
| Hotels | 155,000 |
| Waterpark (Entertainment) | 10,000 |
| Total Square Feet | 3,449,203 |

# GHG Mitigation Measures

**Project Name:** Selma Crossings

Result Table

| Measures Category | Point Reduction | Count |
|---|---|---|
| Bicycle/Pedestrian/Transit | 1.13 | 2 |
| Building Component | 2.50 | 3 |
| Mixed -Use | 3.00 | 1 |
| Parking | 0.00 | 0 |
| Site Design | 0.00 | 0 |
| **Totals** | **6.63** | **6** |

| Selected | *MEASURE #* | *Measure Name* | *Commercial* | *Mixed-Use* | *Residential* | *Point Reduction* | *Measure Description* |
|---|---|---|---|---|---|---|---|
| X | **4** | **Proximity to bike path/bike lanes** | C | M | R | 0.63 | Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility. Existing facilities are defined as those facilities that are physically constructed and ready for use prior to the first 20% of the projects occupancy permits being granted. Project design includes a designated bicycle route connecting all units, on-site bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within 1/2 mile. Bicycle route connects to all streets contiguous with project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the project wider than 75 feet have class II bicycle lanes on both sides. |
| X | **5a** | **Pedestrian Network** | C | M | R | 0.50 | The project provides a pedestrian access network that internally links all uses for connecting to **planned** external streets and pedestrian facilities (facilities must be included pedestrian master plan or equivalent). |
| X | **27** | **Energy Star roof** | C | M | R | 0.5 | Install Energy Star labeled roof materials. Energy star qualified roof products reflect more of the sun's rays, decreasing the amount of heat transferred into a building. |
| X | **29** | **Exceed title 24** | C | M | R | 1 | Project Exceeds title 24 requirements by 20% |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| X | **31** | **Non-Roof Surfaces** | C | M | R | 1 | Provide shade (within 5 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of .3 or greater |
| X | **23** | **Suburban mixed-use** | C | M | R | 3 | Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office. |

**Jobs Housing Balance Estimate**

| Land Use | Acreage | # of Dwelling Units per acre | # of Jobs per acre | Total Dwelling Units | Total Jobs |
|---|---|---|---|---|---|
| Regional Retail | 226 | 0 | 14.99 | 0 | 3388 |
| Office | 51 | 0 | 22.91 | 0 | 1168 |
| Hotel | 5.00 | 0 | 11.04 | 0 | 55 |
| Waterpark | 5 | 0 | 13.49 | 0 | 67 |
| | | 0 | | 0 | 0 |
| Housing | | | | 250 | 0 |
| | | 5 | 0 | 0 | 0 |
| | | | | | |
| **Total** | 287 | | | **250** | **4,679** |
| Jobs to Housing Ratio | | | | | |

Onsite Jobs/Housing, does not include planned residential in the vicinity

| Land Use Category | Employees/Acre |
|---|---|
| Regional Retail | 14.99 |
| Other Retail/Svc. | 13.49 |
| Low Rise Office | 22.91 |
| High-Rise Office | 116.32 |
| Hotel/Motel | 11.04 |
| R & D/Flex Space | 18.13 |
| Light Manufacturing | 11.63 |
| Heavy Manufacturing | 17.05 |
| Warehouse | 10.63 |
| Government Office | 16.23 |

Source: Job Creation estimates from Melodee Schwamb, Corporate Locations Project Manager, Fresno Economic Development Corporation (EDC)

# Selma Crossings Commercial Project Phase 1

**Fresno County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric |
|---|---|---|
| Regional Shopping Center | 882 | 1000sqft |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Utility Company** | Pacific Gas & Electric Company |
| **Climate Zone** | 3 | **Precipitation Freq (Days)** | 45 | | |

### 1.3 User Entered Comments

Project Characteristics -

Land Use - Lot size is based on one fourth of 75.75 acre site being developed each year.

Construction Phase - Default construction schedule adjusted to reflect project scale

Demolition - 2 Houses

Vehicle Trips - Passby trips from the Traffic Study

Vechicle Emission Factors - Truck fleet mix revised to reflect realistic number of deliveries. Increased LDA and LDT1 to offset decrease in MHD and HHD.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation - SJVAPCD coatings rule

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2013 | 1.27 | 9.34 | 6.80 | 0.01 | 1.09 | 0.47 | 1.56 | 0.35 | 0.47 | 0.82 | 0.00 | 1,191.61 | 1,191.61 | 0.10 | 0.00 | 1,193.67 |
| 2014 | 1.03 | 6.89 | 6.40 | 0.01 | 0.52 | 0.36 | 0.88 | 0.03 | 0.36 | 0.39 | 0.00 | 1,183.00 | 1,183.00 | 0.08 | 0.00 | 1,184.60 |
| 2015 | 6.24 | 0.67 | 0.56 | 0.00 | 0.02 | 0.06 | 0.08 | 0.00 | 0.06 | 0.06 | 0.00 | 74.92 | 74.92 | 0.01 | 0.00 | 75.12 |
| **Total** | **8.54** | **16.90** | **13.76** | **0.02** | **1.63** | **0.89** | **2.52** | **0.38** | **0.89** | **1.27** | **0.00** | **2,449.53** | **2,449.53** | **0.19** | **0.00** | **2,453.39** |

## 2.1 Overall Construction

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2013 | 1.27 | 9.34 | 6.80 | 0.01 | 0.59 | 0.47 | 1.06 | 0.17 | 0.47 | 0.63 | 0.00 | 1,191.61 | 1,191.61 | 0.10 | 0.00 | 1,193.67 |
| 2014 | 1.03 | 6.89 | 6.40 | 0.01 | 0.40 | 0.36 | 0.76 | 0.03 | 0.36 | 0.39 | 0.00 | 1,183.00 | 1,183.00 | 0.08 | 0.00 | 1,184.60 |
| 2015 | 6.24 | 0.67 | 0.56 | 0.00 | 0.02 | 0.06 | 0.07 | 0.00 | 0.06 | 0.06 | 0.00 | 74.92 | 74.92 | 0.01 | 0.00 | 75.12 |
| **Total** | **8.54** | **16.90** | **13.76** | **0.02** | **1.01** | **0.89** | **1.89** | **0.20** | **0.89** | **1.08** | **0.00** | **2,449.53** | **2,449.53** | **0.19** | **0.00** | **2,453.39** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 4.47 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.05 | 0.48 | 0.40 | 0.00 | | 0.00 | 0.04 | | 0.00 | 0.04 | 0.00 | 2,867.41 | 2,867.41 | 0.12 | 0.05 | 2,885.28 |
| Mobile | 22.76 | 29.49 | 206.11 | 0.31 | 33.01 | 1.30 | 34.31 | 1.27 | 1.30 | 2.57 | 0.00 | 25,347.02 | 25,347.02 | 1.25 | 0.00 | 25,373.23 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 187.99 | 0.00 | 187.99 | 11.11 | 0.00 | 421.30 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 144.34 | 144.34 | 2.00 | 0.05 | 202.45 |
| **Total** | **27.28** | **29.97** | **206.51** | **0.31** | **33.01** | **1.30** | **34.35** | **1.27** | **1.30** | **2.61** | **187.99** | **28,358.77** | **28,546.76** | **14.48** | **0.10** | **28,882.26** |

## 2.2 Overall Operational

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 4.47 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.05 | 0.44 | 0.37 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 2,649.47 | 2,649.47 | 0.11 | 0.05 | 2,665.99 |
| Mobile | 22.65 | 29.30 | 204.81 | 0.31 | 32.71 | 1.29 | 34.00 | 1.26 | 1.29 | 2.54 | 0.00 | 25,126.22 | 25,126.22 | 1.24 | 0.00 | 25,152.23 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 93.99 | 0.00 | 93.99 | 5.55 | 0.00 | 210.65 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 115.48 | 115.48 | 1.60 | 0.04 | 161.96 |
| **Total** | **27.17** | **29.74** | **205.18** | **0.31** | **32.71** | **1.29** | **34.03** | **1.26** | **1.29** | **2.57** | **93.99** | **27,891.17** | **27,985.16** | **8.50** | **0.09** | **28,190.83** |

# 3.0 Construction Detail

## 3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

## 3.2 Demolition - 2013

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.08 | 0.67 | 0.40 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 64.71 | 64.71 | 0.01 | 0.00 | 64.86 |
| **Total** | **0.08** | **0.67** | **0.40** | **0.00** | **0.00** | **0.03** | **0.03** | **0.00** | **0.03** | **0.03** | **0.00** | **64.71** | **64.71** | **0.01** | **0.00** | **64.86** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.69 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 0.00 | 1.19 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **1.88** | **1.88** | **0.00** | **0.00** | **1.88** |

## 3.2 Demolition - 2013

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.08 | 0.67 | 0.40 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 64.71 | 64.71 | 0.01 | 0.00 | 64.86 |
| **Total** | **0.08** | **0.67** | **0.40** | **0.00** | **0.00** | **0.03** | **0.03** | **0.00** | **0.03** | **0.03** | **0.00** | **64.71** | **64.71** | **0.01** | **0.00** | **64.86** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.69 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 0.00 | 1.19 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **1.88** | **1.88** | **0.00** | **0.00** | **1.88** |

## 3.3 Site Preparation - 2013

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.40 | 0.00 | 0.40 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.22 | 1.76 | 1.00 | 0.00 | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.00 | 159.57 | 159.57 | 0.02 | 0.00 | 159.95 |
| **Total** | **0.22** | **1.76** | **1.00** | **0.00** | **0.40** | **0.09** | **0.49** | **0.22** | **0.09** | **0.31** | **0.00** | **159.57** | **159.57** | **0.02** | **0.00** | **159.95** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.30 | 3.30 | 0.00 | 0.00 | 3.30 |
| **Total** | **0.00** | **0.00** | **0.03** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **3.30** | **3.30** | **0.00** | **0.00** | **3.30** |

## 3.3 Site Preparation - 2013

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.18 | 0.00 | 0.18 | 0.10 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.22 | 1.76 | 1.00 | 0.00 | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.00 | 159.57 | 159.57 | 0.02 | 0.00 | 159.95 |
| **Total** | **0.22** | **1.76** | **1.00** | **0.00** | **0.18** | **0.09** | **0.27** | **0.10** | **0.09** | **0.19** | **0.00** | **159.57** | **159.57** | **0.02** | **0.00** | **159.95** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.30 | 3.30 | 0.00 | 0.00 | 3.30 |
| **Total** | **0.00** | **0.00** | **0.03** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **3.30** | **3.30** | **0.00** | **0.00** | **3.30** |

## 3.4 Grading - 2013

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.37 | 0.00 | 0.37 | 0.11 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.33 | 2.68 | 1.45 | 0.00 | | 0.13 | 0.13 | | 0.13 | 0.13 | 0.00 | 270.77 | 270.77 | 0.03 | 0.00 | 271.33 |
| **Total** | **0.33** | **2.68** | **1.45** | **0.00** | **0.37** | **0.13** | **0.50** | **0.11** | **0.13** | **0.24** | **0.00** | **270.77** | **270.77** | **0.03** | **0.00** | **271.33** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.04 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 4.58 | 4.58 | 0.00 | 0.00 | 4.59 |
| **Total** | **0.00** | **0.00** | **0.04** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **4.58** | **4.58** | **0.00** | **0.00** | **4.59** |

## 3.4 Grading - 2013

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.17 | 0.00 | 0.17 | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.33 | 2.68 | 1.45 | 0.00 | | 0.13 | 0.13 | | 0.13 | 0.13 | 0.00 | 270.77 | 270.77 | 0.03 | 0.00 | 271.33 |
| **Total** | **0.33** | **2.68** | **1.45** | **0.00** | **0.17** | **0.13** | **0.30** | **0.05** | **0.13** | **0.18** | **0.00** | **270.77** | **270.77** | **0.03** | **0.00** | **271.33** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.58 | 4.58 | 0.00 | 0.00 | 4.59 |
| **Total** | **0.00** | **0.00** | **0.04** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **4.58** | **4.58** | **0.00** | **0.00** | **4.59** |

## 3.5 Building Construction - 2013

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.37 | 2.46 | 1.66 | 0.00 | | 0.16 | 0.16 | | 0.16 | 0.16 | 0.00 | 260.19 | 260.19 | 0.03 | 0.00 | 260.81 |
| **Total** | **0.37** | **2.46** | **1.66** | **0.00** | | **0.16** | **0.16** | | **0.16** | **0.16** | **0.00** | **260.19** | **260.19** | **0.03** | **0.00** | **260.81** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.14 | 1.63 | 0.87 | 0.00 | 0.08 | 0.05 | 0.13 | 0.01 | 0.05 | 0.06 | 0.00 | 259.74 | 259.74 | 0.01 | 0.00 | 259.87 |
| Worker | 0.13 | 0.13 | 1.34 | 0.00 | 0.22 | 0.01 | 0.23 | 0.01 | 0.01 | 0.02 | 0.00 | 166.87 | 166.87 | 0.01 | 0.00 | 167.09 |
| **Total** | **0.27** | **1.76** | **2.21** | **0.00** | **0.30** | **0.06** | **0.36** | **0.02** | **0.06** | **0.08** | **0.00** | **426.61** | **426.61** | **0.02** | **0.00** | **426.96** |

## 3.5 Building Construction - 2013

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.37 | 2.46 | 1.66 | 0.00 | | 0.16 | 0.16 | | 0.16 | 0.16 | 0.00 | 260.19 | 260.19 | 0.03 | 0.00 | 260.81 |
| **Total** | **0.37** | **2.46** | **1.66** | **0.00** | | **0.16** | **0.16** | | **0.16** | **0.16** | **0.00** | **260.19** | **260.19** | **0.03** | **0.00** | **260.81** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.14 | 1.63 | 0.87 | 0.00 | 0.06 | 0.05 | 0.11 | 0.01 | 0.05 | 0.06 | 0.00 | 259.74 | 259.74 | 0.01 | 0.00 | 259.87 |
| Worker | 0.13 | 0.13 | 1.34 | 0.00 | 0.17 | 0.01 | 0.18 | 0.01 | 0.01 | 0.02 | 0.00 | 166.87 | 166.87 | 0.01 | 0.00 | 167.09 |
| **Total** | **0.27** | **1.76** | **2.21** | **0.00** | **0.23** | **0.06** | **0.29** | **0.02** | **0.06** | **0.08** | **0.00** | **426.61** | **426.61** | **0.02** | **0.00** | **426.96** |

## 3.5 Building Construction - 2014

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.57 | 3.85 | 2.78 | 0.01 | | 0.24 | 0.24 | | 0.24 | 0.24 | 0.00 | 439.75 | 439.75 | 0.05 | 0.00 | 440.72 |
| **Total** | **0.57** | **3.85** | **2.78** | **0.01** | | **0.24** | **0.24** | | **0.24** | **0.24** | **0.00** | **439.75** | **439.75** | **0.05** | **0.00** | **440.72** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.22 | 2.51 | 1.36 | 0.00 | 0.14 | 0.08 | 0.21 | 0.01 | 0.08 | 0.09 | 0.00 | 438.68 | 438.68 | 0.01 | 0.00 | 438.87 |
| Worker | 0.19 | 0.20 | 2.03 | 0.00 | 0.38 | 0.01 | 0.39 | 0.02 | 0.01 | 0.03 | 0.00 | 275.51 | 275.51 | 0.02 | 0.00 | 275.85 |
| **Total** | **0.41** | **2.71** | **3.39** | **0.00** | **0.52** | **0.09** | **0.60** | **0.03** | **0.09** | **0.12** | **0.00** | **714.19** | **714.19** | **0.03** | **0.00** | **714.72** |

## 3.5 Building Construction - 2014

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.57 | 3.85 | 2.78 | 0.01 | | 0.24 | 0.24 | | 0.24 | 0.24 | 0.00 | 439.75 | 439.75 | 0.05 | 0.00 | 440.72 |
| **Total** | **0.57** | **3.85** | **2.78** | **0.01** | | **0.24** | **0.24** | | **0.24** | **0.24** | **0.00** | **439.75** | **439.75** | **0.05** | **0.00** | **440.72** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.22 | 2.51 | 1.36 | 0.00 | 0.11 | 0.08 | 0.18 | 0.01 | 0.08 | 0.09 | 0.00 | 438.68 | 438.68 | 0.01 | 0.00 | 438.87 |
| Worker | 0.19 | 0.20 | 2.03 | 0.00 | 0.29 | 0.01 | 0.30 | 0.02 | 0.01 | 0.03 | 0.00 | 275.51 | 275.51 | 0.02 | 0.00 | 275.85 |
| **Total** | **0.41** | **2.71** | **3.39** | **0.00** | **0.40** | **0.09** | **0.48** | **0.03** | **0.09** | **0.12** | **0.00** | **714.19** | **714.19** | **0.03** | **0.00** | **714.72** |

## 3.6 Paving - 2014

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.05 | 0.34 | 0.22 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 27.78 | 27.78 | 0.00 | 0.00 | 27.88 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.05** | **0.34** | **0.22** | **0.00** | | **0.03** | **0.03** | | **0.03** | **0.03** | **0.00** | **27.78** | **27.78** | **0.00** | **0.00** | **27.88** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.28 | 1.28 | 0.00 | 0.00 | 1.28 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **1.28** | **1.28** | **0.00** | **0.00** | **1.28** |

## 3.6 Paving - 2014

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.05 | 0.34 | 0.22 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 27.78 | 27.78 | 0.00 | 0.00 | 27.88 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.05** | **0.34** | **0.22** | **0.00** | | **0.03** | **0.03** | | **0.03** | **0.03** | **0.00** | **27.78** | **27.78** | **0.00** | **0.00** | **27.88** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.28 | 1.28 | 0.00 | 0.00 | 1.28 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **1.28** | **1.28** | **0.00** | **0.00** | **1.28** |

## 3.6 Paving - 2015

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.10 | 0.59 | 0.40 | 0.00 | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.00 | 51.60 | 51.60 | 0.01 | 0.00 | 51.76 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.10** | **0.59** | **0.40** | **0.00** | | **0.05** | **0.05** | | **0.05** | **0.05** | **0.00** | **51.60** | **51.60** | **0.01** | **0.00** | **51.76** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.32 | 2.32 | 0.00 | 0.00 | 2.33 |
| **Total** | **0.00** | **0.00** | **0.02** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **2.32** | **2.32** | **0.00** | **0.00** | **2.33** |

## 3.6 Paving - 2015

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.10 | 0.59 | 0.40 | 0.00 | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.00 | 51.60 | 51.60 | 0.01 | 0.00 | 51.76 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.10** | **0.59** | **0.40** | **0.00** | | **0.05** | **0.05** | | **0.05** | **0.05** | **0.00** | **51.60** | **51.60** | **0.01** | **0.00** | **51.76** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.32 | 2.32 | 0.00 | 0.00 | 2.33 |
| **Total** | **0.00** | **0.00** | **0.02** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **2.32** | **2.32** | **0.00** | **0.00** | **2.33** |

## 3.7 Architectural Coating - 2015

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 6.13 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.08 | 0.06 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 7.65 | 7.65 | 0.00 | 0.00 | 7.67 |
| **Total** | **6.14** | **0.08** | **0.06** | **0.00** | | **0.01** | **0.01** | | **0.01** | **0.01** | **0.00** | **7.65** | **7.65** | **0.00** | **0.00** | **7.67** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.09 | 0.00 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 13.34 | 13.34 | 0.00 | 0.00 | 13.36 |
| **Total** | **0.01** | **0.01** | **0.09** | **0.00** | **0.02** | **0.00** | **0.02** | **0.00** | **0.00** | **0.00** | **0.00** | **13.34** | **13.34** | **0.00** | **0.00** | **13.36** |

## 3.7 Architectural Coating - 2015

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 6.13 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.08 | 0.06 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 7.65 | 7.65 | 0.00 | 0.00 | 7.67 |
| **Total** | **6.14** | **0.08** | **0.06** | **0.00** | | **0.01** | **0.01** | | **0.01** | **0.01** | **0.00** | **7.65** | **7.65** | **0.00** | **0.00** | **7.67** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.09 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 13.34 | 13.34 | 0.00 | 0.00 | 13.36 |
| **Total** | **0.01** | **0.01** | **0.09** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **13.34** | **13.34** | **0.00** | **0.00** | **13.36** |

# 4.0 Mobile Detail

## 4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 22.65 | 29.30 | 204.81 | 0.31 | 32.71 | 1.29 | 34.00 | 1.26 | 1.29 | 2.54 | 0.00 | 25,126.22 | 25,126.22 | 1.24 | 0.00 | 25,152.23 |
| Unmitigated | 22.76 | 29.49 | 206.11 | 0.31 | 33.01 | 1.30 | 34.31 | 1.27 | 1.30 | 2.57 | 0.00 | 25,347.02 | 25,347.02 | 1.25 | 0.00 | 25,373.23 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Regional Shopping Center | 37,873.08 | 44,073.54 | 22261.68 | 64,045,876 | 63,463,536 |
| Total | 37,873.08 | 44,073.54 | 22,261.68 | 64,045,876 | 63,463,536 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | |
|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 |

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,167.36 | 2,167.36 | 0.10 | 0.04 | 2,180.95 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,342.61 | 2,342.61 | 0.11 | 0.04 | 2,357.29 |
| NaturalGas Mitigated | 0.05 | 0.44 | 0.37 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 482.11 | 482.11 | 0.01 | 0.01 | 485.04 |
| NaturalGas Unmitigated | 0.05 | 0.48 | 0.40 | 0.00 | | 0.00 | 0.04 | | 0.00 | 0.04 | 0.00 | 524.80 | 524.80 | 0.01 | 0.01 | 527.99 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Regional Shopping Center | 9.8343e+006 | 0.05 | 0.48 | 0.40 | 0.00 | | 0.00 | 0.04 | | 0.00 | 0.04 | 0.00 | 524.80 | 524.80 | 0.01 | 0.01 | 527.99 |
| **Total** | | **0.05** | **0.48** | **0.40** | **0.00** | | **0.00** | **0.04** | | **0.00** | **0.04** | **0.00** | **524.80** | **524.80** | **0.01** | **0.01** | **527.99** |

### Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Regional Shopping Center | 9.03433e+006 | 0.05 | 0.44 | 0.37 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 482.11 | 482.11 | 0.01 | 0.01 | 485.04 |
| **Total** | | **0.05** | **0.44** | **0.37** | **0.00** | | **0.00** | **0.03** | | **0.00** | **0.03** | **0.00** | **482.11** | **482.11** | **0.01** | **0.01** | **485.04** |

## 5.3 Energy by Land Use - Electricity

### Unmitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 8.05266e+006 | | | | | 2,342.61 | 0.11 | 0.04 | 2,357.29 |
| **Total** | | | | | | **2,342.61** | **0.11** | **0.04** | **2,357.29** |

### Mitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 7.45025e+006 | | | | | 2,167.36 | 0.10 | 0.04 | 2,180.95 |
| **Total** | | | | | | **2,167.36** | **0.10** | **0.04** | **2,180.95** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.47 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Unmitigated | 4.47 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 6.2 Area by SubCategory

### Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.02 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 3.44 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **4.46** | **0.00** | **0.00** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

### Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.02 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 3.44 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **4.46** | **0.00** | **0.00** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 115.48 | 1.60 | 0.04 | 161.96 |
| Unmitigated | | | | | 144.34 | 2.00 | 0.05 | 202.45 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 7.2 Water by Land Use

### Unmitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 65.332 / 40.0422 | | | | | 144.34 | 2.00 | 0.05 | 202.45 |
| **Total** | | | | | | **144.34** | **2.00** | **0.05** | **202.45** |

### Mitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 52.2656 / 32.0337 | | | | | 115.48 | 1.60 | 0.04 | 161.96 |
| **Total** | | | | | | **115.48** | **1.60** | **0.04** | **161.96** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

### Category/Year

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 93.99 | 5.55 | 0.00 | 210.65 |
| Unmitigated | | | | | 187.99 | 11.11 | 0.00 | 421.30 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 8.2 Waste by Land Use

### Unmitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 926.1 | | | | | 187.99 | 11.11 | 0.00 | 421.30 |
| **Total** | | | | | | **187.99** | **11.11** | **0.00** | **421.30** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 463.05 | | | | | 93.99 | 5.55 | 0.00 | 210.65 |
| **Total** | | | | | | **93.99** | **5.55** | **0.00** | **210.65** |

# 9.0 Vegetation

# Selma Crossings Commercial Project Phase 2 All

**Fresno County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric |
|---|---|---|
| General Office Building | 280 | 1000sqft |
| Hotel | 166 | Room |
| User Defined Recreational | 10 | User Defined Unit |
| Regional Shopping Center | 606 | 1000sqft |
| User Defined Retail | 400 | User Defined Unit |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Utility Company** | Pacific Gas & Electric Company |
| **Climate Zone** | 3 | **Precipitation Freq (Days)** | 45 | | |

### 1.3 User Entered Comments

Project Characteristics -

Land Use - User defined recreational is a 5,000 sf Water Park and a 166 unit hotel

Construction Phase - Default construction schedule adjusted to reflect combine days of construction for all components

Demolition - 7 Houses and outbuildings

Vehicle Trips - Passby trips from the Traffic Study.  User defined trips rates from the Traffic Study.

Vechicle Emission Factors - Truck fleet mix revised to reflect realistic number of deliveries

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation - SJVAPCD coatings rule

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2017 | 1.09 | 7.62 | 6.67 | 0.02 | 1.61 | 0.34 | 1.95 | 0.44 | 0.34 | 0.78 | 0.00 | 1,441.05 | 1,441.05 | 0.08 | 0.00 | 1,442.78 |
| 2018 | 1.00 | 6.55 | 7.58 | 0.02 | 1.01 | 0.28 | 1.29 | 0.02 | 0.27 | 0.29 | 0.00 | 1,799.09 | 1,799.09 | 0.07 | 0.00 | 1,800.57 |
| 2019 | 11.21 | 3.55 | 4.26 | 0.01 | 0.56 | 0.17 | 0.73 | 0.01 | 0.16 | 0.17 | 0.00 | 992.94 | 992.94 | 0.04 | 0.00 | 993.79 |
| **Total** | **13.30** | **17.72** | **18.51** | **0.05** | **3.18** | **0.79** | **3.97** | **0.47** | **0.77** | **1.24** | **0.00** | **4,233.08** | **4,233.08** | **0.19** | **0.00** | **4,237.14** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2017 | 1.09 | 7.62 | 6.67 | 0.02 | 0.89 | 0.34 | 1.23 | 0.21 | 0.34 | 0.55 | 0.00 | 1,441.05 | 1,441.05 | 0.08 | 0.00 | 1,442.78 |
| 2018 | 1.00 | 6.55 | 7.58 | 0.02 | 0.77 | 0.28 | 1.05 | 0.02 | 0.27 | 0.29 | 0.00 | 1,799.09 | 1,799.09 | 0.07 | 0.00 | 1,800.57 |
| 2019 | 11.21 | 3.55 | 4.26 | 0.01 | 0.43 | 0.17 | 0.60 | 0.01 | 0.16 | 0.17 | 0.00 | 992.94 | 992.94 | 0.04 | 0.00 | 993.79 |
| **Total** | **13.30** | **17.72** | **18.51** | **0.05** | **2.09** | **0.79** | **2.88** | **0.24** | **0.77** | **1.01** | **0.00** | **4,233.08** | **4,233.08** | **0.19** | **0.00** | **4,237.14** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 7.76 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.09 | 0.83 | 0.70 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 3,976.62 | 3,976.62 | 0.16 | 0.07 | 4,001.38 |
| Mobile | 14.09 | 17.45 | 120.45 | 0.25 | 26.85 | 1.00 | 27.85 | 0.43 | 0.96 | 1.39 | 0.00 | 18,046.60 | 18,046.60 | 0.80 | 0.00 | 18,063.39 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 200.47 | 0.00 | 200.47 | 11.85 | 0.00 | 449.27 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 216.28 | 216.28 | 3.03 | 0.08 | 304.20 |
| **Total** | **21.94** | **18.28** | **121.15** | **0.25** | **26.85** | **1.00** | **27.91** | **0.43** | **0.96** | **1.45** | **200.47** | **22,239.50** | **22,439.97** | **15.84** | **0.15** | **22,818.24** |

## 2.2 Overall Operational

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 7.76 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.08 | 0.76 | 0.64 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 3,681.15 | 3,681.15 | 0.14 | 0.06 | 3,704.07 |
| Mobile | 13.17 | 15.97 | 110.51 | 0.22 | 23.68 | 0.90 | 24.58 | 0.38 | 0.86 | 1.24 | 0.00 | 16,003.82 | 16,003.82 | 0.72 | 0.00 | 16,018.94 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 100.23 | 0.00 | 100.23 | 5.92 | 0.00 | 224.63 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 173.02 | 173.02 | 2.42 | 0.06 | 243.36 |
| **Total** | **21.01** | **16.73** | **111.15** | **0.22** | **23.68** | **0.90** | **24.64** | **0.38** | **0.86** | **1.30** | **100.23** | **19,857.99** | **19,958.22** | **9.20** | **0.12** | **20,191.00** |

# 3.0 Construction Detail

## 3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

## 3.2 Demolition - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.08 | 0.62 | 0.45 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 81.74 | 81.74 | 0.01 | 0.00 | 81.88 |
| **Total** | **0.08** | **0.62** | **0.45** | **0.00** | **0.01** | **0.03** | **0.04** | **0.00** | **0.03** | **0.03** | **0.00** | **81.74** | **81.74** | **0.01** | **0.00** | **81.88** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 2.52 | 2.52 | 0.00 | 0.00 | 2.52 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.36 | 1.36 | 0.00 | 0.00 | 1.36 |
| **Total** | **0.00** | **0.01** | **0.02** | **0.00** | **0.02** | **0.00** | **0.02** | **0.00** | **0.00** | **0.00** | **0.00** | **3.88** | **3.88** | **0.00** | **0.00** | **3.88** |

## 3.2 Demolition - 2017

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.08 | 0.62 | 0.45 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 81.74 | 81.74 | 0.01 | 0.00 | 81.88 |
| **Total** | **0.08** | **0.62** | **0.45** | **0.00** | **0.00** | **0.03** | **0.03** | **0.00** | **0.03** | **0.03** | **0.00** | **81.74** | **81.74** | **0.01** | **0.00** | **81.88** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 2.52 | 2.52 | 0.00 | 0.00 | 2.52 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.36 | 1.36 | 0.00 | 0.00 | 1.36 |
| **Total** | **0.00** | **0.01** | **0.02** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **3.88** | **3.88** | **0.00** | **0.00** | **3.88** |

## 3.3 Site Preparation - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.51 | 0.00 | 0.51 | 0.28 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.22 | 1.72 | 1.06 | 0.00 | | 0.08 | 0.08 | | 0.08 | 0.08 | 0.00 | 206.72 | 206.72 | 0.02 | 0.00 | 207.11 |
| **Total** | **0.22** | **1.72** | **1.06** | **0.00** | **0.51** | **0.08** | **0.59** | **0.28** | **0.08** | **0.36** | **0.00** | **206.72** | **206.72** | **0.02** | **0.00** | **207.11** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.88 | 3.88 | 0.00 | 0.00 | 3.88 |
| **Total** | **0.00** | **0.00** | **0.02** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **3.88** | **3.88** | **0.00** | **0.00** | **3.88** |

## 3.3 Site Preparation - 2017

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.23 | 0.00 | 0.23 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.22 | 1.72 | 1.06 | 0.00 | | 0.08 | 0.08 | | 0.08 | 0.08 | 0.00 | 206.72 | 206.72 | 0.02 | 0.00 | 207.11 |
| **Total** | **0.22** | **1.72** | **1.06** | **0.00** | **0.23** | **0.08** | **0.31** | **0.13** | **0.08** | **0.21** | **0.00** | **206.72** | **206.72** | **0.02** | **0.00** | **207.11** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.88 | 3.88 | 0.00 | 0.00 | 3.88 |
| **Total** | **0.00** | **0.00** | **0.02** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **3.88** | **3.88** | **0.00** | **0.00** | **3.88** |

## 3.4 Grading - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.56 | 0.00 | 0.56 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.23 | 1.74 | 1.15 | 0.00 | | 0.08 | 0.08 | | 0.08 | 0.08 | 0.00 | 246.16 | 246.16 | 0.02 | 0.00 | 246.56 |
| **Total** | **0.23** | **1.74** | **1.15** | **0.00** | **0.56** | **0.08** | **0.64** | **0.13** | **0.08** | **0.21** | **0.00** | **246.16** | **246.16** | **0.02** | **0.00** | **246.56** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.78 | 3.78 | 0.00 | 0.00 | 3.78 |
| **Total** | **0.00** | **0.00** | **0.02** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **3.78** | **3.78** | **0.00** | **0.00** | **3.78** |

## 3.4 Grading - 2017

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.25 | 0.00 | 0.25 | 0.06 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.23 | 1.74 | 1.15 | 0.00 | | 0.08 | 0.08 | | 0.08 | 0.08 | 0.00 | 246.16 | 246.16 | 0.02 | 0.00 | 246.56 |
| **Total** | **0.23** | **1.74** | **1.15** | **0.00** | **0.25** | **0.08** | **0.33** | **0.06** | **0.08** | **0.14** | **0.00** | **246.16** | **246.16** | **0.02** | **0.00** | **246.56** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.78 | 3.78 | 0.00 | 0.00 | 3.78 |
| **Total** | **0.00** | **0.00** | **0.02** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **3.78** | **3.78** | **0.00** | **0.00** | **3.78** |

## 3.5 Building Construction - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.24 | 1.55 | 1.46 | 0.00 | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.00 | 236.37 | 236.37 | 0.02 | 0.00 | 236.77 |
| **Total** | **0.24** | **1.55** | **1.46** | **0.00** | | **0.09** | **0.09** | | **0.09** | **0.09** | **0.00** | **236.37** | **236.37** | **0.02** | **0.00** | **236.77** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.16 | 1.83 | 1.04 | 0.00 | 0.13 | 0.05 | 0.18 | 0.01 | 0.05 | 0.06 | 0.00 | 407.50 | 407.50 | 0.01 | 0.00 | 407.64 |
| Worker | 0.14 | 0.14 | 1.46 | 0.00 | 0.37 | 0.01 | 0.38 | 0.02 | 0.01 | 0.03 | 0.00 | 251.02 | 251.02 | 0.01 | 0.00 | 251.28 |
| **Total** | **0.30** | **1.97** | **2.50** | **0.00** | **0.50** | **0.06** | **0.56** | **0.03** | **0.06** | **0.09** | **0.00** | **658.52** | **658.52** | **0.02** | **0.00** | **658.92** |

## 3.5 Building Construction - 2017

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.24 | 1.55 | 1.46 | 0.00 | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.00 | 236.37 | 236.37 | 0.02 | 0.00 | 236.77 |
| **Total** | **0.24** | **1.55** | **1.46** | **0.00** | | **0.09** | **0.09** | | **0.09** | **0.09** | **0.00** | **236.37** | **236.37** | **0.02** | **0.00** | **236.77** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.16 | 1.83 | 1.04 | 0.00 | 0.10 | 0.05 | 0.15 | 0.01 | 0.05 | 0.06 | 0.00 | 407.50 | 407.50 | 0.01 | 0.00 | 407.64 |
| Worker | 0.14 | 0.14 | 1.46 | 0.00 | 0.28 | 0.01 | 0.30 | 0.02 | 0.01 | 0.03 | 0.00 | 251.02 | 251.02 | 0.01 | 0.00 | 251.28 |
| **Total** | **0.30** | **1.97** | **2.50** | **0.00** | **0.38** | **0.06** | **0.45** | **0.03** | **0.06** | **0.09** | **0.00** | **658.52** | **658.52** | **0.02** | **0.00** | **658.92** |

## 3.5 Building Construction - 2018

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.44 | 2.84 | 2.93 | 0.01 | | 0.16 | 0.16 | | 0.16 | 0.16 | 0.00 | 478.23 | 478.23 | 0.04 | 0.00 | 478.97 |
| **Total** | **0.44** | **2.84** | **2.93** | **0.01** | | **0.16** | **0.16** | | **0.16** | **0.16** | **0.00** | **478.23** | **478.23** | **0.04** | **0.00** | **478.97** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.30 | 3.45 | 1.98 | 0.01 | 0.26 | 0.10 | 0.36 | 0.01 | 0.09 | 0.10 | 0.00 | 824.17 | 824.17 | 0.01 | 0.00 | 824.44 |
| Worker | 0.27 | 0.26 | 2.67 | 0.01 | 0.75 | 0.02 | 0.78 | 0.01 | 0.02 | 0.03 | 0.00 | 496.69 | 496.69 | 0.02 | 0.00 | 497.16 |
| **Total** | **0.57** | **3.71** | **4.65** | **0.02** | **1.01** | **0.12** | **1.14** | **0.02** | **0.11** | **0.13** | **0.00** | **1,320.86** | **1,320.86** | **0.03** | **0.00** | **1,321.60** |

## 3.5 Building Construction - 2018

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.44 | 2.84 | 2.93 | 0.01 | | 0.16 | 0.16 | | 0.16 | 0.16 | 0.00 | 478.23 | 478.23 | 0.04 | 0.00 | 478.97 |
| **Total** | **0.44** | **2.84** | **2.93** | **0.01** | | **0.16** | **0.16** | | **0.16** | **0.16** | **0.00** | **478.23** | **478.23** | **0.04** | **0.00** | **478.97** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.30 | 3.45 | 1.98 | 0.01 | 0.20 | 0.10 | 0.30 | 0.01 | 0.09 | 0.10 | 0.00 | 824.17 | 824.17 | 0.01 | 0.00 | 824.44 |
| Worker | 0.27 | 0.26 | 2.67 | 0.01 | 0.57 | 0.02 | 0.60 | 0.01 | 0.02 | 0.03 | 0.00 | 496.69 | 496.69 | 0.02 | 0.00 | 497.16 |
| **Total** | **0.57** | **3.71** | **4.65** | **0.02** | **0.77** | **0.12** | **0.90** | **0.02** | **0.11** | **0.13** | **0.00** | **1,320.86** | **1,320.86** | **0.03** | **0.00** | **1,321.60** |

## 3.5 Building Construction - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.20 | 1.29 | 1.46 | 0.00 | | 0.07 | 0.07 | | 0.07 | 0.07 | 0.00 | 240.03 | 240.03 | 0.02 | 0.00 | 240.37 |
| **Total** | **0.20** | **1.29** | **1.46** | **0.00** | | **0.07** | **0.07** | | **0.07** | **0.07** | **0.00** | **240.03** | **240.03** | **0.02** | **0.00** | **240.37** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.14 | 1.62 | 0.94 | 0.00 | 0.13 | 0.05 | 0.18 | 0.00 | 0.04 | 0.05 | 0.00 | 413.53 | 413.53 | 0.01 | 0.00 | 413.66 |
| Worker | 0.12 | 0.12 | 1.23 | 0.00 | 0.38 | 0.01 | 0.39 | 0.01 | 0.01 | 0.02 | 0.00 | 244.25 | 244.25 | 0.01 | 0.00 | 244.47 |
| **Total** | **0.26** | **1.74** | **2.17** | **0.00** | **0.51** | **0.06** | **0.57** | **0.01** | **0.05** | **0.07** | **0.00** | **657.78** | **657.78** | **0.02** | **0.00** | **658.13** |

## 3.5 Building Construction - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.20 | 1.29 | 1.46 | 0.00 | | 0.07 | 0.07 | | 0.07 | 0.07 | 0.00 | 240.03 | 240.03 | 0.02 | 0.00 | 240.37 |
| **Total** | **0.20** | **1.29** | **1.46** | **0.00** | | **0.07** | **0.07** | | **0.07** | **0.07** | **0.00** | **240.03** | **240.03** | **0.02** | **0.00** | **240.37** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.14 | 1.62 | 0.94 | 0.00 | 0.10 | 0.05 | 0.15 | 0.00 | 0.04 | 0.05 | 0.00 | 413.53 | 413.53 | 0.01 | 0.00 | 413.66 |
| Worker | 0.12 | 0.12 | 1.23 | 0.00 | 0.29 | 0.01 | 0.30 | 0.01 | 0.01 | 0.02 | 0.00 | 244.25 | 244.25 | 0.01 | 0.00 | 244.47 |
| **Total** | **0.26** | **1.74** | **2.17** | **0.00** | **0.39** | **0.06** | **0.45** | **0.01** | **0.05** | **0.07** | **0.00** | **657.78** | **657.78** | **0.02** | **0.00** | **658.13** |

## 3.6 Paving - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.07 | 0.42 | 0.36 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 47.63 | 47.63 | 0.01 | 0.00 | 47.75 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.07** | **0.42** | **0.36** | **0.00** | | **0.03** | **0.03** | | **0.03** | **0.03** | **0.00** | **47.63** | **47.63** | **0.01** | **0.00** | **47.75** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.96 | 1.96 | 0.00 | 0.00 | 1.96 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **1.96** | **1.96** | **0.00** | **0.00** | **1.96** |

## 3.6 Paving - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.07 | 0.42 | 0.36 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 47.63 | 47.63 | 0.01 | 0.00 | 47.75 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.07** | **0.42** | **0.36** | **0.00** | | **0.03** | **0.03** | | **0.03** | **0.03** | **0.00** | **47.63** | **47.63** | **0.01** | **0.00** | **47.75** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.96 | 1.96 | 0.00 | 0.00 | 1.96 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **1.96** | **1.96** | **0.00** | **0.00** | **1.96** |

## 3.7 Architectural Coating - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 10.64 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.08 | 0.08 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 11.60 | 11.60 | 0.00 | 0.00 | 11.62 |
| **Total** | **10.65** | **0.08** | **0.08** | **0.00** | | **0.01** | **0.01** | | **0.01** | **0.01** | **0.00** | **11.60** | **11.60** | **0.00** | **0.00** | **11.62** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.02 | 0.02 | 0.17 | 0.00 | 0.05 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 33.93 | 33.93 | 0.00 | 0.00 | 33.96 |
| **Total** | **0.02** | **0.02** | **0.17** | **0.00** | **0.05** | **0.00** | **0.05** | **0.00** | **0.00** | **0.00** | **0.00** | **33.93** | **33.93** | **0.00** | **0.00** | **33.96** |

## 3.7 Architectural Coating - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 10.64 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.08 | 0.08 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 11.60 | 11.60 | 0.00 | 0.00 | 11.62 |
| **Total** | **10.65** | **0.08** | **0.08** | **0.00** | | **0.01** | **0.01** | | **0.01** | **0.01** | **0.00** | **11.60** | **11.60** | **0.00** | **0.00** | **11.62** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.02 | 0.02 | 0.17 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 33.93 | 33.93 | 0.00 | 0.00 | 33.96 |
| **Total** | **0.02** | **0.02** | **0.17** | **0.00** | **0.04** | **0.00** | **0.04** | **0.00** | **0.00** | **0.00** | **0.00** | **33.93** | **33.93** | **0.00** | **0.00** | **33.96** |

# 4.0 Mobile Detail

## 4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 13.17 | 15.97 | 110.51 | 0.22 | 23.68 | 0.90 | 24.58 | 0.38 | 0.86 | 1.24 | 0.00 | 16,003.82 | 16,003.82 | 0.72 | 0.00 | 16,018.94 |
| Unmitigated | 14.09 | 17.45 | 120.45 | 0.25 | 26.85 | 1.00 | 27.85 | 0.43 | 0.96 | 1.39 | 0.00 | 18,046.60 | 18,046.60 | 0.80 | 0.00 | 18,063.39 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Office Building | 3,082.80 | 663.60 | 274.40 | 5,582,463 | 4,923,732 |
| Hotel | 1,356.22 | 1,359.54 | 987.70 | 2,477,602 | 2,185,245 |
| Regional Shopping Center | 26,021.64 | 30,281.82 | 15295.44 | 44,004,309 | 38,811,801 |
| User Defined Recreational | 0.00 | 0.00 | 0.00 | | |
| User Defined Retail | 0.00 | 0.00 | 0.00 | | |
| Total | 30,460.66 | 32,304.96 | 16,557.54 | 52,064,374 | 45,920,778 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | |
|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 |
| User Defined Recreational | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 |

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,853.75 | 2,853.75 | 0.13 | 0.05 | 2,871.64 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 3,075.46 | 3,075.46 | 0.14 | 0.05 | 3,094.74 |
| NaturalGas Mitigated | 0.08 | 0.76 | 0.64 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 827.39 | 827.39 | 0.02 | 0.02 | 832.43 |
| NaturalGas Unmitigated | 0.09 | 0.83 | 0.70 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 901.16 | 901.16 | 0.02 | 0.02 | 906.64 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Office Building | 3.8416e+006 | 0.02 | 0.19 | 0.16 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 205.00 | 205.00 | 0.00 | 0.00 | 206.25 |
| Hotel | 6.28852e+006 | 0.03 | 0.31 | 0.26 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 335.58 | 335.58 | 0.01 | 0.01 | 337.62 |
| Regional Shopping Center | 6.7569e+006 | 0.04 | 0.33 | 0.28 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 360.57 | 360.57 | 0.01 | 0.01 | 362.77 |
| User Defined Recreational | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | **0.09** | **0.83** | **0.70** | **0.00** | | **0.00** | **0.06** | | **0.00** | **0.06** | **0.00** | **901.15** | **901.15** | **0.02** | **0.02** | **906.64** |

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Office Building | 3.46528e+006 | 0.02 | 0.17 | 0.14 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 184.92 | 184.92 | 0.00 | 0.00 | 186.05 |
| Hotel | 5.83225e+006 | 0.03 | 0.29 | 0.24 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 311.23 | 311.23 | 0.01 | 0.01 | 313.13 |
| Regional Shopping Center | 6.20726e+006 | 0.03 | 0.30 | 0.26 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 331.24 | 331.24 | 0.01 | 0.01 | 333.26 |
| User Defined Recreational | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | **0.08** | **0.76** | **0.64** | **0.00** | | **0.00** | **0.05** | | **0.00** | **0.05** | **0.00** | **827.39** | **827.39** | **0.02** | **0.02** | **832.44** |

## 5.3 Energy by Land Use - Electricity

### Unmitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| General Office Building | 2.8336e+006 | | | | | 824.33 | 0.04 | 0.01 | 829.49 |
| Hotel | 2.20544e+006 | | | | | 641.59 | 0.03 | 0.01 | 645.61 |
| Regional Shopping Center | 5.53278e+006 | | | | | 1,609.55 | 0.07 | 0.03 | 1,619.64 |
| User Defined Recreational | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **3,075.47** | **0.14** | **0.05** | **3,094.74** |

### 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| General Office Building | 2.65048e+006 | | | | | 771.06 | 0.03 | 0.01 | 775.89 |
| Hotel | 2.04034e+006 | | | | | 593.56 | 0.03 | 0.01 | 597.28 |
| Regional Shopping Center | 5.11888e+006 | | | | | 1,489.14 | 0.07 | 0.03 | 1,498.47 |
| User Defined Recreational | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **2,853.76** | **0.13** | **0.05** | **2,871.64** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 7.76 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Unmitigated | 7.76 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.77 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 5.98 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **7.75** | **0.00** | **0.00** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.77 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 5.98 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **7.75** | **0.00** | **0.00** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 173.02 | 2.42 | 0.06 | 243.36 |
| Unmitigated | | | | | 216.28 | 3.03 | 0.08 | 304.20 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 7.2 Water by Land Use

### Unmitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| General Office Building | 49.7654 / 30.5014 | | | | | 109.95 | 1.52 | 0.04 | 154.22 |
| Hotel | 4.21088 / 0.467876 | | | | | 7.15 | 0.13 | 0.00 | 10.88 |
| Regional Shopping Center | 44.8879 / 27.512 | | | | | 99.17 | 1.37 | 0.04 | 139.10 |
| User Defined Recreational | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **216.27** | **3.02** | **0.08** | **304.20** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| General Office Building | 39.8124 / 24.4011 | | | | | 87.96 | 1.22 | 0.03 | 123.37 |
| Hotel | 3.36871 / 0.374301 | | | | | 5.72 | 0.10 | 0.00 | 8.71 |
| Regional Shopping Center | 35.9104 / 22.0096 | | | | | 79.34 | 1.10 | 0.03 | 111.28 |
| User Defined Recreational | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **173.02** | **2.42** | **0.06** | **243.36** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

### Category/Year

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 100.23 | 5.92 | 0.00 | 224.63 |
| Unmitigated | | | | | 200.47 | 11.85 | 0.00 | 449.27 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 8.2 Waste by Land Use

### Unmitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| General Office Building | 260.4 | | | | | 52.86 | 3.12 | 0.00 | 118.46 |
| Hotel | 90.88 | | | | | 18.45 | 1.09 | 0.00 | 41.34 |
| Regional Shopping Center | 636.3 | | | | | 129.16 | 7.63 | 0.00 | 289.46 |
| User Defined Recreational | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **200.47** | **11.84** | **0.00** | **449.26** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| General Office Building | 130.2 | | | | | 26.43 | 1.56 | 0.00 | 59.23 |
| Hotel | 45.44 | | | | | 9.22 | 0.55 | 0.00 | 20.67 |
| Regional Shopping Center | 318.15 | | | | | 64.58 | 3.82 | 0.00 | 144.73 |
| User Defined Recreational | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **100.23** | **5.93** | **0.00** | **224.63** |

# 9.0 Vegetation

# Selma Crossings Commercial Project Phase 3

**Fresno County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric |
|---|---|---|
| General Office Building | 280 | 1000sqft |
| Apartments Low Rise | 250 | Dwelling Unit |
| Regional Shopping Center | 604 | 1000sqft |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Utility Company** | Pacific Gas & Electric Company |
| **Climate Zone** | 3 | **Precipitation Freq (Days)** | 45 | | |

### 1.3 User Entered Comments

Project Characteristics -

Land Use - Phase 3 acreage 66.66 acres

Construction Phase - Default construction schedule adjusted to reflect project scale

Demolition - 2 Houses

Vehicle Trips - Passby trips from the Traffic Study

Vechicle Emission Factors - Truck fleet mix revised to reflect realistic number of deliveries

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation - SJVAPCD coatings rule

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

# 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.71 | 4.55 | 4.90 | 0.01 | 1.13 | 0.19 | 1.32 | 0.31 | 0.18 | 0.50 | 0.00 | 1,156.02 | 1,156.02 | 0.05 | 0.00 | 1,157.16 |
| 2022 | 0.66 | 3.94 | 5.77 | 0.02 | 0.85 | 0.15 | 1.01 | 0.02 | 0.15 | 0.16 | 0.00 | 1,457.28 | 1,457.28 | 0.05 | 0.00 | 1,458.28 |
| 2023 | 1.71 | 0.25 | 0.37 | 0.00 | 0.04 | 0.02 | 0.05 | 0.00 | 0.02 | 0.02 | 0.00 | 60.18 | 60.18 | 0.00 | 0.00 | 60.27 |
| **Total** | **3.08** | **8.74** | **11.04** | **0.03** | **2.02** | **0.36** | **2.38** | **0.33** | **0.35** | **0.68** | **0.00** | **2,673.48** | **2,673.48** | **0.10** | **0.00** | **2,675.71** |

## 2.1 Overall Construction

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.71 | 4.55 | 4.90 | 0.01 | 0.64 | 0.19 | 0.82 | 0.14 | 0.18 | 0.33 | 0.00 | 1,156.02 | 1,156.02 | 0.05 | 0.00 | 1,157.16 |
| 2022 | 0.66 | 3.94 | 5.77 | 0.02 | 0.65 | 0.15 | 0.80 | 0.02 | 0.15 | 0.16 | 0.00 | 1,457.28 | 1,457.28 | 0.05 | 0.00 | 1,458.28 |
| 2023 | 1.71 | 0.25 | 0.37 | 0.00 | 0.03 | 0.02 | 0.04 | 0.00 | 0.02 | 0.02 | 0.00 | 60.18 | 60.18 | 0.00 | 0.00 | 60.27 |
| **Total** | **3.08** | **8.74** | **11.04** | **0.03** | **1.32** | **0.36** | **1.66** | **0.16** | **0.35** | **0.51** | **0.00** | **2,673.48** | **2,673.48** | **0.10** | **0.00** | **2,675.71** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 6.33 | 0.08 | 5.45 | 0.01 | | 0.00 | 0.62 | | 0.00 | 0.62 | 78.02 | 327.97 | 406.00 | 0.37 | 0.01 | 415.70 |
| Energy | 0.08 | 0.73 | 0.53 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 3,520.35 | 3,520.35 | 0.14 | 0.06 | 3,542.27 |
| Mobile | 12.02 | 14.04 | 97.13 | 0.26 | 27.99 | 1.02 | 29.01 | 0.45 | 0.99 | 1.43 | 0.00 | 18,048.48 | 18,048.48 | 0.66 | 0.00 | 18,062.43 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 204.94 | 0.00 | 204.94 | 12.11 | 0.00 | 459.28 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 245.08 | 245.08 | 3.39 | 0.09 | 343.63 |
| **Total** | **18.43** | **14.85** | **103.11** | **0.27** | **27.99** | **1.02** | **29.69** | **0.45** | **0.99** | **2.11** | **282.96** | **22,141.88** | **22,424.85** | **16.67** | **0.16** | **22,823.31** |

## 2.2 Overall Operational

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 5.74 | 0.02 | 1.86 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 327.94 | 327.94 | 0.01 | 0.01 | 329.98 |
| Energy | 0.07 | 0.67 | 0.48 | 0.00 | | 0.00 | 0.05 | | 0.00 | 0.05 | 0.00 | 3,266.14 | 3,266.14 | 0.13 | 0.06 | 3,286.47 |
| Mobile | 11.19 | 12.89 | 88.89 | 0.23 | 24.68 | 0.91 | 25.59 | 0.39 | 0.88 | 1.28 | 0.00 | 16,001.57 | 16,001.57 | 0.60 | 0.00 | 16,014.12 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 102.47 | 0.00 | 102.47 | 6.06 | 0.00 | 229.64 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 196.06 | 196.06 | 2.71 | 0.07 | 274.90 |
| **Total** | **17.00** | **13.58** | **91.23** | **0.23** | **24.68** | **0.91** | **25.67** | **0.39** | **0.88** | **1.36** | **102.47** | **19,791.71** | **19,894.18** | **9.51** | **0.14** | **20,135.11** |

# 3.0 Construction Detail

## 3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

## 3.2 Demolition - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.10 | 0.63 | 0.59 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 119.21 | 119.21 | 0.01 | 0.00 | 119.37 |
| **Total** | **0.10** | **0.63** | **0.59** | **0.00** | **0.00** | **0.03** | **0.03** | **0.00** | **0.03** | **0.03** | **0.00** | **119.21** | **119.21** | **0.01** | **0.00** | **119.37** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 1.38 | 1.38 | 0.00 | 0.00 | 1.38 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.86 | 1.86 | 0.00 | 0.00 | 1.86 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **3.24** | **3.24** | **0.00** | **0.00** | **3.24** |

## 3.2 Demolition - 2021

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.10 | 0.63 | 0.59 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 119.21 | 119.21 | 0.01 | 0.00 | 119.37 |
| **Total** | **0.10** | **0.63** | **0.59** | **0.00** | **0.00** | **0.03** | **0.03** | **0.00** | **0.03** | **0.03** | **0.00** | **119.21** | **119.21** | **0.01** | **0.00** | **119.37** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 1.38 | 1.38 | 0.00 | 0.00 | 1.38 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.86 | 1.86 | 0.00 | 0.00 | 1.86 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **3.24** | **3.24** | **0.00** | **0.00** | **3.24** |

## 3.3 Site Preparation - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.38 | 0.00 | 0.38 | 0.21 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.13 | 0.94 | 0.67 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 152.32 | 152.32 | 0.01 | 0.00 | 152.55 |
| **Total** | **0.13** | **0.94** | **0.67** | **0.00** | **0.38** | **0.04** | **0.42** | **0.21** | **0.04** | **0.25** | **0.00** | **152.32** | **152.32** | **0.01** | **0.00** | **152.55** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 0.00 | 2.68 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **2.67** | **2.67** | **0.00** | **0.00** | **2.68** |

## 3.3 Site Preparation - 2021

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.17 | 0.00 | 0.17 | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.13 | 0.94 | 0.67 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 152.32 | 152.32 | 0.01 | 0.00 | 152.55 |
| **Total** | **0.13** | **0.94** | **0.67** | **0.00** | **0.17** | **0.04** | **0.21** | **0.09** | **0.04** | **0.13** | **0.00** | **152.32** | **152.32** | **0.01** | **0.00** | **152.55** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 0.00 | 2.68 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **2.67** | **2.67** | **0.00** | **0.00** | **2.68** |

## 3.4 Grading - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.34 | 0.00 | 0.34 | 0.10 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.16 | 1.06 | 0.92 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 216.62 | 216.62 | 0.01 | 0.00 | 216.89 |
| **Total** | **0.16** | **1.06** | **0.92** | **0.00** | **0.34** | **0.04** | **0.38** | **0.10** | **0.04** | **0.14** | **0.00** | **216.62** | **216.62** | **0.01** | **0.00** | **216.89** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 3.11 | 3.11 | 0.00 | 0.00 | 3.11 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **3.11** | **3.11** | **0.00** | **0.00** | **3.11** |

## 3.4 Grading - 2021

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.15 | 0.00 | 0.15 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.16 | 1.06 | 0.92 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 216.62 | 216.62 | 0.01 | 0.00 | 216.89 |
| **Total** | **0.16** | **1.06** | **0.92** | **0.00** | **0.15** | **0.04** | **0.19** | **0.04** | **0.04** | **0.08** | **0.00** | **216.62** | **216.62** | **0.01** | **0.00** | **216.89** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.11 | 3.11 | 0.00 | 0.00 | 3.11 |
| **Total** | **0.00** | **0.00** | **0.01** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **3.11** | **3.11** | **0.00** | **0.00** | **3.11** |

## 3.5 Building Construction - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.15 | 0.94 | 1.29 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 214.38 | 214.38 | 0.01 | 0.00 | 214.63 |
| **Total** | **0.15** | **0.94** | **1.29** | **0.00** | | **0.04** | **0.04** | | **0.04** | **0.04** | **0.00** | **214.38** | **214.38** | **0.01** | **0.00** | **214.63** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.08 | 0.89 | 0.53 | 0.00 | 0.08 | 0.02 | 0.10 | 0.00 | 0.02 | 0.02 | 0.00 | 252.95 | 252.95 | 0.00 | 0.00 | 253.02 |
| Worker | 0.09 | 0.08 | 0.86 | 0.00 | 0.30 | 0.01 | 0.31 | 0.00 | 0.01 | 0.01 | 0.00 | 191.52 | 191.52 | 0.01 | 0.00 | 191.68 |
| **Total** | **0.17** | **0.97** | **1.39** | **0.00** | **0.38** | **0.03** | **0.41** | **0.00** | **0.03** | **0.03** | **0.00** | **444.47** | **444.47** | **0.01** | **0.00** | **444.70** |

## 3.5 Building Construction - 2021

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.15 | 0.94 | 1.29 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 214.38 | 214.38 | 0.01 | 0.00 | 214.63 |
| **Total** | **0.15** | **0.94** | **1.29** | **0.00** | | **0.04** | **0.04** | | **0.04** | **0.04** | **0.00** | **214.38** | **214.38** | **0.01** | **0.00** | **214.63** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.08 | 0.89 | 0.53 | 0.00 | 0.06 | 0.02 | 0.09 | 0.00 | 0.02 | 0.02 | 0.00 | 252.95 | 252.95 | 0.00 | 0.00 | 253.02 |
| Worker | 0.09 | 0.08 | 0.86 | 0.00 | 0.23 | 0.01 | 0.24 | 0.00 | 0.01 | 0.01 | 0.00 | 191.52 | 191.52 | 0.01 | 0.00 | 191.68 |
| **Total** | **0.17** | **0.97** | **1.39** | **0.00** | **0.29** | **0.03** | **0.33** | **0.00** | **0.03** | **0.03** | **0.00** | **444.47** | **444.47** | **0.01** | **0.00** | **444.70** |

## 3.5 Building Construction - 2022

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.31 | 1.89 | 2.86 | 0.01 | | 0.08 | 0.08 | | 0.08 | 0.08 | 0.00 | 476.40 | 476.40 | 0.02 | 0.00 | 476.92 |
| **Total** | **0.31** | **1.89** | **2.86** | **0.01** | | **0.08** | **0.08** | | **0.08** | **0.08** | **0.00** | **476.40** | **476.40** | **0.02** | **0.00** | **476.92** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.16 | 1.89 | 1.13 | 0.01 | 0.18 | 0.05 | 0.23 | 0.01 | 0.05 | 0.05 | 0.00 | 561.99 | 561.99 | 0.01 | 0.00 | 562.14 |
| Worker | 0.19 | 0.16 | 1.77 | 0.01 | 0.67 | 0.02 | 0.70 | 0.01 | 0.02 | 0.03 | 0.00 | 418.89 | 418.89 | 0.02 | 0.00 | 419.22 |
| **Total** | **0.35** | **2.05** | **2.90** | **0.02** | **0.85** | **0.07** | **0.93** | **0.02** | **0.07** | **0.08** | **0.00** | **980.88** | **980.88** | **0.03** | **0.00** | **981.36** |

## 3.5 Building Construction - 2022

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.31 | 1.89 | 2.86 | 0.01 | | 0.08 | 0.08 | | 0.08 | 0.08 | 0.00 | 476.40 | 476.40 | 0.02 | 0.00 | 476.92 |
| **Total** | **0.31** | **1.89** | **2.86** | **0.01** | | **0.08** | **0.08** | | **0.08** | **0.08** | **0.00** | **476.40** | **476.40** | **0.02** | **0.00** | **476.92** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.16 | 1.89 | 1.13 | 0.01 | 0.14 | 0.05 | 0.19 | 0.01 | 0.05 | 0.05 | 0.00 | 561.99 | 561.99 | 0.01 | 0.00 | 562.14 |
| Worker | 0.19 | 0.16 | 1.77 | 0.01 | 0.51 | 0.02 | 0.54 | 0.01 | 0.02 | 0.03 | 0.00 | 418.89 | 418.89 | 0.02 | 0.00 | 419.22 |
| **Total** | **0.35** | **2.05** | **2.90** | **0.02** | **0.65** | **0.07** | **0.73** | **0.02** | **0.07** | **0.08** | **0.00** | **980.88** | **980.88** | **0.03** | **0.00** | **981.36** |

## 3.6 Paving - 2023

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.03 | 0.20 | 0.23 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 30.43 | 30.43 | 0.00 | 0.00 | 30.49 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.03** | **0.20** | **0.23** | **0.00** | | **0.01** | **0.01** | | **0.01** | **0.01** | **0.00** | **30.43** | **30.43** | **0.00** | **0.00** | **30.49** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.18 | 1.18 | 0.00 | 0.00 | 1.18 |
| **Total** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **1.18** | **1.18** | **0.00** | **0.00** | **1.18** |

## 3.6 Paving - 2023

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.03 | 0.20 | 0.23 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 30.43 | 30.43 | 0.00 | 0.00 | 30.49 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.03** | **0.20** | **0.23** | **0.00** | | **0.01** | **0.01** | | **0.01** | **0.01** | **0.00** | **30.43** | **30.43** | **0.00** | **0.00** | **30.49** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.18 | 1.18 | 0.00 | 0.00 | 1.18 |
| **Total** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **1.18** | **1.18** | **0.00** | **0.00** | **1.18** |

## 3.7 Architectural Coating - 2023

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.67 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.04 | 0.06 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 8.16 | 8.16 | 0.00 | 0.00 | 8.17 |
| **Total** | **1.68** | **0.04** | **0.06** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **8.16** | **8.16** | **0.00** | **0.00** | **8.17** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.08 | 0.00 | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 20.41 | 20.41 | 0.00 | 0.00 | 20.42 |
| **Total** | **0.01** | **0.01** | **0.08** | **0.00** | **0.03** | **0.00** | **0.03** | **0.00** | **0.00** | **0.00** | **0.00** | **20.41** | **20.41** | **0.00** | **0.00** | **20.42** |

### 3.7 Architectural Coating - 2023

#### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.67 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.04 | 0.06 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 8.16 | 8.16 | 0.00 | 0.00 | 8.17 |
| **Total** | **1.68** | **0.04** | **0.06** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **8.16** | **8.16** | **0.00** | **0.00** | **8.17** |

#### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.08 | 0.00 | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 20.41 | 20.41 | 0.00 | 0.00 | 20.42 |
| **Total** | **0.01** | **0.01** | **0.08** | **0.00** | **0.03** | **0.00** | **0.03** | **0.00** | **0.00** | **0.00** | **0.00** | **20.41** | **20.41** | **0.00** | **0.00** | **20.42** |

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 11.19 | 12.89 | 88.89 | 0.23 | 24.68 | 0.91 | 25.59 | 0.39 | 0.88 | 1.28 | 0.00 | 16,001.57 | 16,001.57 | 0.60 | 0.00 | 16,014.12 |
| Unmitigated | 12.02 | 14.04 | 97.13 | 0.26 | 27.99 | 1.02 | 29.01 | 0.45 | 0.99 | 1.43 | 0.00 | 18,048.48 | 18,048.48 | 0.66 | 0.00 | 18,062.43 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 1,647.50 | 1,790.00 | 1517.50 | 4,831,862 | 4,261,702 |
| General Office Building | 3,082.80 | 663.60 | 274.40 | 5,582,463 | 4,923,732 |
| Regional Shopping Center | 25,935.76 | 30,181.88 | 15244.96 | 43,859,081 | 38,683,709 |
| Total | 30,666.06 | 32,635.48 | 17,036.86 | 54,273,405 | 47,869,143 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | |
|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 48.40 | 15.90 | 35.70 |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 |

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,524.09 | 2,524.09 | 0.11 | 0.04 | 2,539.91 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,707.86 | 2,707.86 | 0.12 | 0.05 | 2,724.83 |
| NaturalGas Mitigated | 0.07 | 0.67 | 0.48 | 0.00 | | 0.00 | 0.05 | | 0.00 | 0.05 | 0.00 | 742.05 | 742.05 | 0.01 | 0.01 | 746.56 |
| NaturalGas Unmitigated | 0.08 | 0.73 | 0.53 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 812.50 | 812.50 | 0.02 | 0.01 | 817.44 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Low Rise | 4.64942e+006 | 0.03 | 0.21 | 0.09 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 248.11 | 248.11 | 0.00 | 0.00 | 249.62 |
| General Office Building | 3.8416e+006 | 0.02 | 0.19 | 0.16 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 205.00 | 205.00 | 0.00 | 0.00 | 206.25 |
| Regional Shopping Center | 6.7346e+006 | 0.04 | 0.33 | 0.28 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 359.38 | 359.38 | 0.01 | 0.01 | 361.57 |
| **Total** | | **0.09** | **0.73** | **0.53** | **0.00** | | **0.00** | **0.06** | | **0.00** | **0.06** | **0.00** | **812.49** | **812.49** | **0.01** | **0.01** | **817.44** |

### Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Low Rise | 4.25338e+006 | 0.02 | 0.20 | 0.08 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 226.98 | 226.98 | 0.00 | 0.00 | 228.36 |
| General Office Building | 3.46528e+006 | 0.02 | 0.17 | 0.14 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 184.92 | 184.92 | 0.00 | 0.00 | 186.05 |
| Regional Shopping Center | 6.18677e+006 | 0.03 | 0.30 | 0.25 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 330.15 | 330.15 | 0.01 | 0.01 | 332.16 |
| **Total** | | **0.07** | **0.67** | **0.47** | **0.00** | | **0.00** | **0.05** | | **0.00** | **0.05** | **0.00** | **742.05** | **742.05** | **0.01** | **0.01** | **746.57** |

## 5.3 Energy by Land Use - Electricity

### Unmitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 960065 | | | | | 279.29 | 0.01 | 0.00 | 281.04 |
| General Office Building | 2.8336e+006 | | | | | 824.33 | 0.04 | 0.01 | 829.49 |
| Regional Shopping Center | 5.51452e+006 | | | | | 1,604.24 | 0.07 | 0.03 | 1,614.29 |
| **Total** | | | | | | **2,707.86** | **0.12** | **0.04** | **2,724.82** |

### Mitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 924035 | | | | | 268.81 | 0.01 | 0.00 | 270.50 |
| General Office Building | 2.65048e+006 | | | | | 771.06 | 0.03 | 0.01 | 775.89 |
| Regional Shopping Center | 5.10199e+006 | | | | | 1,484.23 | 0.07 | 0.03 | 1,493.53 |
| **Total** | | | | | | **2,524.10** | **0.11** | **0.04** | **2,539.92** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 5.74 | 0.02 | 1.86 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 327.94 | 327.94 | 0.01 | 0.01 | 329.98 |
| Unmitigated | 6.33 | 0.08 | 5.45 | 0.01 | | 0.00 | 0.62 | | 0.00 | 0.62 | 78.02 | 327.97 | 406.00 | 0.37 | 0.01 | 415.70 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 6.2 Area by SubCategory

### Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.41 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 4.43 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | 0.43 | 0.06 | 3.57 | 0.01 | | 0.00 | 0.61 | | 0.00 | 0.61 | 78.02 | 324.91 | 402.93 | 0.37 | 0.01 | 412.57 |
| Landscaping | 0.06 | 0.02 | 1.88 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 3.07 | 3.07 | 0.00 | 0.00 | 3.13 |
| **Total** | **6.33** | **0.08** | **5.45** | **0.01** | | **0.00** | **0.62** | | **0.00** | **0.62** | **78.02** | **327.98** | **406.00** | **0.37** | **0.01** | **415.70** |

### Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.23 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 4.43 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | 0.03 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 324.91 | 324.91 | 0.01 | 0.01 | 326.88 |
| Landscaping | 0.06 | 0.02 | 1.86 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 3.04 | 3.04 | 0.00 | 0.00 | 3.10 |
| **Total** | **5.75** | **0.02** | **1.86** | **0.00** | | **0.00** | **0.03** | | **0.00** | **0.03** | **0.00** | **327.95** | **327.95** | **0.01** | **0.01** | **329.98** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 196.06 | 2.71 | 0.07 | 274.90 |
| Unmitigated | | | | | 245.08 | 3.39 | 0.09 | 343.63 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 7.2 Water by Land Use

### Unmitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 16.2885 / 10.2688 | | | | | 36.28 | 0.50 | 0.01 | 50.77 |
| General Office Building | 49.7654 / 30.5014 | | | | | 109.95 | 1.52 | 0.04 | 154.22 |
| Regional Shopping Center | 44.7398 / 27.4212 | | | | | 98.85 | 1.37 | 0.04 | 138.64 |
| **Total** | | | | | | **245.08** | **3.39** | **0.09** | **343.63** |

### Mitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 13.0308 / 8.21507 | | | | | 29.02 | 0.40 | 0.01 | 40.61 |
| General Office Building | 39.8124 / 24.4011 | | | | | 87.96 | 1.22 | 0.03 | 123.37 |
| Regional Shopping Center | 35.7918 / 21.9369 | | | | | 79.08 | 1.10 | 0.03 | 110.91 |
| **Total** | | | | | | **196.06** | **2.72** | **0.07** | **274.89** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

### Category/Year

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 102.47 | 6.06 | 0.00 | 229.64 |
| Unmitigated | | | | | 204.94 | 12.11 | 0.00 | 459.28 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 8.2 Waste by Land Use

### Unmitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 115 | | | | | 23.34 | 1.38 | 0.00 | 52.32 |
| General Office Building | 260.4 | | | | | 52.86 | 3.12 | 0.00 | 118.46 |
| Regional Shopping Center | 634.2 | | | | | 128.74 | 7.61 | 0.00 | 288.51 |
| **Total** | | | | | | **204.94** | **12.11** | **0.00** | **459.29** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 57.5 | | | | | 11.67 | 0.69 | 0.00 | 26.16 |
| General Office Building | 130.2 | | | | | 26.43 | 1.56 | 0.00 | 59.23 |
| Regional Shopping Center | 317.1 | | | | | 64.37 | 3.80 | 0.00 | 144.25 |
| **Total** | | | | | | **102.47** | **6.05** | **0.00** | **229.64** |

# 9.0 Vegetation

# Selma Crossings Commercial Project Phase 1

**Fresno County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric |
|---|---|---|
| Regional Shopping Center | 882 | 1000sqft |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | | **Utility Company** | Pacific Gas & Electric Company |
| **Climate Zone** | 3 | | 2.2 | | |
| | | **Precipitation Freq (Days)** | | | |
| | | | 45 | | |

### 1.3 User Entered Comments

Project Characteristics -

Land Use - Lot size is based on one fourth of 75.75 acre site being developed each year.

Construction Phase - Default construction schedule adjusted to reflect project scale

Demolition - 2 Houses

Vehicle Trips - Passby trips from the Traffic Study

Vechicle Emission Factors - Truck fleet mix revised to reflect realistic number of deliveries

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation - SJVAPCD coatings rule

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Tota | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2013 | 1.27 | 9.34 | 6.80 | 0.01 | 1.09 | 0.47 | 1.56 | 0.35 | 0.47 | 0.82 | 0.00 | 1,191.61 | 1,191.61 | 0.10 | 0.00 | 1,193.67 |
| 2014 | 1.03 | 6.89 | 6.40 | 0.01 | 0.52 | 0.36 | 0.88 | 0.03 | 0.36 | 0.39 | 0.00 | 1,183.00 | 1,183.00 | 0.08 | 0.00 | 1,184.60 |
| 2015 | 6.24 | 0.67 | 0.56 | 0.00 | 0.02 | 0.06 | 0.08 | 0.00 | 0.06 | 0.06 | 0.00 | 74.92 | 74.92 | 0.01 | 0.00 | 75.12 |
| **Total** | **8.54** | **16.90** | **13.76** | **0.02** | **1.63** | **0.89** | **2.52** | **0.38** | **0.89** | **1.27** | **0.00** | **2,449.53** | **2,449.53** | **0.19** | **0.00** | **2,453.39** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Tota | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2013 | 1.27 | 9.34 | 6.80 | 0.01 | 0.59 | 0.47 | 1.06 | 0.17 | 0.47 | 0.63 | 0.00 | 1,191.61 | 1,191.61 | 0.10 | 0.00 | 1,193.67 |
| 2014 | 1.03 | 6.89 | 6.40 | 0.01 | 0.40 | 0.36 | 0.76 | 0.03 | 0.36 | 0.39 | 0.00 | 1,183.00 | 1,183.00 | 0.08 | 0.00 | 1,184.60 |
| 2015 | 6.24 | 0.67 | 0.56 | 0.00 | 0.02 | 0.06 | 0.07 | 0.00 | 0.06 | 0.06 | 0.00 | 74.92 | 74.92 | 0.01 | 0.00 | 75.12 |
| **Total** | **8.54** | **16.90** | **13.76** | **0.02** | **1.01** | **0.89** | **1.89** | **0.20** | **0.89** | **1.08** | **0.00** | **2,449.53** | **2,449.53** | **0.19** | **0.00** | **2,453.39** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 4.47 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.05 | 0.48 | 0.40 | 0.00 | | 0.00 | 0.04 | | 0.00 | 0.04 | 0.00 | 2,867.41 | 2,867.41 | 0.12 | 0.05 | 2,885.28 |
| Mobile | 59.35 | 74.83 | 577.96 | 0.51 | 33.03 | 1.59 | 34.62 | 1.29 | 1.59 | 2.88 | 0.00 | 30,285.11 | 30,285.11 | 3.70 | 0.00 | 30,362.89 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 187.99 | 0.00 | 187.99 | 11.11 | 0.00 | 421.30 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 144.34 | 144.34 | 2.00 | 0.05 | 202.45 |
| **Total** | **63.87** | **75.31** | **578.36** | **0.51** | **33.03** | **1.59** | **34.66** | **1.29** | **1.59** | **2.92** | **187.99** | **33,296.86** | **33,484.85** | **16.93** | **0.10** | **33,871.92** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 3.85 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.05 | 0.44 | 0.37 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 2,649.47 | 2,649.47 | 0.11 | 0.05 | 2,665.99 |
| Mobile | 59.04 | 74.27 | 574.11 | 0.51 | 32.73 | 1.58 | 34.31 | 1.28 | 1.58 | 2.85 | 0.00 | 30,021.32 | 30,021.32 | 3.68 | 0.00 | 30,098.54 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 93.99 | 0.00 | 93.99 | 5.55 | 0.00 | 210.65 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 115.48 | 115.48 | 1.60 | 0.04 | 161.96 |
| **Total** | **62.94** | **74.71** | **574.48** | **0.51** | **32.73** | **1.58** | **34.34** | **1.28** | **1.58** | **2.88** | **93.99** | **32,786.27** | **32,880.26** | **10.94** | **0.09** | **33,137.14** |

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 59.04 | 74.27 | 574.11 | 0.51 | 32.73 | 1.58 | 34.31 | 1.28 | 1.58 | 2.85 | 0.00 | 30,021.32 | 30,021.32 | 3.68 | 0.00 | 30,098.54 |
| Unmitigated | 59.35 | 74.83 | 577.96 | 0.51 | 33.03 | 1.59 | 34.62 | 1.29 | 1.59 | 2.88 | 0.00 | 30,285.11 | 30,285.11 | 3.70 | 0.00 | 30,362.89 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Regional Shopping Center | 37,873.08 | 44,073.54 | 22261.68 | 64,045,876 | 63,463,536 |
| Total | 37,873.08 | 44,073.54 | 22,261.68 | 64,045,876 | 63,463,536 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | |
|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 |

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,167.36 | 2,167.36 | 0.10 | 0.04 | 2,180.95 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,342.61 | 2,342.61 | 0.11 | 0.04 | 2,357.29 |
| NaturalGas Mitigated | 0.05 | 0.44 | 0.37 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 482.11 | 482.11 | 0.01 | 0.01 | 485.04 |
| NaturalGas Unmitigated | 0.05 | 0.48 | 0.40 | 0.00 | | 0.00 | 0.04 | | 0.00 | 0.04 | 0.00 | 524.80 | 524.80 | 0.01 | 0.01 | 527.99 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Regional Shopping Center | 9.8343e+006 | 0.05 | 0.48 | 0.40 | 0.00 | | 0.00 | 0.04 | | 0.00 | 0.04 | 0.00 | 524.80 | 524.80 | 0.01 | 0.01 | 527.99 |
| **Total** | | **0.05** | **0.48** | **0.40** | **0.00** | | **0.00** | **0.04** | | **0.00** | **0.04** | **0.00** | **524.80** | **524.80** | **0.01** | **0.01** | **527.99** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Regional Shopping Center | 9.03433e+006 | 0.05 | 0.44 | 0.37 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 482.11 | 482.11 | 0.01 | 0.01 | 485.04 |
| **Total** | | **0.05** | **0.44** | **0.37** | **0.00** | | **0.00** | **0.03** | | **0.00** | **0.03** | **0.00** | **482.11** | **482.11** | **0.01** | **0.01** | **485.04** |

### 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 8.05266e+006 | | | | | 2,342.61 | 0.11 | 0.04 | 2,357.29 |
| **Total** | | | | | | **2,342.61** | **0.11** | **0.04** | **2,357.29** |

**Mitigated**

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 7.45025e+006 | | | | | 2,167.36 | 0.10 | 0.04 | 2,180.95 |
| **Total** | | | | | | **2,167.36** | **0.10** | **0.04** | **2,180.95** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 3.85 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Unmitigated | 4.47 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.02 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 3.44 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **4.46** | **0.00** | **0.00** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.41 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 3.44 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **3.85** | **0.00** | **0.00** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy
Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower
Use Water Efficient Irrigation System
Use Water Efficient Landscaping

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 115.48 | 1.60 | 0.04 | 161.96 |
| Unmitigated | | | | | 144.34 | 2.00 | 0.05 | 202.45 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

### 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 65.332 / 40.0422 | | | | | 144.34 | 2.00 | 0.05 | 202.45 |
| **Total** | | | | | | **144.34** | **2.00** | **0.05** | **202.45** |

**Mitigated**

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 52.2656 / 32.0337 | | | | | 115.48 | 1.60 | 0.04 | 161.96 |
| **Total** | | | | | | **115.48** | **1.60** | **0.04** | **161.96** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 93.99 | 5.55 | 0.00 | 210.65 |
| Unmitigated | | | | | 187.99 | 11.11 | 0.00 | 421.30 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

### 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 926.1 | | | | | 187.99 | 11.11 | 0.00 | 421.30 |
| **Total** | | | | | | **187.99** | **11.11** | **0.00** | **421.30** |

**Mitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Regional Shopping Center | 463.05 | | | | | 93.99 | 5.55 | 0.00 | 210.65 |
| **Total** | | | | | | **93.99** | **5.55** | **0.00** | **210.65** |

## 9.0 Vegetation

# Selma Crossings Commercial Project Phase 2 BAU

**Fresno County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric |
|---|---|---|
| General Office Building | 280 | 1000sqft |
| Hotel | 166 | Room |
| User Defined Recreational | 10 | User Defined Unit |
| Regional Shopping Center | 606 | 1000sqft |
| User Defined Retail | 400 | User Defined Unit |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | | **Utility Company** | Pacific Gas & Electric Company |
| **Climate Zone** | 3 | | 2.2 | | |
| | | **Precipitation Freq (Days)** | | | |
| | | | 45 | | |

### 1.3 User Entered Comments

Project Characteristics -

Land Use - User defined recreational is a 5,000 sf Water Park and a 166 unit hotel

Construction Phase - Default construction schedule adjusted to reflect combine days of construction for all components

Demolition - 7 Houses and outbuildings

Vehicle Trips - Passby trips from the Traffic Study.  User defined trips rates from the Traffic Study.

Vechicle Emission Factors - Truck fleet mix revised to reflect realistic number of deliveries

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation - SJVAPCD coatings rule

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2017 | 1.09 | 7.62 | 6.67 | 0.02 | 1.61 | 0.34 | 1.95 | 0.44 | 0.34 | 0.78 | 0.00 | 1,441.05 | 1,441.05 | 0.08 | 0.00 | 1,442.78 |
| 2018 | 1.00 | 6.55 | 7.58 | 0.02 | 1.01 | 0.28 | 1.29 | 0.02 | 0.27 | 0.29 | 0.00 | 1,799.09 | 1,799.09 | 0.07 | 0.00 | 1,800.57 |
| 2019 | 11.21 | 3.55 | 4.26 | 0.01 | 0.56 | 0.17 | 0.73 | 0.01 | 0.16 | 0.17 | 0.00 | 992.94 | 992.94 | 0.04 | 0.00 | 993.79 |
| **Total** | **13.30** | **17.72** | **18.51** | **0.05** | **3.18** | **0.79** | **3.97** | **0.47** | **0.77** | **1.24** | **0.00** | **4,233.08** | **4,233.08** | **0.19** | **0.00** | **4,237.14** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2017 | 1.09 | 7.62 | 6.67 | 0.02 | 0.89 | 0.34 | 1.23 | 0.21 | 0.34 | 0.55 | 0.00 | 1,441.05 | 1,441.05 | 0.08 | 0.00 | 1,442.78 |
| 2018 | 1.00 | 6.55 | 7.58 | 0.02 | 0.77 | 0.28 | 1.05 | 0.02 | 0.27 | 0.29 | 0.00 | 1,799.09 | 1,799.09 | 0.07 | 0.00 | 1,800.57 |
| 2019 | 11.21 | 3.55 | 4.26 | 0.01 | 0.43 | 0.17 | 0.60 | 0.01 | 0.16 | 0.17 | 0.00 | 992.94 | 992.94 | 0.04 | 0.00 | 993.79 |
| **Total** | **13.30** | **17.72** | **18.51** | **0.05** | **2.09** | **0.79** | **2.88** | **0.24** | **0.77** | **1.01** | **0.00** | **4,233.08** | **4,233.08** | **0.19** | **0.00** | **4,237.14** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 7.76 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.09 | 0.83 | 0.70 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 3,976.62 | 3,976.62 | 0.16 | 0.07 | 4,001.38 |
| Mobile | 47.63 | 60.52 | 466.11 | 0.41 | 26.85 | 1.29 | 28.14 | 1.05 | 1.29 | 2.34 | 0.00 | 24,600.47 | 24,600.47 | 2.99 | 0.00 | 24,663.31 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 200.47 | 0.00 | 200.47 | 11.85 | 0.00 | 449.27 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 216.28 | 216.28 | 3.03 | 0.08 | 304.20 |
| **Total** | **55.48** | **61.35** | **466.81** | **0.41** | **26.85** | **1.29** | **28.20** | **1.05** | **1.29** | **2.40** | **200.47** | **28,793.37** | **28,993.84** | **18.03** | **0.15** | **29,418.16** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Area | 6.69 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.08 | 0.76 | 0.64 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 3,681.15 | 3,681.15 | 0.14 | 0.06 | 3,704.07 |
| Mobile | 44.30 | 54.58 | 425.46 | 0.37 | 23.68 | 1.15 | 24.84 | 0.92 | 1.15 | 2.08 | 0.00 | 21,815.96 | 21,815.96 | 2.71 | 0.00 | 21,872.88 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 100.23 | 0.00 | 100.23 | 5.92 | 0.00 | 224.63 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 173.02 | 173.02 | 2.42 | 0.06 | 243.36 |
| **Total** | **51.07** | **55.34** | **426.10** | **0.37** | **23.68** | **1.15** | **24.90** | **0.92** | **1.15** | **2.14** | **100.23** | **25,670.13** | **25,770.36** | **11.19** | **0.12** | **26,044.94** |

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 44.30 | 54.58 | 425.46 | 0.37 | 23.68 | 1.15 | 24.84 | 0.92 | 1.15 | 2.08 | 0.00 | 21,815.96 | 21,815.96 | 2.71 | 0.00 | 21,872.88 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmitigated | 47.63 | 60.52 | 466.11 | 0.41 | 26.85 | 1.29 | 28.14 | 1.05 | 1.29 | 2.34 | 0.00 | 24,600.47 | 24,600.47 | 2.99 | 0.00 | 24,663.31 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Office Building | 3,082.80 | 663.60 | 274.40 | 5,582,463 | 4,923,732 |
| Hotel | 1,356.22 | 1,359.54 | 987.70 | 2,477,602 | 2,185,245 |
| Regional Shopping Center | 26,021.64 | 30,281.82 | 15295.44 | 44,004,309 | 38,811,801 |
| User Defined Recreational | 0.00 | 0.00 | 0.00 | | |
| User Defined Retail | 0.00 | 0.00 | 0.00 | | |
| Total | 30,460.66 | 32,304.96 | 16,557.54 | 52,064,374 | 45,920,778 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | |
|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 |
| User Defined Recreational | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 |

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,853.75 | 2,853.75 | 0.13 | 0.05 | 2,871.64 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 3,075.46 | 3,075.46 | 0.14 | 0.05 | 3,094.74 |
| NaturalGas Mitigated | 0.08 | 0.76 | 0.64 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 827.39 | 827.39 | 0.02 | 0.02 | 832.43 |
| NaturalGas Unmitigated | 0.09 | 0.83 | 0.70 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 901.16 | 901.16 | 0.02 | 0.02 | 906.64 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Office Building | 3.8416e+006 | 0.02 | 0.19 | 0.16 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 205.00 | 205.00 | 0.00 | 0.00 | 206 |
| Hotel | 6.28852e+006 | 0.03 | 0.31 | 0.26 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 335.58 | 335.58 | 0.01 | 0.01 | 337 |
| Regional Shopping Center | 6.7569e+006 | 0.04 | 0.33 | 0.28 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 360.57 | 360.57 | 0.01 | 0.01 | 362 |
| User Defined Recreational | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| User Defined Retail | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| **Total** | | **0.09** | **0.83** | **0.70** | **0.00** | | **0.00** | **0.06** | | **0.00** | **0.06** | **0.00** | **901.15** | **901.15** | **0.02** | **0.02** | **906** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Office Building | 3.46528e+006 | 0.02 | 0.17 | 0.14 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 184.92 | 184.92 | 0.00 | 0.00 | 186 |
| Hotel | 5.83225e+006 | 0.03 | 0.29 | 0.24 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 311.23 | 311.23 | 0.01 | 0.01 | 313 |
| Regional Shopping Center | 6.20726e+006 | 0.03 | 0.30 | 0.26 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 331.24 | 331.24 | 0.01 | 0.01 | 333 |
| User Defined Recreational | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| User Defined Retail | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| **Total** | | **0.08** | **0.76** | **0.64** | **0.00** | | **0.00** | **0.05** | | **0.00** | **0.05** | **0.00** | **827.39** | **827.39** | **0.02** | **0.02** | **832** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| General Office Building | 2.8336e+006 | | | | | 824.33 | 0.04 | 0.01 | 829.49 |
| Hotel | 2.20544e+006 | | | | | 641.59 | 0.03 | 0.01 | 645.61 |
| Regional Shopping Center | 5.53278e+006 | | | | | 1,609.55 | 0.07 | 0.03 | 1,619.64 |
| User Defined Recreational | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **3,075.47** | **0.14** | **0.05** | **3,094.74** |

**Mitigated**

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| General Office Building | 2.65048e+006 | | | | | 771.06 | 0.03 | 0.01 | 775.89 |
| Hotel | 2.04034e+006 | | | | | 593.56 | 0.03 | 0.01 | 597.28 |
| Regional Shopping Center | 5.11888e+006 | | | | | 1,489.14 | 0.07 | 0.03 | 1,498.47 |
| User Defined Recreational | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **2,853.76** | **0.13** | **0.05** | **2,871.64** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 6.69 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Unmitigated | 7.76 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 6.2 Area by SubCategory

### Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.77 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 5.98 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **7.75** | **0.00** | **0.00** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

### Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coating | 0.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 5.98 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **6.69** | **0.00** | **0.00** | **0.00** | | **0.00** | **0.00** | | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 173.02 | 2.42 | 0.06 | 243.36 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Unmitigated | | | | | 216.28 | 3.03 | 0.08 | 304.20 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 7.2 Water by Land Use

### Unmitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| General Office Building | 49.7654 / 30.5014 | | | | | 109.95 | 1.52 | 0.04 | 154.22 |
| Hotel | 4.21088 / 0.467876 | | | | | 7.15 | 0.13 | 0.00 | 10.88 |
| Regional Shopping Center | 44.8879 / 27.512 | | | | | 99.17 | 1.37 | 0.04 | 139.10 |
| User Defined Recreational | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **216.27** | **3.02** | **0.08** | **304.20** |

### Mitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| General Office Building | 39.8124 / 24.4011 | | | | | 87.96 | 1.22 | 0.03 | 123.37 |
| Hotel | 3.36871 / 0.374301 | | | | | 5.72 | 0.10 | 0.00 | 8.71 |
| Regional Shopping Center | 35.9104 / 22.0096 | | | | | 79.34 | 1.10 | 0.03 | 111.28 |
| User Defined Recreational | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| User Defined Retail | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **173.02** | **2.42** | **0.06** | **243.36** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 100.23 | 5.92 | 0.00 | 224.63 |
| Unmitigated | | | | | 200.47 | 11.85 | 0.00 | 449.27 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| General Office Building | 260.4 | | | | | 52.86 | 3.12 | 0.00 | 118.46 |
| Hotel | 90.88 | | | | | 18.45 | 1.09 | 0.00 | 41.34 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Regional Shopping Center | 636.3 | | | | | 129.16 | 7.63 | 0.00 | 289.46 |
| User Defined Recreational | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **200.47** | **11.84** | **0.00** | **449.26** |

**Mitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| General Office Building | 130.2 | | | | | 26.43 | 1.56 | 0.00 | 59.23 |
| Hotel | 45.44 | | | | | 9.22 | 0.55 | 0.00 | 20.67 |
| Regional Shopping Center | 318.15 | | | | | 64.58 | 3.82 | 0.00 | 144.73 |
| User Defined Recreational | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Retail | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | | | | | | **100.23** | **5.93** | **0.00** | **224.63** |

## 9.0 Vegetation

# Selma Crossings Commercial Project BAU

**Fresno County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric |
|---|---|---|
| General Office Building | 280 | 1000sqft |
| Apartments Low Rise | 250 | Dwelling Unit |
| Regional Shopping Center | 604 | 1000sqft |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | | **Utility Company** | Pacific Gas & Electric Company |
| **Climate Zone** | 3 | | 2.2 | | |
| | | **Precipitation Freq (Days)** | | | |
| | | | 45 | | |

### 1.3 User Entered Comments

Project Characteristics -

Land Use - Phase 3 acreage 66.66 acres

Construction Phase - Default construction schedule adjusted to reflect project scale

Demolition - 2 Houses

Vehicle Trips - Passby trips from the Traffic Study

Vechicle Emission Factors - Truck fleet mix revised to reflect realistic number of deliveries

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation - SJVAPCD coatings rule

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

## 2.0 Emissions Summary

### 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 6.36 | 0.09 | 5.75 | 0.01 | | 0.00 | 0.61 | | 0.00 | 0.61 | 78.02 | 327.97 | 406.00 | 0.38 | 0.01 | 415.74 |
| Energy | 0.08 | 0.73 | 0.53 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 3,520.35 | 3,520.35 | 0.14 | 0.06 | 3,542.27 |
| Mobile | 49.01 | 62.74 | 481.83 | 0.43 | 27.99 | 1.34 | 29.33 | 1.09 | 1.34 | 2.43 | 0.00 | 25,610.85 | 25,610.85 | 3.10 | 0.00 | 25,675.93 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 204.94 | 0.00 | 204.94 | 12.11 | 0.00 | 459.28 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 245.08 | 245.08 | 3.39 | 0.09 | 343.63 |
| **Total** | **55.45** | **63.56** | **488.11** | **0.44** | **27.99** | **1.34** | **30.00** | **1.09** | **1.34** | **3.10** | **282.96** | **29,704.25** | **29,987.22** | **19.12** | **0.16** | **30,436.85** |

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 5.12 | 0.03 | 2.16 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 327.94 | 327.94 | 0.01 | 0.01 | 330.02 |
| Energy | 0.07 | 0.67 | 0.48 | 0.00 | | 0.00 | 0.05 | | 0.00 | 0.05 | 0.00 | 3,266.14 | 3,266.14 | 0.13 | 0.06 | 3,286.47 |
| Mobile | 45.54 | 56.56 | 439.46 | 0.38 | 24.69 | 1.20 | 25.89 | 0.96 | 1.20 | 2.16 | 0.00 | 22,708.19 | 22,708.19 | 2.81 | 0.00 | 22,767.10 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 102.47 | 0.00 | 102.47 | 6.06 | 0.00 | 229.64 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 196.06 | 196.06 | 2.71 | 0.07 | 274.90 |
| **Total** | **50.73** | **57.26** | **442.10** | **0.38** | **24.69** | **1.20** | **25.97** | **0.96** | **1.20** | **2.24** | **102.47** | **26,498.33** | **26,600.80** | **11.72** | **0.14** | **26,888.13** |

# 4.0 Mobile Detail

## 4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 45.54 | 56.56 | 439.46 | 0.38 | 24.69 | 1.20 | 25.89 | 0.96 | 1.20 | 2.16 | 0.00 | 22,708.19 | 22,708.19 | 2.81 | 0.00 | 22,767.10 |
| Unmitigated | 49.01 | 62.74 | 481.83 | 0.43 | 27.99 | 1.34 | 29.33 | 1.09 | 1.34 | 2.43 | 0.00 | 25,610.85 | 25,610.85 | 3.10 | 0.00 | 25,675.93 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 1,647.50 | 1,790.00 | 1517.50 | 4,831,862 | 4,261,702 |
| General Office Building | 3,082.80 | 663.60 | 274.40 | 5,582,463 | 4,923,732 |
| Regional Shopping Center | 25,935.76 | 30,181.88 | 15244.96 | 43,859,081 | 38,683,709 |
| Total | 30,666.06 | 32,635.48 | 17,036.86 | 54,273,405 | 47,869,143 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | |
|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 48.40 | 15.90 | 35.70 |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 |

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,524.09 | 2,524.09 | 0.11 | 0.04 | 2,539.91 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2,707.86 | 2,707.86 | 0.12 | 0.05 | 2,724.83 |
| NaturalGas Mitigated | 0.07 | 0.67 | 0.48 | 0.00 | | 0.00 | 0.05 | | 0.00 | 0.05 | 0.00 | 742.05 | 742.05 | 0.01 | 0.01 | 746.56 |
| NaturalGas Unmitigated | 0.08 | 0.73 | 0.53 | 0.00 | | 0.00 | 0.06 | | 0.00 | 0.06 | 0.00 | 812.50 | 812.50 | 0.02 | 0.01 | 817.44 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Low Rise | 4.64942e+006 | 0.03 | 0.21 | 0.09 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 248.11 | 248.11 | 0.00 | 0.00 | 249 |
| General Office Building | 3.8416e+006 | 0.02 | 0.19 | 0.16 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 205.00 | 205.00 | 0.00 | 0.00 | 206 |
| Regional Shopping Center | 6.7346e+006 | 0.04 | 0.33 | 0.28 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 359.38 | 359.38 | 0.01 | 0.01 | 361 |
| **Total** | | **0.09** | **0.73** | **0.53** | **0.00** | | **0.00** | **0.06** | | **0.00** | **0.06** | **0.00** | **812.49** | **812.49** | **0.01** | **0.01** | **817** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Low Rise | 4.25338e+006 | 0.02 | 0.20 | 0.08 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 226.98 | 226.98 | 0.00 | 0.00 | 228 |
| General Office Building | 3.46528e+006 | 0.02 | 0.17 | 0.14 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 184.92 | 184.92 | 0.00 | 0.00 | 186 |
| Regional Shopping Center | 6.18677e+006 | 0.03 | 0.30 | 0.25 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 330.15 | 330.15 | 0.01 | 0.01 | 332 |
| **Total** | | **0.07** | **0.67** | **0.47** | **0.00** | | **0.00** | **0.05** | | **0.00** | **0.05** | **0.00** | **742.05** | **742.05** | **0.01** | **0.01** | **746** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 960065 | | | | | 279.29 | 0.01 | 0.00 | 281.04 |
| General Office Building | 2.8336e+006 | | | | | 824.33 | 0.04 | 0.01 | 829.49 |
| Regional Shopping Center | 5.51452e+006 | | | | | 1,604.24 | 0.07 | 0.03 | 1,614.29 |
| **Total** | | | | | | **2,707.86** | **0.12** | **0.04** | **2,724.82** |

**Mitigated**

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Apartments Low Rise | 924035 | | | | | 268.81 | 0.01 | 0.00 | 270.50 |
| General Office Building | 2.65048e+006 | | | | | 771.06 | 0.03 | 0.01 | 775.89 |
| Regional Shopping Center | 5.10199e+006 | | | | | 1,484.23 | 0.07 | 0.03 | 1,493.53 |
| **Total** | | | | | | **2,524.10** | **0.11** | **0.04** | **2,539.92** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 5.12 | 0.03 | 2.16 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | 0.00 | 327.94 | 327.94 | 0.01 | 0.01 | 330.02 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmitigated | 6.36 | 0.09 | 5.75 | 0.01 | | 0.00 | 0.61 | | 0.00 | 0.61 | 78.02 | 327.97 | 406.00 | 0.38 | 0.01 | 415.74 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 6.2 Area by SubCategory

### Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.41 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 4.43 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | 0.43 | 0.06 | 3.57 | 0.01 | | 0.00 | 0.61 | | 0.00 | 0.61 | 78.02 | 324.91 | 402.93 | 0.37 | 0.01 | 412.57 |
| Landscaping | 0.09 | 0.03 | 2.18 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 3.07 | 3.07 | 0.00 | 0.00 | 3.17 |
| **Total** | **6.36** | **0.09** | **5.75** | **0.01** | | **0.00** | **0.62** | | **0.00** | **0.62** | **78.02** | **327.98** | **406.00** | **0.37** | **0.01** | **415.74** |

### Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.57 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 4.43 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | 0.03 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 324.91 | 324.91 | 0.01 | 0.01 | 326.88 |
| Landscaping | 0.09 | 0.03 | 2.16 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 3.04 | 3.04 | 0.00 | 0.00 | 3.14 |
| **Total** | **5.12** | **0.03** | **2.16** | **0.00** | | **0.00** | **0.03** | | **0.00** | **0.03** | **0.00** | **327.95** | **327.95** | **0.01** | **0.01** | **330.02** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 196.06 | 2.71 | 0.07 | 274.90 |
| Unmitigated | | | | | 245.08 | 3.39 | 0.09 | 343.63 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

### 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 16.2885 / 10.2688 | | | | | 36.28 | 0.50 | 0.01 | 50.77 |
| General Office Building | 49.7654 / 30.5014 | | | | | 109.95 | 1.52 | 0.04 | 154.22 |
| Regional Shopping Center | 44.7398 / 27.4212 | | | | | 98.85 | 1.37 | 0.04 | 138.64 |
| **Total** | | | | | | **245.08** | **3.39** | **0.09** | **343.63** |

**Mitigated**

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 13.0308 / 8.21507 | | | | | 29.02 | 0.40 | 0.01 | 40.61 |
| General Office Building | 39.8124 / 24.4011 | | | | | 87.96 | 1.22 | 0.03 | 123.37 |
| Regional Shopping Center | 35.7918 / 21.9369 | | | | | 79.08 | 1.10 | 0.03 | 110.91 |
| **Total** | | | | | | **196.06** | **2.72** | **0.07** | **274.89** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 102.47 | 6.06 | 0.00 | 229.64 |
| Unmitigated | | | | | 204.94 | 12.11 | 0.00 | 459.28 |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 115 | | | | | 23.34 | 1.38 | 0.00 | 52.32 |
| General Office Building | 260.4 | | | | | 52.86 | 3.12 | 0.00 | 118.46 |
| Regional Shopping Center | 634.2 | | | | | 128.74 | 7.61 | 0.00 | 288.51 |
| **Total** | | | | | | **204.94** | **12.11** | **0.00** | **459.29** |

**Mitigated**

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Apartments Low Rise | 57.5 | | | | | 11.67 | 0.69 | 0.00 | 26.16 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| General Office Building | 130.2 | | | | | 26.43 | 1.56 | 0.00 | 59.23 |
| Regional Shopping Center | 317.1 | | | | | 64.37 | 3.80 | 0.00 | 144.25 |
| **Total** | | | | | | **102.47** | **6.05** | **0.00** | **229.64** |

## 9.0 Vegetation

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION


JOB: Mountain View and SR 99 SB Off Ramp
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

## I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | 1.0 M/S | Z0= | 100. CM | ALT= | 93. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 1000. M | AMB= | .0 PPM | | |
| SIGTH= | 5. DEGREES | TEMP= | 4.4 DEGREE (C) | | |

## II. LINK VARIABLES

| LINK DESCRIPTION | * | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | * TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|---|
| A. NB External | * | 3 | 0 | 3 | 600 | * AG | 1499 | 3.3 | .0 | 10.0 |
| B. NB Approach | * | 3 | 600 | 3 | 754 | * AG | 1270 | 5.6 | .0 | 10.0 |
| C. NB Depart | * | 3 | 754 | 3 | 908 | * AG | 0 | 5.6 | .0 | 10.0 |
| D. NB External | * | 3 | 908 | 3 | 1508 | * AG | 0 | 3.3 | .0 | 10.0 |
| E. NB Left | * | 3 | 600 | 2 | 754 | * AG | 229 | 5.6 | .0 | 10.0 |
| F. SB Left | * | 0 | 908 | 2 | 754 | * AG | 730 | 5.6 | .0 | 10.0 |
| G. SB External | * | 0 | 1508 | 0 | 908 | * AG | 1818 | 3.3 | .0 | 10.0 |
| H. SB Approach | * | 0 | 908 | 0 | 754 | * AG | 1088 | 5.6 | .0 | 10.0 |
| I. SB Depart | * | 0 | 754 | 0 | 600 | * AG | 1353 | 5.6 | .0 | 10.0 |
| J. SB External | * | 0 | 600 | 0 | 0 | * AG | 1353 | 3.3 | .0 | 10.0 |
| K. EB External | * | -750 | 750 | -150 | 750 | * AG | 2158 | 3.3 | .0 | 10.6 |
| L. EB Approach | * | -150 | 750 | 2 | 750 | * AG | 2158 | 5.6 | .0 | 10.6 |
| M. EB Depart | * | 2 | 750 | 153 | 750 | * AG | 3969 | 5.6 | .0 | 10.6 |
| N. EB External | * | 153 | 750 | 753 | 750 | * AG | 3969 | 3.3 | .0 | 10.6 |
| O. WB External | * | 753 | 758 | 153 | 758 | * AG | 2347 | 3.3 | .0 | 10.6 |
| P. WB Approach | * | 153 | 758 | 2 | 758 | * AG | 1584 | 5.6 | .0 | 10.6 |
| Q. WB Depart | * | 2 | 758 | -150 | 758 | * AG | 2500 | 5.6 | .0 | 10.6 |
| R. WB External | * | -150 | 758 | -750 | 758 | * AG | 2500 | 3.3 | .0 | 10.6 |
| S. EB Left | * | -150 | 750 | 2 | 754 | * AG | 0 | 5.6 | .0 | 10.6 |
| T. WB Left | * | 153 | 758 | 2 | 754 | * AG | 763 | 5.6 | .0 | 10.6 |

JOB: Mountain View and SR 99 SB Off Ramp
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. Receptor | -5 | 743 | 2.0 |
| 2. Receptor | 8 | 743 | 2.0 |
| 3. Receptor | 8 | 764 | 2.0 |
| 4. Receptor | -5 | 764 | 2.0 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | 82. | 2.9 | .0 | .2 | .0 | .0 | .0 | .0 | .0 | .0 |
| 2. Receptor | 81. | 2.3 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 3. Receptor | 184. | 2.5 | .0 | .7 | .0 | .0 | .1 | .0 | .0 | .0 |
| 4. Receptor | 98. | 2.4 | .0 | .0 | .0 | .0 | .0 | .1 | .0 | .2 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N | O | P | Q | R | S | T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | .3 | .0 | .0 | .0 | 1.7 | .0 | .0 | .3 | .0 | .0 | .0 | .2 |
| 2. Receptor | .0 | .0 | .0 | .0 | 1.7 | .0 | .0 | .3 | .0 | .0 | .0 | .2 |
| 3. Receptor | .5 | .1 | .0 | .0 | .5 | .0 | .0 | .3 | .0 | .0 | .0 | .1 |
| 4. Receptor | .0 | .0 | .0 | .0 | .7 | .0 | .0 | .8 | .1 | .0 | .0 | .3 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION


JOB: Mountain View and Golden State
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

## I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | 1.0 M/S | Z0= | 100. CM | ALT= | 94. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 1000. M | AMB= | .0 PPM | | |
| SIGTH= | 5. DEGREES | TEMP= | 4.4 DEGREE (C) | | |

## II. LINK VARIABLES

| LINK DESCRIPTION | * | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | * TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|---|
| A. NB External | * | 24 | 0 | 24 | 600 | * AG | 1534 | 3.3 | .0 | 26.8 |
| B. NB Approach | * | 24 | 600 | 24 | 756 | * AG | 1046 | 5.6 | .0 | 26.8 |
| C. NB Depart | * | 24 | 756 | 24 | 911 | * AG | 2842 | 5.6 | .0 | 26.8 |
| D. NB External | * | 24 | 911 | 24 | 1511 | * AG | 2842 | 3.3 | .0 | 26.8 |
| E. NB Left | * | 24 | 600 | 12 | 756 | * AG | 488 | 5.6 | .0 | 26.8 |
| F. SB Left | * | 0 | 911 | 12 | 756 | * AG | 559 | 5.6 | .0 | 26.8 |
| G. SB External | * | 0 | 1511 | 0 | 911 | * AG | 2793 | 3.3 | .0 | 26.8 |
| H. SB Approach | * | 0 | 911 | 0 | 756 | * AG | 2234 | 5.6 | .0 | 26.8 |
| I. SB Depart | * | 0 | 756 | 0 | 600 | * AG | 1534 | 5.6 | .0 | 26.8 |
| J. SB External | * | 0 | 600 | 0 | 0 | * AG | 1534 | 3.3 | .0 | 26.8 |
| K. EB External | * | -750 | 750 | -150 | 750 | * AG | 3257 | 3.3 | .0 | 14.3 |
| L. EB Approach | * | -150 | 750 | 12 | 750 | * AG | 1810 | 5.6 | .0 | 14.3 |
| M. EB Depart | * | 12 | 750 | 174 | 750 | * AG | 2230 | 5.6 | .0 | 14.3 |
| N. EB External | * | 174 | 750 | 774 | 750 | * AG | 2230 | 3.3 | .0 | 14.3 |
| O. WB External | * | 774 | 761 | 174 | 761 | * AG | 2497 | 3.3 | .0 | 14.3 |
| P. WB Approach | * | 174 | 761 | 12 | 761 | * AG | 2214 | 5.6 | .0 | 14.3 |
| Q. WB Depart | * | 12 | 761 | -150 | 761 | * AG | 3475 | 5.6 | .0 | 14.3 |
| R. WB External | * | -150 | 761 | -750 | 761 | * AG | 3475 | 3.3 | .0 | 14.3 |
| S. EB Left | * | -150 | 750 | 12 | 756 | * AG | 1447 | 5.6 | .0 | 14.3 |
| T. WB Left | * | 174 | 761 | 12 | 756 | * AG | 283 | 5.6 | .0 | 14.3 |

JOB: Mountain View and Golden State
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. Receptor | -15 | 741 | 2.0 |
| 2. Receptor | 39 | 741 | 2.0 |
| 3. Receptor | 39 | 770 | 2.0 |
| 4. Receptor | -15 | 770 | 2.0 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | 8. | 2.2 | .0 | .0 | .0 | .2 | .0 | .1 | .1 | .7 |
| 2. Receptor | 279. | 2.3 | .0 | .2 | .0 | .0 | .0 | .0 | .0 | .0 |
| 3. Receptor | 262. | 2.9 | .0 | .0 | .5 | .0 | .0 | .0 | .0 | .2 |
| 4. Receptor | 100. | 2.5 | .0 | .0 | .3 | .0 | .0 | .0 | .0 | .4 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N | O | P | Q | R | S | T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | .0 | .0 | .0 | .3 | .0 | .0 | .0 | .0 | .4 | .0 | .2 | .0 |
| 2. Receptor | .2 | .0 | .0 | .6 | .3 | .0 | .0 | .0 | .5 | .0 | .4 | .0 |
| 3. Receptor | .0 | .0 | .0 | .3 | .0 | .0 | .0 | .3 | 1.0 | .0 | .4 | .0 |
| 4. Receptor | .0 | .0 | .0 | .0 | .4 | .0 | .0 | .6 | .5 | .0 | .0 | .0 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION


JOB: Mountain View and Dockery
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

## I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | 1.0 M/S | Z0= | 100. CM | ALT= | 92. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 1000. M | AMB= | .0 PPM | | |
| SIGTH= | 5. DEGREES | TEMP= | 4.4 DEGREE (C) | | |

## II. LINK VARIABLES

| LINK DESCRIPTION | * | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | * TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|---|
| A. NB External | * | 3 | 0 | 3 | 600 | * AG | 737 | 3.3 | .0 | 10.0 |
| B. NB Approach | * | 3 | 600 | 3 | 752 | * AG | 481 | 5.6 | .0 | 10.0 |
| C. NB Depart | * | 3 | 752 | 3 | 905 | * AG | 369 | 5.6 | .0 | 10.0 |
| D. NB External | * | 3 | 905 | 3 | 1505 | * AG | 369 | 3.3 | .0 | 10.0 |
| E. NB Left | * | 3 | 600 | 2 | 752 | * AG | 256 | 5.6 | .0 | 10.0 |
| F. SB Left | * | 0 | 905 | 2 | 752 | * AG | 251 | 5.6 | .0 | 10.0 |
| G. SB External | * | 0 | 1505 | 0 | 905 | * AG | 332 | 3.3 | .0 | 10.0 |
| H. SB Approach | * | 0 | 905 | 0 | 752 | * AG | 81 | 5.6 | .0 | 10.0 |
| I. SB Depart | * | 0 | 752 | 0 | 600 | * AG | 693 | 5.6 | .0 | 10.0 |
| J. SB External | * | 0 | 600 | 0 | 0 | * AG | 693 | 3.3 | .0 | 10.0 |
| K. EB External | * | -750 | 750 | -150 | 750 | * AG | 1810 | 3.3 | .0 | 10.0 |
| L. EB Approach | * | -150 | 750 | 2 | 750 | * AG | 1742 | 5.6 | .0 | 10.0 |
| M. EB Depart | * | 2 | 750 | 153 | 750 | * AG | 2199 | 5.6 | .0 | 10.0 |
| N. EB External | * | 153 | 750 | 753 | 750 | * AG | 2199 | 3.3 | .0 | 10.0 |
| O. WB External | * | 753 | 755 | 153 | 755 | * AG | 2583 | 3.3 | .0 | 10.0 |
| P. WB Approach | * | 153 | 755 | 2 | 755 | * AG | 2147 | 5.6 | .0 | 10.0 |
| Q. WB Depart | * | 2 | 755 | -150 | 755 | * AG | 2201 | 5.6 | .0 | 10.0 |
| R. WB External | * | -150 | 755 | -750 | 755 | * AG | 2201 | 3.3 | .0 | 10.0 |
| S. EB Left | * | -150 | 750 | 2 | 752 | * AG | 68 | 5.6 | .0 | 10.0 |
| T. WB Left | * | 153 | 755 | 2 | 752 | * AG | 436 | 5.6 | .0 | 10.0 |

JOB: Mountain View and Dockery
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. Receptor | -5 | 745 | 2.0 |
| 2. Receptor | 8 | 745 | 2.0 |
| 3. Receptor | 8 | 760 | 2.0 |
| 4. Receptor | -5 | 760 | 2.0 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | 85. | 2.6 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 2. Receptor | 85. | 2.4 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 3. Receptor | 95. | 2.3 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 4. Receptor | 95. | 2.5 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N | O | P | Q | R | S | T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | .1 | .0 | .0 | .2 | 1.2 | .0 | .1 | .5 | .0 | .0 | .0 | .2 |
| 2. Receptor | .0 | .0 | .0 | .0 | 1.4 | .0 | .2 | .5 | .0 | .0 | .0 | .2 |
| 3. Receptor | .0 | .0 | .0 | .0 | .5 | .1 | .1 | 1.4 | .0 | .0 | .0 | .2 |
| 4. Receptor | .0 | .0 | .0 | .0 | .5 | .1 | .0 | 1.2 | .2 | .0 | .0 | .2 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION


JOB: Mountain View and Academy
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

## I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | 1.0 M/S | Z0= | 100. CM | ALT= | 97. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 1000. M | AMB= | .0 PPM | | |
| SIGTH= | 5. DEGREES | TEMP= | 4.4 DEGREE (C) | | |

## II. LINK VARIABLES

| LINK DESCRIPTION | * | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | * TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|---|
| A. NB External | * | 3 | 0 | 3 | 600 | * AG | 408 | 3.3 | .0 | 10.0 |
| B. NB Approach | * | 3 | 600 | 3 | 753 | * AG | 281 | 5.6 | .0 | 10.0 |
| C. NB Depart | * | 3 | 753 | 3 | 905 | * AG | 527 | 5.6 | .0 | 10.0 |
| D. NB External | * | 3 | 905 | 3 | 1505 | * AG | 527 | 3.3 | .0 | 10.0 |
| E. NB Left | * | 3 | 600 | 2 | 753 | * AG | 127 | 5.6 | .0 | 10.0 |
| F. SB Left | * | 0 | 905 | 2 | 753 | * AG | 29 | 5.6 | .0 | 10.0 |
| G. SB External | * | 0 | 1505 | 0 | 905 | * AG | 341 | 3.3 | .0 | 10.0 |
| H. SB Approach | * | 0 | 905 | 0 | 753 | * AG | 312 | 5.6 | .0 | 10.0 |
| I. SB Depart | * | 0 | 753 | 0 | 600 | * AG | 244 | 5.6 | .0 | 10.0 |
| J. SB External | * | 0 | 600 | 0 | 0 | * AG | 244 | 3.3 | .0 | 10.0 |
| K. EB External | * | -750 | 750 | -150 | 750 | * AG | 1643 | 3.3 | .0 | 10.0 |
| L. EB Approach | * | -150 | 750 | 2 | 750 | * AG | 1433 | 5.6 | .0 | 10.0 |
| M. EB Depart | * | 2 | 750 | 153 | 750 | * AG | 1410 | 5.6 | .0 | 10.0 |
| N. EB External | * | 153 | 750 | 753 | 750 | * AG | 1410 | 3.3 | .0 | 10.0 |
| O. WB External | * | 753 | 755 | 153 | 755 | * AG | 1307 | 3.3 | .0 | 10.0 |
| P. WB Approach | * | 153 | 755 | 2 | 755 | * AG | 1253 | 5.6 | .0 | 10.0 |
| Q. WB Depart | * | 2 | 755 | -150 | 755 | * AG | 1518 | 5.6 | .0 | 10.0 |
| R. WB External | * | -150 | 755 | -750 | 755 | * AG | 1518 | 3.3 | .0 | 10.0 |
| S. EB Left | * | -150 | 750 | 2 | 753 | * AG | 210 | 5.6 | .0 | 10.0 |
| T. WB Left | * | 153 | 755 | 2 | 753 | * AG | 54 | 5.6 | .0 | 10.0 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION


JOB: Mountain View and Academy
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. Receptor | -5 | 744 | 2.0 |
| 2. Receptor | 8 | 744 | 2.0 |
| 3. Receptor | 8 | 761 | 2.0 |
| 4. Receptor | -5 | 761 | 2.0 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | 276. | 1.4 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 2. Receptor | 276. | 1.5 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 3. Receptor | 264. | 1.6 | .0 | .0 | .1 | .0 | .0 | .0 | .0 | .0 |
| 4. Receptor | 263. | 1.4 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N | O | P | Q | R | S | T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | .0 | .0 | .0 | .8 | .0 | .0 | .0 | .0 | .4 | .0 | .0 | .0 |
| 2. Receptor | .0 | .0 | .0 | .8 | .0 | .0 | .0 | .0 | .4 | .0 | .0 | .0 |
| 3. Receptor | .0 | .0 | .0 | .4 | .0 | .0 | .0 | .0 | .8 | .0 | .1 | .0 |
| 4. Receptor | .0 | .0 | .0 | .4 | .0 | .0 | .0 | .0 | .8 | .0 | .1 | .0 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION


JOB: Floral and Highland
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

## I. SITE VARIABLES

| | | | | | |
|---|---|---|---|---|---|
| U= | 1.0 M/S | Z0= | 100. CM | ALT= | 95. (M) |
| BRG= | WORST CASE | VD= | .0 CM/S | | |
| CLAS= | 7 (G) | VS= | .0 CM/S | | |
| MIXH= | 1000. M | AMB= | .0 PPM | | |
| SIGTH= | 5. DEGREES | TEMP= | 4.1 DEGREE (C) | | |

## II. LINK VARIABLES

| LINK DESCRIPTION | * | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | * TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|---|
| A. NB External | * | 20 | 0 | 20 | 600 | * AG | 851 | 4.0 | .0 | 22.8 |
| B. NB Approach | * | 20 | 600 | 20 | 756 | * AG | 637 | 7.4 | .0 | 22.8 |
| C. NB Depart | * | 20 | 756 | 20 | 912 | * AG | 1217 | 7.4 | .0 | 22.8 |
| D. NB External | * | 20 | 912 | 20 | 1512 | * AG | 1217 | 4.0 | .0 | 22.8 |
| E. NB Left | * | 20 | 600 | 10 | 756 | * AG | 214 | 7.4 | .0 | 22.8 |
| F. SB Left | * | 0 | 912 | 10 | 756 | * AG | 231 | 7.4 | .0 | 22.8 |
| G. SB External | * | 0 | 1512 | 0 | 912 | * AG | 1712 | 4.0 | .0 | 22.8 |
| H. SB Approach | * | 0 | 912 | 0 | 756 | * AG | 1481 | 7.4 | .0 | 22.8 |
| I. SB Depart | * | 0 | 756 | 0 | 600 | * AG | 1736 | 7.4 | .0 | 22.8 |
| J. SB External | * | 0 | 600 | 0 | 0 | * AG | 1736 | 4.0 | .0 | 22.8 |
| K. EB External | * | -750 | 750 | -150 | 750 | * AG | 3054 | 4.0 | .0 | 14.9 |
| L. EB Approach | * | -150 | 750 | 10 | 750 | * AG | 2563 | 7.4 | .0 | 14.9 |
| M. EB Depart | * | 10 | 750 | 170 | 750 | * AG | 2444 | 7.4 | .0 | 14.9 |
| N. EB External | * | 170 | 750 | 770 | 750 | * AG | 2444 | 4.0 | .0 | 14.9 |
| O. WB External | * | 770 | 762 | 170 | 762 | * AG | 2725 | 4.0 | .0 | 14.9 |
| P. WB Approach | * | 170 | 762 | 10 | 762 | * AG | 2276 | 7.4 | .0 | 14.9 |
| Q. WB Depart | * | 10 | 762 | -150 | 762 | * AG | 2945 | 7.4 | .0 | 14.9 |
| R. WB External | * | -150 | 762 | -750 | 762 | * AG | 2945 | 4.0 | .0 | 14.9 |
| S. EB Left | * | -150 | 750 | 10 | 756 | * AG | 491 | 7.4 | .0 | 14.9 |
| T. WB Left | * | 170 | 762 | 10 | 756 | * AG | 449 | 7.4 | .0 | 14.9 |

JOB: Floral and Highland
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. Receptor | -13 | 741 | 2.0 |
| 2. Receptor | 33 | 741 | 2.0 |
| 3. Receptor | 33 | 771 | 2.0 |
| 4. Receptor | -13 | 771 | 2.0 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | 81. | 2.8 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 2. Receptor | 279. | 2.8 | .0 | .1 | .0 | .0 | .0 | .0 | .0 | .0 |
| 3. Receptor | 261. | 3.0 | .0 | .0 | .3 | .0 | .0 | .0 | .0 | .2 |
| 4. Receptor | 99. | 2.9 | .0 | .0 | .2 | .0 | .0 | .0 | .0 | .3 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N | O | P | Q | R | S | T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Receptor | .4 | .0 | .0 | .4 | 1.0 | .0 | .0 | .5 | .0 | .0 | .0 | .2 |
| 2. Receptor | .2 | .0 | .0 | 1.1 | .4 | .0 | .0 | .0 | .6 | .0 | .2 | .0 |
| 3. Receptor | .0 | .0 | .0 | .5 | .0 | .0 | .0 | .4 | 1.2 | .0 | .2 | .0 |
| 4. Receptor | .0 | .0 | .0 | .0 | .5 | .0 | .0 | 1.0 | .5 | .0 | .0 | .2 |

# Appendix D:
# Biological Resources Assessments

# D.1 - Biological Reconnaissance Survey

# BIOLOGICAL RECONNAISSANCE SURVEY

# FOR

# SENSITIVE SPECIES AND HABITATS

# FOR THE

# SELMA CROSSINGS COMMERCIAL DEVELOPMENT PROJECT

# (SELMA, FRESNO COUNTY, CALIFORNIA)

Prepared for

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**July 2007**

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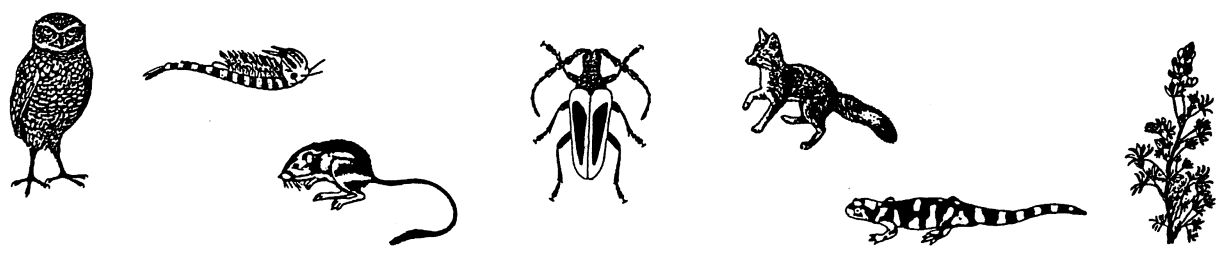

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## 1. Summary

Michael Brandman Associates is preparing environmental documents for approximately a 300-acre area for future commercial development. The development is known as the Selma Crossings Commercial Development Project. The project site is located just south of the City of Selma (Fresno County, California) along both sides of Highway 99 near Mountain View Avenue. The western portion of the site occurs south of Saginaw Avenue, east of South Avenue, north of Caruthers Avenue, and is bordered on the east by Highway 99. The eastern portion of the site occurs between Highway 99 and Golden State Boulevard, and is bordered on the north by Saginaw Avenue and on the south by Mountain View Avenue. Specifically, the site occurs in Sections 8, 16, and 17, Township 16 South, Range 22 East of the Selma 7.5 minute quadrangle map of the U. S. Geological Survey.

Biological reconnaissance surveys were conducted by Halstead & Associates, Environmental/Biological Consultants on April 25 and 26, 2007 to assess sensitive species, habitats, and other biological resource issues which might occur on or adjacent to the project site. The survey included a site visit and a search of the California Department of Fish and Game's (CDFG) California Natural Diversity Data Base (CNDDB) to determine records of sensitive species and habitats in the project vicinity. The site is comprised of actively farmed vineyards, fallow vineyards, fallow fields which are recently pulled vineyards, disced fields, and single-family farm residences. Adjacent lands include vineyards, peach orchards, an irrigated pasture, Highway 99, a gas station, a recycling center, Golden State Boulevard, a swap meet area, mini storage facility, convenience store, and an oil and tire store. Lands in the general vicinity include agricultural lands such as vineyards, orchards, and row crops, single-family farm residences, commercial developments along Highway 99 and Golden State Boulevard, and the City of Selma.

Sensitive wildlife, plants, or habitats such as riparian, creeks, streams, or wetlands were not observed and do not occur on or adjacent to the project site. Habitats for sensitive species (such as vernal pools, livestock ponds without fishes, alkaline soils, adobe-heavy clay soils, hardpan soils, alkali sink scrub habitat, valley saltbush scrub habitat, elderberry bushes, caves, rock cliffs, grasslands with rolling hills, large nesting trees, cottonwood-willow forests, riparian habitat, ponds with cattail vegetation, marshes, swamps, creeks, sloughs, or rivers) are not present on or adjacent to the project site, and thus sensitive species do not occur on the project site. Also, the project will not interfere with animal movements or migrations, impede the use of native wildlife nursery sites, conflict with local ordinances or policies protecting biological resources, or conflict with habitat or natural community conservation plans. Thus, negative or adverse significant impacts will not occur to sensitive species, sensitive habitats, or biological resources due to construction and operation of the project. To comply with the California Environmental Quality Act (CEQA), the environmental documents should show that no significant negative or adverse impacts will occur to biological resources.

## 2. Background

Michael Brandman Associates (2444 Main Street, Suite 215, Fresno, CA 93721 (559) 497-0319) is preparing environmental documents for approximately a 300-acre area for future commercial development. The development is known as the Selma Crossings Commercial Development Project.

Halstead & Associates, Environmental/Biological Consultants were hired to conduct a biological reconnaissance survey, prepare a biological resources report, and recommend additional biological surveys and studies, if necessary. The information will be used for planning purposes and to guide future environmental work should it be necessary. The purpose of the biological reconnaissance survey is to determine if sensitive wildlife, plants, or habitats occur on the project site, could be impacted by the project, and could threaten the feasibility of the project. The information will also be used in preparing the environmental documents for CEQA and in permitting the project with resource and regulatory agencies.

## 3. Project Location

The approximately 300-acre project site is located just south of the City of Selma (Fresno County, California) along both sides of Highway 99 near Mountain View Avenue. The western portion of the site occurs south of Saginaw Avenue, east of South Avenue, north of Caruthers Avenue, and is bordered on the east by Highway 99. The eastern portion of the site occurs between Highway 99 and Golden State Boulevard, and is bordered on the north by Saginaw Avenue and on the south by Mountain View Avenue. Specifically, the site occurs in Sections 8, 16, and 17, Township 16 South, Range 22 East, of the Selma 7.5 minute quadrangle map of the U. S. Geological Survey (Appendix A).

## 4. Project Description

Michael Brandman Associates is preparing environmental documents for approximately a 300-acre area for future commercial development. The development is known as the Selma Crossings Commercial Development Project (Appendix A).

## 5. Project Site Description

The project site is approximately a 300-acre area just south of the City of Selma. The site is comprised of actively farmed vineyards, fallow vineyards, fallow fields which are recently pulled vineyards, disced fields, and single-family farm residences. Adjacent lands include vineyards, peach orchards, an irrigated pasture, Highway 99, a gas station, a recycling center, Golden State Boulevard, a swap meet area, mini storage facility, convenience store, and an oil and tire store. Lands in the general vicinity include agricultural lands such as vineyards, orchards, and row crops, single-family farm residences, commercial developments along

Highway 99 and Golden State Boulevard, and the City of Selma.

## 6. Regulatory Overview

To ensure the long-term protection of the environment and natural resources, laws and regulations have been implemented through multiple environmental protection Acts, which include:

Section 404 of the Clean Water Act (33 U.S.C. 1251-1376);
Section 10 of the Rivers and Harbors Act (33 U.S.C. 401 et seq.);
Executive Order 11990, Protection of Wetlands (May 24, 1977);
National Environmental Policy Act (42 U.S.C. 4321 et seq.);
Federal Endangered Species Act (16 U.S.C. 1531-1543);
Fish and Wildlife Coordination Act (16 U.S.C. 661-666);
California Environmental Quality Act (P.R.C. 21000 et seq.);
California Endangered Species Act (California Fish and Game Code 2050 et seq.);
Native Plant Protection Act (California Fish and Game Code 1900-1913);
Fish and Wildlife Protection and Conservation (California Fish and Game Code);
Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711); and
Bald and Golden Eagle Protection Act (16 USC 668).

Implementation and regulation of these Acts has been delegated to several state and federal agencies. The following section briefly describes the regulation and which, if any, agency governs.

**Wetlands and Other Waters of the United States**

United States Army Corps of Engineers

Waters of the United States, including wetlands and creek channels are subject to Federal and State agency regulations in the State of California. The U. S. Army Corps of Engineers (Corps) has jurisdiction over Waters of the United States under Section 404 of the Clean Water Act. Waters of the United States may include interstate lakes, rivers, streams, mudflats, natural ponds, tributaries to Waters of the United States, and adjacent wetlands. Wetlands under Corps' jurisdiction are determined using technical criteria for hydrology, soil, and vegetation described in the Corps' Wetland Delineation Manual (1987).

Areas not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially-irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial water bodies such as swimming pools, and water filled depressions (33 CFR, Part 328).

Lands including pasture as defined by the U. S. Natural Resource Conservation Service (NRCS) are subject to regulation under Section 404 if the land use changes from agricultural to some other form, such as commercial or residential. Although regulatory authority under Section 404 rests with the Corps, in the past responsibility for determination of jurisdictional status on

agricultural land was shared with NRCS throughout the United States. However, in 2000, the NRCS withdrew from its participation in delineating agricultural wetlands to be converted to some other form of land use than agricultural.

Construction activities within jurisdictional waters are regulated by the Corps. Placement of fill into jurisdictional waters requires issuance of a permit by the Corps as well as state water quality certification pursuant to Section 401 of the Clean Water Act. The Regional Water Quality Control Board is the state agency charged with implementing water quality certification in California.

California Department of Fish and Game Streambed Alteration Agreement

Any project-related activity with the potential to substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake designated by the CDFG, or use material from the streambed requires that prior notification be provided to the CDFG and may require issuance of a Streambed Alteration Agreement pursuant to Sections 1600-1616 of the Fish and Game Code.

**Special-Status Species**

Special-status plant and wildlife species are species that have been afforded special recognition and protection by federal, state, or local resource conservation agencies and organizations. These species are generally considered rare, threatened, or endangered due to declining or limited populations. Special-status species include:

Plants and animals that are legally protected or proposed for protection under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA);

Plants and animals defined as endangered or rare under the California Environmental Quality Act (CEQA) (Section 15380);

Animals designated as species of special concern by the U. S. Fish and Wildlife Service (USFWS) or CDFG;

Animals listed as "fully protected" in the Fish and Game Code of California (Sections 3511, 4700, 5050, and 5515); and

Plants listed in the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California.

Federal Endangered Species Act

The Federal Endangered Species Act of 1973 (Act) recognized that many species of fish, wildlife, and plants are in danger of or threatened with extinction and established a national policy that all federal agencies should work toward conservation of these species. The Secretary of the Interior and the Secretary of Commerce are designated in the Act as responsible for identifying endangered and threatened species and their critical habitats, carrying out programs for the conservation of these species, and rendering opinions regarding the impact of proposed

federal actions on endangered species and specifies civil and criminal penalties for unlawful activities.

Biological assessments are required under Section 7 of the Act if listed species or critical habitat may be present in the area affected by any major construction activity conducted by, or subject to issuance of a permit from, a federal agency as defined in Part 404.02. Under section 7(a)(3) of the Act, every federal agency is required to consult with the USFWS or U. S. National Marine Fisheries Service on a proposed action if the agency determines that its proposed action may affect an endangered or threatened species.

Section 9 of the Endangered Species Act prohibits the "take" of any fish or wildlife species listed under the FESA as endangered or threatened. Take, as defined by the FESA, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such action." However, Section 10 allows for the "incidental take" of endangered and threatened species of wildlife by non-Federal entities. Incidental take is defined by the FESA as take that is "incidental to, and not the purpose of, the carrying out of an otherwise lawful activity." Section 10(a)(2)(A) requires an applicant for an incidental take permit to submit a "conservation plan" that specifies, among other things, the impacts that are likely to result from the taking and the measures the permit applicant will undertake to minimize and mitigate such impacts. Section 10(a)(2)(B) provides statutory criteria that must be satisfied before an incidental take permit can be issued.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21).

Bald and Golden Eagle Protection Act

Specifically protects Bald and Golden Eagles from harm or trade.

California Endangered Species Act

The California Endangered Species Act (Fish and Game Code Sections 2050-2098) established a State policy to conserve, protect, restore, and enhance any endangered species or any threatened species and its habitat. The Fish and Game Commission is charged with establishing a list of endangered and threatened species. State agencies must consult with the Department of Fish and Game to determine if a proposed project is likely to jeopardize the continued existence of any endangered or threatened species.

Section 2081 of the Fish and Game Code allows the "take" of a species listed as threatened or endangered by the California Endangered Species Act. Take is defined as any act that involves direct mortality or other actions that may result in adverse impacts when attempting to take individuals of a listed species. Under Section 2081, the state Department of Fish and Game may issue a permit to authorize take for scientific, educational or management purposes, or take that is incidental to otherwise lawful activities.

California Fish and Game Code Native Plant Protection Policy

The goals described in Chapter 10 of the California Native Plant Protection Policy are as follows:

> The intent of the Legislature and the purpose of this chapter is to preserve, protect, and enhance endangered or rare plants of this state (Section 1900). For purposes of this Chapter, a "native plant" means a plant that grows in a wild uncultivated state that is normally found native to the plant life of this state (Section 1901).
>
> The commission may adopt regulations governing the taking, possession, propagation, transportation, exportation, importation, or sale of any endangered or rare native plants. Such regulations may include, but shall not be limited to, requirements for persons who perform any of the foregoing activities to maintain written records and to obtain permits, which may be issued by the department (Section 1907).
>
> No person shall import into this state, or take, possess, or sell within this state, except as incident to the possession or sale of the real property on which the plant is growing, any native plant, or any part or product thereof, that the commission determines to be an endangered native plant or a rare native plant, except as otherwise provided in this chapter (Section 1908).
>
> All state departments and agencies shall, in consultation with the department, utilize their authority in furtherance of the purposes of this chapter by carrying out programs for the conservation of endangered or rare native plants. Such programs include, but are not limited to, the identification, delineation, and protection of habitat critical to the continued survival of endangered or rare native plants (Section 1911).

California Fish and Game Code

Section 3503. It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.

Section 3503.5. Protects all birds-of-prey and their eggs and nests.

Section 3513. Makes it unlawful to take or possess any migratory non-game bird as designated in the Migratory Bird Treaty Act.

Other Special-Status Species Classifications

Impacts on federal and California species of special concern (FSC and CSC, respectively), and species included on CNPS lists shall be considered significant if one of the following would result: a) direct mortality; b) permanent loss of existing habitat; c) temporary loss of habitat that may result in increased mortality or lowered reproductive success; or d) avoidance of biologically important habitat for substantial periods that could increase mortality or cause lowered reproductive success (Section 15065, CEQA Guidelines and CDFG Code Sections 1900-1913).

Title 14, California Code of Regulations, Sections 670.2 and 670.5

Lists animals designated as threatened or endangered in California. California Species of Concern (CSC) is a category designated by CDFG for species considered to be indicators of regional habitat changes, or candidate species for future state listing. CSC do not have special legal status, but are used by CDFG as a management tool when considering the future use of any land parcel.

Fresno County and City of Selma General Plans

Fresno County and to a lesser extent, the City of Selma region contain important wetland, riverine, and wildlife habitats. These areas support many specialized plant and animal species. Policies in the General Plans seek to protect natural areas and to preserve the diversity of habitat in the county and city. Open Space and Conservation elements of the plans contain policies that pertain to the preservation and protection of biological resources.

**Significance Criteria**

The CEQA Guidelines in its Appendix G provides guidance for assessing the significance of potential environmental impacts. Relative to biological resources, a project will normally have a significant effect on the environment if it will:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS.

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## 7. Survey Methods

A search of the CDFG's CNDDB for the Selma 7.5 quadrangle map and the eight surrounding quadrangle maps (Malaga, Sanger, Wahtoke, Conejo, Reedley, Laton, Burris Park, and Traver) was conducted to review records of sensitive species and habitats in the project area. These sensitive species and habitat records are listed in Appendices C and D, and in report Section 10. A list of potential sensitive wildlife, plants, and habitats was developed and used to focus the biological and habitat surveys. Other sensitive species known to occur in the general region of the project site were reviewed, searched for, and considered in the field surveys. These species are listed in Appendices E and F. Aerial photographs and soil maps of the project site were examined to establish habitats on, adjacent to, and near the project site (Appendix B).

Biological reconnaissance surveys were conducted on April 25 and 26, 2007 to determine if sensitive species, habitats, or other biological resource issues occur on the site. The project site was walked, and driven on main and crossroads during the surveys. The surveys included a search for any evidence of suitable habitat for sensitive species, species occurrence such as burrows, tracks, trails, prey remains, diggings, and scat (feces), prey remains, nests, sensitive plants, and sensitive habitats such as creeks, streams, and wetlands. Visual surveys were conducted with high-powered binoculars. Photographs of the project site were taken to document site conditions (Appendix G).

Detailed or protocol sampling surveys - at the appropriate time of year - to prove the absence or presence of potential sensitive wildlife and plants or a wetland delineation were not conducted for this reconnaissance study.

## 8. Wildlife Resources in the Project Area

Wildlife species that inhabit the project area are typical of the valley floor agricultural lands. Mammals such as Domestic Dog and Cat, Striped Skunk, and Virginia Opossum are the predominant large animals in the area. Species commonly occurring in the area include animals such as California Ground Squirrel, Audubon Cottontail, Pocket Gopher, Mourning Dove, Red-winged Blackbird, Brewers Blackbird, European Starling, Scrub Jay, American Crow, Northern Mockingbird, Western Kingbird, Rock Dove, American Kestrel, Red-tailed Hawk, American Robin, Killdeer, House Finch, House Sparrow, and a variety of other sparrows and warblers. A variety of other birds use the area during the migration seasons. Reptiles in the area include the Western Fence Lizard, Terrestrial Garter Snake, and Gopher Snake. Amphibians occurring in the area along ditches and water retention basins include Tree Frog, Western Toad, and Bullfrog.

## 9. Plant Resources in the Project Area

The plant species that inhabit the project area are typical of the valley floor agricultural lands. The agricultural lands on the project site and project vicinity have been leveled, disced, planted, irrigated, and clean farmed in vineyards, disced fields, orchards, and row crops. The

edges of the dirt roads, fields, and farmland have a variety of weedy nonnative annual plants and grasses such as puncture vine, telegraph plant, pineapple weed, prickly lettuce, and ripgut brome. Lands around farm residences have been planted with a variety of ornamental and nonnative trees, shrubs, annual plants, and grasses. Fallow fields in the area are recently pulled vineyards which now have a variety of weedy plant species.

Habitats or microhabitats for sensitive plant species (such as vernal pools, ponds, alkaline soils, adobe-heavy clay soils, hardpan soils, alkali sink scrub habitat, valley saltbush scrub habitat, grasslands with rolling hills, riparian habitat, marshes, swamps, creeks, sloughs, or rivers) are not present on or adjacent to the project site.

## 10. Sensitive Species and Habitats in the Project Area

The CDFG's CNDDB denotes that no sensitive species or habitat records are known from the Selma 7.5 minute quadrangle map (Appendix C). Though no sensitive species or habitats are known, included below on the list are the Swainson's Hawk, American Peregrine Falcon, Burrowing Owl, and Bald Eagle, as they are wide ranging species of concern throughout California. Other species known to inhabit the general region of the project site were also considered and searched for during the surveys (Appendices D thru F). For each of these sensitive species, their legal status, habitat association, and a determination of affects by the project are listed for plants and for wildlife in Appendices E and F, respectively.

Sensitive species in the area of the Selma quadrangle map include:

**Birds**
Swainson's Hawk
American Peregrine Falcon
Bald Eagle
Burrowing Owl

Additional sensitive species and habitats from the eight surrounding quadrangle maps (Appendix D), though they may occur many miles from the project site, in different habitats, and at different elevations are listed below. General information about these species, their habitat association, and their occurrence record is presented in Appendix D.

**Mammals:** San Joaquin Kit Fox, Pallid Bat, ocket Mouse

**Birds:** Yellow-billed Cuckoo

**Reptiles:** Western Pond Turtle

**Amphibians:** California Tiger Salamander, Western Spadefoot Toad

**Insects:** Valley Elderberry Longhorn Beetle

**Crustaceans:** Vernal Pool Fairy Shrimp, Vernal Pool Tadpole Shrimp

**Plants:** Earlimart Orache, Greene's Tuctoria, San Joaquin Valley Orcutt Grass, San Joaquin Adobe Sunburst, Brittlescale,

**Habitats:** Great Valley Mixed Riparian Forest, Northern Claypan Vernal Pool, Valley Sacaton Grassland

## 11. Survey Results

The site is comprised of actively farmed vineyards, fallow vineyards, fallow fields which are recently pulled vineyards, disced fields, and single-family farm residences (Appendices B & G). Adjacent lands include vineyards, peach orchards, an irrigated pasture, Highway 99, a gas station, a recycling center, Golden State Boulevard, a swap meet area, mini storage facility, convenience store, and an oil and tire store. Lands in the general vicinity include agricultural lands such as vineyards, orchards, and row crops, single-family farm residences, commercial developments along Highway 99 and Golden State Boulevard, and the City of Selma. Soils on the project site (see Soils Map, Appendix B) are of the non-wetland type. No evidence of wetland vegetation such as rush, bullrush, and willow trees were observed on the project site.

The search of the CDFG's CNDDB showed that a variety of sensitive wildlife, plants, and habitats occur in the general region of the project site - see Section 10 and Appendices C thru F. No sensitive species were observed on, adjacent to, or in the vicinity of the project site during our two-day reconnaissance survey. Habitats for such sensitive species (such as vernal pools and vernal swales, livestock ponds without fishes, alkaline soils, adobe-heavy clay soils, hardpan soils, alkali sink scrub habitat, valley saltbush scrub habitat, elderberry bushes, caves, rock cliffs, grasslands with rolling hills, large nesting trees, cottonwood forests, riparian habitat, lakes, ponds with thick and lush cattail vegetation, marshes, swamps, creeks, sloughs, or rivers) were not observed on or adjacent to the project site, and thus those sensitive species do not occur on or adjacent to the project site.

Wildlife and plants which were observed on the project site and in the vicinity of the project are typical of the valley floor agricultural lands. No raptor (e.g., Swainsons Hawk, Red-tailed Hawk, American Kestrel) nests were observed on the project site. We found nothing to indicate that there was any significant animal movements or dispersal patterns, corridors, or nursery sites on or through the project site. We did not find or know of any conflicts with local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance. We did not find or know of any conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No sensitive habitats such as creeks, streams, wetlands, or riparian vegetation were observed on or adjacent to the project site.

## 12. Conclusions

Sensitive wildlife, plants, or habitats such as riparian vegetation, creeks, streams, or wetlands do not occur on or adjacent to the project site. Habitats for sensitive species (such as vernal pools and vernal swales, livestock ponds without fishes, alkaline soils, adobe-heavy clay soils, hardpan soils, rocky cliffs, alkali sink scrub habitat, valley saltbush scrub habitat, elderberry bushes, caves, rock cliffs, grasslands with rolling hills, large nesting trees, cottonwood forests, riparian habitat, lakes, ponds with thick and lush cattail vegetation, marshes, swamps, creeks, sloughs, or rivers) do not occur on or adjacent to the project site, and thus the species do not occur on the project site. Thus, negative or adverse significant impacts will not occur to sensitive species, sensitive habitats, or biological resources due to construction and operation of the project. We further conclude that none of the Significance Criteria noted in Section 6 regarding fish, wildlife, or habitats will occur.

Upon preparing the environmental documents for the project, the "No Impact" boxes can be checked for biological resources as sensitive wildlife, plants, and habitats including riparian and wetlands will not be negatively affected by the project. Also, the project will not interfere with animal movements or migrations, their movement corridors, or impede the use of native wildlife nursery sites, conflict with local ordinances or policies protecting biological resources, or conflict with habitat or natural community conservation plans. Thus, no significant negative impacts and none of the Significance Criteria as noted in Section 6 will occur to biological resources by construction of the project.

## 13. Recommendations

To comply with the California Environmental Quality Act, prepare environmental documents for the project that shows no significant negative or adverse impacts will occur to biological resources.

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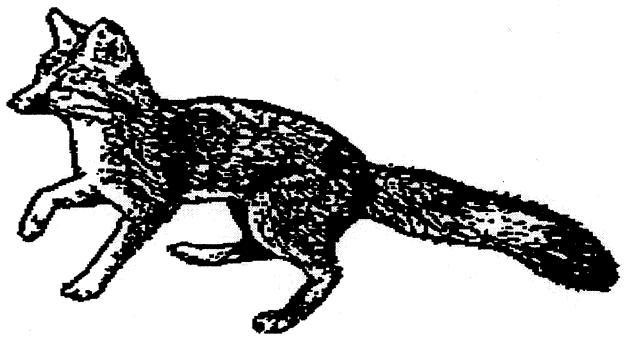
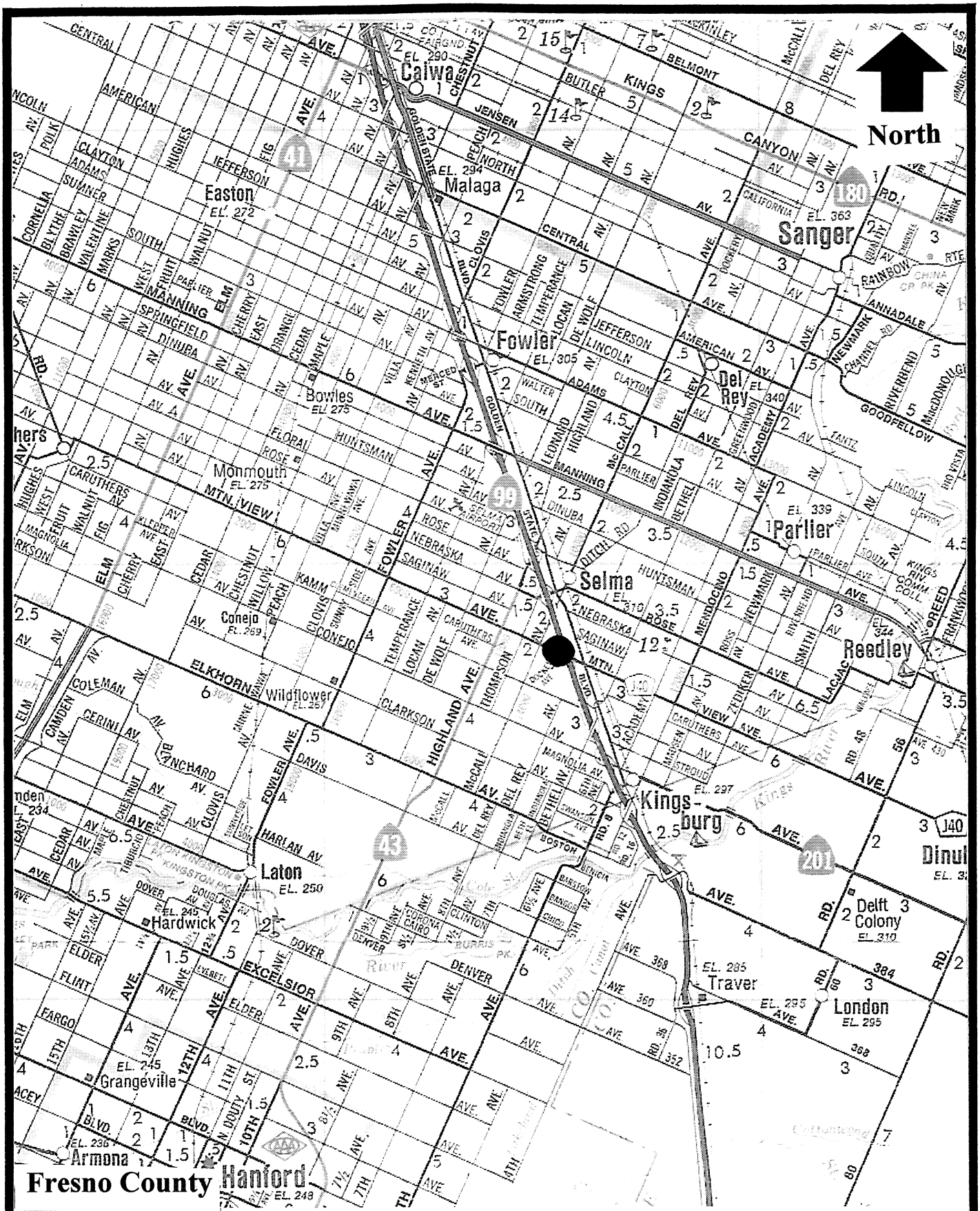
# APPENDIX A

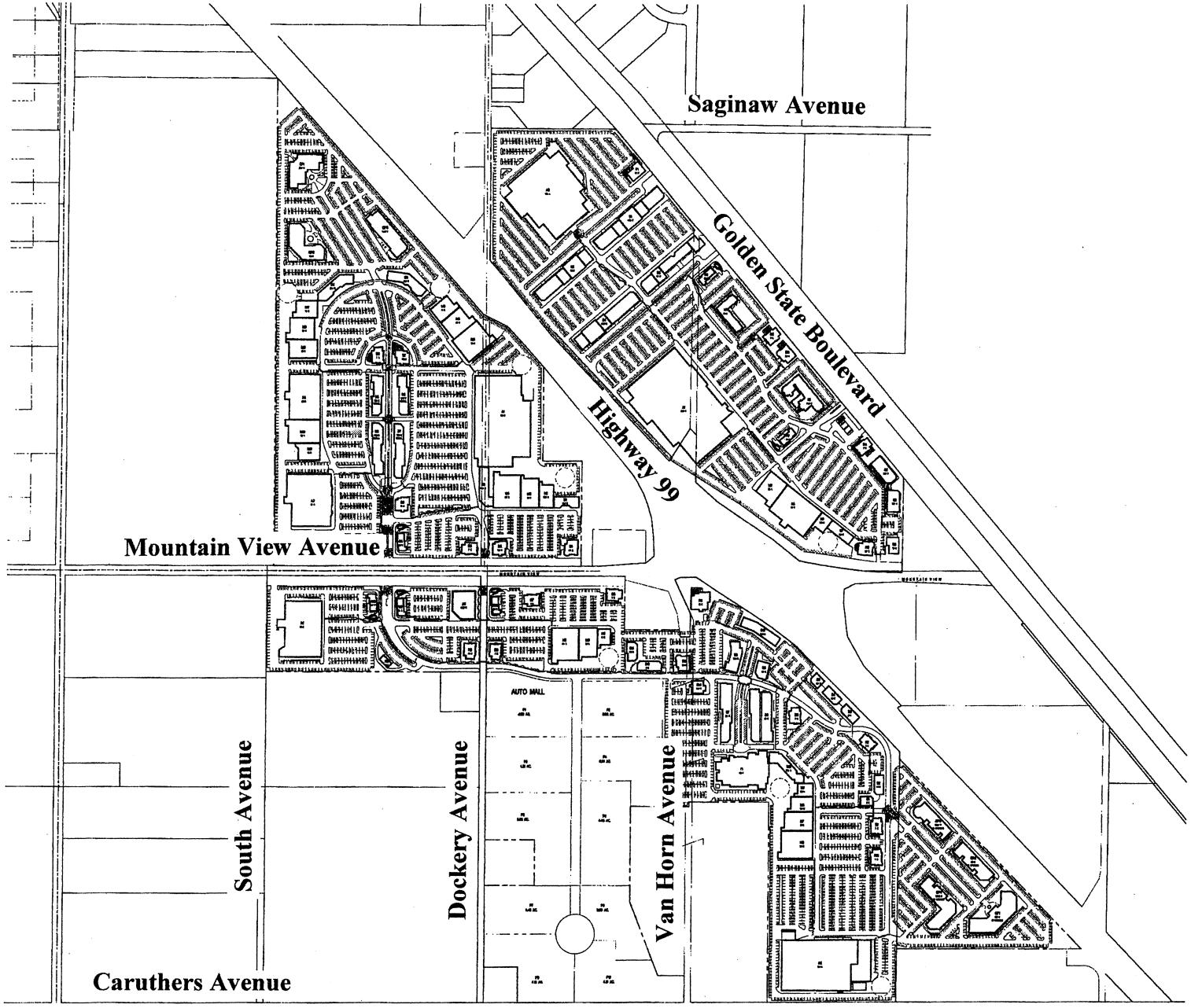
Project Location Maps






HALSTEAD & ASSOCIATES
Endangered Species / Environmental Consultants
296 Burgan Avenue, Clovis, CA 93611

**Project Site** —




## SUMMARY NORTHWEST SITE

| | | | |
|---|---|---|---|
| SITE AREA: | 83.84 AC. | | |
| BLDG AREA: | 967.7 K | | |
| LAND TO BUILDING RATIO: | 26 % | | |
| ANCHORS | 321 K | PARKING REQUIRED | |
| MAJORS | 347.5 K | ANCHORS | 1605 |
| SHOPS | 97 K | MAJORS | 1389 |
| RESTAURANT | 69.5 K | SHOPS | 485 |
| OFFICE | 6.2 K | RESTAURANT | 609 |
| OFFICE PARK | 291.7 K | OFFICE | 15 |
| | | OFFICE PARK | 729 |
| TOTAL BLDG. AREA: | 1043.7 K | TOTAL STALLS: | 4772 |
| | | PARKING PROVIDED: | 4715 |

## SUMMARY NORTHEAST SITE

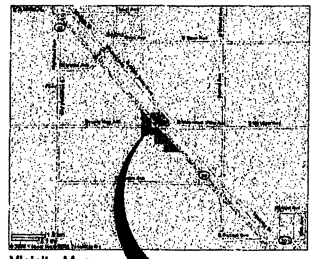
| | | | |
|---|---|---|---|
| SITE AREA: | 73.76 AC. | | |
| BLDG AREA: | 874.8 K | | |
| LAND TO BUILDING RATIO: | 28.5 % | | |
| ANCHORS | 486 K | PARKING REQUIRED | |
| MAJORS | 193 K | ANCHORS | 2340 |
| SHOPS | 169.8 K | MAJORS | 772 |
| RESTAURANT | 53 K | SHOPS | 680 |
| HOTEL | 127.5 K | RESTAURANT | 530 |
| | | HOTEL | 150 |
| TOTAL BLDG. AREA: | 874.8 K | TOTAL STALLS: | 4062 |
| | | PARKING PROVIDED: | 4667 |

## SUMMARY SOUTHWEST SITE

| | | | |
|---|---|---|---|
| SITE AREA: | 132.52 AC. | | |
| BLDG AREA: | 1035.9 K | | |
| LAND TO BUILDING RATIO: | 25.1 % | | |
| ANCHORS | 260 K | PARKING REQUIRED | |
| MAJORS | 662 K | ANCHORS | 1300 |
| SHOPS | 189.9 K | MAJORS | 2520 |
| RESTAURANT | 100.4 K | SHOPS | 945 |
| THEATRE | 80 K | RESTAURANT | 1004 |
| OFFICE PARK | 44.7 | THEATRE | 720 |
| | | OFFICE PARK | 153 |
| TOTAL BLDG. AREA: | 1035.7 K | TOTAL STALLS: | 6982 |
| | | PARKING PROVIDED: | 6089 |

## SUMMARY AUTO MALL

| | |
|---|---|
| GROSS SITE AREA: | 43.64 AC. |
| NET SITE AREA: | 40.64 AC. |



Vicinity Map
Not to Scale

THIS SITE

North

100 @36"X48" SHEET

ALL BUILDINGS, IMPROVEMENTS, THEIR OCCUPANTS AND THE USES AS SHOWN ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO MODIFICATION AT THE OWNERS DISCRETION WITHOUT NOTICE.

THIS PRELIMINARY SITE PLAN IS BASED ON INFORMATION FURNISHED TO NADEL ARCHITECTS INC AND IS SUBJECT TO VERIFICATION BY LEGAL SURVEYS AND GOVERNING AGENCIES ETC. THIS EXHIBIT IS NOT NECESSARILY A REPRESENTATION AS TO DENSITY, TYPE, SIZE, LOCATION, TENANT OR COMPANY OF ANY BUILDING WITHIN THIS CENTER.

# PRELIMINARY SITE PLAN

# SELMA CROSSINGS
SELMA, CALIFORNIA

BASE: 04-03-07
NADEL JOB#: 04333.00

NADEL RETAIL ARCHITECTS, LLP
2495 NATOMAS PARK DRL SUITE 100
SACRAMENTO, CA 95833
T:916.568.3500 F:916.567.2080
WWW.NADELARC.COM

NADEL RETAIL




Fresno County, California

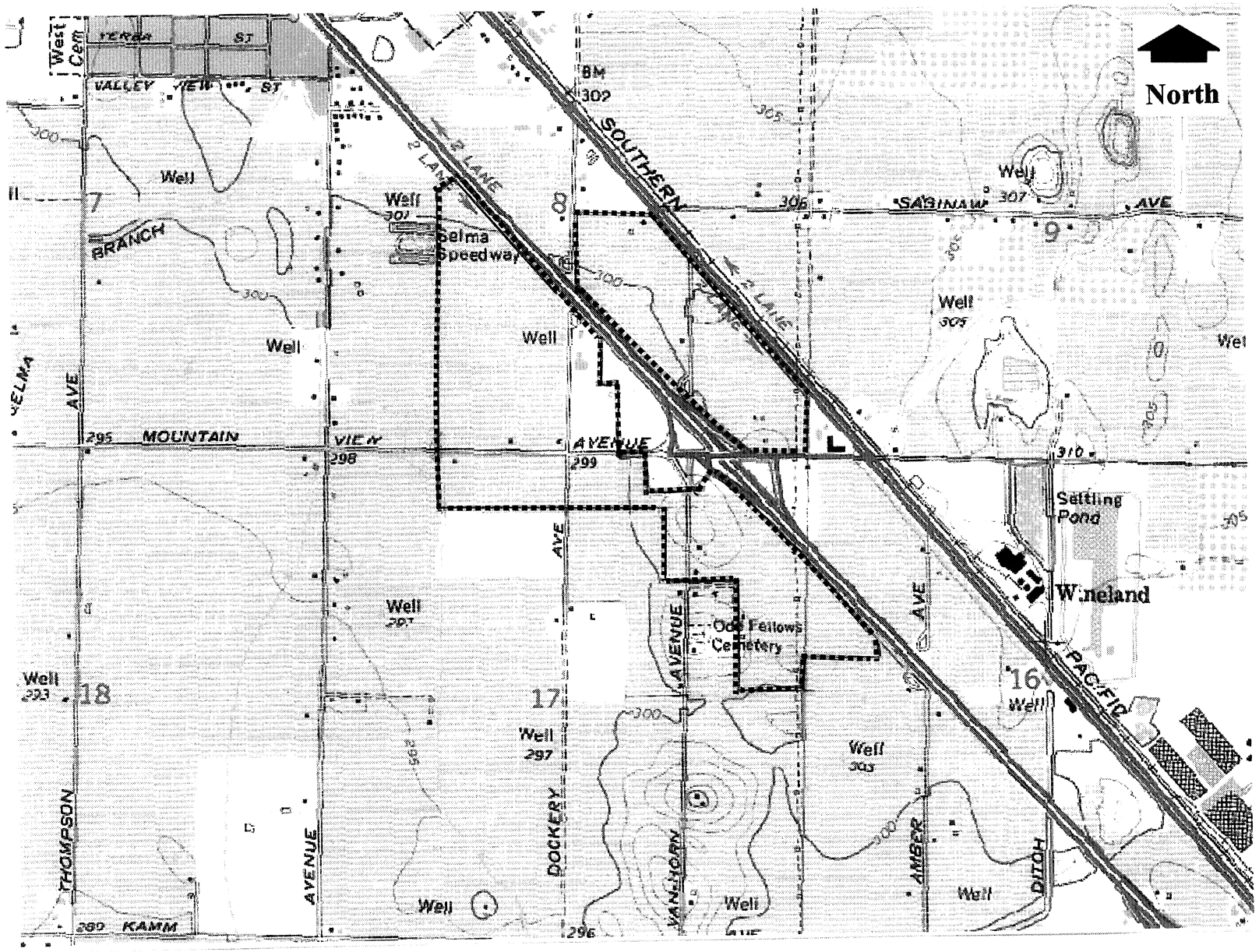
HALSTEAD & ASSOCIATES
Endangered Species / Environmental Consultants
296 Burgan Avenue, Clovis, CA 93611

Project Site

HALSTEAD & ASSOCIATES
Endangered Species / Environmental Consultants
296 Burgan Avenue, Clovis, CA 93611



**Project Site** — .....




**Fresno County: Selma Quadrangle Map**

**T 16 S, R 22 E Sections 8,16, and 17**

# APPENDIX B

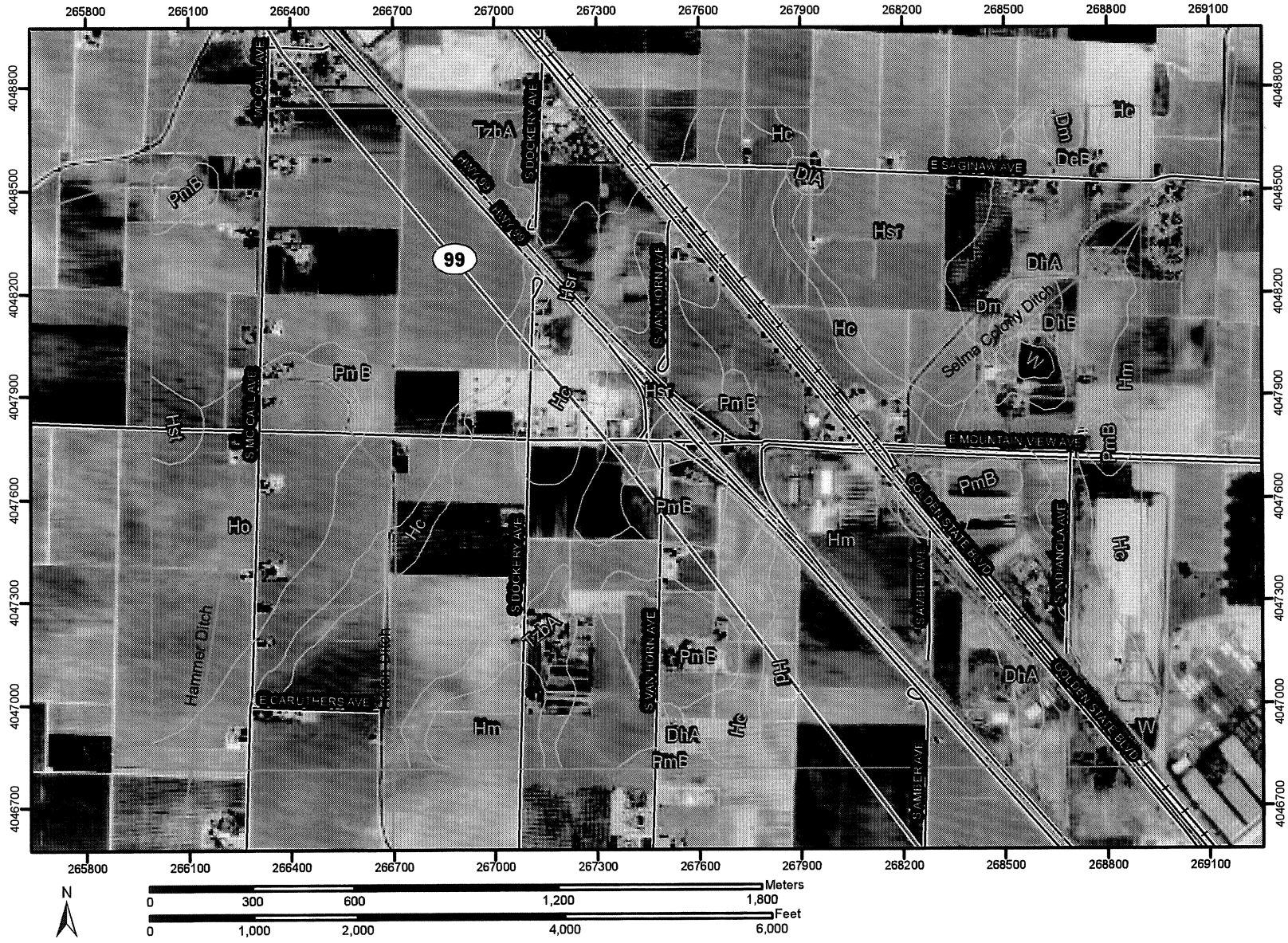
Habitat and Soil Maps



Fresno County, California

HALSTEAD & ASSOCIATES
Endangered Species / Environmental Consultants
296 Burgan Avenue, Clovis, CA 93611

Habitat Map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4048200
4047900
4047600
4047300
4047000
4046700
99
S MCCALL AVE
S DOCKERY AVE
SAN JOAQUIN
E SAGINAW AVE
E MOUNTAIN VIEW AVE
GOLDEN STATE BLVD
SAMUELSON AVE
E CARUTHERS AVE
Harmer Ditch
Selma Colony Ditch
TzbA
PmB
Hc
Hd
Hm
Hst
DhA
DeB
Dm
W
N
Meters
0
300
600
1,200
1,800
Feet
0
1,000
2,000
4,000
6,000

# Map Unit Legend

| Eastern Fresno Area, California (CA654) | | | |
|---|---|---|---|
| **Map Unit Symbol** | **Map Unit Name** | **Acres in AOI** | **Percent of AOI** |
| DeB | Delhi sand, 3 to 9 percent slopes | 5.4 | 0.4% |
| DhA | Delhi loamy sand, 0 to 3 percent slopes | 112.7 | 8.1% |
| DhB | Delhi loamy sand, 3 to 9 percent slopes | 13.2 | 1.0% |
| DlA | Delhi loamy sand, moderately deep, 0 to 3 percent slopes | 2.9 | 0.2% |
| Dm | Dello loamy sand | 6.1 | 0.4% |
| Hc | Hanford sandy loam | 134.6 | 9.7% |
| Hd | Hanford sandy loam, benches | 4.1 | 0.3% |
| Hm | Hanford fine sandy loam | 742.3 | 53.5% |
| Ho | Hanford fine sandy loam, silty substratum | 101.7 | 7.3% |
| Hsr | Hesperia fine sandy loam | 141.2 | 10.2% |
| Hst | Hesperia fine sandy loam moderately deep | 7.1 | 0.5% |
| PmB | Pollasky sandy loam, 2 to 9 percent slopes | 81.6 | 5.9% |
| TzbA | Tujunga loamy sand, 0 to 3 percent slopes | 32.4 | 2.3% |
| W | Water | 2.7 | 0.2% |
| Totals for Area of Interest (AOI) | | 1,388.0 | 100.0% |

## MAP LEGEND

**Area of Interest (AOI)**
- Area of Interest (AOI)

**Soils**
- Soil Map Units

**Special Point Features**
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other

**Special Line Features**
- Gully
- Short Steep Slope
- Other

**Political Features**

**Municipalities**
- Cities
- Urban Areas

**Water Features**
- Oceans
- Streams and Canals

**Transportation**
- Rails

**Roads**
- Interstate Highways
- US Routes
- State Highways
- Local Roads
- Other Roads

## MAP INFORMATION

Original soil survey map sheets were prepared at publication scale. Viewing scale and printing scale, however, may vary from the original. Please rely on the bar scale on each map sheet for proper map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 11N

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Eastern Fresno Area, California
Survey Area Data: Version 3, Jan 10, 2007

Date(s) aerial images were photographed: 8/17/1998

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# APPENDIX C

Natural Diversity Data Base Search

Selma Quadrangle Map



# CNDDB Records do not Exist

# for Sensitive Species or Habitats

# in the Selma Quadrangle Map

# APPENDIX D

Natural Diversity Data Base Search

Eight Surrounding Quadrangle Maps



**California Department of Fish and Game**
**Natural Diversity Database**
**Selected Elements by Common Name - Portrait**
**8 Quad Surrounding the Selma Quad.**

| | Common Name/Scientific Name | Element Code | Federal Status | State Status | GRank | SRank | CDFG or CNPS/R-E-D |
|---|---|---|---|---|---|---|---|
| 1 | California tiger salamander<br>*Ambystoma californiense* | AAAAA01147 | Proposed Threatened | | G2G3 | S2S3 | SC |
| 2 | Earlimart orache<br>*Atriplex erecticaulis* | PDCHE042V0 | Species of Concern | | G2 | S2.2 | 1B/2-2-3 |
| 3 | Great Valley Mixed Riparian Forest | CTT61420CA | | | G2 | S2.2 | |
| 4 | Greene's tuctoria<br>*Tuctoria greenei* | PMPOA6N010 | Endangered | Rare | G2 | S2.2 | 1B/2-3-3 |
| 5 | Northern Claypan Vernal Pool | CTT44120CA | | | G1 | S1.1 | |
| 6 | San Joaquin Valley orcutt grass<br>*Orcuttia inaequalis* | PMPOA4G060 | Threatened | Endangered | G2 | S2.1 | 1B/2-3-3 |
| 7 | San Joaquin adobe sunburst<br>*Pseudobahia peirsonii* | PDAST7P030 | Threatened | Endangered | G2 | S2.1 | 1B/2-3-3 |
| 8 | San Joaquin kit fox<br>*Vulpes macrotis mutica* | AMAJA03041 | Endangered | Threatened | G4T2T3 | S2S3 | |
| 9 | Swainson's hawk<br>*Buteo swainsoni* | ABNKC19070 | Species of Concern | Threatened | G5 | S2 | |
| 10 | Valley Sacaton Grassland | CTT42120CA | | | G1 | S1.1 | |
| 11 | brittlescale<br>*Atriplex depressa* | PDCHE042L0 | Species of Concern | | G2Q | S2.2 | 1B/2-2-3 |
| 12 | burrowing owl<br>*Athene cunicularia* | ABNSB10010 | Species of Concern | | G4 | S2 | SC |
| 13 | pallid bat<br>*Antrozous pallidus* | AMACC10010 | | | G5 | S3 | SC |
| 14 | valley elderberry longhorn beetle<br>*Desmocerus californicus dimorphus* | IICOL48011 | Threatened | | G3T2 | S2 | |
| 15 | vernal pool fairy shrimp<br>*Branchinecta lynchi* | ICBRA03030 | Threatened | | G2G3 | S2S3 | |
| 16 | vernal pool tadpole shrimp<br>*Lepidurus packardi* | ICBRA10010 | Endangered | | G2G3 | S2S3 | |
| 17 | western pond turtle<br>*Emys (=Clemmys) marmorata* | ARAAD02030 | | | G3G4 | S3 | SC |
| 18 | western spadefoot<br>*Spea (=Scaphiopus) hammondii* | AAABF01030 | Species of Concern | | G3 | S3 | SC |
| 19 | western yellow-billed cuckoo<br>*Coccyzus americanus occidentalis* | ABNRB02022 | Candidate | Endangered | G5T2 | S1 | |

## *Vulpes macrotis mutica*

San Joaquin kit fox — Element Code: AMAJA03041

**Status**
Federal: Endangered
State: Threatened

**NDDB Element Ranks**
Global: G4T2T3
State: S2S3

**Other Lists**
CDFG Status:

**Habitat Associations**
General: ANNUAL GRASSLANDS OR GRASSY OPEN STAGES WITH SCATTERED SHRUBBY VEGETATION.
Micro: NEED LOOSE-TEXTURED SANDY SOILS FOR BURROWING, AND SUITABLE PREY BASE.

County Summary: KERN, TULARE

Lat/Long: 35.92209° / -119.10308°
UTM: Zone-11 N3977350 E310254
Area: 800,000.0 ac
Elevation: 490 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POLYGON
Township: 28S
Range: 28E
Section: XX
Qtr: XX
Meridian: M

Location: AREA EAST OF HWY 99 AND NORTH NORTHEAST OF BAKERSFIELD.
Ecological: NON-NATIVE GRASSLAND, AGRICULTURE, GREAT VALLEY MIXED RIPARIAN FOREST.
Threat: AGRICULTURE, DEVELOPMENT, AND PREDATION FROM COYOTES.
General: A LARGE PORTION OF THIS OCCURRENCE RELIES ON DATA FROM 1975. MORE INFORMATION CAN BE FOUND IN THE VULPES MACROTIS MUTICA ELEMENT FILE.
Owner/Manager: UNKNOWN

Occurrence No. 10 Map Index: 23593 EO Index: 9242
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: MORRELL, S. 1975 (MAP)

**Dates Last Seen**
Element: 1975-XX-XX
Site: 1975-XX-XX
Record Last Updated: 1993-06-10

Quad Summary: LATON (3611946/335B), RIVERDALE (3611947/336A), CONEJO (3611956/357C)
County Summary: FRESNO, KINGS

Lat/Long: 36.46034° / -119.71919°
UTM: Zone-11 N4038446 E256330
Area: 17,160.0 ac
Elevation: 255 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POLYGON
Township: 17S
Range: 21E
Section: 05
Qtr: XX
Meridian: M

Location: NORTHWEST OF LATON; 22 MILES WEST NORTHWEST OF VISALIA.
Location Detail: ONE OBSERVATION BETWEEN 1972-1975.
Threat: UNKNOWN.
General: A FOX WAS OBSERVED IN THE VICINITY OF RR OVERPASS OVER CLOVIS AVE. APPROX. 3.0 MILES NORTHWEST OF LATON.
Owner/Manager: UNKNOWN

## *Vulpes macrotis mutica*

San Joaquin kit fox — Element Code: AMAJA03041

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Endangered | Global: G4T2T3 | CDFG Status: |
| State: Threatened | State: S2S3 | |

**Habitat Associations**

General: ANNUAL GRASSLANDS OR GRASSY OPEN STAGES WITH SCATTERED SHRUBBY VEGETATION.

Micro: NEED LOOSE-TEXTURED SANDY SOILS FOR BURROWING, AND SUITABLE PREY BASE.

**Occurrence No. 2** Map Index: 23602 EO Index: 8096

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: PRUETT, PAUL E. (OBS)

Dates Last Seen — Element: 2002-10-13 — Site: 2002-10-13
Record Last Updated: 2003-03-10

Quad Summary: PASTORIA CREEK (3411887/189A), GRAPEVINE (3411888/189B), TEJON RANCH (3511816/213C), TEJON HILLS (3511817/214D), METTLER (3511818/214C), BEAR MOUNTAIN (3511826/213B), ARVIN (3511827/214A), WEED PATCH (3511828/214B), BENA (3511836/238C), EDISON (3511837/239D), LAMONT (3511838/239C), COAL OIL CANYON (3511911/215D), CONNER SW (3511912/215C), PENTLAND (3511913/216D), MARICOPA (3511914/216C), CONNER (3511921/215A), MILLUX (3511922/215B), MOUTH OF KERN (3511923/216A), TAFT (3511924/216B), GOSFORD (3511931/240D), STEVENS (3511932/240C), TUPMAN (3511933/241D), EAST ELK HILLS (3511934/241C), WEST ELK HILLS (3511935/242D), OILDALE (3511941/240A), ROSEDALE (3511942/240B), RIO BRAVO (3511943/241A), BUTTONWILLOW (3511944/241B), LOKERN (3511945/242A), BELRIDGE (3511946/242B), FAMOSO (3511952/263C), WASCO (3511953/264D), WASCO SW (3511954/264C), SEMITROPIC (3511955/265D), LOST HILLS (3511956/265C), MCFARLAND (3511962/263B), POND (3511963/264A), WASCO NW (3511964/264B), LOST HILLS NE (3511965/265A), LOST HILLS NW (3511966/265B), ANTELOPE PLAIN (3511967/266A), DELANO EAST (3511972/287C), DELANO WEST (3511973/288D), ALLENSWORTH (3511974/288C), HACIENDA RANCH (3511975/289D), LONE TREE WELL (3511976/289C), WEST CAMP (3511977/290D), AVENAL GAP (3511978/290C), PIXLEY (3511983/288A), ALPAUGH (3511984/288B), HACIENDA RANCH NE (3511985/289A), DUDLEY RIDGE (3511987/290A), LOS VIEJOS (3511988/290B), TIPTON (3611913/311D), TAYLOR WEIR (3611914/311C), CORCORAN (3611915/312D), EL RICO RANCH (3611916/312C), KETTLEMAN CITY (3611918/313C), TULARE (3611923/311A), PAIGE (3611924/311B), WAUKENA (3611925/312A), GUERNSEY (3611926/312B), STRATFORD (3611927/313A), GOSHEN (3611934/334C), REMNOY (3611935/335D), HANFORD (3611936/335C), LEMOORE (3611937/336D), TRAVER (3611944/334B), BURRIS PARK (3611945/335A), LATON (3611946/335B)

County Summary: KINGS, KERN, TULARE

Lat/Long: 35.68261° / -119.33160°
UTM: Zone-11 N3951251 E289001
Area: 562,900.0 ac
Elevation: 285 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POLYGON
Township: 29S
Range: 24E
Section: XX
Qtr: XX
Meridian: S

Location: AREA BETWEEN I-99 AND THE CALIFORNIA AQUEDUCT, NORTH TO LATON; SE TO THE GRAPEVINE; WEST TO MILE 175 OF THE AQUEDUCT.

Location Detail: NUMEROUS SITINGS THROUGHOUT THIS AREA BETWEEN 1973 AND 2002.

Ecological: ANNUAL GRASSLAND, VALLEY SALTBUSH SCRUB, VALLEY SINK SCRUB, AGRICULTURE, AND DEVELOPED AREAS.

Threat: AGRICULTURE, GRAZING, DEVELOPMENT, COMPETITION FROM COYOTES AND RED FOX AND ROAD KILLINGS.

General: A LARGE AMOUNT OF INFORMATION ON THIS AREA IS IN THE VULPES MACROTIS MUTICA ELEMENT FILE.

Owner/Manager: UNKNOWN

**Occurrence No. 4** Map Index: 23590 EO Index: 9193

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: PRUETT, PAUL E. (OBS)

Dates Last Seen — Element: 1992-05-11 — Site: 1992-05-11
Record Last Updated: 1993-06-10

Quad Summary: BENA (3511836/238C), EDISON (3511837/239D), LAMONT (3511838/239C), RIO BRAVO RANCH (3511847/239A), OIL CENTER (3511848/239B), PINE MOUNTAIN (3511857/262D), KNOB HILL (3511858/262C), WOODY (3511867/262A), SAND CANYON (3511868/262B), QUINCY SCHOOL (3511878/286C), FOUNTAIN SPRINGS (3511888/286B), OILDALE (3511941/240A), ROSEDALE (3511942/240B), NORTH OF OILDALE (3511951/263D), FAMOSO (3511952/263C), DEEPWELL RANCH (3511961/263A), MCFARLAND (3511962/263B), RICHGROVE (3511971/287D), DELANO EAST (3511972/287C), DELANO WEST (3511973/288D), DUCOR (3511981/287A), SAUSALITO SCHOOL (3511982/287B), PIXLEY (3511983/288A), SUCCESS DAM (3611818/309C), PORTERVILLE (3611911/310D), WOODVILLE (3611912/310C), TIPTON (3611913/311D), LINDSAY (3611921/310A), CAIRNS CORNER (3611922/310B), TULARE (3611923/311A), ROCKY HILL (3611931/333D), EXETER (3611932/333C), VISALIA (3611933/334D), GOSHEN (3611934/334C), WOODLAKE (3611941/333A), IVANHOE (3611942/333B), MONSON (3611943/334A), TRAVER (3611944/334B), STOKES MTN. (3611952/355C), ORANGE COVE SOUTH (3611953/356D), REEDLEY (3611954/356C)

## *Spea (=Scaphiopus) hammondii*

western spadefoot — Element Code: AAABF01030

**Status**
Federal: Species of Concern
State: None

**NDDB Element Ranks**
Global: G3
State: S3

**Other Lists**
CDFG Status: SC

**Habitat Associations**
General: OCCURS PRIMARILY IN GRASSLAND HABITATS, BUT CAN BE FOUND IN VALLEY-FOOTHILL HARDWOOD WOODLANDS.
Micro: VERNAL POOLS ARE ESSENTIAL FOR BREEDING AND EGG-LAYING.

Occurrence No. 195 Map Index: 44979 EO Index: 44979
Occ Rank: Good
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: HALSTEAD, J.A. & P.S. 1999 (OBS)

**Dates Last Seen**
Element: 1999-03-01
Site: 1999-03-01
Record Last Updated: 2001-02-28

Quad Summary: BURRIS PARK (3611945/335A)
County Summary: KINGS

Lat/Long: 36.38111° / -119.50890°
UTM: Zone-11 N4029144 E274949
Area: 32.0 ac
Elevation: 260 ft
Mapping Precision: SPECIFIC
Symbol Type: POLYGON
Township: 18S
Range: 23E
Section: 08 Qtr: W
Meridian: M

Location: WEST SIDE OF CROSS CREEK, ~1 MILE SOUTH OF SETTLERS DITCH, NW OF VISALIA

Ecological: HABITAT CONSISTS OF NON-NATIVE ANNUAL GRASSLAND W/ VERNAL POOLS; GRASSLAND TO THE SOUTH & EAST, FARMLAND TO THE NORTH & WEST. AMBYSTOMA CALIFORNIENSE, BRANCHINETA LYNCHI, LEPIDURUS PACKARDI, & ATHENE CUNICULARIA FOUND IN THE VICINITY.

Threat: POSSIBLE THREAT OF DEVELOPMENT ON SURROUNDING FARMLAND.

General: MANY TADPOLES OBSERVED IN 3 SEPARATE POOLS ON 1 MAR 1999.

Owner/Manager: PVT

## *Pseudobahia peirsonii*

San Joaquin adobe sunburst — Element Code: PDAST7P030

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Threatened | Global: G2 | CNPS List: 1B |
| State: Endangered | State: S2.1 | R-E-D Code: 2-3-3 |

**Habitat Associations**

**General:** VALLEY AND FOOTHILL GRASSLAND, CISMONTANE WOODLAND.

**Micro:** GRASSY VALLEY FLOORS AND ROLLING FOOTHILLS IN HEAVY CLAY SOIL. 85-800M.

**Occurrence No.** 13 **Map Index:** 22865 **EO Index:** 21673

**Occ Rank:** None
**Origin:** Natural/Native occurrence
**Presence:** Extirpated
**Trend:** Unknown
**Main Source:** STEBBINS, J. 1991 (LIT)

**Dates Last Seen**
**Element:** 1927-04-11
**Site:** 1990-04-08
**Record Last Updated:** 1993-03-05

**Quad Summary:** REEDLEY (3611954/356C)
**County Summary:** TULARE

**Lat/Long:** 36.53234° / -119.39386°
**UTM:** Zone-11 N4045661 E285688
**Radius:** 1 mile
**Elevation:** 330 ft
**Mapping Precision:** NON-SPECIFIC
**Symbol Type:** POINT
**Township:** 16S
**Range:** 24E
**Section:** 17 **Qtr:** XX
**Meridian:** M

**Location:** DINUBA.

**Threat:** IRRIGATED AGRICULTURAL LANDS COMPLETELY DOMINATE THE REGION.

**General:** ONLY SOURCE OF LOCATION INFORMATION IS COLLECTION ON 11 APRIL, 1927 (BEVANS SN [CAS]). 1990 RECONNAISSANCE LEVEL SURVEYS BY STEBBINS INDICATE THAT POPULATION IS LIKELY EXTIRPATED DUE TO CONVERSION OF LAND TO AGRICULTURE.

**Owner/Manager:** PVT

**Occurrence No.** 14 **Map Index:** 15367 **EO Index:** 7979

**Occ Rank:** Fair
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Decreasing
**Main Source:** STEBBINS, J. 1991 (LIT)

**Dates Last Seen**
**Element:** 1990-03-27
**Site:** 1990-03-27
**Record Last Updated:** 1993-03-22

**Quad Summary:** WAHTOKE (3611964/356B)
**County Summary:** FRESNO

**Lat/Long:** 36.71682° / -119.43162°
**UTM:** Zone-11 N4066215 E282825
**Area:** 13.9 ac
**Elevation:** 440 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POLYGON
**Township:** 14S
**Range:** 23E
**Section:** 14 **Qtr:** NE
**Meridian:** M

**Location:** HWY 180 AT SADDLE BETW JESSE MORROW MTN & CAMPBELL MTN BETW FRIANT-KERN & ALTA-MAIN CANALS

**Location Detail:** WITHIN THE EAST 1/2 OF THE NE 1/4 OF SECTION 14 ON BOTH SIDES OF HWY 180.

**Ecological:** ON PORTERVILLE CLAY SOILS. HEAVILY DISTURBED NON-NATIVE GRASSLAND IS DOMINATED BY AVENA FATUA, BRASSICA KABER, SILYBUM MARIANUM, AMSINCKIA INTERMEDIA, ERODIUM CICUTARIUM, AND MATRICARIA MATRICARIOIDES

**Threat:** N SIDE OF HWY MOWED/DISCED; GRAZING, MOWING, SPRAYING; POTENTIAL AG CONVERSION AND ROAD WIDENING ALSO THREATEN.

**General:** 400 PLANTS SEEN IN 1986, 150 PLANTS SEEN IN 1987, IN 1990 TOTAL OF 650 PLANTS SEEN IN 2 POPULATIONS. AREA OF FORMER VALLEY GRASSLAND, NOW AGRICULTURE AND GRAZING. CLAY REMOVAL FOR CONSTRUCTION MAY ALSO BE A THREAT.

**Owner/Manager:** PVT

## *Orcuttia inaequalis*

San Joaquin Valley orcutt grass — Element Code: PMPOA4G060

**Status**
Federal: Threatened
State: Endangered

**NDDB Element Ranks**
Global: G2
State: S2.1

**Other Lists**
CNPS List: 1B
R-E-D Code: 2-3-3

**Habitat Associations**
General: VERNAL POOLS. ENDEMIC TO THE SAN JOAQUIN VALLEY.
Micro: 30-755M.

Occurrence No. 20 Map Index: 15439 EO Index: 22387
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Extirpated
Trend: Unknown
Main Source: HOOVER, R. #1273 UC (HERB)

**Dates Last Seen**
Element: 1936-XX-XX
Site: 1987-06-01
Record Last Updated: 1995-07-13

Quad Summary: ORANGE COVE NORTH (3611963/356A), WAHTOKE (3611964/356B)
County Summary: FRESNO

Lat/Long: 36.62967° / -119.37706°
UTM: Zone-11 N4056423 E287459
Radius: 1/5 mile
Elevation: 380 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Township: 15S
Range: 24E
Section: 17 Qtr: NE
Meridian: M

Location: 3 MI W OF ORANGE COVE.

General: STEBBINS SEARCHED THIS AREA FOR SEVERAL MILES BOTH WEST & SOUTHWEST OF ORANGE COVE. CURRENT LAND USE IS ENTIRELY AGRICULTURAL. THE MOST LIKELY SITE FOR HOOVER'S COLLECTION WAS THE LARGE DEPRESSION JUST SW OF THE INTERSECTION OF ADAMS AVE.

Owner/Manager: UNKNOWN

## *Northern Claypan Vernal Pool*

Element Code: CTT44120CA

**Status**
Federal: None
State: None

**NDDB Element Ranks**
Global: G1
State: S1.1

**Other Lists**

**Habitat Associations**
General:
Micro:

Occurrence No. 10 Map Index: 15328 EO Index: 26434

**Dates Last Seen**
Element: 1983-XX-XX
Site: 1983-XX-XX

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: GRIGGS, T. 1980 (OBS)

Record Last Updated: 1998-07-15

Quad Summary: TRAVER (3611944/334B)
County Summary: TULARE

Lat/Long: 36.40439° / -119.45762°
UTM: Zone-11 N4031608 E279616
Radius: 1 mile
Elevation: 270 ft

Mapping Precision: NON-SPECIFIC
Symbol Type: POINT

Township: 17S
Range: 23E
Section: 34 Qtr: SE
Meridian: M

Location: CROSS CRK VERNAL POOLS. NR HWY 99 & ALONG CROSS CR 4 MI N OF GOSHEN. BOTH SIDES HWY.

Location Detail: CATTLE GRAZING SITE. IRRIGATED BARLEY SURROUNDS.

Ecological: ANASTMOSING POOLS ON CR FLOOD PLAIN. PROFUSE DOWNINGIA BELLA, LASTHENIA FREMONTII. GRASSLAND OF HORDEUM DEPRESSUM & DISTICHLIS. ELYMUS ALONG EPHEMERAL WATER WAYS (1980).

General: UNABLE TO CONVERT TO FLORISTIC CLASSIFICATION, LACKS SPP. INFO.

Owner/Manager: UNKNOWN

## *Lepidurus packardi*

vernal pool tadpole shrimp — Element Code: ICBRA10010

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Endangered | Global: G2G3 | CDFG Status: |
| State: None | State: S2S3 | |

**Habitat Associations**

General: INHABITS VERNAL POOLS AND SWALES IN THE SACRAMENTO VALLEY CONTAINING CLEAR TO HIGHLY TURBID WATER.

Micro: POOLS COMMONLY FOUND IN GRASS BOTTOMED SWALES OF UNPLOWED GRASSLANDS. SOME POOLS ARE MUD-BOTTOMED & HIGHLY TURBID.

Occurrence No. 140 Map Index: 41572 EO Index: 41572

Occ Rank: Fair
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: HALSTEAD, J. & P. HALSTEAD 1999 (OBS)

**Dates Last Seen**
Element: 1999-03-04
Site: 1999-03-04
Record Last Updated: 1999-09-08

Quad Summary: TRAVER (3611944/334B)

County Summary: KINGS

Lat/Long: 36.39668° / -119.48353°
UTM: Zone-11 N4030812 E277271
Radius: 80 meters
Elevation: 265 ft

Mapping Precision: SPECIFIC
Symbol Type: POINT

Township: 18S
Range: 23E
Section: 04 Qtr: N
Meridian: X

Location: 0.2 MILE NORTH OF CROSS CREEK AND 1.6 WSW OF WHERE IT CROSSES HIGHWAY 99, 4 MILES SOUTH OF TRAVER.

Location Detail: VERNAL POOL(S) IN AREA "A". CURRENT LAND USE IS CATTLE GRAZING

Ecological: VERNAL POOLS IN NON-NATIVE GRASSLAND

Threat: CONVERSION TO FARMLAND

General: 100'S OBSERVED IN COMBINATION OF THIS AND ONE IN AREA "B". COLLECTION DEPOSITED AT CAS.

Owner/Manager: PVT

## *Lepidurus packardi*

vernal pool tadpole shrimp — Element Code: ICBRA10010

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Endangered | Global: G2G3 | CDFG Status: |
| State: None | State: S2S3 | |

**Habitat Associations**

General: INHABITS VERNAL POOLS AND SWALES IN THE SACRAMENTO VALLEY CONTAINING CLEAR TO HIGHLY TURBID WATER.

Micro: POOLS COMMONLY FOUND IN GRASS BOTTOMED SWALES OF UNPLOWED GRASSLANDS. SOME POOLS ARE MUD-BOTTOMED & HIGHLY TURBID.

**Occurrence No.** 129 **Map Index:** 40395 **EO Index:** 35402

**Dates Last Seen**
**Element:** 1998-04-10
**Site:** 1998-04-10
**Record Last Updated:** 1998-12-16

**Occ Rank:** Fair
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & P. HALSTEAD 1998 (OBS)

**Quad Summary:** TRAVER (3611944/334B)
**County Summary:** TULARE

**Lat/Long:** 36.40620° / -119.44165°
**UTM:** Zone-11 N4031773 E281054
**Radius:** 1/10 mile
**Elevation:** 280 ft
**Mapping Precision:** NON-SPECIFIC
**Symbol Type:** POINT
**Township:** 99X
**Range:** 99X
**Section:** 99 **Qtr:** SE
**Meridian:** X

**Location:** SOUTH OF CROSS CREEK, 0.75 MILE NE OF HWY 99, 4.5 MILES SE OF TRAVER.

**Ecological:** HABITAT CONSISTS OF NON-NATIVE ANNUAL GRASSLAND WITH VERNAL POOLS. BURROWING OWL OBSERVED IN THE VICINITY. AGRICULTURE TO SOUTH AND EAST.

**Threat:** THREATENED BY AGRICULTURAL CONVERSION.

**General:** 100'S OF TADPOLE SHRIMP OBSERVED ON 10 APRIL 1998.

**Owner/Manager:** PVT

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**Occurrence No.** 139 **Map Index:** 41568 **EO Index:** 41568

**Dates Last Seen**
**Element:** 1999-03-04
**Site:** 1999-03-04
**Record Last Updated:** 1999-09-08

**Occ Rank:** Fair
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & P. HALSTEAD 1999 (OBS)

**Quad Summary:** BURRIS PARK (3611945/335A)
**County Summary:** KINGS

**Lat/Long:** 36.38078° / -119.50990°
**UTM:** Zone-11 N4029109 E274859
**Radius:** 80 meters
**Elevation:** 260 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 18S
**Range:** 23E
**Section:** 08 **Qtr:** NW
**Meridian:** X

**Location:** 0.3 MILE WEST OF CROSS CREEK, 1.8 MILES SE OF JUNCTION OF 4TH AVENUE AND EXCELSIOR AVENUE, ~6 MILES SW OF BURRIS PARK.

**Location Detail:** VERNAL POOL(S) IN AREA "B". CURRENT LAND USE IS CATTLE GRAZING

**Ecological:** VERNAL POOLS IN NON-NATIVE GRASSLAND

**Threat:** CONVERSION TO FARMLAND

**General:** 100'S OBSERVED IN COMBINATION OF THIS AND ONE IN AREA "A". COLLECTION DEPOSITED AT CAS.

**Owner/Manager:** PVT

## *Great Valley Mixed Riparian Forest*

Element Code: CTT61420CA

**Status**
Federal: None
State: None

**NDDB Element Ranks**
Global: G2
State: S2.2

**Other Lists**

**Habitat Associations**
General:
Micro:

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Occurrence No. 38 Map Index: 15312 EO Index: 15631

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: HOOD, L. 1977 (LIT)

**Dates Last Seen**
Element: 1981-08-06
Site: 1981-08-06
Record Last Updated: 1998-07-21

Quad Summary: WAHTOKE (3611964/356B)
County Summary: FRESNO

Lat/Long: 36.71595° / -119.47028°
UTM: Zone-11 N4066207 E279369
Area: 327.9 ac
Elevation: 380 ft
Mapping Precision: SPECIFIC
Symbol Type: POLYGON
Township: 14S
Range: 23E
Section: 16 Qtr: XX
Meridian: M

Location: BYRD SLOUGH BETWEEN MINKLER & ANNADALE RD, EAST OF KINGS RIVER.
Location Detail: BOUNDARY FROM 1981 AERIAL PHOTOS.
Ecological: ALLUVIAL FLOOD PLAIN ASSOCIATION W/QUERCUS LOBATA, PLATANUS RACEMOSA, ALNUS RHOMBIFOLIA & FRAXINUS LATIFOLIA.
Threat: MOST OF RIPARIAN AREA RELATIVELY UNDISTURBED PER CNACC, 1977 BUT IS ADJACENT TO FARMLAND & SOME FLOOD CONTROL HAS OCCUR
General: THIS WAS OCC #038 OF CTT61420CA.
Owner/Manager: PVT

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Occurrence No. 39 Map Index: 15293 EO Index: 15630

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: HOOD, L. 1977 (LIT)

**Dates Last Seen**
Element: 1981-08-06
Site: 1981-08-06
Record Last Updated: 1998-07-21

Quad Summary: WAHTOKE (3611964/356B)
County Summary: FRESNO

Lat/Long: 36.72577° / -119.47530°
UTM: Zone-11 N4067308 E278949
Area: 106.1 ac
Elevation: 380 ft
Mapping Precision: SPECIFIC
Symbol Type: POLYGON
Township: 14S
Range: 23E
Section: 09 Qtr: XX
Meridian: M

Location: KINGS RIVER, MOSTLY S OF HWY 180, E OF CENTERVILLE.
Location Detail: BOUNDARY FROM 1981 AERIAL PHOTOS.
Ecological: ALLUVIAL FLOODPLAIN ASSOC OF QUERCUS LOBATA, PLATANUS RACEMOSA, ALNUS RHOMBIFOLIA & FRAXINUS LATIFOLIA.
Threat: UNDISTURBED, 1977, BUT ADJ TO FARMLAND & SOME FLOOD-CONTROL ACTIVITY HAS OCCURED.
General: THIS WAS OCC #039 OF CTT61420CA.
Owner/Manager: PVT

## *Emys (=Clemmys) marmorata*

western pond turtle — Element Code: ARAAD02030

**Status**
Federal: None
State: None

**NDDB Element Ranks**
Global: G3G4
State: S3

**Other Lists**
CDFG Status: SC

**Habitat Associations**
General: A THOROUGHLY AQUATIC TURTLE OF PONDS, MARSHES, RIVERS, STREAMS & IRRIGATION DITCHES WITH AQUATIC VEGETATION.
Micro: NEED BASKING SITES AND SUITABLE (SANDY BANKS OR GRASSY OPEN FIELDS) UPLAND HABITAT FOR EGG-LAYING.

Occurrence No. 24 Map Index: 32783 EO Index: 17488
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: HOLLAND, D. 1988 (PERS)

**Dates Last Seen**
Element: XXXX-XX-XX
Site: XXXX-XX-XX
Record Last Updated: 1996-01-29

Quad Summary: ORANGE COVE NORTH (3611963/356A), WAHTOKE (3611964/356B), PINE FLAT DAM (3611973/377D)
County Summary: FRESNO

Lat/Long: 36.73507° / -119.37380°
UTM: Zone-11 N4068110 E288040
Area: 172.5 ac
Elevation: 500 ft
Mapping Precision: SPECIFIC
Symbol Type: POLYGON
Township: 14S
Range: 24E
Section: 04 Qtr: XX
Meridian: M

Location: WAHTOKE CREEK, CLARKS VALLEY, NORTH OF HIGHWAY 180; NORTHWEST OF KAKTUS KORNER.
General: COLLECTION MADE BY R.W. HANSEN. DATE AND NUMBER OF SPECIMENS OBSERVED UNKNOWN.
Owner/Manager: UNKNOWN

## *Desmocerus californicus dimorphus*

valley elderberry longhorn beetle — Element Code: IICOL48011

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Threatened | Global: G3T2 | CDFG Status: |
| State: None | State: S2 | |

**Habitat Associations**

**General:** OCCURS ONLY IN THE CENTRAL VALLEY OF CALIFORNIA, IN ASSOCIATION WITH BLUE ELDERBERRY (SAMBUCUS MEXICANA).

**Micro:** PREFERS TO LAY EGGS IN ELDERBERRRIES 2-8 INCHES IN DIAMETER; SOME PREFERENCE SHOWN FOR "STRESSED" ELDERBERRIES.

**Occurrence No.** 179 **Map Index:** 40241 **EO Index:** 35243

**Dates Last Seen**
**Element:** 1998-04-16
**Site:** 1998-04-16

**Occ Rank:** Unknown
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** PG&E 1998 (LIT)

**Record Last Updated:** 1998-11-24

**Quad Summary:** SANGER (3611965/357A)
**County Summary:** FRESNO

**Lat/Long:** 36.70191° / -119.51709°
**UTM:** Zone-11 N4064757 E275147
**Area:** 19.2 ac
**Elevation:** 350 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POLYGON
**Township:** 14S
**Range:** 23E
**Section:** 19 **Qtr:** NW
**Meridian:** M

**Location:** TRANSMISSION LINES, 0.35 MILE NW OF INTERSECTION RIVERBEND & ANNADALE AVES, & KINGS RIVER, 2.5 MILES E OF SANGER.

**Location Detail:** ELDERBERRIESS WITH EXIT HOLES FOUND 289 FT & 180 FT NE; & 112 FT & 52 FT WEST OF TOWER 33/168. POTENTIAL HABITAT (OTHER ELDERBERRY BUSHES) FOUND 102 FT SW; 174, 151 & 62 FT WEST & 30 FT SE OF THE TOWER.

**Ecological:** AGRICULTURE (ORCHARDS, ROW CROPS, VINEYARD) UNCERTAIN WHICH OF THESE IS AT THIS SITE.

**Threat:** POTENTAIL THREATS; ROAD MAINTENANCE, TRANSMISSION LINE MAINTENANCE, AGRICULTURAL ACTIVITY.

**General:** EXIT HOLES FOUND IN BOTH LIVE AND DEAD WOOD.

**Owner/Manager:** UNKNOWN

**Occurrence No.** 180 **Map Index:** 40242 **EO Index:** 35244

**Dates Last Seen**
**Element:** 1998-04-16
**Site:** 1998-04-16

**Occ Rank:** Unknown
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** PG&E 1998 (LIT)

**Record Last Updated:** 1998-11-24

**Quad Summary:** SANGER (3611965/357A)
**County Summary:** FRESNO

**Lat/Long:** 36.68014° / -119.53810°
**UTM:** Zone-11 N4062392 E273205
**Radius:** 80 meters
**Elevation:** 332 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 14S
**Range:** 22E
**Section:** 25 **Qtr:** SW
**Meridian:** M

**Location:** ~1 MILE ENE OF JCT CENTRAL & ACADEMY AVES, AND 0.4 MILE N OF JCT GOODFELLOW AVE & CHANNEL RD, 2 MILES SE OF SANGER.

**Location Detail:** 43 FEET NORTHWEST OF TOWER 35/177.

**Ecological:** AGRICULTURE (ORCHARDS, ROW CROPS, VINEYARD), UNCERTAIN WHICH OF THESE IS AT THIS SITE.

**Threat:** POTENTAIL THREATS; ROAD MAINTENANCE, TRANSMISSION LINE MAINTENANCE, AGRICULTURAL ACTIVITY.

**General:** EXIT HOLES FOUND IN LIVE WOOD.

**Owner/Manager:** UNKNOWN

## *Desmocerus californicus dimorphus*

valley elderberry longhorn beetle — Element Code: IICOL48011

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Threatened | Global: G3T2 | CDFG Status: |
| State: None | State: S2 | |

**Habitat Associations**

**General:** OCCURS ONLY IN THE CENTRAL VALLEY OF CALIFORNIA, IN ASSOCIATION WITH BLUE ELDERBERRY (SAMBUCUS MEXICANA).

**Micro:** PREFERS TO LAY EGGS IN ELDERBERRRIES 2-8 INCHES IN DIAMETER; SOME PREFERENCE SHOWN FOR "STRESSED" ELDERBERRIES.

**Occurrence No.** 168 **Map Index:** 39534 **EO Index:** 34536

**Occ Rank:** Unknown
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & J. OLDHAM 1990 (OBS)

**Dates Last Seen**
**Element:** 1990-06-01
**Site:** 1990-06-01
**Record Last Updated:** 1998-08-25

**Quad Summary:** SANGER (3611965/357A)
**County Summary:** FRESNO

**Lat/Long:** 36.69427° / -119.52570°
**UTM:** Zone-11 N4063930 E274355
**Radius:** 80 meters
**Elevation:** 340 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 14S
**Range:** 22E
**Section:** 24 **Qtr:** NE
**Meridian:** M

**Location:** ALONG CHANNEL ROAD, 0,5 MILE SOUTH OF ANNADALE AVE INTERSECTION, 1.9 MILES SE OF SANGER.

**Ecological:** ELDERBERRY AND OAK FOREST ALONG ROAD.

**General:** MANY ELDERBERRIES ALONG ROAD. A FEW ELDERBERRY TREES WITH EMERGENCE HOLES. NO ADULTS OBSERVED.

**Owner/Manager:** UNKNOWN

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**Occurrence No.** 178 **Map Index:** 40240 **EO Index:** 35242

**Occ Rank:** Unknown
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** PG&E 1998 (LIT)

**Dates Last Seen**
**Element:** 1998-04-16
**Site:** 1998-04-16
**Record Last Updated:** 1998-11-24

**Quad Summary:** SANGER (3611965/357A)
**County Summary:** FRESNO

**Lat/Long:** 36.70507° / -119.51215°
**UTM:** Zone-11 N4065097 E275597
**Area:** 8.6 ac
**Elevation:** 256 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POLYGON
**Township:** 14S
**Range:** 23E
**Section:** 19 **Qtr:** NW
**Meridian:** M

**Location:** TRANSMISSION LINES, 0.4 MILE N OF INTERSECTION OF RIVERBEND & ANNADALE AVES & KINGS RIVER, 2.5 MILES E OF SANGER.

**Location Detail:** EXIT HOLE FOUND IN DEAD WOOD 650 FEET NORTHEAST OF TOWER 33/167. POTENTIAL HABITAT (OTHER AVAILABLE PLANTS) FROM 423 TO 650 FEET NE OF TOWER.

**Ecological:** RIPARIAN

**Threat:** ROAD MAINTENANCE, TRANSMISSION LINE MAINTENANCE (INCLUDES: HERBICIDE APPLICATION, VEG CLEARING AND/OR REMOVAL, ETC)

**General:** EXIT HOLES FOUND IN DEAD WOOD.

**Owner/Manager:** UNKNOWN

## *Desmocerus californicus dimorphus*

valley elderberry longhorn beetle — Element Code: IICOL48011

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Threatened | Global: G3T2 | CDFG Status: |
| State: None | State: S2 | |

**Habitat Associations**

**General:** OCCURS ONLY IN THE CENTRAL VALLEY OF CALIFORNIA, IN ASSOCIATION WITH BLUE ELDERBERRY (SAMBUCUS MEXICANA).

**Micro:** PREFERS TO LAY EGGS IN ELDERBERRRIES 2-8 INCHES IN DIAMETER; SOME PREFERENCE SHOWN FOR "STRESSED" ELDERBERRIES.

**Occurrence No.** 166 **Map Index:** 39531 **EO Index:** 34533

**Occ Rank:** Unknown
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & J. OLDHAM 1990 (OBS)

**Dates Last Seen**
**Element:** 1990-XX-XX
**Site:** 1990-XX-XX
**Record Last Updated:** 1998-08-25

**Quad Summary:** WAHTOKE (3611964/356B)
**County Summary:** FRESNO

**Lat/Long:** 36.71948° / -119.43933°
**UTM:** Zone-11 N4066527 E282144
**Area:** 11.1 ac
**Elevation:** 400 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POLYGON
**Township:** 14S
**Range:** 23E
**Section:** 14 **Qtr:** XX
**Meridian:** M

**Location:** BETWEEN HIGHWAY 180 AND ALTA MAIN CANAL, 0.5 MILE E OF JCT OF FRANKWOOD AVE, 1 MILE ESE OF MINKLER.

**Location Detail:** PASTURE AND CANAL BANK, 1.9 MILES NW OF CAMPBELL MTN.

**Ecological:** PASTURE WITH ELDERBERRY HABITAT.

**Threat:** PASTURE AND LEVEE MAINTENANCE. FENCING TO PREVENT GRAZING IMPACTS COULD PROTECT THIS SITE.

**General:** MANY EMERGENCE HOLES IN MANY ELDERBERRIES, BUT NO ADULTS OBSERVED.

**Owner/Manager:** UNKNOWN

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**Occurrence No.** 167 **Map Index:** 39533 **EO Index:** 34535

**Occ Rank:** Unknown
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & J. OLDHAM 1990 (OBS)

**Dates Last Seen**
**Element:** 1989-04-18
**Site:** 1989-04-18
**Record Last Updated:** 1998-08-25

**Quad Summary:** SANGER (3611965/357A)
**County Summary:** FRESNO

**Lat/Long:** 36.70086° / -119.50636°
**UTM:** Zone-11 N4064616 E276102
**Area:** 41.1 ac
**Elevation:** 345 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POLYGON
**Township:** 14S
**Range:** 23E
**Section:** 19 **Qtr:** NE
**Meridian:** M

**Location:** KINGS RIVER, 0.25 MILE NE OF ANNADALE AND RIVERBEND AVENUES, 2.8 MILES EAST OF SANGER.

**Location Detail:** RIPARIAN, GRAVEL MINING PITS/PONDS.

**Ecological:** RIPARIAN WITH ELDERBERRY HABITAT PRESENT.

**Threat:** MINING OPERATIONS

**General:** 1 FEMALE LAYING EGGS OBSERVED BUT NOT COLLECTED. EGGS AND EMERGENCE HOLES ON ONE ELDERBERRY NOTED.

**Owner/Manager:** UNKNOWN

## *Desmocerus californicus dimorphus*

valley elderberry longhorn beetle — Element Code: IICOL48011

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Threatened | Global: G3T2 | CDFG Status: |
| State: None | State: S2 | |

**Habitat Associations**

**General:** OCCURS ONLY IN THE CENTRAL VALLEY OF CALIFORNIA, IN ASSOCIATION WITH BLUE ELDERBERRY (SAMBUCUS MEXICANA).

**Micro:** PREFERS TO LAY EGGS IN ELDERBERRRIES 2-8 INCHES IN DIAMETER; SOME PREFERENCE SHOWN FOR "STRESSED" ELDERBERRIES.

**Occurrence No.** 70 **Map Index:** 33007 **EO Index:** 4066

**Occ Rank:** Excellent
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** BARR, C. 1991 (OBS)

**Dates Last Seen**
**Element:** 1991-05-01
**Site:** 1991-05-01
**Record Last Updated:** 1998-08-11

**Quad Summary:** SANGER (3611965/357A)
**County Summary:** FRESNO

**Lat/Long:** 36.67840° / -119.53215°
**UTM:** Zone-11 N4062184 E273732
**Radius:** 80 meters
**Elevation:** 330 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 14S
**Range:** 22E
**Section:** 25 **Qtr:** SW
**Meridian:** M

**Location:** COLLINS CREEK, TRIBUTARY TO KINGS RIVER, IN THE VICINITY OF CHANNEL ROAD, ~2 MILES SE OF SANGER.

**Location Detail:** REPORT ON: TAXONOMY; DISTRIBUTION; LIFE HISTORY; HABITAT; FIELD TECHNIQUES & OBSERVATIONS; BEETLE RECOVERY.

**Ecological:** HABITAT CONSISTS OF DENSE RIPARIAN WOODLAND WITH OAKS, COTTONWOODS, AND ELDERBERRIES.

**General:** BOTH OLD AND RECENT EXIT HOLES FOUND IN SEVERAL LARGE, OLD ELDERBERRIES.

**Owner/Manager:** PVT

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**Occurrence No.** 165 **Map Index:** 39525 **EO Index:** 34527

**Occ Rank:** Unknown
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & J. OLDHAM 1990 (OBS)

**Dates Last Seen**
**Element:** 1990-XX-XX
**Site:** 1990-XX-XX
**Record Last Updated:** 1998-08-25

**Quad Summary:** WAHTOKE (3611964/356B)
**County Summary:** FRESNO

**Lat/Long:** 36.72101° / -119.46247°
**UTM:** Zone-11 N4066750 E280081
**Area:** 32.6 ac
**Elevation:** 380 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POLYGON
**Township:** 14S
**Range:** 23E
**Section:** 10 **Qtr:** XX
**Meridian:** M

**Location:** BYRD SLOUGH, 0.35 MILE SW OF HIGHWAY 180 AT MINKLER, ~2 MILE ESE OF CENTERVILLE.

**Location Detail:** PRIVATE PARK (PILIBOS PARK).

**Ecological:** RIPARIAN, ELDERBERRY HABITAT PRESENT.

**Threat:** FUTURE HOUSING DEVELOPMENTS, PARK MAINTENANCE.

**General:** 1 MALE OBSERVED 1987. 1 COLLECTED 1989. EMERGENCE HOLES IN ELDERBERRIES AT SEVERAL LOCATIONS ALONG SLOUGH 1990.

**Owner/Manager:** PVT

## *Desmocerus californicus dimorphus*

valley elderberry longhorn beetle — Element Code: IICOL48011

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Threatened | Global: G3T2 | CDFG Status: |
| State: None | State: S2 | |

**Habitat Associations**

**General:** OCCURS ONLY IN THE CENTRAL VALLEY OF CALIFORNIA, IN ASSOCIATION WITH BLUE ELDERBERRY (SAMBUCUS MEXICANA).

**Micro:** PREFERS TO LAY EGGS IN ELDERBERRRIES 2-8 INCHES IN DIAMETER; SOME PREFERENCE SHOWN FOR "STRESSED" ELDERBERRIES.

**Occurrence No.** 68 **Map Index:** 33009 **EO Index:** 4065

**Occ Rank:** Good
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** BARR, C. 1991 (OBS)

**Dates Last Seen**
**Element:** 1991-05-01
**Site:** 1991-05-01
**Record Last Updated:** 1998-08-11

**Quad Summary:** REEDLEY (3611954/356C)
**County Summary:** FRESNO

**Lat/Long:** 36.59131° / -119.46949°
**UTM:** Zone-11 N4052375 E279084
**Radius:** 80 meters
**Elevation:** 340 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 15S
**Range:** 23E
**Section:** 28 **Qtr:** SE
**Meridian:** M

**Location:** KINGS RIVER (WEST BANK), ALONG KINGS RIVER ROAD, JUST NORTH OF DINUBA AVENUE, ~1 MILE WEST OF REEDLEY.

**Location Detail:** REPORT ON: TAXONOMY; DISTRIBUTION; LIFE HISTORY; HABITAT; FIELD TECHNIQUES & OBSERVATIONS; BEETLE RECOVERY.

**Ecological:** HABITAT CONSISTS OF OPEN RIPARIAN WOODLAND, WITH ELDERBERRIES SCATTERED BETWEEN ROAD AND RIVER (ROAD IS LOCATED ON THE BLUFF ABOVE THE RIVER).

**General:** ONLY ONE CLUMP (TREE) WITH EXIT HOLES, AND THESE HAD BEEN ENLARGED, PROBABLY BY BIRDS. MANY OTHER CLUMPS WITHOUT HOLES.

**Owner/Manager:** PVT

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**Occurrence No.** 69 **Map Index:** 33008 **EO Index:** 4064

**Occ Rank:** Fair
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & J. OLDHAM 1990 (OBS)

**Dates Last Seen**
**Element:** 1998-04-16
**Site:** 1998-04-16
**Record Last Updated:** 1998-11-23

**Quad Summary:** WAHTOKE (3611964/356B)
**County Summary:** FRESNO

**Lat/Long:** 36.72957° / -119.47992°
**UTM:** Zone-11 N4067740 E278547
**Area:** 166.2 ac
**Elevation:** 380 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POLYGON
**Township:** 14S
**Range:** 23E
**Section:** 09 **Qtr:** NW
**Meridian:** M

**Location:** KINGS RIVER, FROM 0.4 AIR MILE NE TO 1.2 AIR MILE SW OF HIGHWAY 180 FROM RIVER CROSSING, ~1 MILE EAST OF CENTERVILLE.

**Location Detail:** REPORT INCLUDES INFORMATION ON: TAXONOMY; DISTRIBUTION; LIFE HISTORY; HABITAT; FIELD TECHNIQUES & OBSERVATIONS; AND BEETLE RECOVERY.

**Ecological:** HABITAT CONSISTS OF RIPARIAN ALONG THE BANKS OF THE SLOUGH CONNECTED TO, AND SEVERAL LOCATIONS ALONG THE KINGS RIVER.

**Threat:** TRAILER PARK, PASTURE MAINTENANCE, TRANSMISSION LINE & ROAD MAINTENANCE.

**General:** 1998: SERVERAL CLUMPS WITH EXIT HOLES OBSERVED. 1991: TWO LARGE RIPARIAN CLUMPS WERE OBSERVED CONTAINING OLD, CLEAN-CUT EXIT HOLES. APRIL 1989: ADULTS COLLECTED, 2 FEMALES & 1 MALE, FEMALES OBSERVED LAYING EGGS ON ELDERBERRY TREES.

**Owner/Manager:** PVT

## *Coccyzus americanus occidentalis*

western yellow-billed cuckoo — Element Code: ABNRB02022

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Candidate | Global: G5T2 | CDFG Status: |
| State: Endangered | State: S1 | |

**Habitat Associations**

General: (NESTING) RIPARIAN FOREST NESTER, ALONG THE BROAD, LOWER FLOOD-BOTTOMS OF LARGER RIVER SYSTEMS.

Micro: NESTS IN RIPARIAN JUNGLES OF WILLOW, OFTEN MIXED WITH COTTONWOODS, W/ LOWER STORY OF BLACKBERRY, NETTLES, OR WILD GRAPE.

Occurrence No. 87 Map Index: 14944 EO Index: 25589

Occ Rank: None
Origin: Natural/Native occurrence
Presence: Extirpated
Trend: Unknown
Main Source: GAINES, D. 1977 (LIT)

Dates Last Seen
Element: 1902-07-10
Site: 1902-07-10
Record Last Updated: 1989-08-10

Quad Summary: SANGER (3611965/357A), MALAGA (3611966/357B), ROUND MOUNTAIN (3611975/378D), CLOVIS (3611976/378C)

County Summary: FRESNO

Lat/Long: 36.75271° / -119.63986°
UTM: Zone-11 N4070690 E264333
Radius: 1 mile
Elevation: 345 ft

Mapping Precision: NON-SPECIFIC
Symbol Type: POINT

Township: 13S
Range: 21E
Section: 36 Qtr: SW
Meridian: M

Location: FANCHER CRK, 6 MI NE OF FRESNO.

General: REPORTED AS UNCOMMON BUT NESTING BY TYLER (1913).

Owner/Manager: PVT

## *Buteo swainsoni*

Swainson's hawk

Element Code: ABNKC19070

**Status**
Federal: Species of Concern
State: Threatened

**NDDB Element Ranks**
Global: G5
State: S2

**Other Lists**
CDFG Status:

**Habitat Associations**
General: (NESTING) BREEDS IN STANDS WITH FEW TREES IN JUNIPER-SAGE FLATS, RIPARIAN AREAS AND IN OAK SAVANNAH.
Micro: REQUIRES ADJACENT SUITABLE FORAGING AREAS SUCH AS GRASSLANDS, OR ALFALFA OR GRAIN FIELDS SUPPORTING RODENT POPULATIONS.

Occurrence No. 829 Map Index: 43431 EO Index: 43431
Occ Rank: Poor
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: BROWN, N. 2000 (OBS)

**Dates Last Seen**
Element: 2000-07-10
Site: 2000-07-10
Record Last Updated: 2000-08-14

Quad Summary: CONEJO (3611956/357C)
County Summary: FRESNO

Lat/Long: 36.50472° / -119.62767°
UTM: Zone-11 N4043143 E264668
Radius: 1/10 mile
Elevation: 300 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Township: 16S
Range: 22E
Section: 30 Qtr: SE
Meridian: M

Location: NE CORNER OF CLARKSON AVENUE AND HIGHWAY 43 (HIGHLAND AVENUE), SOUTH OF SELMA.

Ecological: HABITAT CONSISTS OF A EUCALYPTUS GROVE, WHICH WAS BEING CLEANED/TRIMMED AT THE TIME OF THE OBSERVATION. SOME ALFALFA FOUND GROWING BETWEEN THE ORCHARD ROWS.

General: NESTING PRESUMED DUE TO THE ACTIONS OF THE ADULTS: THEY BOTH STAYED IN THE IMMEDIATE VICINITY DESPITE THE DISTURBANCE OF TRIMMING/CUTTING IN THE EUCALYPTUS GROVE.

Owner/Manager: PVT

## *Branchinecta lynchi*

vernal pool fairy shrimp — Element Code: ICBRA03030

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Threatened | Global: G2G3 | CDFG Status: |
| State: None | State: S2S3 | |

**Habitat Associations**

**General:** ENDEMIC TO THE GRASSLANDS OF THE CENTRAL VALLEY, CENTRAL COAST MTNS, AND SOUTH COAST MTNS, IN ASTATIC RAIN-FILLED POOLS.

**Micro:** INHABIT SMALL, CLEAR-WATER SANDSTONE-DEPRESSION POOLS AND GRASSED SWALE, EARTH SLUMP, OR BASALT-FLOW DEPRESSION POOLS.

**Occurrence No.** 206 **Map Index:** 41569 **EO Index:** 41569

**Dates Last Seen**
**Element:** 1999-03-04
**Site:** 1999-03-04
**Record Last Updated:** 1999-09-08

**Occ Rank:** Fair
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & P. HALSTEAD 1999 (OBS)

**Quad Summary:** BURRIS PARK (3611945/335A)
**County Summary:** KINGS

**Lat/Long:** 36.38153° / -119.50823°
**UTM:** Zone-11 N4029189 E275011
**Radius:** 80 meters
**Elevation:** 260 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 18S
**Range:** 23E
**Section:** 08
**Qtr:** NW
**Meridian:** X

**Location:** 0.2 MILE WEST OF CROSS CREEK, 1.8 MILES SE OF JUNCTION OF 4TH AVENUE AND EXCELSIOR AVENUE, ~6 MILES SW OF BURRIS PARK.
**Location Detail:** VERNAL POOL(S) IN AREA "B". CURRENT LAND USE IS CATTLE GRAZING
**Ecological:** VERNAL POOLS IN NON-NATIVE GRASSLAND
**Threat:** DEVELOPMENT TO FARMLAND
**General:** 100'S OBSERVED IN COMBINATION OF THIS AND ONE IN AREA "A". COLLECTION DEPOSITED AT CAS.
**Owner/Manager:** PVT

**Occurrence No.** 207 **Map Index:** 41571 **EO Index:** 41571

**Dates Last Seen**
**Element:** 1999-03-04
**Site:** 1999-03-04
**Record Last Updated:** 1999-09-08

**Occ Rank:** Fair
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & P. HALSTEAD 1999 (OBS)

**Quad Summary:** TRAVER (3611944/334B)
**County Summary:** KINGS

**Lat/Long:** 36.39624° / -119.48463°
**UTM:** Zone-11 N4030766 E277171
**Radius:** 80 meters
**Elevation:** 265 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 18S
**Range:** 23E
**Section:** 04
**Qtr:** N
**Meridian:** X

**Location:** 0.2 MILE NORTH OF CROSS CREEK AND 1.65 WSW OF WHERE IT CROSSES HIGHWAY 99, 4 MILES SOUTH OF TRAVER.
**Location Detail:** VERNAL POOL(S) IN AREA "A". CURRENT LAND USE IS CATTLE GRAZING
**Ecological:** VERNAL POOLS IN NON-NATIVE GRASSLAND
**Threat:** CONVERSION TO FARMLAND
**General:** 100'S OBSERVED IN COMBINATION OF THIS AND ONE IN AREA "B". COLLECTION DEPOSITED AT CAS.
**Owner/Manager:** PVT

## *Branchinecta lynchi*

vernal pool fairy shrimp — Element Code: ICBRA03030

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Threatened | Global: G2G3 | CDFG Status: |
| State: None | State: S2S3 | |

**Habitat Associations**

General: ENDEMIC TO THE GRASSLANDS OF THE CENTRAL VALLEY, CENTRAL COAST MTNS, AND SOUTH COAST MTNS, IN ASTATIC RAIN-FILLED POOLS.

Micro: INHABIT SMALL, CLEAR-WATER SANDSTONE-DEPRESSION POOLS AND GRASSED SWALE, EARTH SLUMP, OR BASALT-FLOW DEPRESSION POOLS.

Occurrence No. 11 Map Index: 33051 EO Index: 3692

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: WESTPHAL, M. 1994 (MUS)

Dates Last Seen — Element: 1994-03-26 Site: 1994-03-26 Record Last Updated: 1995-03-20

Quad Summary: WAHTOKE (3611964/356B)
County Summary: FRESNO

Lat/Long: 36.72106° / -119.39216°
UTM: Zone-11 N4066597 E286362
Radius: 1/5 mile
Elevation: 470 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Township: 14S
Range: 24E
Section: 08 Qtr: SW
Meridian: M

Location: JUST NW OF HWY 180 AND ALTA ROAD, ON THE SOUTH SLOPE OF JESSE MORROW MOUNTAIN, 6 MILES EAST OF CENTERVILLE.

Ecological: COLLECTION SITE WAS A POND.

General: COLLECTION #MW-94-01, DEPOSITED AT DFG-IFD.

Owner/Manager: UNKNOWN

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Occurrence No. 110 Map Index: 32735 EO Index: 17486

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: WOODWARD-CLYDE ASSOC. 1992 (LIT)

Dates Last Seen — Element: 1992-02-22 Site: 1992-02-22 Record Last Updated: 1995-12-15

Quad Summary: TRAVER (3611944/334B)
County Summary: TULARE

Lat/Long: 36.43500° / -119.39716°
UTM: Zone-11 N4034868 E285123
Radius: 80 meters
Elevation: 285 ft
Mapping Precision: SPECIFIC
Symbol Type: POINT
Township: 17S
Range: 24E
Section: 20 Qtr: SW
Meridian: M

Location: ESE OF TRAVER; 0.4 KM NW OF ROAD 80 X COTTONWOOD CREEK.

Location Detail: HARRELL PROPERTY.

Ecological: NATURAL POOL (SALTGRASS); 12 INCHES DEEP AT GREATEST DEPTH, PH=6.5;

Threat: GRAZING (IN MIDST OF PRIME DAIRY DEVELOPMENT AREA); DEVELOPMENT (PROPOSAL FOR MODEL AIRCRAFT FIELD AS OF 1992).

General: 1 FEMALE (APPROX. 16MM IN LENGTH) OBSERVED BY R. HANSEN AND K. KIRKPATRICK; AMBYSTOMA CALIFORNIENSE OBSERVED NEAR SITE.

Owner/Manager: PVT-HARRELL

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Occurrence No. 113 Map Index: 32752 EO Index: 18594

Occ Rank: Good
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: WOODWARD-CLYDE ASSOC. 1993 (LIT)

Dates Last Seen — Element: 1993-01-09 Site: 1993-01-09 Record Last Updated: 1996-01-29

Quad Summary: TRAVER (3611944/334B)
County Summary: TULARE

Lat/Long: 36.41425° / -119.45597°
UTM: Zone-11 N4032699 E279792
Area: 14.6 ac
Elevation: 270 ft
Mapping Precision: SPECIFIC
Symbol Type: POLYGON
Township: 17S
Range: 23E
Section: 35 Qtr: NW
Meridian: M

Location: SSE OF TRAVER; APPROX. 1.0 KM N OF HIGHWAY 99 X CROSS CREEK.

Ecological: POOL A: SLIGHT TURBIDITY, 10 X 30M. POOL B: SLIGHT TURBIDITY, 10 X 50M. POOL C: VERY TURBID, 10 X 50M. ALL POOLS 54 DEGREES FAHRENHEIT.

Threat: CURRENT LAND USE: CATTLE GRAZING; THREATS INCLUDE DEVELOPMENT OR HABITAT CONVERSION.

General: B. LYNCHI OBSERVED BY G. AND K. KIRKPATRICK, AND R. HANSEN.

Owner/Manager: PVT

## *Atriplex erecticaulis*

Earlimart orache

Element Code: PDCHE042V0

**Status**
Federal: Species of Concern
State: None

**NDDB Element Ranks**
Global: G2
State: S2.2

**Other Lists**
CNPS List: 1B
R-E-D Code: 2-2-3

**Habitat Associations**
General: VALLEY AND FOOTHILL GRASSLAND.
Micro: 40-100M.

Occurrence No. 16 Map Index: 47221 EO Index: 47221

**Dates Last Seen**
Element: 2000-09-22
Site: 2000-09-22
Record Last Updated: 2002-02-13

Occ Rank: Good
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: PRESTON, R. 2000 (OBS)

Quad Summary: TRAVER (3611944/334B)
County Summary: TULARE

Lat/Long: 36.43983° / -119.39385°
UTM: Zone-11 N4035397 E285433
Area: 33.7 ac
Elevation: 286 ft
Mapping Precision: SPECIFIC
Symbol Type: POLYGON
Township: 17S
Range: 24E
Section: 20 Qtr: NE
Meridian: M

Location: 7 MILES NORTH OF GOSHEN. BETWEEN RD 80 AND DAIRY FARM.

Location Detail: ON EAST SIDE OF ROAD 80, 0-0.5 MILES SOUTH OF AVENUE 360, W 1/2 NE 1/4 SEC 20.

Ecological: IN DRAINAGE CHANNEL; WITH ATRIPLEX MINISCULA, DISTICHLIS SPICATA, CRESSA TRUXILLENSIS, CENTROMADIA PUNGENS, HELIOTROPIUM CURASSAVICUM, FRANKENIA SALINA, AND ATRIPLEX SERENANA; CYNODON DACTYLON, CRYPSIS SCHOENOIDES, AND LOLIUM MULTIFLORUM.

Threat: WIDENING OF ROAD 80.

General: 1000'S OF PLANTS ESTIMATED IN 2000. ALKALI GRASSLAND IN VICINITY OF COTTONWOOD CREEK IS LIKELY SEED SOURCE.

Owner/Manager: UNKNOWN

## *Atriplex depressa*

brittlescale

Element Code: PDCHE042L0

**Status**
Federal: Species of Concern
State: None

**NDDB Element Ranks**
Global: G2Q
State: S2.2

**Other Lists**
CNPS List: 1B
R-E-D Code: 2-2-3

**Habitat Associations**
General: CHENOPOD SCRUB, MEADOWS, PLAYAS, VALLEY AND FOOTHILL GRASSLAND, VERNAL POOLS.
Micro: USUALLY IN ALKALI SCALDS OR ALK. CLAY IN MEADOWS OR ANNUAL GRASSLND; RARELY ASSOC W/RIPARIAN, MARSHES, OR V.P'S. 1-320M.

Occurrence No. 13 Map Index: 24422 EO Index: 7077
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: TAYLOR, D. 1993 (PERS)

**Dates Last Seen**
Element: XXXX-XX-XX
Site: XXXX-XX-XX
Record Last Updated: 1993-10-21

Quad Summary: LATON (3611946/335B)
County Summary: FRESNO, KINGS

Lat/Long: 36.43517° / -119.68881°
UTM: Zone-11 N4035577 E258975
Radius: 3/5 mile
Elevation: 250 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Township: 17S
Range: 21E
Section: 22 Qtr: SW
Meridian: M

Location: LATON.
General: BASED ON COLLECTION BY T.H. KEARNEY #33 US. NO DATE GIVEN.
Owner/Manager: UNKNOWN

## *Athene cunicularia*

burrowing owl

**Element Code:** ABNSB10010

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| **Federal:** Species of Concern | **Global:** G4 | **CDFG Status:** SC |
| **State:** None | **State:** S2 | |

**Habitat Associations**

**General:** (BURROW SITES) OPEN, DRY ANNUAL OR PERENIAL GRASSLANDS, DESERTS & SCRUBLANDS CHARACTERIZED BY LOW-GROWING VEGETATION.

**Micro:** SUBTERRANEAN NESTER, DEPENDENT UPON BURROWING MAMMALS, MOST NOTABLY, THE CALIFORNIA GROUND SQUIRREL.

**Occurrence No.** 397 **Map Index:** 44978 **EO Index:** 44978

**Occ Rank:** Good
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J.A. & P.S. 1999 (OBS)

**Dates Last Seen**
**Element:** 1999-03-01
**Site:** 1999-03-01
**Record Last Updated:** 2001-02-28

**Quad Summary:** BURRIS PARK (3611945/335A)
**County Summary:** KINGS

**Lat/Long:** 36.38209° / -119.50860°
**UTM:** Zone-11 N4029252 E274980
**Radius:** 80 meters
**Elevation:** 260 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 18S
**Range:** 23E
**Section:** 08 **Qtr:** W
**Meridian:** M

**Location:** WEST SIDE OF CROSS CREEK, 1 MILE SOUTH OF SETTLERS DITCH, NW OF VISALIA

**Ecological:** HABITAT CONSISTS OF NON-NATIVE ANNUAL GRASSLAND WITH VERNAL POOLS; SURROUNDED BY GRASSLAND TO THE SOUTH AND EAST, FARMLAND TO THE NORTH AND WEST.

**Threat:** POSSIBLE THREAT OF DEVELOPMENT ON SURROUNDING FARMLAND.

**General:** 4 ADULTS OBSERVED AT THE BURROW SITE ON 1 MAR 1999.

**Owner/Manager:** PVT

## *Athene cunicularia*

burrowing owl — Element Code: ABNSB10010

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: Species of Concern | Global: G4 | CDFG Status: SC |
| State: None | State: S2 | |

**Habitat Associations**

General: (BURROW SITES) OPEN, DRY ANNUAL OR PERENIAL GRASSLANDS, DESERTS & SCRUBLANDS CHARACTERIZED BY LOW-GROWING VEGETATION.

Micro: SUBTERRANEAN NESTER, DEPENDENT UPON BURROWING MAMMALS, MOST NOTABLY, THE CALIFORNIA GROUND SQUIRREL.

**Occurrence No.** 310 **Map Index:** 40396 **EO Index:** 35403

**Occ Rank:** Fair
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J. & P. HALSTEAD 1998 (OBS)

**Dates Last Seen**
**Element:** 1998-04-10
**Site:** 1998-04-10
**Record Last Updated:** 1998-12-16

**Quad Summary:** TRAVER (3611944/334B)
**County Summary:** TULARE

**Lat/Long:** 36.40371° / -119.43657°
**UTM:** Zone-11 N4031485 E281502
**Area:** 254.0 ac
**Elevation:** 280 ft
**Mapping Precision:** NON-SPECIFIC
**Symbol Type:** POLYGON
**Township:** 99X
**Range:** 99X
**Section:** 99 **Qtr:** SE
**Meridian:** X

**Location:** SOUTH OF CROSS CREEK, 0.75 MILE NE OF HWY 99, 4.5 MILES SE OF TRAVER.

**Ecological:** HABITAT CONSISTS OF NON-NATIVE ANNUAL GRASSLAND WITH VERNAL POOLS. LEPIDURUS PACKARDI ALSO OCCURS IN THE VICINITY. AGRICULTURE TO SOUTH AND EAST.

**Threat:** THREATENED BY AGRICULTURAL CONVERSION.

**General:** UNKNOWN NUMBER OF OWLS OBSERVED ON 10 APRIL 1998.

**Owner/Manager:** PVT

**Occurrence No.** 396 **Map Index:** 44977 **EO Index:** 44977

**Occ Rank:** Good
**Origin:** Natural/Native occurrence
**Presence:** Presumed Extant
**Trend:** Unknown
**Main Source:** HALSTEAD, J.A. & P.S. 2000 (OBS)

**Dates Last Seen**
**Element:** 2000-02-XX
**Site:** 2000-02-XX
**Record Last Updated:** 2001-02-28

**Quad Summary:** TRAVER (3611944/334B)
**County Summary:** KINGS

**Lat/Long:** 36.39997° / -119.48511°
**UTM:** Zone-11 N4031181 E277138
**Radius:** 80 meters
**Elevation:** 266 ft
**Mapping Precision:** SPECIFIC
**Symbol Type:** POINT
**Township:** 99X
**Range:** 99X
**Section:** 99 **Qtr:** NW
**Meridian:** X

**Location:** BETWEEN CROSS CREEK AND SETTLERS DITCH, 12 MILES NW OF VISIALIA

**Ecological:** HABITAT CONSISTS OF NON-NATIVE ANNUAL GRASSLAND WITH VERNAL POOLS; SURROUNDED BY GRASSLAND TO THE NORTH AND EAST, FARMLAND TO THE SOUTH AND WEST.

**Threat:** POSSIBLE THREAT OF DEVELOPMENT ON SURROUNDING FARMLAND.

**General:** 2 ADULTS OBSERVED AT THE BURROW SITE DURING FEB 2000.

**Owner/Manager:** PVT

## *Antrozous pallidus*

pallid bat

Element Code: AMACC10010

| Status | NDDB Element Ranks | Other Lists |
|---|---|---|
| Federal: None | Global: G5 | CDFG Status: SC |
| State: None | State: S3 | |

**Habitat Associations**

General: DESERTS, GRASSLANDS, SHRUBLANDS, WOODLANDS & FORESTS. MOST COMMON IN OPEN, DRY HABITATS WITH ROCKY AREAS FOR ROOSTING.

Micro: ROOSTS MUST PROTECT BATS FROM HIGH TEMPERATURES. VERY SENSITIVE TO DISTURBANCE OF ROOSTING SITES.

Occurrence No. 75 Map Index: 50366 EO Index: 50366

Occ Rank: Good
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: TATARIAN, G. 2001 (OBS)

Dates Last Seen
Element: 2001-10-17
Site: 2001-10-17
Record Last Updated: 2003-03-03

Quad Summary: REEDLEY (3611954/356C)
County Summary: TULARE

Lat/Long: 36.54668° / -119.48725°
UTM: Zone-11 N4047464 E277366
Radius: 80 meters
Elevation: 300 ft

Mapping Precision: SPECIFIC
Symbol Type: POINT

Township: 16S
Range: 23E
Section: 08 Qtr: XX
Meridian: M

Location: MOUNTAIN VIEW AVENUE CROSSING OVER THE KINGS RIVER, 3.5 MILES SW OF REEDLEY

Ecological: HABITAT CONSISTS OF GREAT VALLEY MIXED RIPARIAN SURROUNDING THE BRIDGE WHICH SERVES AS A ROOST.

Threat: THREATENED BY BRIDGE EXPANSION OR REPLACEMENT.

General: PRE-DISPERSAL MATERNITY ROOST; ~80 ADULTS AND ~40 JUVENILES OBSERVED ON 17 OCT 2001. A LARGE (<1000) TADIRIDA BRASILLIENSIS COLONY IS ALSO PRESNT, ALONG WITH MYOTIS THYSANODES AND MYOTIS YUMANENSIS.

Owner/Manager: TUL COUNTY

## *Ambystoma californiense*

California tiger salamander — Element Code: AAAAA01147

**Status**
Federal: Proposed Threatened
State: None

**NDDB Element Ranks**
Global: G2G3
State: S2S3

**Other Lists**
CDFG Status: SC

**Habitat Associations**
General: POPULATIONS IN SANTA BARBARA & SONOMA COUNTIES CURRENTLY LISTED AS ENDANGERED. PROPOSAL TO LIST AS THREATENED STATEWIDE.
Micro: NEED UNDERGROUND REFUGES, ESPECIALLY GROUND SQUIRREL BURROWS & VERNAL POOLS OR OTHER SEASONAL WATER SOURCES FOR BREEDING

Occurrence No. 612 Map Index: 46426 EO Index: 46426

**Dates Last Seen**
Element: XXXX-XX-XX
Site: XXXX-XX-XX

Occ Rank: None
Origin: Natural/Native occurrence
Presence: Extirpated
Trend: Unknown
Main Source: JENNINGS, M. & M. HAYES 1994 (PERS)

Record Last Updated: 2001-11-07

Quad Summary: BURRIS PARK (3611945/335A)
County Summary: KINGS

Lat/Long: 36.47325° / -119.54682°
UTM: Zone-11 N4039456 E271818
Radius: 1 mile
Elevation: 275 ft

Mapping Precision: NON-SPECIFIC
Symbol Type: POINT

Township: 17S
Range: 22E
Section: 11 Qtr: XX
Meridian: M

Location: LOCATION GIVEN ONLY AS KINGS RIVER BELOW KINGSBURG IN KINGS COUNTY.

General: COLLECTION / OBSERVATION SOMETIME BEFORE 1925. JENNINGS CONSIDERS THIS SITE EXTIRPATED.

Owner/Manager: UNKNOWN

## *Ambystoma californiense*

California tiger salamander — Element Code: AAAAA01147

**Status**
Federal: Proposed Threatened
State: None

**NDDB Element Ranks**
Global: G2G3
State: S2S3

**Other Lists**
CDFG Status: SC

**Habitat Associations**
General: POPULATIONS IN SANTA BARBARA & SONOMA COUNTIES CURRENTLY LISTED AS ENDANGERED. PROPOSAL TO LIST AS THREATENED STATEWIDE.
Micro: NEED UNDERGROUND REFUGES, ESPECIALLY GROUND SQUIRREL BURROWS & VERNAL POOLS OR OTHER SEASONAL WATER SOURCES FOR BREEDING

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Occurrence No. 522 Map Index: 44980 EO Index: 44980
Occ Rank: Good
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: HALSTEAD, J.A. & P.S. 1999 (OBS)

Dates Last Seen
Element: 1999-03-01
Site: 1999-03-01
Record Last Updated: 2001-02-28

Quad Summary: BURRIS PARK (3611945/335A)
County Summary: KINGS

Lat/Long: 36.37793° / -119.50895°
UTM: Zone-11 N4028791 E274936
Radius: 80 meters
Elevation: 260 ft
Mapping Precision: SPECIFIC
Symbol Type: POINT
Township: 18S
Range: 23E
Section: 08 Qtr: W
Meridian: M

Location: WEST SIDE OF CROSS CREEK, 1.3 MILES SOUTH OF SETTLERS DITCH, NW OF VISALIA
Ecological: HABITAT CONSISTS OF NON-NATIVE ANNUAL GRASSLAND W/ VERNAL POOLS; GRASSLAND TO THE SOUTH & EAST, FARMLAND TO THE NORTH & WEST. SCAPHIOPUS HAMMONDI, BRANCHINETA LYNCHI, LEPIDURUS PACKARDI, & ATHENE CUNICULARIA FOUND IN THE VICINITY.
Threat: POSSIBLE THREAT OF DEVELOPMENT ON SURROUNDING FARMLAND.
General: SEVERAL EGG MASSES OBSERVED ON 1 MAR 1999.
Owner/Manager: PVT

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Occurrence No. 583 Map Index: 46277 EO Index: 46277
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Extirpated
Trend: Unknown
Main Source: JENNINGS, M. & M. HAYES 1994 (PERS)

Dates Last Seen
Element: 1936-05-16
Site: 1936-05-16
Record Last Updated: 2002-08-20

Quad Summary: MALAGA (3611966/357B), FRESNO SOUTH (3611967/358A), CLOVIS (3611976/378C), FRESNO NORTH (3611977/379D)
County Summary: FRESNO

Lat/Long: 36.77388° / -119.77951°
UTM: Zone-11 N4073392 E251931
Radius: 5 mile
Elevation: 300 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Township: 13S
Range: 20E
Section: 27 Qtr: XX
Meridian: M

Location: FRESNO
General: 1879 RECORD FROM THE USNM (#11794), NO OTHER INFORMATION GIVEN. CORNELL UNIVERSITY MUSEUM OF VERTEBRATES # 3017 (2 SPECIMENS) COLLECTED 16 MAY 1936 BY L.F. HADSELL. JENNINGS CONSIDERS THIS SITE EXTIRPATED.
Owner/Manager: UNKNOWN

## *Ambystoma californiense*

California tiger salamander — Element Code: AAAAA01147

**Status**
Federal: Proposed Threatened
State: None

**NDDB Element Ranks**
Global: G2G3
State: S2S3

**Other Lists**
CDFG Status: SC

**Habitat Associations**
General: POPULATIONS IN SANTA BARBARA & SONOMA COUNTIES CURRENTLY LISTED AS ENDANGERED. PROPOSAL TO LIST AS THREATENED STATEWIDE.
Micro: NEED UNDERGROUND REFUGES, ESPECIALLY GROUND SQUIRREL BURROWS & VERNAL POOLS OR OTHER SEASONAL WATER SOURCES FOR BREEDING

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Occurrence No. 221 Map Index: 25586 EO Index: 5485
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: SHAFFER, H. ET AL 1993 (LIT)

**Dates Last Seen**
Element: 1991-04-17
Site: 1991-04-17
Record Last Updated: 1996-01-03

Quad Summary: WAHTOKE (3611964/356B)
County Summary: FRESNO

Lat/Long: 36.72154° / -119.39646°
UTM: Zone-11 N4066659 E285979
Radius: 1/5 mile
Elevation: 500 ft
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Township: 14S
Range: 24E
Section: 07 Qtr: SE
Meridian: M

Location: ALONG THE NORTH SIDE OF HWY 180, 7.7 MILES WEST HWY 63, AT THE BASE OF JESSE MORROW MOUNTAIN.
Location Detail: CTS FOUND 500 FEET NORTH OF HWY 180.
General: SHAFFER SITE #124. CTS PRESENT ON 17 APRIL 1991; NUMBER AND LIFESTAGE UNKNOWN.
Owner/Manager: UNKNOWN

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Occurrence No. 354 Map Index: 32736 EO Index: 17489
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: WOODWARD-CLYDE ASSOC. 1992 (LIT)

**Dates Last Seen**
Element: 1992-02-22
Site: 1992-02-22
Record Last Updated: 1996-01-29

Quad Summary: TRAVER (3611944/334B)
County Summary: TULARE

Lat/Long: 36.43500° / -119.39832°
UTM: Zone-11 N4034871 E285019
Radius: 80 meters
Elevation: 285 ft
Mapping Precision: SPECIFIC
Symbol Type: POINT
Township: 17S
Range: 24E
Section: 20 Qtr: SW
Meridian: M

Location: ESE OF TRAVER; NEAR TULARE COUNTY LANDFILL; 0.4 KM NW OF ROAD 80 X COTTONWOOD CREEK.
Location Detail: HARRELL PROPERTY.
Ecological: POOL ABOUT LEVEL, JUST NORTHWEST OF LARGEST VERNAL POOL ON SITE.
Threat: GRAZING AND PROPOSED LAND CONVERSION.
General: SPECIES OBSERVED AT SITE BY R. HANSEN; BRANCHINECTA LYNCHI ALSO OBSERVED NEAR SITE.
Owner/Manager: PVT-HARRELL

# APPENDIX E

Special-Status Plants

in the

Vicinity of the Project Site



# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| Obovate-leaved thornmint *Acanthomintha obovata obovata* | -- | -- | 4 | Chaparral, cismontane woodland, valley and foothill grassland. Heavy clay, alkaline, serpentine soils. | April-July | 395-1,500 m | No |
| Forked fiddleneck *Amsinckia vernicosa furcata* | FSC | -- | 4 | Cismontane woodland, valley and foothill grassland. | February-May | 50-1,000 m | No |
| Bodie Hills rock cress *Arabis bodiensis* | FSC | -- | 1B | Alpine boulder and rock field, Great Basin scrub, pinyon and juniper woodland, and possibly subalpine coniferous forest. | June-August | 2,195-3,530 m | No |
| Kern Plateau milk-vetch *Astragalus lentiginosus kernensis* | FSC | -- | 1B | Subalpine coniferous forest. Meadows and seeps. | June-July | 2,240-2,750 m | No |
| Raven's milk-vetch *Astragalus monoensis ravenii* | FSC | -- | 1B | Alpine boulder and rock field, upper montane coniferous forest. Gravelly soils. | July-September | 3,355-3,460 m | No |
| Heartscale *Atriplex cordulata* | FSC | -- | 1B | Chenopod scrub, meadows and seeps, valley and foothill grassland. Sandy/saline or alkaline soils. | April-October | 1-375 m | No |
| Brittlescale *Atriplex depressa* | FSC | -- | 1B | Chenopod scrub, meadows and seeps, playas, valley and foothill grassland, vernal pools. Alkaline or clay soils. | May-October | 1-320 m | No |
| Earlimart oracha *Atriplex erecticaulis* | FSC | -- | 1B | Valley and foothill grassland in southern San Joaquin valley. Alkaline soils. | August-September | 40 –100 m | No |
| Lesser saltscale *Atriplex minuscula* | FSC | -- | 1B | Chenopod scrub, playas, valley and foothill grassland. Alkaline or sandy soils. | May-October | 15-200 m | No |

# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| Vernal pool saltbush<br>*Atriplex persistens* | FSC | -- | 1B | Vernal pools. Alkaline soils. | June-October | 10-115 m | No |
| Subtle orache<br>Atriplex subtillis | FSC | -- | 1B | Valley and foothill grasslands. | June-October | 40-100 m | No |
| Lost Hills saltbush (=crownscale)<br>*Atriplex vallicola* | FSC | -- | 1B | Chenopod scrub, valley and foothill grasslands Vernal pools in alkaline soils. | April-August | 50-63 m | No |
| Scalloped moonwort<br>*Botrychium crenulatum* | FSC | -- | 2 | Lower montane conifer forest. Meadows, seeps, marshes, and swamps. | June-September | 1,500-3,280 m | No |
| Slender moonwart (=narrowleaf grapefern)<br>*Botrychium lineare* | FC | -- | 1B | Upper montane coniferous forest. Known in CA from a single small occurrence near Piute Pass. | Unknown | 2,600 m | No |
| Kaweah brodiae<br>*Brodiaea insignis* | FSC | SE | 1B | Cismontane woodland, valley and foothill grassland. | April-June | 150-1,400 m | No |
| Alkali Mariposa lily<br>*Calochortus striatus* | FSC | -- | 1B | Chaparral, chenopod scrub, Mojavean desert scrub. Meadows and seeps. | April-June | 70-1,595 m | No |
| Shirley Meadows Mariposa lily<br>*Calochortus westonii* | FSC | -- | 1B | Lower montane coniferous forest. Meadows and seeps. | May-June | 1,500-2,105 m | No |
| Mariposa pussy-paws<br>*Calyptridium pulchellum* | FT | -- | 1B | Chaparral, cismontane woodland. Sandy or gravelly, granitic soils. | April-August | 400-1,220 m | No |

# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| South Coast Range morning-glory *Calystegia collina venusta* | FSC | -- | 4 | Chaparral, cismontane woodland, valley and foothill grasslands. Serpentinite or sedimentary. | April-June | 425-1,130 m | No |
| San Benito evening-primrose *Camissonia benitensis* | FT | -- | 1B | Chaparral, cismontane woodland. Serpentinite alluvium, clay or gravelly soils. | May-June | 600-1,280 m | No |
| Mono Hot Springs evening-primrose *Camissonia sierrae alticola* | FSC | -- | 1B | Lower montane coniferous forest, upper montane coniferous forest. Granitic, gravel and sand pan soils. | May-August | 1,340-2,410 m | No |
| Carpenteria (=tree-anemone) *Carpenteria californica* | -- | ST | 1B | Chaparral, cismontane Woodland. Usually granitic soils. | May-July | 340-1,340 m | No |
| Succulent owl's-clover *Castilleja campestris succulenta* | FT | SE | 1B | Vernal pools (often with acidic soils). | April-May | 50-750 m | No |
| Lemmon's jewelflower Caulanthus coulteri lemmonii | FSC | -- | 1B | Pinyon and juniper woodland, valley and foothill grasslands. | March-May | 80-1,220 m | No |
| California jewelflower *Caulanthus californicus* | FE | SE | 1B | Chenopod scrub, pinyon and juniper woodland, valley and foothill grasslands. Sandy soils. | February-May | 70-1,000 m | No |

# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| Hoover's spurge<br>*Chamaesyce hooveri* | FT | -- | 1B | Vernal pools. | July-August | 25-250 m | No |
| San Benito spineflower<br>*Chorizanthe biloba immemora* | FSC | -- | 1B | Chaparral, cismontane woodland. | May-September | 600-800 m | No |
| Slough thistle<br>*Cirsium crassicaule* | FSC | -- | 1B | Chenopod scrub, riparian scrub. Marshes and sloughs. | May – August | 3 – 1,000 m | No |
| Springville clarkia<br>*Clarkia springvillensis* | FT | SE | 1B | Chaparral, cismontane woodland, valley and foothill grasslands. Granitic soils. | May-July | 245-1,220 m | No |
| Palmate-bracted bird's-beak<br>*Cordylanthus palmatus* | FE | SE | 1B | Chenopod scrub, valley and foothill grasslands. Alkaline soils. | May-October | 5-155 m | No |
| Fresno County bird's-beak<br>*Cordylanthus tenuis barbatus* | FSC | -- | 4 | Lower montane coniferous forest. | July-August | 1,300-2,000 m | No |
| Piute cypress<br>*Cupressus arizonica nevadensis* | FSC | -- | 1B | Closed-cone conifer forest, chaparral, cismontane woodland, pinyon and juniper woodland. | March-July | 720-1,830 m | No |
| Ewan's larkspur<br>*Delphinium hansenii ewaniamum* | FSC | -- | 4 | Cismontane woodland, valley and foothill grasslands. Rocky soils. | March-May | 60-600 m | No |
| Recurved larkspur<br>*Delphinium recurvatum* | FSC | -- | 1B | Chenopod scrub, cismontane woodland, valley and foothill grasslands. Alkaline soils. | March-May | 3-750 m | No |
| Pierpoint Springs liveforever<br>*Dudleya cymosa costafolia* | FSC | -- | 1B | Chaparral, cismontane woodland. Carbonate soils. | May-July | 1,435-1600 m | No |
| Hoover's eriastrum (=wooly-star)<br>*Eriastrum hooveri* | FT | -- | 4 | Chenopod scrub, valley and foothill grasslands. Clay soils. | March-September | 100-550 m | No |

# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| Kern River daisy *Erigeron multiceps* | FSC | -- | 1B | Upper montane coniferous forest (openings). Meadows and seeps. | June-September | 1,500-2,500 m | No |
| Cottony Buckwheat *Eriogonum gossypinum* | FSC | -- | 4 | Chenopod scrub, valley and foothill grasslands. Clay soils. | March-September | 100-550 m | No |
| Mouse buckwheat *Eriogonum nudum murinum* | FSC | -- | 1B | Chaparral, cismontane woodland, valley and foothill grasslands. Sandy soils. | June – November | 365-1,130 m | No |
| Twisselmann's buckwheat *Eriogonum twisselmannii* | FSC | Rare | 1B | Upper montane conifer forest. Granitic soils. | July-September | 2,375-2,805 m | No |
| Spiny-sepaled coyote-thistle (=button-celery) *Eryngium spinosepalum* | FSC | -- | 1B | Valley and foothill grassland. Vernal pools. | April-May | 100-255 m | No |
| Kaweah Lakes fawn-lily *Erythronium grandiflorus pusaterii* | FSC | -- | 1B | Subalpine conifer forest. Meadows and seeps. | May-July | 2,100-2,775 m | No |
| Stinkbells *Fritillaria agrestis* | FSC | -- | 4 | Chaparral, cismontane woodland, pinyon and juniper woodland, valley and foothill grasslands. Clay, sometimes serpentinite soils. | March-June | 10-1,555 m | No |
| Greenhorn adobe-lily *Fritillaria striata* | FSC | ST | 1B | Cismontane woodland, valley and foothill grasslands. Clay soils. | February-April | 135-1,455 m | No |
| Serpentine bedstraw *Galium andrewsii gatense* | FSC | -- | 4 | Chaparral, cismontane woodland, lower montane coniferous forest. Serpentinite, rocky soils. | April-July | 150-1,450 m | No |
| Boggs Lake hedge-hyssop *Gratiola heterosepala* | -- | SE | 1B | Marshes and swamps (lake margins), vernal pools. Clay soils. | April-August | 10-2,375 m | No |

# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| Hollisteria<br>*Hollisteria lantana* | FSC | -- | -- | Grasslands with clay soils. | Unknown | 15-975 m | No |
| Vernal Barley<br>*Hordeum intercedens* | -- | -- | 3 | Coastal dunes, coastal scrub, valley and foothill grasslands (saline flats and depressions), vernal pools. | March - June | 5 –1000 m | No |
| Tulare horkelia<br>*Horkelia tularensis* | FSC | -- | 1B | Upper montane conifer forest. Rocky soils. | July-August | 2,300-2,875 m | No |
| Short-leaved hulsea<br>*Hulsea brevifolia* | FSC | -- | 1B | Montane conifer forest. Granitic or volcanic, gravelly or sandy soils. | May-August | 1,500-3,200 m | No |
| Field ivesia<br>*Ivesia campestris* | FSC | -- | 1B | Subalpine conifer forest upper montane conifer forest. Meadows and seeps. | June-August | 1,975-3,350 m | No |
| Delta tule-pea<br>*Lathyrus jepsonii jepsonii* | FSC | -- | 1B | Marshes and swamps (freshwater and brackish). | May-September | 0-4 m | No |
| Rayless layia<br>*Layia discoidea* | FSC | -- | 1B | Chaparral, cismontane woodland, lower montane coniferous forest. Serpentinite soils, talus and alluvial terraces. | May | 795-1,585 m | No |
| Pale-yellow layia<br>*Layia heterotricha* | FSC | -- | 1B | Cismontane woodland, pinyon and juniper woodland, valley and foothill grasslands. Alkaline or clay soils. | March-June | 300-1,600 m | No |
| Munz's tidy-tips<br>*Layia munzii* | FSC | -- | 1B | Chenopod scrub, valley and foothill grasslands. Alkaline and clay soils. | March-April | 150-700 m | No |
| Madera linanthus<br>*Linanthus serrulatus* | FSC | -- | 1B | Cismontane woodland, lower montane conifer forest. | April-May | 300-1,300 m | No |

# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| Panoche peppergrass *Lepidium jaredii album* | FSC | -- | 1B | Valley and foothill grasslands. Alluvial fans and washes. | February-June | 185-275 m | No |
| Yosemite lewisia *Lewisia disepala* | FSC | -- | 1B | Lower montane coniferous forest, pinyon and juniper woodland, upper montane coniferous forest. Granitic, sandy soils. | March-June | 1,340-3,500 m | No |
| Long-petaled lewisia *Lewisia longipetala* | FSC | -- | 1B | Alpine boulder and rock field, subalpine coniferous forest. Mesic, rocky, granitic soils. | April-July | 2,500-2,925 m | No |
| Orange lupine *Lupinus citrinus citrinus* | FSC | -- | 1B | Chaparral, cismontane woodland, lower montane coniferous forest. Granitic soils. | April-July | 380-1,700 m | No |
| DeDecker's lupine *Lupinus padre-crowleyi* | FSC | Rare | 1B | Great Basin scrub, riparian forest, riparian scrub, upper montane conifer forest. Decomposing granitic soils. | July-August | 3,200-4,000 m | No |
| Showy madia *Madia radiata* | FSC | -- | 1B | Cismontane woodland, valley and foothill grasslands. | March-May | 25-900 m | No |
| Kaweah monkeyflower *Mimulus norrisii* | FSC | -- | 1B | Chaparral, cismontane woodland. Carbonate, rocky soils. | March-May | 365-1,300 m | No |
| San Joaquin wooly-threads *Monolopia* (=*Lembertia*) *congdonii* | FE | -- | 1B | Chenopod scrub, valley and foothill grasslands. Sandy soils. | February-May | 60-800 m | No |
| Calico monkeyflower *Mimulus pictus* | FSC | -- | 1B | Cismontane woodland. Granitic soils. | March-May | 100-1,300 m | No |
| Flax-like monardella Monardella linoides oblonga | FSC | -- | 1B | Montane conifer forest, pinyon and juniper woodland. | June-August | 900-2,470 m | No |

# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| Little mousetail<br>*Myosurus minimus apus* | FSC | -- | 3 | Valley and foothill grasslands. Vernal pools with alkaline soils. | March-June | 20-640 m | No |
| Piute Mountains navarretia<br>*Navarretia setiloba* | FSC | -- | 1B | Cismontane woodland, pinyon and juniper woodland, valley and foothill grasslands. Clay or gravelly loam soils. | April-June | 305-2,100 m | No |
| Twisselmann's nemacladus<br>*Nemacladus twisselmannii* | FSC | -- | 1B | Upper montane conifer forest. Sandy or rocky granitic soils. | July | 2,240-2,450 m | No |
| San Joaquin Valley Ocutt grass<br>*Orcuttia inaequalis* | FT | SE | 1B | Vernal pools. | April-September | 30-755m | No |
| Hairy Orcutt grass<br>*Orcuttia pilosa* | FE | SE | 1B | Vernal pools. | May-September | 55-200 m | No |
| Purple mountain-parsley<br>*Oreonana purpurascens* | FSC | -- | 1B | Subalpine conifer forest, upper montane conifer forest. Metamorphic soils. | May-June | 2,395-2,865 m | No |
| Charlotte's phacelia<br>*Phacelia nashiana* | FSC | -- | 1B | Joshua tree woodland, Mojavean desert scrub, pinyon and juniper woodland. Granitic, sandy soils. | March-June | 600-2,200 m | No |
| Nine Mile Canyon phacelia<br>*Phacelia novenmillensis* | FSC | -- | 1B | Cismontane woodland, pinyon and juniper woodland, upper montane conifer forest. Sandy or gravelly soils. | May-June | 1,645-2,640 m | No |
| Hartweg's golden sunburst<br>*Pseudobahia bahiifolia* | FE | SE | 1B | Cismontane woodland, valley and foothill grasslands. Clay soils. | March-April | 15-50 mm | No |
| San Joaquin adobe sunburst<br>*Pseudobahia peirsonii* | FT | SE | 1B | Cismontane woodland, valley and foothill grasslands. Adobe clay soils. | March-April | 90-800 m | No |
| Aromatic canyon gooseberry<br>*Ribes menziesii ixoderme* | FSC | -- | 1B | Chaparral, cismontane woodland. | April | 610-1,160 m | No |

# Special-Status Plant Species

| Species | Status | | | Habitat Description | Bloom Period | Elevational Range | Affected by Project |
|---|---|---|---|---|---|---|---|
| | Federal | State | CNPS | | | | |
| Sequoia gooseberry<br>*Ribes tularense* | FSC | -- | 1B | Montane conifer forest | May | 1,500-2,075 m | No |
| Sanford's arrowhead<br>*Sagittaria sanfordii* | -- | -- | 1B | Marshes and swamps (assorted shallow freshwater). | May-October | <610 m | No |
| Keck's checker-mallow (=checkerbloom)<br>*Sidalcea keckii* | FE | -- | 1B | Cismontane woodland, valley and foothill grasslands. Serpentinite and clay soils. | April-May | 120-425 m | No |
| Tehipite Valley jewelflower<br>*Streptanthus fenestratus* | FSC | -- | 1B | Lower montane coniferous forest, upper montane coniferous forest. | April-July | 1,065-1,750 m | No |
| Alpine streptanthus (=jewel-flower)<br>*Streptanthus gracilis* | FSC | -- | 1B | Subalpine coniferous forest, upper montane coniferous forest. Granitic rocky soils. | July-August | 2,800-3,500 m | No |
| Parasol (=Bolander's) clover<br>*Trifolium bolanderi* | FSC | -- | 1B | Montane coniferous forest. Meadows and seeps. | June-August | 2,075-2,600 m | No |
| Greene's tuctoria (=Orcutt grass)<br>*Tuctoria greenei* | FE | Rare | 1B | Vernal pools. | May-September | 30-1,070 m | No |
| King's gold<br>*Twisselmannia californica* | FCS | -- | 1B | Chaparral scrub. Subalkaline sandy clay soil. | March | 65 m | No |

**Federal status:**

| | |
|---|---|
| FE | Listed as endangered under the Federal Endangered Species Act |
| FT | Listed as threatened under the Federal Endangered Species Act |
| PE | Proposed for listing as endangered under the Federal Endangered Species Act |
| PT | Proposed for listing as threatened under the Federal Endangered Species Act |
| FC | Candidate species for listing under the Federal Endangered Species Act |
| FSC | Species of concern as identified by the U.S. Fish and Wildlife Service |

**State Status:**

| | |
|---|---|
| SE | Listed as endangered under the California Endangered Species Act |
| ST | Listed as threatened under the California Endangered Species Act |
| CSC | Species of concern as identified by the California Department of Fish and Game |
| Rare | Species identified as rare by the California Department of Fish and Game |

**California Native Plant Society Status (CNPS 2003):**

| | |
|---|---|
| 1A | Plant species that are presumed extinct in California |
| 1B | Plant species that are rare, threatened, or endangered in California and elsewhere. |
| 2 | Plant species that are rare, threatened, or endangered in California, but are more common elsewhere |
| 3 | Plant species that lack the necessary information to assign them to a listing status |
| 4 | Plant species that have a limited distribution or that are infrequent throughout a broader area in California |

# APPENDIX F

Special-Status Wildlife

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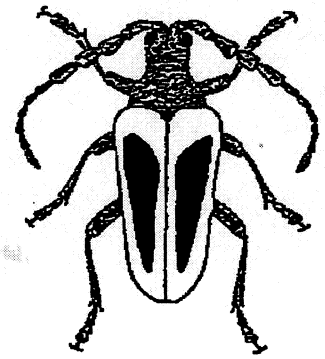
Vicinity of the Project Site



# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| **Invertebrates** | | | | |
| Vernal pool fairy shrimp *Branchinecta lynchi* | FT | -- | Endemic to the grasslands of the Central Valley, Central Coast Mountains, and South Coast Mountains of California, in static rain-filled pools. Inhabits small, clear-water sandstone-depression pools and grassed swales, earth slumps or basalt-flow depression pools. | No |
| Midvalley fairy shrimp *Branchinecta mesovallensis* | FSC | -- | Midvalley Fairy Shrimp is a newly described species that inhabits pools in only a handful of counties within the Great Central Valley including Sacramento, Solano, Merced, Madera, San Joaquin, Fresno and Contra Costa counties. A small, soft-bodied crustacean that lives in vernal pools (seasonal wetlands that fill with water during fall and winter rains). | No |
| Vernal pool tadpole shrimp *Lepidurus packardi* | FE | -- | Inhabits seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. | No |
| California linderiella *Linderiella occidentalis* | FE | -- | Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in pools has very low alkalinity, conductivity and total dissolved solids. | No |
| Sierra pygmy grasshopper *Tetrix sierrana* | FSC | -- | Known only from Sugar Pine, Madera County (type locality), at an elevation of 4,300-5,000 feet. | No |
| Dry Creek cliff strider bug *Oravelia pege* | FSC | -- | Known only from Dry Creek, an intermittent creek in Fresno County at an elevation of about 1,000 feet. Found in cracks and crevices of sheer rocky cliffs moistened by seeping water. | No |
| Ciervo aegilian scarab beetle *Aegialia concinna* | FSC | -- | The Ciervo aegialian scarab beetle has been associated with Delta and inland dune systems and sandy substrates; however, plant associations specific to this species have not been reported. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| San Joaquin tiger beetle *Cicindela tranquebarica* ssp. | FSC | -- | Distribution is limited to vernal pools, alkali wetlands and scalds, and nearby open areas from Merced to Fresno County (possibly Kings County). | No |
| San Joaquin dune beetle *Coelus gracilis* | FSC | -- | Inhabits sites with sandy substrates in fossil dunes along the western edge of the San Joaquin Valley. | No |
| Valley elderberry longhorn beetle *Desmocerus californicus dimorphus* | FT | -- | Occurs only in the Central Valley of California, in association with blue elderberry (*Sambucus mexicana*). Prefers to lay eggs in elderberry stems 2 to 8 inches in diameter; some preference shown for "stressed" elderberries. | No |
| Wooly hydroporus diving beetle *Hydroporus hirsutus* | FSC | -- | Sierra Nevada at 12,600 ft. elevation, aquatic habitat, Mount Goethe (Fresno County). | No |
| Hopping's blister beetle *Lytta hoppingi* | FSC | -- | Foothills at the southern end of the Central Valley. | No |
| Molestan blister beetle *Lytta molesta* | FSC | -- | Inhabits the Central Valley of California from Contra Costa to Kern and Tulare counties. Flowers and foliage of various plants in grasslands. | No |
| Moesta blister beetle *Lytta moesta* | FSC | -- | Grasslands of the Central Valley of California and foothills of the Sierra Nevada in Fresno and Tulare Counties. | No |
| Morrison's blister beetle *Lytta morrisoni* | FSC | -- | Valley and foothill grasslands of the Central Valley of California. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Boharts's blue butterfly<br>*Philotiella speciosa bohartorum* | FSC | -- | Known from the foothills of the southern Sierra Nevada near Briceburg, Mariposa County. Associated with pink spineflower (probable food). | No |
| San Emigdio blue butterfly<br>*Plebulina emigdionis* | FSC | -- | Found in desert canyoons and along riverbeds on the southernmost edge of the San Joaquin Valley. Host plant is *Atriplex canescens*. | No |
| Denning's cryptic caddisfly<br>*Cryptochia denningi* | FSC | -- | Small, cold springs in the Sierra Nevada at high elevations. | No |
| Kings Canyon cryptochian caddisfly<br>*Cryptochia excella* | FSC | -- | Small, cold springs in the Sierra Nevada at 6,400 ft. elevation. | No |
| Doyen's trigonoscuta dune weevil<br>*Trigonoscuta doyeni* | FSC | -- | Inhabits fossil dunes along the western edge of the San Joaquin Valley. | No |
| **Fish** | | | | |
| River lamprey<br>*Lampetra ayresi* | FSC | CSC | Ranges from the Sacramento-San Joaquin Delta region northward; however, it appears most numerous in the Sacramento and san Joaquin Rivers. | No |
| Kern brook lamprey<br>*Lampetra hubbsi* | FSC | CSC | Inhabits waters of the San Joaquin River system and the Kern River. Spawning occurs in gravel-bottomed areas, the ammoceoetes utilize muddy-bottomed areas to burrow and feed. | No |
| Pacific lamprey<br>*Lampetra tridentata* | FSC | -- | Most costal streams and rivers of California. | No |
| Green sturgeon<br>*Acipenser medirostris* | FSC | CSC | Primarily marine, this species seldom migrates inland beyond the estuaries of large rivers. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Lahontan cutthroat trout *Oncorhynchus clarki henshawi* | FT | -- | Occurs in a wide variety of cold waters, including large alkaline lakes, small mountain lakes, major rivers and small tributaries. Range includes Truckee, Carson, Walker River, Donner Creek and Pyramid, Walker, Donner, Independence and Summit Lakes. | No |
| Paiute cutthroat trout *Oncorhynchus clarki seleniris* | FT | -- | Inhabits cool, well oxygenated waters; cannot tolerate presence of other salmonids; requires clean gravel for spawning. | No |
| Central Valley steelhead *Oncorhynchus mykiss* | FT | -- | Critical habitat was designated to include all river reaches accessible to listed steelhead in the Sacramento and San Joaquin Rivers and tributaries in California. The river reaches and estuarine areas of the Sacramento-San Joaquin delta are also included. | No |
| Little Kern golden trout *Oncorhynchus mykiss whitei* | FT | -- | Native to the Little Kern River in Tulare County. Found in clear, cold mountain streams and lakes at 5,000 to 9,000 feet elevation. | No |
| Volcano Creek golden trout *Oncorhynchus mykiss aquabonita* | FSC | CSC | Native to the Kern Plateau in wide, shallow and exposed streams with little riparian vegetation. Water is clear and usually cold, but summer temperatures can vary from 3 to 22 degrees Celsius. | No |
| Kern River golden trout *Oncorhynchus mykiss gilberti* | FSC | CSC | Endemic to the upper Kern River and its tributaries. Cool, clear, fast flowing streams where riffles are abundant. | No |
| Hardhead *Mylopharodon conocephalus* | -- | CSC | Low to mid-elevation streams in the Sacramento – San Joaquin drainage, deep pools with sand – gravel – boulder bottoms and slow water velocity. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Delta smelt *Hypomesus transpacificus* | FT | ST | This species inhabits the Sacramento-San Joaquin Delta and seasonally inhabits the Suisun Bay, Carquinez Strait and San Pablo Bay. This species is seldom found at salinities above 10 PPT, and is most often found at salinities below 2 PPT. Spawning appears to occur in side channels and sloughs in the middle reaches of the Delta. | No |
| Longfin smelt *Spirinchus thaleichthys* | FSC | CSC | This species prefers moderately saline water and may be found in major bays and estuaries from San Francisco Bay northward. It lives in the bay waters throughout the summer moving into the lower reaches of the rivers that flow into these bays in the fall to spawn. | No |
| Sacramento splittail *Pogonichthys macrolepidotus* | FT | CSC | Inhabits slow moving river sections and dead end sloughs. Requires flooded vegetation for spawning adults and foraging for young. Endemic to lakes and rivers of the Central Valley, but now confined to the Delta, Suisun Bay and associated marshes. | No |
| **Amphibians** | | | | |
| California tiger salamander *Ambystoma californiense* | FSC | CSC | Annual grasslands and grassy understory of valley-foothill hardwood habitats in central and northern California. Requires underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding. | No |
| Mount Lyell salamander *Hydromantes platycephalus* | FSC | CSC | Inhabits rock fields in mixed conifer, red fir, lodgepole pine and subalpine communities. Utilizes rock fissures, seeps, shade, and low-growing plants. Elevational range extends from 4,000 to 11,600 feet. | No |
| Kern Canyon Slender Salamander *Batrachoseps simatus* | FT | -- | Found only in Kern River Canyon, Tulare and Kern Counties. Occurs in blue oak savannah: prefers digger pine-oak types at 1,000-4,000 feet. | No |
| Western spadefoot toad *Spea (=Scaphoipus) hammondii* | FSC | CSC | Occurs primarily in grassland environments, but can also be found in valley-foothill hardwood woodlands. Shallow, temporary ponds are used for breeding and egg-laying. | No |
| Yosemite toad *Bufo canorus* | FSC | CSC | Inhabits wet meadows in the central Sierra Nevada between elevations of 6,400 and 11,300 feet. | No |
| California red-legged frog *Rana aurora draytonii* | FT | CSC | Lowlands and foothills in a variety of aquatic, riparian and upland environments near permanent sources of water. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Foothill yellow-legged frog<br>*Rana boylii* | FSC | CSC | Partially shaded, shallow streams with riffles and rocky substrates in a variety of vegetation communities. | No |
| Mountain yellow-legged frog<br>*Rana muscosa* | FSC | CSC | Inhabits ponds, lakes and streams associated with montane, riparian, lodgepole pine, subalpine conifer and wet meadow communities. | No |
| **Reptiles** | | | | |
| Western pond turtle<br>*Clemmys marmorata* | FSC | CSC | Includes both subspecies (*C. m. pallida* and *C. m. marmorata*). Aquatic habitat of ponds, marshes, streams, and irrigation ditches that have abundant emergent or riparian vegetation. | No |
| Blunt-nosed leopard lizard<br>*Gambelia sila* | FE | -- | Associated with *Atriplex* and other alkali sink shrubs. Densities of the species may be correlated with high number of unused small mammal burrows. | No |
| California horned lizard<br>*Phrynosoma coronatum frontale* | FSC | CSC | Found in a variety of habitats including scrubland, grassland, coniferous forest, and broadleaf forests. Common in lowlands along sandy washes where low shrubs provide cover. | No |
| Silvery legless lizard<br>*Anniella pulchra pulchra* | FSC | CSC | Typically occurs in sandy or loose loamy soils under sparse vegetation. Soil moisture is essential, with the species showing a preference towards soils with high moisture content. | No |
| San Joaquin coachwhip (=whipsnake)<br>*Masticophis flagellum ruddock* | FSC | CSC | Inhabits open, dry environments with little or no tree cover. Found in valley grassland and saltbrush scrub in the San Joaquin Valley. Mammal burrows are used for refuge and oviposition sites. | No |
| Giant garter snake<br>*Thamnophis gigas* | FT | ST | Prefers freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| **Birds** | | | | |
| Common loon *Gavia immer* | FSC | CSC | Estuarine and subtidal marine habitats along the coast. Uncommon on large deep lakes in valleys and foothills throughout the state. | No |
| Double crested cormorant *Phalacrocorax auritus* | None | CSC | Colonial nester on coastal cliffs and offshore islands. Fairly widespread during migration, foraging in fresh emergent wetlands, wet meadows and irrigated or flooded pastures and croplands. | No |
| American bittern *Botaurus lentiginosus* | FSC | -- | Inhabits fresh or saline emergent wetlands. | No |
| Western least bittern *Ixobrychus exilis hesperis* | FSC | CSC | Inhabits large, fresh emergent wetlands with dense emergent vegetation such as cattails and tules. | No |
| Snowy egret *Egretta thula* | MB | -- | Inhabits fresh and saline emergent wetlands coastal estuaries, ponds, slow-moving rivers, irrigation ditches and wet fields. | No |
| Great Blue Heron *Ardea herodias* | -- | -- | Inhabits fresh and saline emergent wetlands coastal estuaries, ponds, slow-moving rivers, irrigation ditches and wet fields. | No |
| White faced ibis *Plegadis chihi* | FSC/MN BMC | CSC | Breeds in dense, fresh emergent wetlands; however, this species has declined in California and no longer breeds regularly. Fairly widespread during migration, foraging in fresh emergent wetlands, wet meadows and irrigated or flooded pastures and croplands. | No |
| Aleutian Canada goose *Branta canadensis leucoparia* | FT | -- | The Central Valley is the main wintering ground of this subspecies. Typically forages in fields near their roosting areas (lakes and ponds). | No |
| California condor *Gymnogyps californianus* | FE | SE/CFP | Requires vast expanses of open savannah, grasslands, and foothill chaparral with cliffs, large trees and snags for roosting and nesting. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| White-tailed kite<br>*Elanus leucurus* | FSC | FP | Low rolling foothills/valley margins with scattered oaks and river bottomlands or marshes adjacent to deciduous woodland. Open grasslands, meadows or marshes are utilized for foraging. Isolated, dense-topped trees in close proximity to foraging areas are used for nesting and perching. | No |
| Bald eagle<br>*Haliaeetus leucocephalus* | FT | SE/CFP | Breeds and roosts in remote coniferous forest in close proximity to a river, stream lake, reservoir, marsh or other large wetland areas. | No |
| Golden Eagle<br>*Aquila chrysaetos* | -- | CSC | Found in annual grassland to above timberline forest habitats. Favors grass/forb, shrub/sapling, and open-canopied young woodlands of blue oak. Requires cliffs or large live or dead trees for nesting. | No |
| Northern goshawk<br>*Accipiter gentilis* | FSC | CSC | Breeds and forages in mature stands of coniferous, mixed and deciduous forest. | No |
| Swainson's hawk<br>*Buteo swainsoni* (nesting) | -- | ST | Breeds in stands of sparse juniper-sage flats, riparian areas and in oak savannahs. Requires adjacent suitable foraging habit such as grasslands, alfalfa or grain fields supporting rodent populations. | No |
| Cooper's Hawk<br>*Accipiter cooperi* | -- | CSC | Breeds from digger pine-oak up to ponderosa pine and black oak woodland zone; prefers dense stands of live oaks or riparian sites. In winter, found in a variety of wooded habitats. | No |
| Sharp-shinned Hawk<br>*Accipiter striatus* | -- | CSC | Breeds in pole to mature tree stages of ponderosa pine, black oak, riparian deciduous, mixed-conifer, and Jeffrey pine types. Moves downslope for fall, winter, and spring periods as far as blue oak savannah, occasionally even into annual grasslands for feeding. | No |
| Ferruginous hawk<br>*Buteo regalis* | FSC | CSC | A winter migrant that inhabits grasslands, prairies and brushy open country. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| American peregrine falcon *Falco peregrinus anatum* | D | SE | Inhabits open country, breeding near rivers, wetlands, lakes or other aquatic features, nests on cliffs, banks, dunes, mounds and human-made structures. | No |
| Prairie falcon *Falco mexicanus* | -- | CSC | Ranges from annual grasslands through alpine meadows. Primarily associated with perennial grasslands, lodgeole pine of varying canopy closures, and alpine meadows. Requires open terrain for foraging and cliffs for nesting | No |
| Greater sandhill crane *Grus canadensis tabida* | -- | ST | In summer this species is found in wet meadow, shallow lacustrine and fresh emergent wetland habitats. It winters primarily in Sacramento and San Joaquin valleys from Tehama Co. south to Kings Co. where it inhabits annual and perennial grasslands, moist croplands with rice or corn stubble and open emergent wetlands. | No |
| Mountain plover *Charadrius montanus* | FPT | CSC | Short grass plains, low rolling grass hills, freshly plowed agricultural fields and newly sprouting grain fields. Often associated with short vegetation and bare ground. | No |
| Western Snowy Plover *Charadrius alexandrinus nivosus* | FT | CSC | Beaches and dry mud or salt falts; sand margins of rivers, lakes, and ponds. | No |
| Long-billed curlew *Numenius americanus* | FSC | CSC | Uncommon to locally very common as a winter visitant from early July to early April along most of the California coast, and in the Central and Imperial valleys. Preferred winter habitats include large coastal estuaries, upland herbaceous areas and croplands. | No |
| Black tern *Chlidonias niger* | FSC | CSC | Commonly inhabits bays, salt ponds, river mouths and pelagic waters during spring and fall migrations. Restricted to freshwater environments while breeding. | No |
| Western yellow-billed cuckoo *Coccyzus americanus occidentalis* | FSC | CSC | An inhabitant of riparian forests in broad, lower flood-bottoms of larger river systems. Possibly extirpated from the area. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Short-eared owl<br>*Asio flammeus* | FSC | CSC | Open areas, such as annual and perennial grasslands, prairies, meadows, irrigated lands and fresh emergent wetlands. | No |
| California Spotted Owl<br>*Strix occidentalis occidentalis* | FSC | CSC | Typically breeds in stands of mixed coniferous forest containing a mixture of tree sizes with usually at least two canopy layers, and a total canopy coverage in excess of seventy percent (may be as low as thirty percent at high elevations). In Southern California, usually associated with oak and oak-conifer communities. | No |
| Flammulated owl<br>*Otus flammeolus* | FSC | -- | Breeds in conifer habitats of the Sierra Nevada from ponderosa pine type up to red fir forests. Nest in cavities. Special requirements are yellow pine or black oak in nesting habitat | No |
| Western burrowing owl<br>*Athene cunicularia hypugaea* | FSC | CSC | Burrow sites occur in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. A subterranean nester dependent upon burrowing mammals, most notably, the California ground squirrel. | No |
| Great Gray Owl<br>*Strix nebulosa* | -- | SE | Breeds in mixed-conifer and red fir forests; prefers dense stands bordering meadows. | No |
| Vaux's swift<br>*Chaetura vauxi* | FSC | CSC | Prefers redwood and Douglas-fir communities; nests are typically placed in large hollow trees and snags. Forages high in the air over most communities; however, shows an apparent preference for foraging above rivers and lakes. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Black swift<br>*Cypseloides niger* | FSC | CSC | Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and on sea-bluffs above the surf. | No |
| Costa's hummingbird<br>*Calypte costae* | FSC | -- | Most prevalent in southern California, but does breed locally along the western edge of the San Joaquin Valley up to Santa Clara County. Inhabits primarily arid environments, including costal scrub, desert scrub, desert wash, lower-elevation chaparral and edges of desert and valley foothill riparian. | No |
| Rufous hummingbird<br>*Selasphorus rufus* | FSC | -- | Found in a wide variety of habitats with nectar producing flowers. Uses valley foothill hardwood, valley foothill hardwood coniferous, riparian and various chaparral habitats. | No |
| Lewis' woodpecker<br>*Melanerpes lewis* | FSC | -- | An uncommon, local winter resident, inhabiting oak savannas, and open deciduous and conifer environments. Breeds locally along the eastern slopes of the Coast Ranges. | No |
| Nuttall's woodpecker<br>*Picoides nuttallii* | FSC | -- | Most often found in riparian vegetation bordered by or mixed with oaks. Prefers oaks for foraging and oaks for nesting. Nests in snags. | No |
| White-headed woodpecker<br>*Picoides albolarvatus* | FSC | -- | Found in conifer forest in the Sierra Nevada from ponderosa pine type up to rid fir type. Prefers areas with large trees providing 40 to 70 percent canopy coverage. Nests in snags | No |
| Red-breasted sapsucker<br>*Sphyrapicus ruber* | FSC<br>MNBMC | -- | Breeds in timbered stands of low to intermediate density in ponderosa pine, black oak, riparian deciduous, and mixed-conifer types. Prefers to nest in deciduous trees along water courses. | No |
| Oak titmouse<br>*Baeolophus inornatus* | FSC | -- | Breeds in wooded sites from blue oak savannah up to ponderosa pine and black oak woodland types. Nests in oak cavities. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| American dipper *Cinclus mexicanus* | FSC | -- | Confined to flowing, rocky streams and rivers, but occasionally forages along alpine lakeshores. Nests in recess or on ledge, usually within 3 to 6 feet of stream surface on inaccessible rock wall, log, or bridge. | No |
| Olive-sided flycatcher *Contopus cooperi* | FSC | -- | A summer resident that utilizes a wide variety of forest and woodland habitats. Mixed conifer, montane hardwood-conifer, Douglas fir, redwood, red fir and lodgepole pine are preferred nesting habitats. | No |
| Little willow flycatcher *Empidonax traillii brewsteri* | -- | SE | A spring and fall migrant at lower elevations, primarily in riparian habitats from central/coastal California north. Previously bred throughout much of the lowland and montane portions of its range. Breeding is now primarily limited to the Sierra Nevada and Cascade Ranges. | No |
| Loggerhead shrike *Lanius ludovicianus* | FSC | CSC | Inhabits open areas with sparse shrubs, trees and other perches. | No |
| Bank swallow *Riparia riparia* | -- | ST | A colonial nesting species, nests primarily in riparian and other lowland habitats. Vertical banks/cliffs composed of fine textured/sandy soils near streams, rivers, lakes or the ocean are required to excavate nesting hole. | No |
| San Joaquin LeConte's thrasher *Toxostoma lecontei macmillanorum* | FSC | CSC | Primarily inhabits desert scrub, alkali desert scrub, desert succulent shrub and open desert wash communities. Rarely recorded north of Inyo and Kern counties since the 1950's. | No |
| California thrasher *Toxostoma redivivum* | FSC | -- | A common resident of foothills and lowlands in cismontane California. Occupies moderate to dense chaparral habitats, and to a lesser extent, thickets in young or open valley foothill riparian habitat. | No |
| Hermit warbler *Dendroica occidentalis* | FSC | -- | A summer visitor and migrant, breeds in mature ponderosa pine, montane hardwood-conifer, mixed conifer, redwood, Douglas fir, red fir and Jeffery pine communities. | No |
| Grasshopper sparrow *Ammodramus savannarum* | FSC | -- | A summer resident, occurring in dry, dense grasslands, containing a variety of grass, tall forbs and scattered shrubs. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Brewer's sparrow *Spizella breweri* | FSC | -- | Breeds in extensive shrub stands with moderate canopy coverage. Most commonly associated with sagebrush. | No |
| Tricolored blackbird *Agelaius tricolor* | FSC | CSC | Inhabits dense cattail marshes, marshy meadows and rangeland. A highly colonial species, it is most numerous in the Central Valley and the vicinity of California. | No |
| Lawrence's goldfinch *Carduelis lawrencei* | FSC | -- | Inhabits valley foothill hardwood, valley foothill hardwood-conifer and chaparral communities. Breeds in open oak, or other arid woodland, and chaparral communities in close proximity to water. | No |
| Bell's sage sparrow *Amphispiza belli belli* | FSC | CSC | Nests in chaparral dominated by fairly dense stands of chamise. Found in Coastal sage scrub in south of range. | No |
| **Mammals** | | | | |
| Mt. Lyell shrew *Sorex lyelli* | FSC | CSC | Very little is known about this species: all records are from the vicinity of Mt. Lyell. This species appears to favor riparian areas and other moist situations. | No |
| Pale Townsend's big eared bat *Corynorhinus townsendii pallescens* | FSC | CSC/BLM Sensitive | Inhabits a wide variety of environments, but most common in mesic sites. Roosting, maternity and hibernacula sites free from human disturbance are required. | No |
| Pacific western big-eared bat *Corynorhinus townsendii townsendii* | FSC | CSC/BLM Sensitive | Occupies the humid, coastal regions of northern and central California in a wide variety of habitats. Roosts in caves, buildings and mine tunnels. This species is highly sensitive to human disturbance at roosting, maternity and hibernacula sites. | No |
| Spotted bat *Euderma maculatum* | FSC | CSC/BLM Sensitive | Occurs in a variety of environments, ranging from deserts and grasslands to mixed conifer forests; roosts in rock crevices along cliffs or caves. | No |
| Small-footed myotis bat *Myotis ciliolabrum* | FSC | BLM Sensitive | Inhabits relatively arid wooded and brushy uplands in close proximity to water from sea level to about 8,900 feet. Maternity colonies may occur in buildings, caves and mines. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Long-eared myotis bat *Myotis evotis* | FSC | BLM Sensitive | May be found in a variety of brush, woodland and forest communities from sea level to about 9,000 feet; shows a preference toward coniferous woodlands and forests. Nursery colonies located in buildings, crevices, spaces under bark and in snags; night roosting in caves. | No |
| Fringed myotis bat *Myotis thysanodes* | FSC | BLM Sensitive | May be found in a variety of environments; valley and foothill hardwood, hardwood-conifer and pinyon-juniper woodland provide optimal habitat. Maternity colonies and roosts located in caves, mines, buildings and crevices. | No |
| Long-legged myotis bat *Myotis volans* | FSC | BLM Sensitive | This species is most commonly associated with woodland and forest communities above 4,000 feet. However, may also forage in chaparral, coastal scrub, Great Basin shrub habitats and in early successional stages of woodlands and forests. Occurrence records range from sea level to 11,400 feet. Roosts in rock crevices, buildings, under tree bark, in snags, mines and caves. | No |
| Pallid Bat *Antrozous pallidus* | -- | CSC | Common in arid and semiarid areas at relatively low elevations throughout the western Sierra Nevada. Found from annual grasslands through mixed-conifer forests. Requires caves, crevices, or buildings for roosting and breeding colonies. | No |
| Yuma myotis bat *Myotis yumanensis* | FSC | CSC/BLM Sensitive | Optimal environments include open forests and woodlands in proximity to bodies of water used for foraging; maternity colonies in caves, mines, crevices and buildings. | No |
| Greater western mastiff-bat *Eumops perotis californicus* | FSC | CSC | This species utilizes a wide range of open habitats including coastal scrub, annual grasslands and conifer woodlands. Roosts in or on buildings, crevices in cliffs, trees and in tunnels. | No |
| San Joaquin (=Nelson's) antelope squirrel *Ammospermophilus nelsoni* | FSC | ST | This species inhabits the arid grassland, shrubland and alkali sink habitats of the San Joaquin Valley and adjacent foothills. | No |
| Giant kangaroo rat *Dipodomys ingens* | FE | SE | Prefers fine sandy loam with sparse vegetation in native annual grasslands occurring along the southwestern edge of the San Joaquin Valley, to southwestern Kern County and northern Santa Barbara County. | No |

# Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| Short-nosed kangaroo rat *Dipodomys nitratoides brevinasis* | FSC | -- | Inhabits grasslands with scattered shrubs, and desert-shrub associations on powdery soils. | No |
| Fresno kangaroo rat *Dipodomys nitratoides exilis* | FE | SE | An inhabitant of alkali-sink open grassland environments in western Fresno County. Bare alkaline clay-based soils subject to seasonal inundation with more friable soil mounds around shrubs and grasses. | No |
| Tipton kangaroo rat *Dipodomys nitratoides nitratoides* | FE | SE | Occurs in the arid-land (uncultivated) communities of the Tulare Basin valley floor. They occupy alluvial fan and floodplain soils, ranging from fine sands to clay-sized particles. Woody shrubs are usually sparsely scattered with low to moderate ground cover of grasses and forbs. | No |
| San Joaquin pocket mouse *Perognathus inornatus inornatus* | FSC | -- | Inhabits grasslands and blue oak savannas. Requires friable soils. | No |
| Riparian (San Joaquin Valley) woodrat *Neotoma fuscipes riparia* | FE | CSC | Known from an area along the San Joaquin, Stanislaus and Tuolumne rivers in Stanislaus and San Joaquin Counties. An inhabitant of riparian communities containing a mixture of trees, brush and suitable nesting sites. | No |
| Southern grasshopper mouse *Onychomys torridus ramona* | FSC | CSC | Grasshopper mice are mainly found in the prairie and south-western desert areas. | No |
| Tulare grasshopper mouse *Onychomys torridus tularensis* | FSC | CSC | An inhabitant of hot, arid valleys and scrub deserts in the southern San Joaquin Valley | No |
| San Joaquin kit fox *Vulpes macrotis mutica* | FE | ST | Open, level areas with loose-textured soils are preferred. Inhabits a variety of communities including sagebrush scrub, alkali meadows, creosote bush scrub and valley grasslands. | No |
| Sierra Nevada red fox *Vulpes vulpes necator* | FSC | ST | Inhabits a variety of communities from wet meadows to forested areas; prefers forests that are interspersed with meadows or alpine fell-fields. Dense vegetation and rocky areas provide cover and den sites. | No |
| California wolverine *Gulo gulo luteus* | FSC | ST/CFP | Occurs in a variety of communities, including subalpine conifer, alpine dwarf-shrub, barren, mixed conifer and lodgepole pine forests at or near timberline. Typically associated with areas of low human disturbance. | No |

## Special-Status Wildlife Species

| Species | Status | | Habitat Association | Affected by Project |
|---|---|---|---|---|
| | Federal | State | | |
| American (=Pine) marten<br>*Martes americana* | FSC | -- | Prefers multi-storied, mature mixed coniferous forests with high (>50 percent) canopy coverage, and an abundance of large snags and downed woody debris. Riparian corridors may be used for foraging and as travelways. | No |
| Pacific fisher<br>*Martes pennanti pacifica* | FSC | CSC | Prefers multi-storied, mature mixed coniferous forests with high (>50 percent) canopy coverage and an abundance of large snags and downed woody debris. Dense riparian corridors are utilized as dispersal corridors. Foraging often occurs in small (<2 acre) forest openings with significant ground cover. | No |
| Sierra Nevada bighorn sheep<br>*Ovis canadensis californiana* | FE | SE/CFP | Found only in the southern and central reaches of California's Sierra Nevada. | No |

**Federal status:**

| | |
|---|---|
| FE | Listed as endangered under the Federal Endangered Species Act |
| FT | Listed as threatened under the Federal Endangered Species Act |
| FPT | Proposed for listing as threatened under the Federal Endangered Species Act |
| FC | Candidate species for listing under the Federal Endangered Species Act |
| FSC | Species of concern as identified by the U.S. Fish and Wildlife Service |
| FD | Delisted in accordance with the Federal Endangered Species Act |
| MNBMC | Migaratory Nongame Birds of Management Concern |

**State Status:**

| | |
|---|---|
| SE | Listed as endangered under the California Endangered Species Act |
| ST | Listed as threatened under the California Endangered Species Act |
| CSC | Species of concern as identified by the California Department of Fish and Game |
| CFP | Listed as fully protected by the California Fish and Game Code |
| Rare | Species identified as rare by the California Department of Fish and Game |

**SENSITIVE PLANT COMMUNITIES:**

Southern Interior Cypress Forest
Sycamore Alluvial Woodland
Great Valley Valley Oak Riparian Forest
Northern Claypan Vernal Pool
Northern Hardpan Vernal Pool
Central Valley Drainage Hardhead/Squawfish Stream
Valley Saltbush Scrub
Valley Sink Scrub
Big Tree Forest
Valley Sacaton Grassland

# APPENDIX G

Photographs of the Project Site

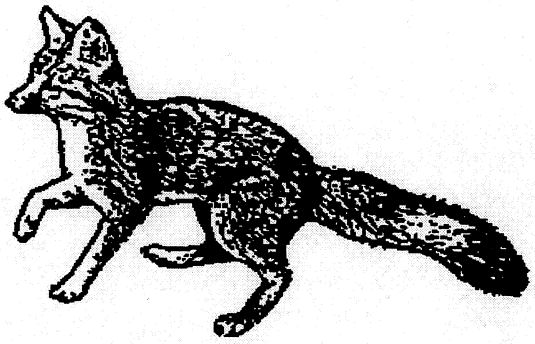




**Figure 1**. Disced grape vineyard on project site.

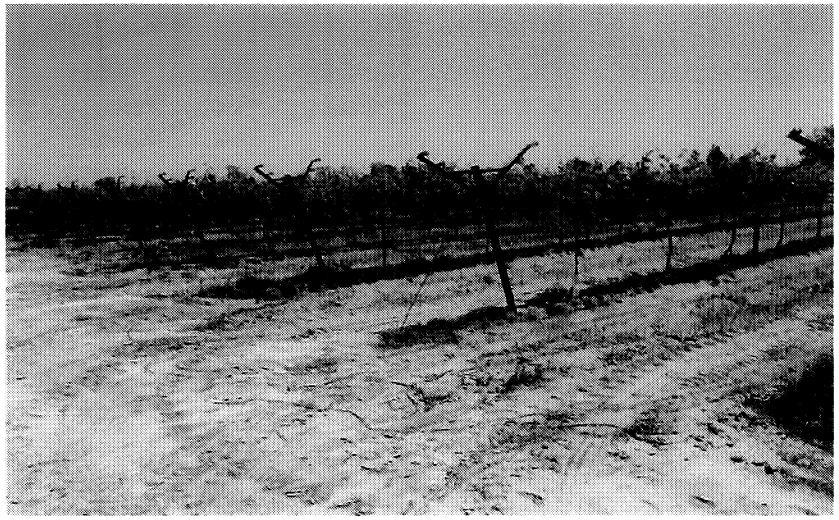


**Figure 2**. Grape vineyards on project site.

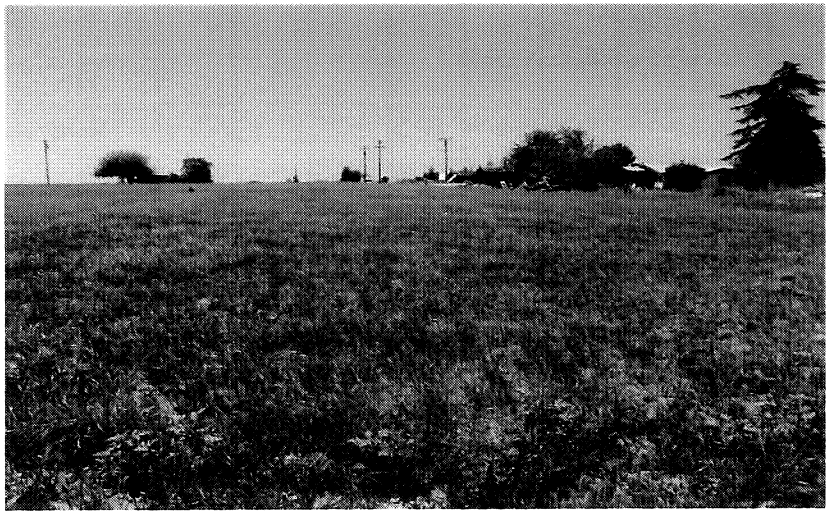


**Figure 3**. Disced grape vineyard on project site.



**Figure 4**. Old grape vineyard on project site.

**MBA Selma Crossing Project. Photos by H&A in April 2007.**

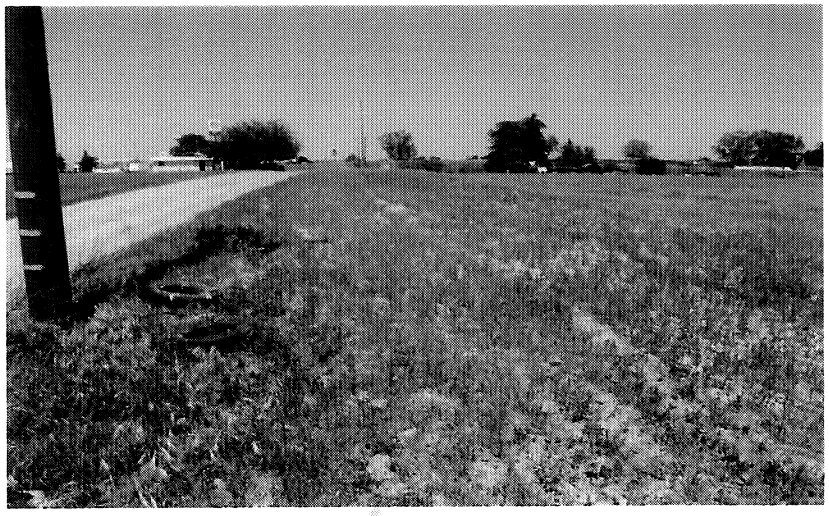


**Figure 1**. Disced grape vineyard on project site.

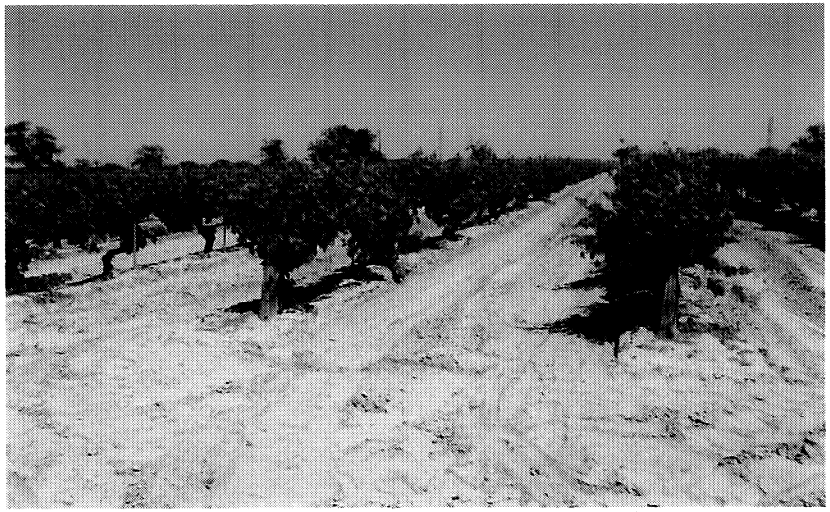


**Figure 2**. Grape vineyards on project site.

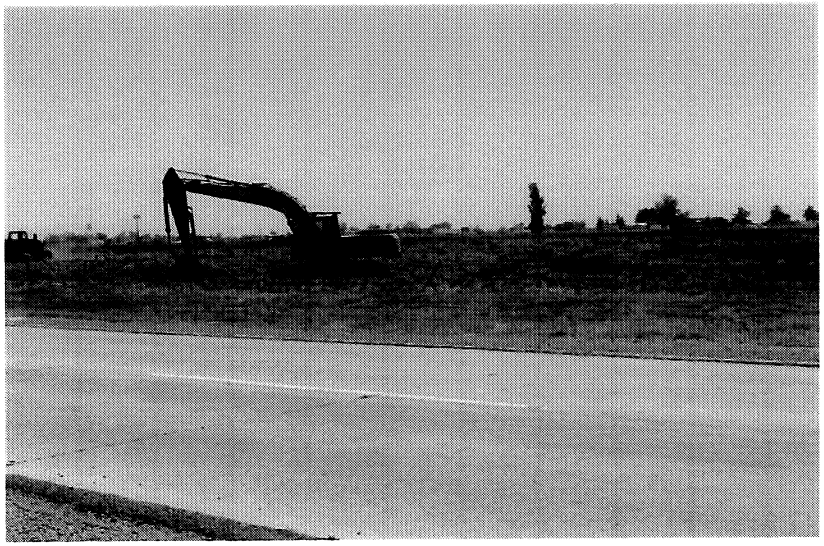


**Figure 3**. Old grape vineyards on project site.

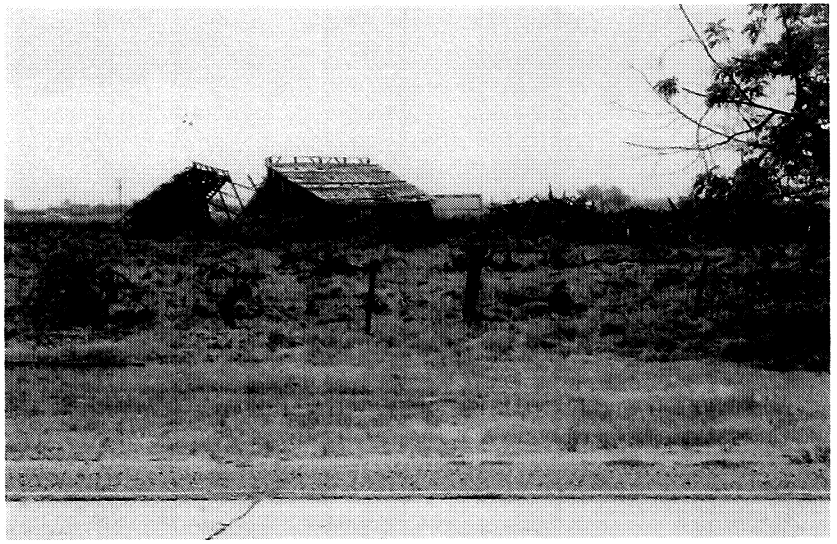


**Figure 4**. Old abandoned house on project site.

**MBA Selma Crossing Project. Photos by H&A in April 2007.**

# D.2 - Biological Resources Assessment

# Biological Resources Assessment
# Selma Crossings Commercial Development Project
# Unincorporated Fresno County, California

Selma, California, USGS 7.5-minute Topographic Quadrangle Map
Section 17, Township 16 South, Range 22 East

Prepared for:

City of Selma
1710 Tucker Street
Selma, CA 93662

Contact: Bryant Hemby, Assistant Planner

Prepared by:

**Michael Brandman Associates**
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Contact: Kelly Rios, Senior Project Manager

Field Survey: June 11, 2008
Report Date: June 29, 2011

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## SECTION 1: SUMMARY

A biological resources assessment was conducted by Michael Brandman Associates (MBA) within the Selma Crossings Commercial Development Project (Project) on June 11, 2008. This report contains information regarding the biological resources of an additional 20-acre parcel that will be used for a drainage/retention basin for the project. This report also supplements the biological resources report prepared for the project by Halstead Associates that covered the original 304 acres of the project site. The current revised project site has been reduced to 308 gross acres including the drainage/retention basin, so the land area covered by the report goes beyond the current project boundaries. MBA's biologist reviewed the report prepared by Halstead Associates that covered the 304 acres of the project site to ensure that the findings remain valid. Based on the updated record searches and the other more recent field work conducted in the vicinity by MBA biologists, no additional field work is recommended. The mitigation measures proposed for preconstruction field surveys for endangered species provide added assurance that the project will not impact endangered species. This report also provides a biological analysis for CEQA compliance and mitigation measures for proposed construction activities that may potentially impact biological resources within the project site.

The project site is comprised of an actively farmed row crops and a disked field. Adjacent lands include actively farmed vineyards, fallow vineyards, disked fields, a single-family residence, peach orchards, State Route 99 (SR-99), a gas station, a recycling center, Golden State Boulevard, mini storage facility, and a convenience store. Lands in the general vicinity include agricultural lands, single-family farm residences, and commercial development.

This additional 20-acre parcel is located north of East Kamm Avenue, south of East Mountain View Avenue, east of South Dockery Avenue, and west of South Van Horn Avenue. The location of the project site corresponds to Selma, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle. The project site occurs on relatively flat agricultural lands.

Although, the burrowing owl, Swainson's hawk, and San Joaquin kit fox are known to occur within the vicinity of the project site there were no sensitive wildlife or plant species detected on the site. Commonly observed species in the area included Audubon cottontail rabbit, California ground squirrel, Brewers blackbird, European starling, American crow, northern mockingbird, western kingbird, American robin, house finch, house sparrow, red-tailed hawk, and variety of sparrows and warblers. The only reptile observed was the western fence lizard (*Sceloporus occidentalis*) and amphibian tadpoles (*Bufo americanus*) were observed in an offsite irrigation ditch.

There are no blue-line drainages or jurisdictional features on the project site.

## SECTION 2: INTRODUCTION

On behalf of the City of Selma, MBA conducted a biological resources assessment to document existing biological conditions within an additional 20-acre parcel that has been included with the overall 324-acre project site (the Project) located south of the City of Selma, Fresno County, California (Exhibit 1). The information presented in this report provides information regarding the potential impacts to biological resources associated with the project site. The environmental policies and regulations pertinent to the project site are discussed in this report.

The purpose of the biological resources assessment is listed below:

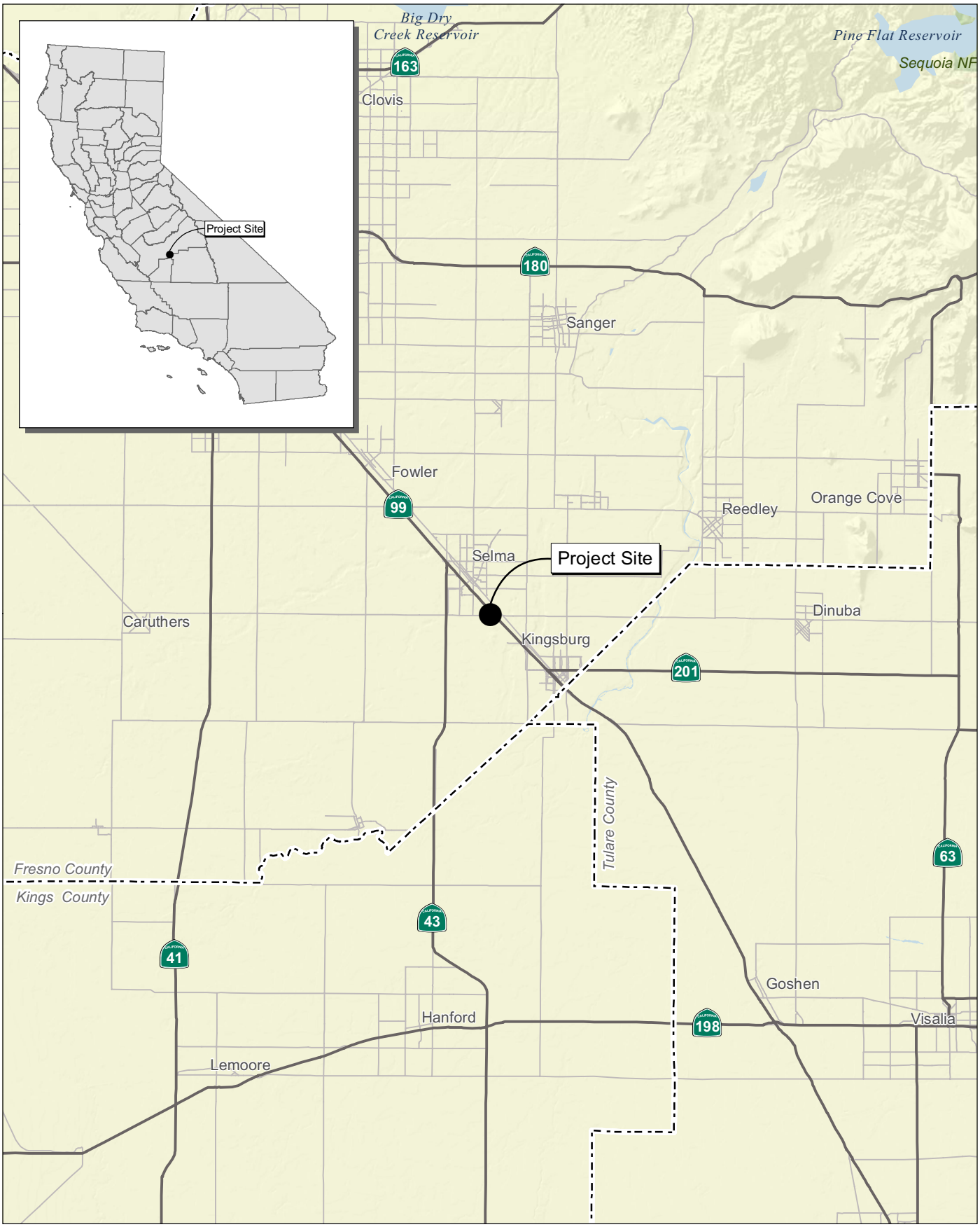
- Generally characterize all habitat types within the project site.
- Determine the presence or absence of habitat suitable for special-status plant and wildlife species.
- Determine the presence or absence of waters of the U.S. and waters of the State, including wetlands.
- Determine the presence or absence of other sensitive resources within the project site.
- Provide compliance with the CEQA.

### 2.1 - Project Site Location

The project site is located just south of the City of Selma, Fresno County, California and situated south of the 304-acre parcel previously surveyed by Halstead & Associates during the biological field surveys conducted on April 25 and 26, 2007. (The Halstead & Associates Biological Reconnaissance Survey is provided under separate cover). This additional 20-acre parcel is located north of East Kamm Avenue, south of East Mountain View Avenue, east of South Dockery Avenue, and west of South Van Horn Avenue. The project site is specifically located on the Selma, California, United States Geological Survey (USGS) 7.5-minute topographic quadrangle map, Section 17, Township 16 South, Range 22 East (Exhibits 2 and 3).

### 2.2 - Project Description

The proposed project consists of the phased development of approximately 3.45 million square feet of commercial retail, office, visitor-serving commercial, and residential uses and associated infrastructure on approximately 308 gross acres in the City of Selma.




Source: Census 2000 Data, The CaSIL, MBA GIS 2011.

Michael Brandman Associates

NORTH

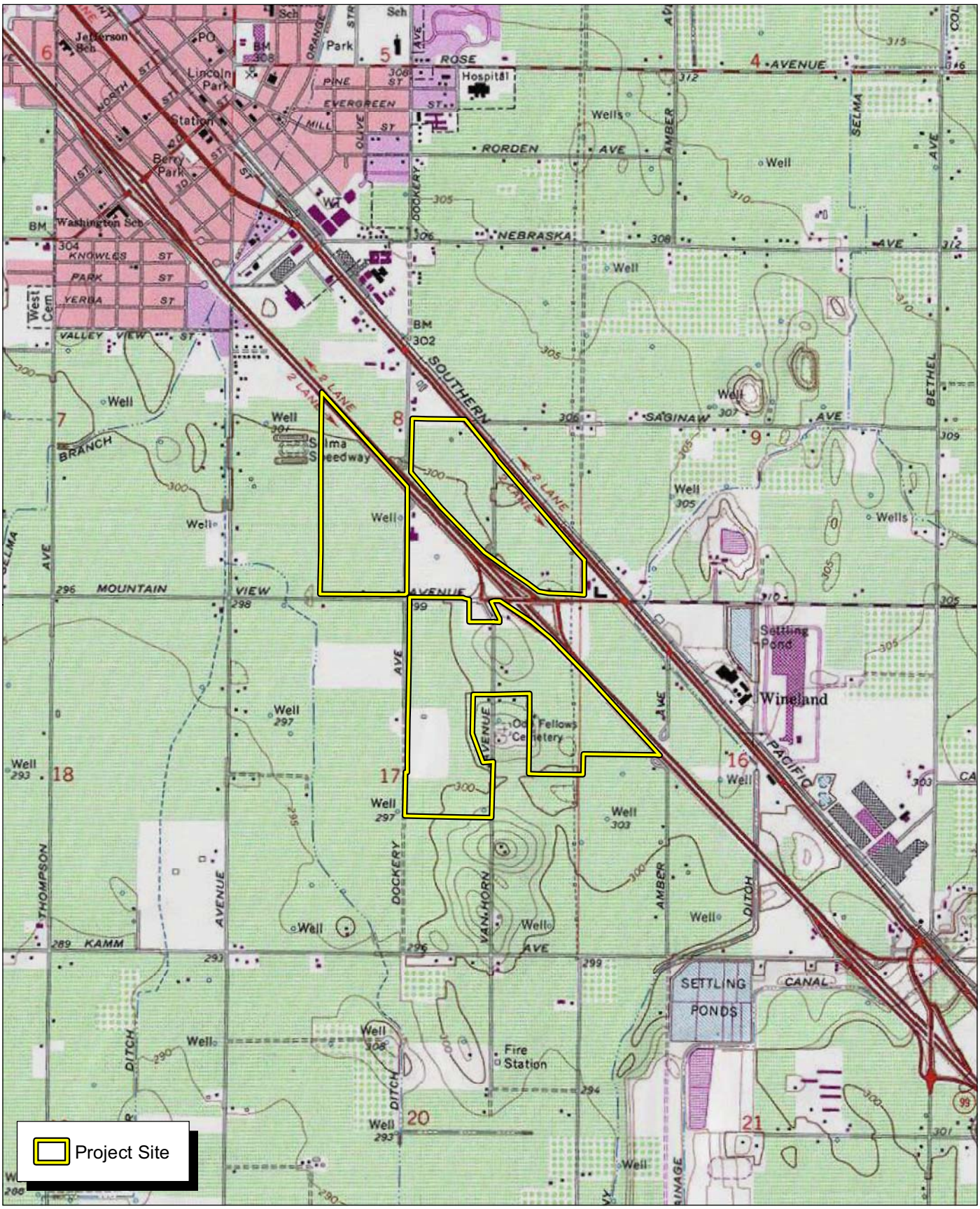
5 2.5 0 5

Miles

# Exhibit 1
# Regional Location Map

31130002 • 06/2011 | _regional.mxd

CITY OF SELMA • SELMA CROSSINGS PROJECT
BIOLOGICAL RESOURCES ASSESSMENT



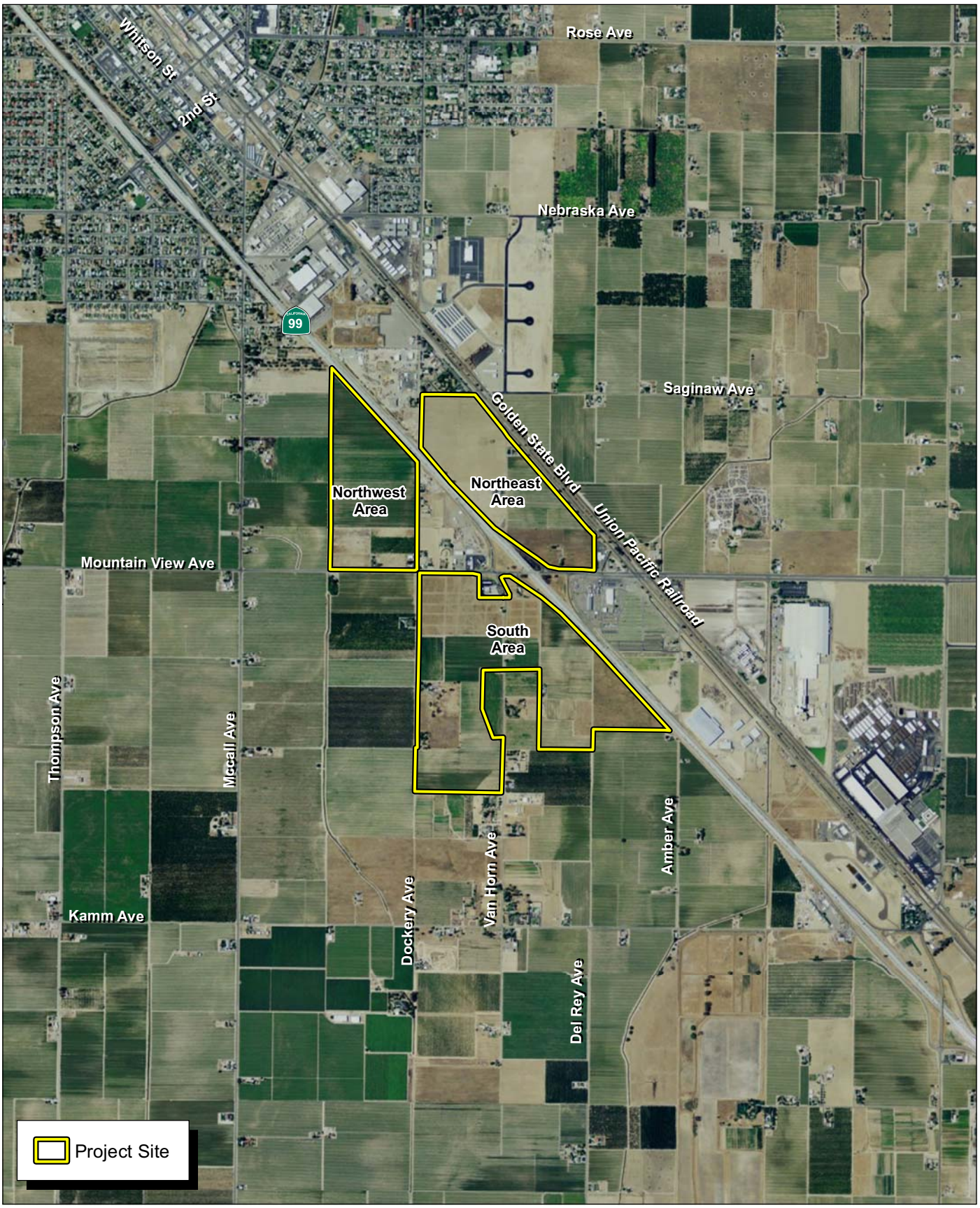

Source: TOPO! USGS Selma (1981) 7.5' DRG.

# Exhibit 2
# Local Vicinity Map
# Topographic Base

NORTH

2,000 1,000 0 2,000 Feet

Michael Brandman Associates




Source: ESRI Aerial Imagery

NORTH

2,000 1,000 0 2,000

Feet

Michael Brandman Associates

# Exhibit 3
# Local Vicinity Map
# Aerial Base

## 2.3 - Survey Methods

Analysis of the biological resources associated with the project site consisted of a review of previous survey reports conducted on the project site and relevant literature research. The objectives of the biological resources assessment were to 1) conduct a general site evaluation of the 20-acre property for potential suitable habitat for plant and wildlife species and 2) identify potential waters of the State subject to jurisdiction of the California Department of Fish and Game (CDFG), Central Valley Regional Water Quality Control Board (Regional Board), and/or waters and/or wetlands of the United States subject to the jurisdiction of the United States Army Corps of Engineers (USACE). The entire 20-acre parcel was surveyed on foot by a qualified MBA biologist.

Prior to conducting the field survey on the project site, the following literature sources were reviewed:

- The Selma, California USGS 7.5-minute topographic quadrangle;
- Aerial photography of the project site (Google Earth 2008); see Exhibit 3.
- Natural Resource Conservation Service (NRCS) soils map of the project site.
- California Natural Diversity Data Base (CNDDB) records for the Selma, California and the surrounding eight topographic quadrangles.
- CDFG California Wildlife Habitat Relationship System (CWHR).
- U.S. Fish and Wildlife Service (USFWS) list of endangered and threatened species that may occur in or be affected by the project, in the Selma, California quadrangle.
- The California Native Plant Society (CNPS) online Inventory of Rare and Endangered Vascular Plants of California.

### 2.3.1 - Literature Review

Sensitive biological resources present, or potentially present, were identified through a literature review using the sources listed below. The primary objective of the literature review was to evaluate the extent of suitable habitat for any potentially occurring sensitive plant or wildlife species that may occur within the project site. Field guides and other literature pertinent to the project site were also consulted. Evaluation of the project site included a review of species and habitats with special survey requirements. The review included, but was not limited to, the following resources:

- California Native Plant Society (Skinner and Pavlik 1994),
- California Natural Diversity Database (CNDDB 2008),
- Jepson Manual, Higher Plants of California (Hickman 1993),
- Amphibian and Reptile Species of Special Concern in California (Jennings and Hayes 1994),
- California Birds: Their Status and Distribution (Small 1994),

- Field Guide to Birds of North America (Sibley 2003),
- Mammalian Species of Special Concern in California (Williams 1986).

### Topographic Maps and Aerial Photographs

MBA reviewed current USGS 7.5-minute topographic quadrangle map(s) and aerial photographs as a preliminary analysis of the existing conditions within the project site and immediate vicinity. Information obtained from the review of topographic maps included elevation range, general watershed information, and potential drainage feature locations. Aerial photographs provide a view of the most current site conditions related to onsite and offsite land-use, plant community locations, and potential wildlife movement corridors.

### Soil Surveys

Many sensitive plant species have a limited distribution based exclusively on soil type. The United States Department of Agriculture (USDA) has published soil surveys that describe the soil series that occur within a particular area. A soil series is a group of soils with similar profiles. These profiles include major horizons with similar thickness, arrangement, and other important characteristics. These series are further subdivided into soil mapping units, which provide specific information regarding soil characteristics. Pertinent USDA soil survey maps were reviewed to determine the existing soil mapping units within the project site and to establish if soil conditions onsite are suitable for any sensitive plant species.

## 2.3.2 - Field Survey Methods

The following describes the specific survey methodology for the habitat assessment survey and biological resources study conducted for the proposed project.

### Habitat Assessment Survey

A habitat assessment and biological resources study was performed on foot by qualified MBA biologist T'Shaka Touré on June 11, 2008.

In the field, the biologist referred to aerial photographs with the project site boundary outlined for reference while conducting the survey. Plant communities were mapped using recent aerial photography and plant community descriptions based on respected sources (Holland 1986).

Parameters assessed regarding the habitat requirements for special status plant and wildlife species known to occur in the area include the presence of suitable physical characteristics (slope, aspect, and hydrology), vegetation and plant community compositions, and soil substrates. Additionally, the presence of suitable habitat for nesting, roosting, foraging, basking, dispersing, or other behavioral actions was assessed. Any evidence of previous disturbance on the project site was carefully noted and documented.

Common plant species observed during the site survey were identified by visual characteristics and morphology and recorded in a field notebook. Less familiar plants were identified offsite using taxonomical guides. Taxonomic nomenclature used in this study follows Jepson (2009). In this report, scientific names are provided immediately following common names for the first reference only. A list of all plants species observed onsite is provided in Appendix A.

Wildlife species were detected during the survey by sight, calls, tracks, scat, and other signs. All wildlife species detected were recorded in a field notebook. Notations were made regarding general habitat conditions for sensitive species potentially occurring on the project site, based on preliminary literature review. A list of all wildlife species detected during the field survey is provided in Appendix A.

### 2.3.3 - Survey Limitations

Many amphibians, reptiles, and mammals are secretive by nature and some are only nocturnally active, making diurnal observations problematic. In addition, the survey was conducted in early summer. Many spring plants and wildflower species have begun to die back and their flower may no longer be recognizable. Observations of diagnostic signs may provide evidence of occurrence of these species. Otherwise, conclusions regarding potential occurrence are based on consideration of habitat suitability factors.

# SECTION 3: ENVIRONMENTAL SETTING

## 3.1 - Regional Context

The project site is located in San Joaquin Valley of central California, south of the City of Selma. The valley lies east of the Coast Range and west of the Sierra Nevada Mountain Range.

## 3.2 - General Land Use

The project site consists of undeveloped agricultural land that contains row crops, orchards, and disked fields. Surrounding land uses consist primarily of agricultural areas, some commercial, and residential single-family farms. Specifically, existing uses include single-family residential to the north and south, commercial development to the northeast, and active agricultural fields and orchards in all directions.

## 3.3 - Topographic Features

Topographically, the project site is relatively flat with an average elevation of 302 feet above mean sea level (msl). A man-made irrigation ditch is located southwest of the project site.

### Soils

The project site contains two soil-mapping units within the project site, Hanford fine sandy loam (Hm) and Pollasky sandy loam (PmB), 2 to 9 percent slopes, according to the Natural Resource Conservation Service.

### Jurisdictional Waters

There are no blue-line drainages or jurisdictional features on the project site.

## 3.4 - Disturbance

The project site has been subject to active agriculture for a significant period of time, resulting in the absence of native plant species. The project site is routinely farmed and disked, reducing the likelihood of any special-status species occurring on the project site.

# SECTION 4: RESULTS

## 4.1 - Field Surveys

MBA biologist, T'Shaka Touré conducted a biological resource assessment on the project site for all commonly occurring as well as any potentially occurring sensitive species known to occur within the vicinity of the project site as listed in the CNDDB (2008). The entire 20-acre additional parcel of the overall project site was surveyed on foot during the June 11, 2008 survey. The following is a summary of the results from the biological resources assessment conducted on the project site for plant and wildlife species.

## 4.2 - Habitat Types/Plant Communities

The plant community that occurs within the project site consists of typical valley floor agricultural lands referred to as active agricultural. The area has been leveled, disked, planted, irrigated, and clean farmed with row crops. Plant species observed during the surveys consisted of weedy non-native annual plants such as ripgut brome.

The habitat suitability for each sensitive plant species known to occur within the vicinity of the project site was analyzed (CNDDB 2008). The plant community for the project site had not changed since the field surveys conducted during the 2007 field season by Halstead & Associates. Appropriate field guides were used to assist with plant species identifications. Scientific names are provided immediately following common names of wildlife species for the first reference only. A list of all plant species observed on the project site is provided in Appendix A. Table 1 provides a summary of the plant community acreages.

**Table 1: Plant Community Acreages**

| Plant Community | Approximate Area (acres) |
|---|---|
| Active agricultural field | 20 |
| **TOTAL** | **20** |

**Active Agriculture Field (A)**

The entire 20-acre additional parcel consists of an active agricultural field to include irrigated row crops, field crops, and barren land with ruderal vegetative cover. Herbaceous plant species present along the edges of the agricultural field include puncture vine (*Tribulus terrestris*), horseweed (*Conyza canadensis*), bearded sprangletop (*Leptochloa fascicularis*), and pitseed goosefoot (*Chenopodium berlandieri*).

## 4.3 - Wildlife Species

Wildlife species detected during visual encounters, calls, wildlife tracks, scat, and other diagnostic signs were recorded in a notebook and mapped. The habitat suitability for each sensitive wildlife species known to occur within the vicinity of the project site was analyzed (CNDDB 2008). Appropriate field guides were used to assist with wildlife species identifications. Scientific names are provided immediately following common names of wildlife species for the first reference only. A list of all wildlife species observed on the project site is provided in Appendix A.

### 4.3.1 - Amphibians

While no amphibians were observed, the western toad (*Bufo boreas*) and pacific tree frog (*Pseuadcris regilla)* could be expected to periodically occupy the area.

### 4.3.2 - Reptiles

The agricultural field and orchards exhibited habitat for commonly encountered reptile species. Although not detected, the occurrence of the western fence lizard is likely to occur.

### 4.3.3 - Birds

Ornamental trees and orchard groves are located adjacent to the project site. Trees and shrubs could potentially be used by many common bird species as nesting, foraging, and cover habitat. Bird species commonly observed onsite include western scrub jay (*Aphelocoma californica*), mourning dove (*Zenaida macroura*), and Brewer's blackbird (*Euphagus cyanocephalus*).

### 4.3.4 - Mammals

An Audubon's cottontail (*Sylvilagus audubonii*) and California ground squirrel (*Spermophilus beecheyi*) were detected on the project site. The agricultural fields and ruderal field exhibited suitability habitat with limited foraging area for California ground squirrels activity.

### 4.3.5 - Wildlife Movement Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat, separating different populations of a single species. Corridors effectively act as links between these populations. The project site is located in an urban environment surrounded by roadways that impede wildlife movement across the

project site. In addition, there are no local or regional wildlife corridors present on the project site. As such, the project site does not contain any wildlife movement corridors.

## SECTION 5: SENSITIVE BIOLOGICAL RESOURCES

### 5.1.1 - Special-Status Plant Species

Based on the CNDDB records search for the Selma 7.5 USGS quadrangle map, there are no sensitive plant species known to occur in the project site or the immediate surrounding vicinity (CNDDB 2008).

### 5.1.2 - Sensitive Plant Communities

Based on the CNDDB records search for the Selma 7.5 USGS quadrangle map, there are no sensitive plant communities known to occur in the project site or the immediate surrounding vicinity (CNDDB 2008).

### 5.1.3 - Special-Status Wildlife Species

Based on the CNDDB records search for the Selma 7.5 USGS quadrangle map there are three sensitive wildlife species known to occur in the vicinity of the project site (CNDDB 2008) and include burrowing owl (*Athene cunicularia*), detected approximately 9.3 miles away from the project site, Swainson's hawk (*Buteo swainsoni*), detected approximately 2.8 miles away from the project site, and San Joaquin kit fox (*Vulpus macrotis mutica*), detected approximately 7.4 mile away from the project site. The burrowing owl is a species of special concern, and the Swainson's hawk is a state listed threatened species. The San Joaquin kit fox is listed both as a state and federally endangered species. Upon the completion of the 2007 and 2008 field season surveys, none of the species listed above were detected on the project site. In addition, these species are not expected to occur on the project site based on the lack of habitat suitability due to ongoing agricultural activities.

### 5.1.4 - Raptor Foraging Habitat

The project site contains open foraging habitat for common and sensitive raptor species known to occur in the area as year-round residents or seasonal migrants. The known range and foraging requirements for many raptor species are widespread and include a wide variety of habitats, including those that occur within the project site. The agricultural fields provide good quality foraging opportunities for most raptor species. Foraging habitat on the site is most likely to be used by common hawks such as red-tailed hawk and red-shouldered hawk (*Buteo lineatus*), and common owls such as barn owl (*Tyto alba*) and great-horned owl (*Bubo virginianus*).

### 5.1.5 - Nesting Birds

The Migratory Bird Treaty Act (MBTA) protects all native wild birds found in the United States. Resident game birds are managed separately by each state. The MBTA makes it unlawful for anyone to kill, capture, collect, possess, buy, sell, trade, ship, import, or export any migratory bird including feathers, parts, nests, or eggs, without a permit.

Section 3503 of the California Fish and Game Code (CFG Code) makes it illegal to destroy any birds' nest or any birds' eggs that are protected under the MBTA without a permit. Section 3503.5 further protects all birds in the orders Falconiformes and Strigiformes, birds of prey, such as hawks and owls, and their eggs and nests from any form of take.

The project site does not contain any large trees to support suitable nesting and foraging habitat for avian species, including raptors, protected under the MBTA and CFG Code.

## 5.2 - Jurisdictional Waters and Wetlands

No formal jurisdictional assessment was conducted for the project site. Based upon MBA's reconnaissance-level field survey, the project site contains no waters or wetlands potentially under the jurisdiction of the United States Army Corps of Engineers (USACE), California Department of Fish and Game (CDFG) and/or the Regional Water Quality Control Board (RWQCB). No USGS topographic blue-line features occur on or in the immediate vicinity of the project site. Therefore, installation of the proposed project has no potential to impact any waters or wetlands potentially under the jurisdiction of USACE, CDFG, and/or RWQCB.

## 5.3 - Habitat Connectivity and Wildlife Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat, separating different populations of a single species. Corridors act as links between these "islands" and populations. Wildlife corridors represent a specific route that is used for movement and migration of species between lands that have been constrained. A corridor may be different from a "linkage" because it represents a smaller or narrower avenue for movement. A linkage is generally defined as an area of land, which supports or contributes to the long-term movement of wildlife and genetic exchange by providing live-in habitat that connects to other habitat areas.

The project site is located in the San Joaquin Valley, adjacent to and surrounded by agricultural fields and associated roads. Development of the project site would not impede wildlife movement as the adjacent undeveloped land provides connectivity to the open space. Therefore, the project site is not located within a wildlife movement corridor.

## SECTION 6: DISCUSSION

The biological resources assessment was used to evaluate the potential impacts to biological resources using impact significance criteria, which implement the policy statement contained in Section 21001(c) of the Public Resources Code CEQA Statutes. This section reflects that the legislature has established it to be the policy of the state to:

> *"Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self perpetuating levels, and preserve for future generations representations of all plant and animal communities.."*

The following definitions establish the significance criteria for biological resources:

- Endangered means that the species is listed as endangered under state or federal law.
- Threatened means that the species is listed as threatened under state or federal law.
- Sensitive habitat refers to habitat for plants and animals (1) that play a special role in perpetuating species using the habitat on the project site, and, (2) without which there would be substantial danger that the population of that species would drop below self-perpetuating levels.
- Substantial effect means significant loss or harm of a magnitude that, based on current scientific data and knowledge, (1) would cause a species or a native plant or animal community to drop below self-perpetuating levels on a statewide or regional basis or, (2) would cause a species to become threatened or endangered.

Pursuant to thresholds of significance used in this analysis, impacts to the following biological resources were deemed insignificant or significant owing to a number of factors including likelihood of occurrence onsite, presence of suitable habitat, or known abundance on a regional scale. Impacts found to be significant follow the CEQA environmental checklist as outlined in the CEQA Guidelines.

According to Appendix G of the State CEQA Guidelines, a project may be determined to have a significant impact if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## 6.1 - Special-Status Plant Species

There are no special-status, threatened or endangered, plant species on the project site.

## 6.2 - Sensitive Plant Communities

There are no sensitive plant communities on the project site.

## 6.3 - Special-Status Wildlife Species

### Threatened or Endangered Wildlife Species

Although, no threatened or endangered wildlife species were detected onsite, in order to avoid potential impacts to the Swainson's hawk and San Joaquin kit fox the following avoidance measures are proposed.

**Swainson's hawk** (*Buteo swainsoni*)

Although this species was not detected on the project site, if construction activities occur during the Swainson's hawk nesting season (March 1 through September 15), a nesting raptor survey is recommended by a qualified biologist on the project site and within a 250-foot buffer of the project site, 5-days prior to construction activities. Should an active nest be identified, the CDFG shall be contacted to determine avoidance and mitigation measures pursuant to the *California Department of Fish and Game, Mitigation Guidelines for Swainson's Hawk* (CDFG 1994). Pursuant to CDFG, mitigation may be required for impacts to Swainson's hawk foraging habitat. Based on the CNDDB (2008) Selma quadrangle map the nearest nesting tree is approximately 2.8 miles away from the project site. Projects within 5 miles of an active nest tree but greater than 1 mile from the nest tree shall provide 0.75 acres of Habitat Mitigation land for each acre of foraging habitat impacted.

**San Joaquin kit fox** (*Vulpus macrotis mutica*)

Although this species was not detected on the project site, it is recommended that prior to ground-disturbing activities on the project site a qualified biologist shall conduct a 30-day pre-construction San Joaquin kit fox survey to identify any potential kit fox species or denning locations. If kit foxes or kit fox dens are detected, a qualified biologist shall contact USFWS and implement the USFWS "*Standard Recommendations for the Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance*" (USFWS 1999).

With the above mentioned avoidance measures in place, potential impacts to Swainson's hawk or San Joaquin kit fox should be reduced or eliminated. Therefore, project related impacts to the above-mentioned threatened or endangered species will be reduced to less than significant.

### Special-Status Wildlife Species

Although, no special-status wildlife species were detected onsite, in order to avoid potential impacts to the burrowing owl, the following avoidance measure is recommended.

**Burrowing owl** (*Athene cunicularia*)

Although this species was not detected on the project site, prior to ground-disturbing activities for each construction buildout phase of the project, a qualified biologist shall conduct a 30-day pre-construction burrowing owl survey to determine the presence or absence of this species. If burrowing owls are determined to be present, mitigation measures for potential impacts to this species shall follow the guidelines outlined by the Burrowing Owl Consortium (BOC), including passive relocation.

Potential impacts to non-listed species are considered less than significant due to the minimal size and overall extent of impacts resulting from the proposed project. Impacts to suitable foraging habitat would not cause this species to drop below a self-perpetuating level on a statewide or regional basis and would not cause this species to become threatened or endangered. Therefore, project related impacts to the above-mentioned special-status species is not a significant impact. Impacts associated with the MBTA and CDFG Code are covered above.

## 6.4 - Nesting Birds

The project site does not contain trees that could provide suitable nesting habitat for avian species protected by the Migratory Bird Treaty Act (MBTA) during the nesting season. However, the project site does contain suitable nesting habitat for ground-dwelling avian species. Therefore, its recommended that either (1) future vegetation removal associated with development of the property be conducted outside of the bird-breeding season, which extends from February 15 to August 31 or (2) a qualified biologist shall conduct a ground nesting bird survey within 5 days of proposed grading activity during the nesting season.

With the above mentioned avoidance measures in place, potential impacts to nesting birds should be reduced or eliminated. Therefore, project related impacts to the above-mentioned threatened or endangered species will be reduced to less than significant.

## 6.5 - Jurisdictional Waters and Wetlands

No potentially jurisdictional water or wetlands occur within or immediately adjacent to the project site. Installation of the proposed project will not impact waters or wetlands subject to USACE, CDFG or RWQCB jurisdiction. Therefore, no significant impacts are anticipated.

## 6.6 - Habitat Connectivity and Wildlife Corridors

The project site is not located within a wildlife movement corridor. Therefore, no significant impacts are anticipated.

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# Appendix A:
# Floral and Faunal Compendia

# FLORAL COMPENDIUM

| Asteraceae | Sunflower Family |
|---|---|
| *Conyza canadensis* | horseweed |
| * *Lactuca serriola* | prickly lettuce |
| * *Taraxacum officinale* | dandelion |
| **Brassicaceae** | **Mustard Family** |
| * *Brassica* sp. | mustard |
| * *Hirschfeldia incana* | short pod mustard |
| **Chenopodiaceae** | **Goosefoot Family** |
| * *Salsola tragus* | Russian thistle |
| **Convolvulaceae** | **Morning Glory Family** |
| * *Chenopodium berlandieri* | pitseed goosefoot |
| * *Convolvulus arvensis* | field bindweed |
| **Fabaceae** | **Pea Family** |
| * *Lotus corniculatus* | birdfoot trefoil |
| * *Trifolium repens* | white clover |
| **Magnoliaceae** | **Magnolia Family** |
| * *Magnolia tripetala* | umbrella tree |
| **Poaceae** | **Grass Family** |
| **Avena fatua* | wild oat |
| **Bromus diandrus* | ripgut grass |
| **Bromus hordeaceus* | soft chess |
| **Cynodon dactylon* | Bermuda grass |
| * *Leptochloa fascicularis* | bearded sprangletop |
| * *Lolium perenne* | perennial ryegrass |
| **Zygophyllaceae** | **Caltrop Family** |
| **Tribulus terrestris* | puncture vine |

* Indicates non-native species

## FAUNAL COMPENDIUM

| | |
|---|---|
| **Birds** | |
| **Columbidae** | **Pigeons and Doves** |
| *Zenaida macroura* | mourning dove |
| **Corvidae** | **Jays and Crows** |
| *Aphelocoma californica* | western scrub jay |
| **Mammals** | |
| **Leporidae** | **Rabbits and Hares** |
| *Sylvilagus audubonii* | Audubon's cottontail |
| **Sciuridae** | **Squirrels** |
| *Spermophilus beecheyi* | California ground squirrel |

# Appendix E:
# Phase I Cultural Resources Assessment

# Phase I Cultural Resources Assessment
# and
# Paleontological Records Review
# Selma Crossings Project
# Selma, Fresno County, California

Conejo and Selma, California, USGS 7.5-minute Topographic Quadrangle Maps
Township 16 South, Range 22 East, Sections 8, 16, and 17
308-Acre Study Area

Prepared for:

**City of Selma**
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Selma, CA 93662
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Prepared by:

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Michael Brandman Associates

Fieldwork Conducted By: Carrie D. Wills and Jennifer Sanka
Fieldwork Conducted On: February 24, 2007 and March 7, 2008
Report Date: June 28, 2011

Keywords: Historic structures, Selma, Mountain View Avenue, Highland Avenue

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## MANAGEMENT SUMMARY

This report documents a Phase I Cultural Resource Assessment and paleontological review for the 308-acre Selma Crossings Project (project) located south of the City of Selma, in Fresno County, California. Michael Brandman Associates (MBA) has conducted this investigation for the City of Selma. The purpose of the study was to determine if cultural resources more than 45 years old were present within the project area and if they would be affected by project development.

Staff at the Southern San Joaquin Valley Archaeological Information Center (SSJVAIC), located in Bakersfield, conducted a cultural resource record search on January 18, 2007. The record search included the project area and a radius of 0.25 mile. The record search indicated that one cultural resource study has been conducted within the project area and one within 0.25 mile. No cultural resources have been previously recorded within the project area or the 0.25-mile search radius.

MBA contacted the Native American Heritage Commission (NAHC) on January 3, 2007 requesting a Sacred Lands File search for traditional cultural properties. The response from the NAHC was received on January 3, 2007. The NAHC response indicated that no sacred lands or traditional cultural properties are known for the project area or the immediate area. MBA subsequently sent 11 information-request letters to each tribal entity named by the NAHC on March 15, 2007. Two responses were received by MBA but both of the responses indicated the Native Americans had no concerns in regard to the proposed project development (Appendix A). If additional responses are received by MBA, they will be will be forwarded to the applicant and the City as an addendum to the report.

MBA contacted Kenneth L. Finger, Ph.D. on January 3, 2007, requesting a paleontological records search of the University of California Museum of Paleontology database. A response was received on January 9, 2007. The paleontological review indicated that no vertebrate fossil localities have been recorded with 10 miles of the project site; however, 204 vertebrate localities exist for Fresno County. Although no previously identified fossil sites have been found within the project area, there is a high potential for impacts to deeply buried paleontological resources. Therefore, a qualified paleontological monitor should be onsite during deeper excavations, such as sewer line trenching.

A field survey of the 308-acre project area was conducted by MBA archaeologists on February 24, 2007 and March 7, 2008. Much of the project area was planted with grapes, trees, or other crops. In addition, there were numerous residences with associated driveways, yards, etc., that obscured the ground surface visibility. Thus, only portions of the project area ground surface were visible for the survey. Taking this into account, the cultural resource sensitivity of the project area was considered low for prehistoric resources and moderate for historic resources.

No prehistoric sites, features, or artifactual materials were observed within the project area during the course of the pedestrian survey.

During the course of the pedestrian survey, numerous buildings and structures were observed. None of the buildings or the associated structures appear to meet the eligibility criteria for listing on the California Register of Historical Resources (CR) or the National Register of Historic Places (NRHP), however, six buildings appeared to meet the minimum age requirement of 45 years old, and were therefore recorded on the DPR forms.

# SECTION 1: INTRODUCTION

## 1.1 - Project Location and Description

### 1.1.1 - Project Location

The project site is located in the unincorporated Fresno County, California adjacent to the Selma City Limits. The project site consists of 13 parcels within three separate areas totaling 308 gross acres located generally at the State Route 99/E. Mountain View Avenue interchange.

### 1.1.2 - Project Description

The proposed project consists of the phased development of approximately 3.45 million square feet of commercial retail, office, visitor-serving commercial, and residential uses on approximately 308 gross acres in the City of Selma. Development and land use activities are summarized by phase:

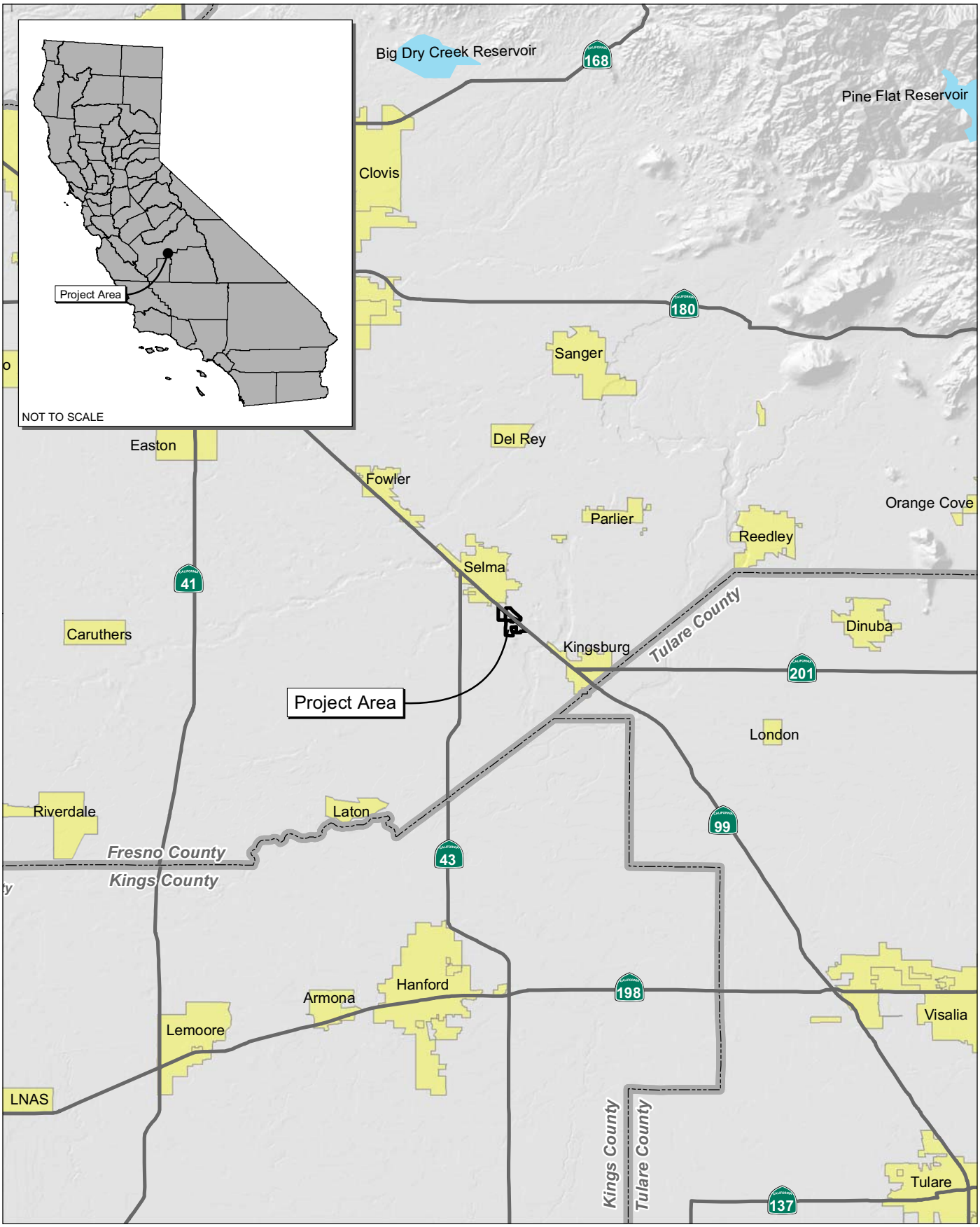
- Northeast Area (Phase 1): 882,003 square feet of commercial retail uses on 75.75 acres
- South Area (Phase 2): 1,431,200 square feet of commercial retail, automall, office, and visitor-serving commercial uses on 124.35 acres.
- Northwest Area (Phase 3): 1,136,000 square feet of commercial retail, residential, and office uses on 66.60 acres.

In addition, a stormwater basin would be developed on 20 acres adjacent to the South Area. Project buildout would occur over a 12-year period.

The project site would be annexed into the City of Selma and the Selma-Kingsburg-Fowler County Sanitation District. Associated with these annexations, two adjacent areas ("East" and "West" Annexation Areas) would also be considered for inclusion in the Selma city limits and Selma-Kingsburg-Fowler County Sanitation District service area.

### 1.1.3 - Assessment Team

MBA Senior Project Archaeologist Carrie D. Wills conducted the pedestrian survey and authored this report. Professional qualifications for Ms. Wills can be found in Appendix B.




Source: Census 2000 Data, The CaSIL, MBA GIS 2011.

NORTH

5 2.5 0 5

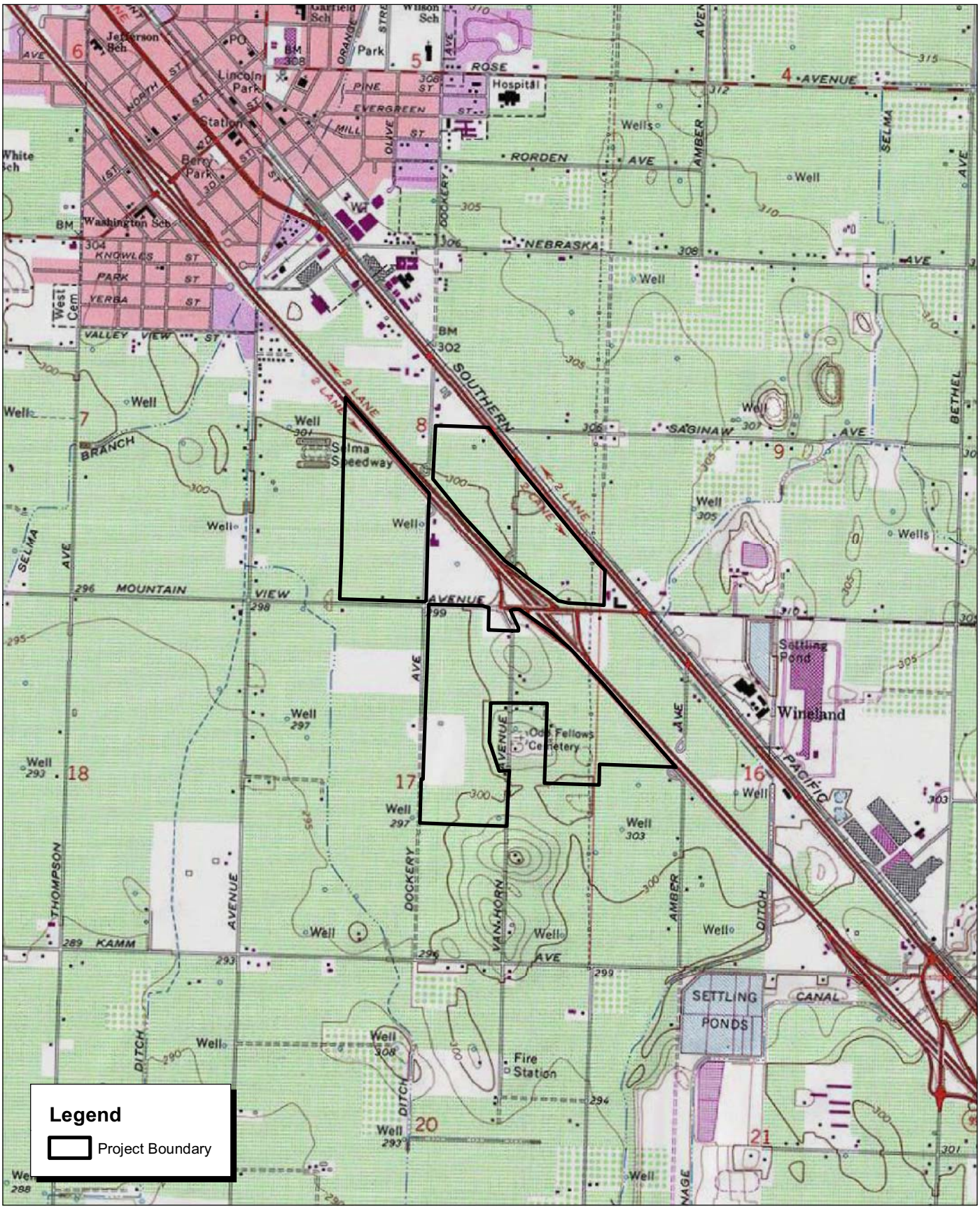
Miles

Michael Brandman Associates

31130002 • 06/2011 | 1_regional.mxd

# Exhibit 1
# Regional Location Map

CITY OF SELMA • SELMA CROSSINGS EIR
PHASE I CULTURAL RESOURCES ASSESSMENT




Source: TOPO! USGS Selma (1978) and Conejo (1978) 7.5' DRG.

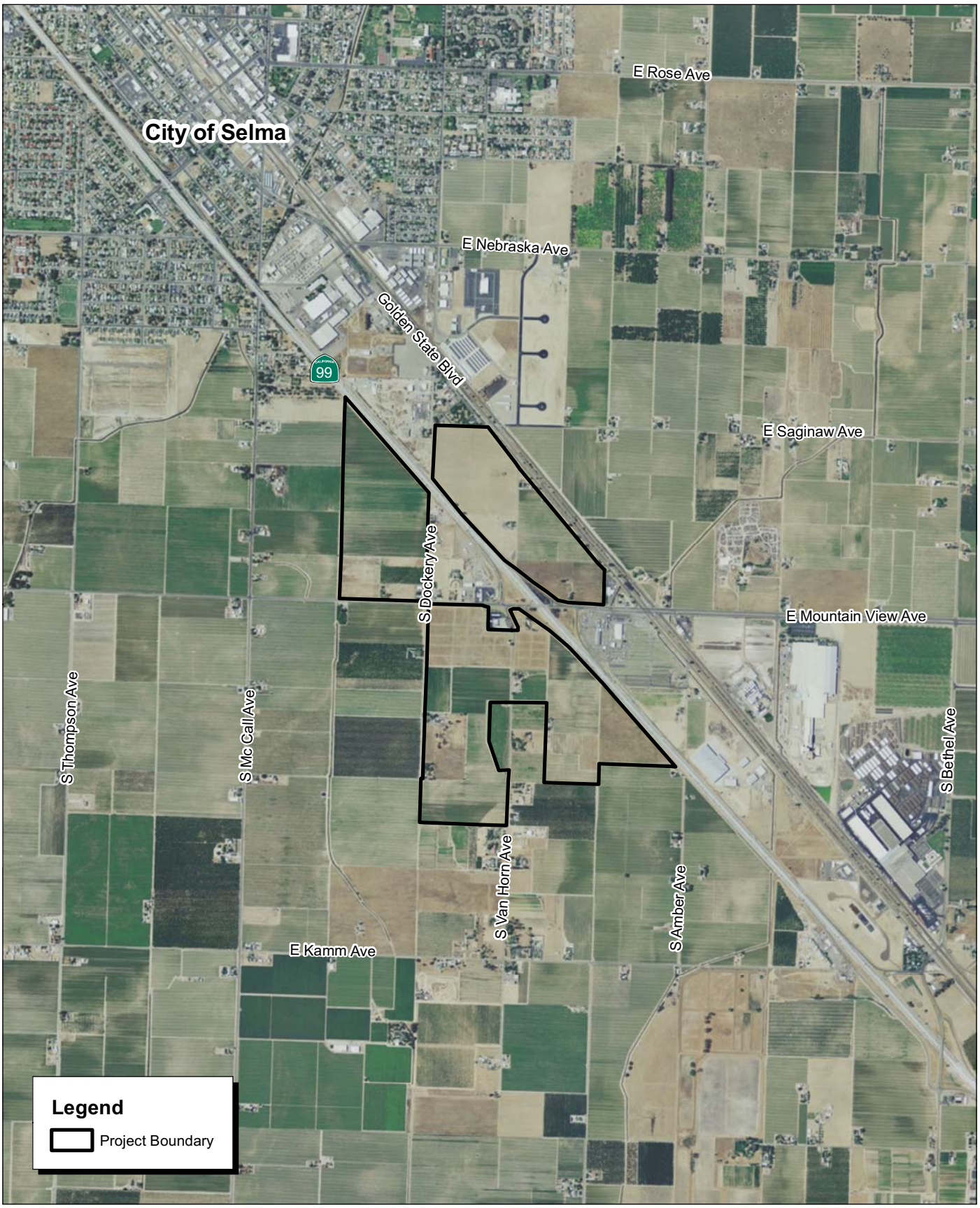
NORTH

2,000 1,000 0 2,000 Feet

Michael Brandman Associates

31130002 • 06/2011 | 2_usgs.mxd

# Exhibit 2
# Local Vicinity Map
# Topographic Base




Source: ESRI Aerial Imagery

NORTH

2,000 1,000 0 2,000

Feet

Michael Brandman Associates

# Exhibit 3
# Local Vicinity Map
# Aerial Base

## SECTION 2: CULTURAL SETTING

The following is a brief overview of the prehistoric and historic background that provides a context in which to understand the background and relevance of sites found in the general vicinity of the project area. This section is not intended to be a comprehensive review of the current resources available but, rather, serves as a generalized overview. Descriptions that are more detailed can be found in ethnographic studies, mission records, and major published sources including Kroeber (1925), Wallace (1955), Warren (1968), Heizer (1978), Moratto (1984), and Chartkoff and Chartkoff (1984).

### 2.1 - Prehistoric Background

Early archaeological investigations in central California were conducted at sites located in the Sacramento-San Joaquin Delta region. The first published account documents investigations in the Lodi and Stockton area (Schenck and Dawson 1929). The initial archaeological reports typically contained descriptive narratives, with more systematic approaches sponsored by Sacramento Junior College in the 1930s. At the same time, University of California Berkeley excavated several sites in the lower Sacramento Valley and Delta region that resulted in recognizing archaeological site patterns based on variations of inter-site assemblages. Research during the 1930s identified temporal periods in central California prehistory and provided an initial chronological sequence (Lillard and Purves 1936; Lillard et al. 1939). In 1939, Lillard noted that each cultural period led directly to the next and that influences spread from the Delta region to other regions in central California (Lillard et al. 1939). In the late 1940s and early 1950s, Beardsley documented similarities in artifacts between sites in the San Francisco Bay region and the Delta and refined his findings into a cultural model that ultimately became know as the Central California Taxonomic System (CCTS). This system proposed a uniform, linear sequence of cultural succession (Beardsley 1948 and 1954). The CCTS system was challenged by Gerow, whose work looked at radiocarbon dating to show that Early and Middle Horizon sites were not subsequent developments but, at least partially, contemporaneous (1954; 1974; Gerow with Force 1968).

To address some of the flaws in the CCTS system, Fredrickson (1973) introduced a revision that incorporated a system of spatial and cultural integrative units. Fredrickson separated cultural, temporal, and spatial units from each other and assigned them to six chronological periods: Paleo-Indian (10000 to 6000 B.C.); Lower, Middle, and Upper Archaic (6000 B.C. to A.D. 500); and Emergent (Upper and Lower, A.D. 500 to 1800). The suggested temporal ranges are similar to earlier horizons, which are broad cultural units that can be arranged in a temporal sequence (Moratto 1984). In addition, Fredrickson defined several patterns that are a general way of life shared within a specific geographical region. These patterns include the Windmiller Pattern or Early Horizon (3000 to 1000 B.C.), the Berkeley Pattern or Middle Horizon (1000 B.C. to A.D. 500), and the Augustine Pattern or Late Horizon (A.D. 500 to historic period). Brief descriptions of these temporal ranges and their unique characteristics follow.

### 2.1.1 - Early Horizon (3000 to 1000 B.C.)

Characterized by the Windmiller Pattern, the Early Horizon was centered in the Cosumnes district of the Delta, and emphasized hunting rather than gathering, as evidenced by the abundance of projectile points in relation to plant processing tools. Additionally, atlatl, dart, and spear technologies typically included stemmed projectile points of slate and chert but minimal obsidian. The large variety of projectile point types and faunal remains suggest exploitation of numerous types of terrestrial and aquatic species (Bennyhoff 1950; Ragir 1972). Burials occurred in cemeteries and intra-village graves. These burials were typically ventrally extended—although some dorsal extensions are known with a westerly orientation—and included many grave goods. Trade networks focused on the acquisition of ornamental and ceremonial objects in finished form rather than raw material. The presence of artifacts made of exotic materials such as quartz, obsidian, and shell indicate an extensive trade network that may represent the arrival of Utian populations into central California. Also indicative of this period are rectangular *Haliotis* and *Olivella* shell beads and (usually) perforated charmstones.

### 2.1.2 - Berkeley Pattern or Middle Horizon (1000 B.C. to A.D. 500)

The Middle Horizon is characterized by the Berkeley Pattern, which displays evidence of considerable changes from the Early Horizon. This period exhibited a strong milling technology represented by minimally shaped cobble mortars and pestles, although metates and manos were still used. Dart and atlatl technologies were characterized by non-stemmed projectile points made primarily of obsidian. Fredrickson (1973) suggests that the Berkeley Pattern marked the eastward expansion of Miwok groups from the San Francisco Bay Area. Compared with the Early Horizon, grinding implements existed in higher proportion, implying an emphasis on plant resources rather than on hunting. Typical burials within the village were characterized by flexed positions, variable cardinal orientation, and some cremations. As noted by Lillard, the practice of spreading ground ochre over the burial was common (Lillard et al. 1939). Grave goods during this period are generally sparse and typically include only utilitarian items and a few ornamental objects. Occasionally, objects such as charmstones, quartz crystals, and bone whistles are present, which suggests the religious or ceremonial significance of the individual (Hughes 1994). During this period, larger populations are inferred by the larger number and depth of sites compared with the Windmiller Pattern. According to Fredrickson (1973), the Berkeley Pattern reflects gradual expansion or assimilation of different populations rather than sudden population replacement and a gradual shift in economic emphasis.

### 2.1.3 - Augustine Pattern or Late Horizon (A.D. 500 to Historic Period)

The Late Horizon is characterized in the Augustine Pattern, which represents a shift in the general subsistence pattern. Changes include the introduction of bow and arrow technology and—most importantly—acorns as the predominant food resource. Trade systems expanded to include raw resources as well as finished products. There is more evidence of baked clay artifacts and the extensive use of *Haliotis* ornaments of many elaborate shapes and forms. Burial patterns continued to

exhibit flexed burials with variable orientation, but there was a reduction in the use of ochre and widespread evidence of cremation (Moratto 1984). Judging from the number and types of grave goods associated with the two types of burials, cremation seems to have been reserved for individuals of higher status, whereas others were buried in flexed positions. Johnson (1976) suggests that the Augustine Pattern represents expansion of the Wintuan population from the north, which resulted in combining new traits with those established during the Berkeley Pattern.

Central California research has expanded from an emphasis on defining chronological and cultural units to a more comprehensive look at settlement and subsistence systems. This is illustrated by a shift from using burials to identify mortuary assemblages to more recent research that relies on osteological data to determine the health of prehistoric populations (Dickel et al. 1984). Although debate continues over the acceptance of a single model or sequence for central California, the framework of three temporal/cultural units is generally accepted, although the identification of regional and local variation is a major goal of current archaeological research.

## 2.2 - Native American Background

At the time of European contact, most of the San Joaquin Valley and the foothills of the western slope of the Sierra Nevada were occupied by the Yokuts, who are generally recognized as having three major subgroups: the Northern Valley, the Foothill, and the Southern Valley. Each of these ethnolinguistic groups was composed of autonomous, culturally and linguistically related tribes or tribelets. Ethnographic evidence suggests the project area was part of the Southern Valley Yokuts territory that spanned from the area north of Tulare Lake to the Tehachapi Mountains in the south, and from the Tehachapi foothills in the east to the base of the Coastal Ranges on the west.

The Southern Valley Yokuts occupied a rich environment with abundant water resources from the nearby sloughs, lake basins, and river systems. Swamps and tule marshes surrounded the waterways and teemed with wildlife, including aquatic mammals, fish, and waterfowl. Adjacent grasslands provided food for herds of elk, antelope, and—in the winter—deer. The regional flora was equally if not more diverse and was utilized as a main staple of the Yokuts diet. The Southern Valley Yokuts dietary base relied on a mixed strategy of fishing, waterfowl hunting, shellfish, and plant collecting, with less emphasis on large-game hunting. Important vegetal resources included cattail roots, grasses, nuts, seeds, tule, and bulbs (Wallace 1978). The resource-rich environment allowed for permanent village sites, which typically were occupied throughout the year.

Items not found in the local environment were obtained through an extensive trade network. Quality stone and wood were lacking in the Valley environment and were often acquired through trade with nearby tribelets. Imported items included acorns, salt, obsidian, and seashells, which were exchanged for locally available asphaltum, steatite, and animal skins (Gayton 1948; Latta 1949; Wallace 1978).

The material culture of the Southern Valley Yokuts included structures, watercraft, basketry, weapons, and tools fashioned primarily from local resources. The ubiquitous tule was the primary component utilized for house construction and other fiber crafts such as basketry, mats, and cradles. Rafts were central to the economy base because of the abundance of waterways, which made watercraft the preferred mode of transportation. Wood, stone, and bone were commonly used to manufacture a variety of tools and weapons. Sweathouses were common to every settlement and, in the case of the Southern Valley Yokuts, were used exclusively by men on a daily basis (Latta 1949).

The Southern Valley Yokuts were divided into true tribes, with individual tribelets having their own name, dialect, and territory. Typically, a tribelet was ruled by a central chief who inherited the position, was assisted by one or more aides, and lived in the largest village. The chief's duties included decisions that affected the well-being of the entire tribelet, sanctioning trade, entertaining guests, and arbitration of intra-tribal disputes (Wallace 1978). Marriage was typically informal, and patrilocality was the accepted practice following marriage. Thus, if a family had numerous sons, a circle of extended family members would inhabit the area immediately adjacent to the patriarch's home. Polygamy was not objected to, but it was practiced solely by men (Kroeber 1925). There is scant evidence that the Southern Valley Yokuts participated in a large number of organized religious ceremonies. The two most important celebrations were the annual mourning ceremony and the Jimson Weed Ceremony. Tribal shamans varied from possessing minor powers to being considered omnipotent (Wallace 1978).

## 2.3 - Historic Background

The history of the southern San Joaquin Valley can be divided into several periods of influence; pertinent historic periods are briefly summarized below.

### 2.3.1 - Spanish Period

In 1772, Captain Pedro Fages, a Spanish soldier, entered the San Joaquin Valley area searching for military deserters. His diary was one among many that documented the environmental landscape and the cultural setting of the San Joaquin Valley. Fages entered the area from the south, and as he emerged from the lower portion of Tejon Pass, he saw the beautiful lakes, rivers, and plains and named the most prominent lake Buena Vista (beautiful view). Hoping to discover a more direct route from Yuma to Monterey, in 1776, Padre Francisco Garces stayed several weeks in the southern San Joaquin Valley.

The most drastic and permanent change came to the local Southern Valley Yokuts way of life with the establishment of the Spanish Mission system. By the early 1800s, the mission fathers began a process of cultural change that brought the majority of the local Native Americans into the missions. At the expense of traditional skills, the neophytes were taught the pastoral and horticultural skills of the Hispanic tradition. Spanish missionaries traveled into the Valley to recapture escaped neophytes and recruit inland Native Americans for the coastal missions. In 1834, the Mission system was

officially secularized, and the majority of the mission Native American population dispersed to local ranches, villages, or nearby pueblos. Following the collapse of the mission system, many of the local Native Americans returned to the southern San Joaquin Valley, bringing with them language and agricultural practices learned from the Spanish. During the latter half of the 19th century, the size of all Yokuts populations dwindled dramatically, due to the spread of European settlements and the diseases the Europeans brought with them (Kroeber 1925; Wallace 1978).

### 2.3.2 - Mexican Period

With the declaration of Mexican independence in 1821, Spanish control of Alta California ended, although little change actually occurred. Political change did not take place until mission secularization in 1834, when Native Americans were released from missionary control and the mission lands were granted to private individuals. Shoup and Milliken (1999) state that mission secularization removed the social protection and support on which Native Americans had come to rely. It exposed them to further exploitation by outside interests, often forcing them into a marginal existence as laborers for large ranchos. Following mission secularization, the Mexican population grew as the native population continued to decline. Anglo-American settlers began to arrive in Alta California during this period and often married into Mexican families, becoming Mexican citizens, which made them eligible to receive land grants. In 1846, on the eve of the U.S.-Mexican War (1846 to 1848), the estimated population of Alta California was 8,000 non-natives and 10,000 natives. However, these estimates have been debated. Cook (1976) suggests the Native American population was 100,000 in 1850; the U.S. Census of 1880 reports the Native American population as 20,385.

### 2.3.3 - European Expansion

Jedediah Smith was the first to explore the San Joaquin Valley in 1826, but other fur-trapping expeditions soon followed. In 1848, as a result of the Treaty of Guadalupe Hidalgo, California became a United States territory. Also in 1848, John Marshall found gold at Sutter's Mill, which marked the start of the Gold Rush. The influx of miners and entrepreneurs increased the population of California, not including Native Californians, from 14,000 to 224,000 in just four years. In 1854, gold was discovered in the upper reaches of the Kern River, which brought a tremendous influx of miners into southern Kern County. This, in turn, stimulated commercial growth in the San Joaquin Valley as eager entrepreneurs set up business to support the miners and mining operations. When the Gold Rush was over, many of the miners settled in the Valley and established farms, ranches, and lumber mills (Bailey 1984).

### 2.3.4 - Local History

A dusty trail known as Mustang Road marked the area that would eventually be known as Selma. Originally used by the Butterfield Stage line in the late 1850s, the road fell into disuse, but remnants could be seen by the first settlers in the unincorporated area of Fresno County in 1880. Frank Dusy's sheep grazing and shearing operation marked the first permanent business in the area; for years, his sheep-shearing shack was the only structure between Fresno, located approximately 17 miles to the

northeast, and Kings River, located approximately 8 miles to the southwest. Change came to the area when a few small irrigation canals hinted at the agricultural potential of the land. Eventually, larger canals provided the early settlers with enough water to grow lush green fields of wheat. The region's agriculture brought a railroad station to Fresno, and before long, crews went to work on a switch about 15 miles southeast of Fresno. A structure and a few buildings were built to house the work crews and became known as the Section House. Originally located on the west side of the tracks near the Third street crossing, the Section House was the first building in Selma (McFarland 1980).

In 1876, when it became apparent that more water was needed to accommodate the influx of settlers attracted by the inexpensive land, the Centerville and Kingsburg Irrigation Ditch Company (C&T) was incorporated. Despite complications associated with irrigating desert soils, a larger canal was completed and allowed further settlement of the area. Soon, the need for a more settled community led to the establishment of the Valley View School District. As a result, the area became known as Valley View. When the Frey brothers established a mill near the canal, the formation of a township followed soon after. The district of Valley View was renamed Selma by the County Board of Supervisors in 1897. Starting out as little more than a railroad siding and the vision of founding fathers J. E. Whitson, E.H. Tucker, George B. Otis, and Monroe Snyder, the town of Selma was taking form (McFarland 1980).

After 15 months, Selma had grown to nearly 250 residents and was served by two blacksmith shops, four general stores, a shoemaker, a baker, a saddler, a hatmaker, a variety store, and a justice of the peace. By 1881, Selma was booming; by 1888, the population was estimated between 1,500 and 2,000. Between 1881 and 1893, fires burned many of the original structures, but the citizens of Selma rebuilt downtown with new and improved construction (McFarland 1980).

In the early 1900s, prohibition further shaped the town. Selma captured statewide attention by being the first city in the San Joaquin Valley to close its saloons. Selma's clean image brought more settlers, commercial growth, and many civic improvements. Much of the commercial growth occurred on High Street, which became the main business block. Two major agricultural industries bolstered Selma's 1906 economy. One was the raisin plant of the Selma Fruit Company, which operated in the old Whitson Hotel. The other, located next door, was California's largest cannery, established by two Libby brothers and another entrepreneur named McNeill. Although wheat was Selma's original crop, fruit soon took its place. Selma was first known as the "Home of the Peach," and the local peach cannery, where Libby's brand fruit was packed, was a major seasonal employer. Today, 90 percent of U.S. raisins are produced within 8 miles of Selma; understandably, Selma is now known as the raisin capital of the world (McFarland 1980; Wikipedia 2007).

Like many other American cities, post-World War II development spread the growing city to the north and east, away from its business center. State Route 99, once a main road north and south through Selma, was rebuilt as a major freeway in the 1960s. Several blocks to the west of the old road (now Whitson Street and Golden State Boulevard), the freeway bisects the oldest residential

neighborhood in Selma. Freeway travel made the new shopping malls of Fresno more accessible. The freeway also made Selma more attractive as a place to live for Fresno workers, who contributed to ever-faster residential growth into the 21st century (Wikipedia 2007).

# SECTION 3: RESULTS

## 3.1 - Record Searches

### 3.1.1 - Information Center Search

On January 18, 2007, staff at the Southern San Joaquin Valley Archaeological Information Center (SSJVIC) in Bakersfield conducted a records search for the project area (RS# 06-563). The record search area included the project area and a 0.25-mile radius outside the project boundaries. To identify any historic properties, they examined the current inventories of the NRHP, CR, CHL, and CPHI. In addition, the HRI and archival maps for the City were reviewed to determine the existence of previously documented local historical resources.

The record search results indicated that one cultural resource study has been conducted within the project area, FR-135. In addition, one survey was conducted immediately adjacent to the south, FR-73. Neither of these surveys resulted in recording extant cultural resources.

The record search also indicated that no prehistoric or historic sites or features have been recorded within the project area or within a 0.25-mile radius.

### 3.1.2 - Native American Heritage Commission Record Search

On January 3, 2007, MBA sent a letter to the NAHC in an effort to determine whether any sacred sites are listed on their Sacred Lands File for the project area. The response from the NAHC was received on January 3, 2007. To ensure that all Native American resources are adequately addressed, letters to each of the 11 listed tribal contacts were sent on March 15, 2007. Two responses were received by MBA but both of the responses indicated the Native Americans had no concerns in regard to the proposed project development (Appendix A). If additional responses are received by MBA, they will be will be forwarded to the applicant and the City as an addendum to the report.

### 3.1.3 - Paleontological Records Search

A paleontological records search was requested on January 3, 2007, from consulting paleontologist, Ken Finger, Ph.D. A response was received from Dr. Finger on January 9, 2007. The record search included a comprehensive review of the University of California Museum of Paleontology (UCMP) vertebrate paleontology database for the proposed project area.

The paleontological review indicated that no vertebrate fossil localities have been recorded within ten miles of the project area. The lack of recorded fossils is not unusual in the flat, undeveloped areas of the San Joaquin Valley. However, there are 204 vertebrate localities in the database for Fresno County, the majority of which are in Pleistocene alluvium and indicate the high paleontological sensitivity of shallow subsurface deposits for this area. The closest vertebrate locality to the project area is approximately 16 miles southwest and consists of camel bones from the late Pleistocene.

Twenty-five miles to the northwest is a vertebrate locality containing 149 specimens of Rancholabrean mammals, birds, and reptiles.

The paleontological record search indicated that project development could impact significant paleontological resources if excavations penetrate the soil veneer. Although the disturbed soil at the project site does not warrant a paleontological survey prior to construction, a qualified paleontological monitor should be onsite during deeper excavations, such as sewer line trenching. If previously unknown vertebrate fossils are discovered during project grading and/or excavation, all work in the immediate area of the find shall stop until a qualified paleontologist is onsite to ensure its proper salvage. If significant paleontological specimens are recovered, they will be curated at an accredited and permanent scientific institution such as UCMP.

## 3.2 - Pedestrian Survey

MBA Senior Project Archaeologist Carrie D. Wills, and Project Archaeologist Jennifer Sanka surveyed the project area on February 24, 2007 and March 7, 2008. The 308-acre project area contained a mix of various types of developed and undeveloped land. Most of the land was planted with grapevines and orchards, but some areas were open plowed fields that were probably being prepared for planting. It is estimated that approximately 70 to 75 percent of the project area was planted in grapevines (Appendix D: Photograph 1) and other crops or was open fields (Appendix D: Photograph 2). The remaining 25 to 30 percent of the project area consisted of buildings, driveways, landscape elements, and roads, which obscured the ground surface and prevented lowered visibility to zero (Appendix D: Photograph 3). No prehistoric sites, features, or artifactual materials were observed during the course of the pedestrian survey.

### 3.2.1 - Historic Structures

Six buildings within the project area that appeared to meet the 45-year age requirement and were considered relevant for assessing their historic potential. Associated with the residences are other structures that were also assessed for historic potential; they included barns, sheds, concrete building pads, a corral, and a line of irrigation standpipes. Brief descriptions of the buildings/structures and their associated photograph numbers are provided in Table 1.

**Table 1: Descriptions for Previously Undocumented Potentially Historic Resources**

| Temporary Field Number | Address/GPS | Description | Photo Number | CEQA Criteria for listing on CRHR |
|---|---|---|---|---|
| SEIR-1 | 12630 Van Horn Avenue | Built in 1926, two story, wood frame residence, with double-hung windows. Recent addition of garage and bonus room on west elevation. | 4 | Significant alterations and additions have reduced the buildings integrity and changed the original footprint. Lacks integrity in terms of CEQA criteria. |
| SEIR-2 | 10864 Mountain View Avenue | Small house built in 1928 with associated barn and garage/ shed. Dogs prohibited close examination. | 5 | This residence is not considered a unique building in terms of CEQA criteria and it lacks integrity. |
| SEIR-3 | 13025 S. Van Horn Avenue | House, two sheds, barn, and possible privy | 6 | None of the buildings appear to be unique in terms of CEQA criteria. |
| SEIR-4 | 13101 S. Van Horn Avenue | Small house with wood lap siding, aluminum windows, addition on north elevation. Associated with the house are a row of large concrete irrigation stand pipes and a concrete building pad | 7 | This small house does not appear to meet the age requirement for listing on the CRHR nor is it unique. |
| SEIR-5 | 36°32’29” N/ 119°35’44” W | Stucco residence with small adjacent guest house | 8 | Although the buildings are in fair condition, none appear to be unique in terms of CEQA criteria. |
| SEIR-6 | 10362 Mountain View Avenue | Built in 1962, wood lap siding house with aluminum windows and brick planter box. | 9 | Although the house meets the age requirement, it does not appear to be unique in terms of CEQA criteria. |

The visual assessment conducted for this survey indicated that the buildings and most associated structures appear to have extensive modern additions or improvements that negatively affect or compromise their historic integrity in terms of CEQA significance and CRHR listing. Therefore, they are not considered eligible for listing on the CRHR.

# SECTION 4: SUMMARY AND RECOMMENDATIONS

## 4.1 - Summary

In accordance with CEQA regulations, MBA assessed the effects of development for the project area. The results of the cultural resource record search indicate that no cultural resources have been previously recorded within the project area or within a 0.25-mile radius.

During the pedestrian survey, numerous buildings/structures/objects were briefly described, photographed, and their locations listed either by address or by UTM coordinates taken with a hand-held GPS unit. Initial observations indicate that the majority of the buildings/structures have been significantly modified and, therefore, would not meet the eligibility requirements for listing on either of the registers. However, six buildings and associated structures appeared to meet the 45-year-old age requirement and were recorded on DPR forms that are attached in Appendix E.

No prehistoric sites, features, or artifactual materials were observed during the course of the pedestrian survey.

## 4.2 - Recommendations

Based on the results of the record searches and a field survey assessment of the buildings within the project area, six buildings and their associated structures appear to meet the 45-year age requirement and are briefly described in Table 1. It appears that none of the buildings or structures meet any of the four eligibility criteria for listing on the California Register of Historical Resources (CRHR). There are a variety of reasons that the buildings do not meet the eligibility requirements, the most salient of which is their lack of integrity caused by significant structural improvements and additions. However, the six buildings and their associated structures were recorded on Department of Parks and Recreation (DPR) Primary forms and are included in Appendix E.

## 4.3 - Inadvertent Discovery Procedures

### 4.3.1 - Accidental Discovery of Human Remains

In the event of an accidental discovery or recognition of any human remains, Public Resource Code §5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it

believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or

2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project area in a location not subject to further subsurface disturbance:

    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
    - The descendant identified fails to make a recommendation; or
    - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

### 4.3.2 - Accidental Discovery of Cultural Resources

It is possible that ground-disturbing activities during construction may uncover previously unknown, buried cultural resources. In the event that buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The archaeologist will make recommendations to the Lead Agency on the measures to be implemented to protect the discovered resources, including but not limited to excavation and evaluation of the finds in accordance with § 15064.5 of the CEQA Guidelines. Cultural resources could consist of, but are not limited to, stone artifacts, bone, wood, shell, or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate DPR forms and evaluated for significance in terms of CEQA criteria.

If the resources are determined to be unique historic resources as defined under § 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.

In addition, reasonable efforts to avoid, minimize, or mitigate adverse effects to the property will be taken and the State Historic Preservation Officer (SHPO) and Native American tribes with concerns about the property, as well as the Advisory Council on Historic Preservation (ACHP) will be notified within 48 hours in compliance with 36 CFR 800.13(b)(3).

### 4.3.3 - Accidental Discovery of Paleontological Resources

Impacts to significant paleontological resources in undisturbed surface or subsurface Pleistocene sediments are considered high for the project area. Review of the UCMB database indicates that 204 vertebrate localities exist within Fresno County. The majority of the specimens are in Pleistocene alluvium, which indicates a high paleontological sensitivity for shallow subsurface deposits. Two vertebrate localities have been previously discovered within 25 miles of the project area. The results of the UCMB record search indicate that the proposed project could impact significant paleontological resources if project excavations penetrate the soil veneer. To ensure protection of subsurface paleontological resources, MBA recommends a qualified paleontological monitor for all deep excavations, such as sewer line trenching.

**Table 2: Recommended Paleontological Procedures**

| Procedure No. | Procedures |
|---|---|
| PR-1 | Monitoring excavations in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor. Based upon the results of this review, areas of concern include any and all previously undisturbed sediments of Pleistocene older fan alluvium present within the boundaries of the project area. Paleontologic monitors should be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced or eliminated if the potentially fossiliferous units are determined by qualified paleontologic personnel to have a low potential to contain fossil resources. |
| PR-2 | Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils is essential to fully mitigate adverse impacts to the resources. |
| PR-3 | Identification and curation of specimens at an accredited museum repository with permanent, retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist must have a written repository agreement prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontologic resources is not complete until curation into an established museum repository has been fully completed and documented. |
| PR-4 | Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an accredited museum repository, will signify completion of the program to mitigate impacts to paleontologic resources. |

## SECTION 5: REFERENCES

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# Appendix A: Cultural Resources Correspondence

# A-1: Information Center Records Search

**CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM**

**FRESNO**
**KERN**
**KINGS**
**MADERA**
**TULARE**

Southern San Joaquin Valley
Archaeological Information Center
California State University, Bakersfield
9001 Stockdale Highway
31 MW
Bakersfield, California 93311-1022
(661) 654-2289 FAX (661) 654-2415
E-mail: abaldwin@csub.edu

TO: Carrie Wills, Senior Archaeologist
Michael Brandman Associates
2633 Camino Ramon, Suite 460
San Ramon, CA 94583

**(RS# 06-563)**

**DATE:** January 18, 2007

**RE:** ***Selma EIR Project***

**County:** Fresno

PRIORITY

**Map(s):** Conejo and Selma 7.5's

The Southern San Joaquin Valley Information Center is under contract to the State Office of Historic Preservation and is responsible for the local management of the California Historical Resources Inventories. The Center is funded by research fees and a grant from the State Office of Historic Preservation. The Information Center does not conduct fieldwork and is not affiliated with any archaeological consultants who conduct fieldwork.

## CULTURAL RESOURCES RECORDS SEARCH

The following are the results of a search of the cultural resources files at the Southern San Joaquin Valley Archaeological Information Center. These files include known and recorded archaeological and historic sites, inventory and excavation reports filed with this office, and properties listed on the National Register of Historic Places, the Historic Property Data File, (12/7/06), the California Historical Landmarks, the California Register, the California Inventory of Historic Resources, and the California Points of Historical Interest.

## PRIOR CULTURAL RESOURCE INVENTORIES WITHIN THE PROJECT BOUNDARY AND A ¼ MILE RADIUS

According to the information in our files, there have been (2) two cultural resource studies conducted within the project area, FR-135 & 521. There is one survey immediately adjacent, FR-73, and one survey conducted within a ¼ mile radius, FR-573. Surveys and their associated report numbers are plotted on the project map.

PRIORITY

PRIORITY

(RS# 06-563)

**KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT BOUNDARY AND A ¼ MILE RADIUS**

There are no recorded cultural resources within project area or within a ¼ mile radius.

There are no known cultural resources within the project area that are listed in the California Register, National Register of Historic Places, California Inventory of Historic Resources, California Points of Historical Interest, or the California State Historic Landmarks.

**COMMENTS**

All referenced report title pages are enclosed. If you have any questions, comments, or need additional information, please don't hesitate to contact me at (661) 654-2289.

By

Adele Baldwin
Assistant Coordinator

Date: January 18, 2007

**Fee: $225.00/hr.** (Priority Service) **Invoice #A4268**

PRIORITY

# A-2: Native American Heritage Commission Sacred Lands File Search and Representative Letter

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

January 3, 2007

Ms. Carrie D. Wills, M.A. , RPA, Senior Project Archaeologist
**Michael Brandman Associates**
2633 Camino, Suite #460
San Ramon, CA 94583

Sent by FAX to: 925-830-2715
Number of pages: 3

Re: Cultural Resource Identification Study/Sacred Lands File Search for Proposed 2,000-acre Residential Development Project; City of Selma; Fresno County, California

Dear Ms. Wills:

The Native American Heritage Commission was able to perform a record search of its Sacred Lands File (SLF) for the affected project area. The SLF failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the Sacred Lands File does not guarantee the absence of cultural resources in any 'area of potential effect (APE).'

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the nearest tribes that may have knowledge of cultural resources in the project area. A List of Native American contacts are attached to assist you. The Commission makes no recommendation of a single individual or group over another. It is advisable to contact the person listed; if they cannot supply you with specific information about the impact on cultural resources, they may be able to refer you to another tribe or person knowledgeable of the cultural resources in or near the affected project area (APE).

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 15064.5(f) and Section 15097.98 and Health & Safety Code Section 7050.6 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton, Program Analyst

Attachment: Native American Contact List

**Native American Contacts**
**Fresno County**
January 3, 2007

Big Sandy Rancheria of Mono Indians
Connie Lewis, Chairperson
P.O. Box 337 / 7302 Rancheria — Western Mono
Auberry , CA 93602
tncbsr@aol.com
(559) 855-4003

(559) 855-4129 Fax

North Fork Mono Tribe
Ron Goode, Chairperson
13396 Tollhouse Road — Mono
Clovis , CA 93611

(559) 299-3729 Home
(559) 248-7060 Work

Santa Rosa Rancheria
Clarence Atwell, Chairperson
P.O. Box 8 — Tache
Lemoore , CA 93245 — Tachi
Yokut

(559) 924-1278

(559) 924-3583 Fax

Table Mountain Rancheria
Lee Ann Walker Grant, Chairperson
P.O. Box 410 — Yokuts
Friant , CA 93626-0177

(559) 822-2587

(559) 822-2693 FAX

Dunlap Band of Mono Indians
Benjamin Charley, Sr., Chairperson
Box 45 — Mono
Dunlap , CA 93624

(559) 338-2545

Patricia Ann Murphy Brattland
600 Coldstream Drive — Dumna/Foothill Yokuts Pomo
El Cajon , CA 92020
yet-choo-
(619) 444-1944 Home
(619) 990-5094 Work
(619) 447-3219 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibilitiey as defined in Sec. 7050.5 of the Health & Safety Code, Sec. 5097.94 of the Public Resources Code and Sec. 5097.98 of the Publi Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed 2,000-acre Residential Development in the City of Selma; Fresno County, California for which a Sacred Lands File search was requested.

**Native American Contacts**
**Fresno County**
January 3, 2007

Dumna Tribal Government
Karin Wilson Kirkendal, Chairperson
1003 S. 9th St.
Fresno , CA 93702
Dumna/Foothill Yokuts Choinumni

559-681-7354

Traditional Choinumni Tribe
Angie Osborne
2787 N Piedra Road
Sanger , CA 93657
Choinumni/Foothill Yokuts

(559) 787-2434

Cold Springs Rancheria of Mono Indians
Carol Bill, Tribal Administrator
P.O. Box 209
Tollhouse , CA 93667
Mono
coldsprgstribe@netpt
(559) 855-5043

(559) 855-4445 - Fax

Dumna Tribal Government
Jim Redmoon - Cultural Resources Representative
535 W. Dayton
Fresno , CA 93705
Dumna/Foothill Yokuts Choinumni

559-241-0226

Chaushilha Tribe
Jerry Brown
10553 N. Rice Road
Fresno , CA 93720
North Valley Yokuts

559-434-3160

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibilitiey as defined in Sec. 7050,5 of the Health & Safety Code, Sec. 5097.94 of the Public Resources Code and Sec. 5097.98 of the Publi Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed 2,000-acre Residential Development in the City of Selma; Fresno County, California for which a Sacred Lands File search was requested.

# A-3: Example of Native American Consultation Letter

Michael Brandman Associates

Fresno
559 497 0330

Irvine
714 508 4100

Palm Springs
760 322 8847

Sacramento
916 447 1100

San Bernardino
909 884 2255

San Ramon
925 830 2733

March 10, 2011

Ms. Liz Hutchins Kipp
Big Sandy Rancheria of Mono Indians
P.O Box 337/37302
Auberry, CA 93602

Subject: **Proposed Selma Crossings Commercial Development**

Dear Ms. Hutchins Kipp,

Michael Brandman Associates is assisting the City of Selma with the preparation of an Environmental Impact Report for the Selma Crossings Commercial Development located along the southeastern city limits of Selma in Fresno County. The site is located at the northeast quadrants northwest and southwest of the intersection of Mountain View Avenue and the State Route 99 Freeway. Please see the enclosed study area map. The proposed project area is designated "Project Boundary" in the center and is depicted with a bold line on the enclosed Selma and Conjejo, USGS 7.5-minute topographic quadrangle maps. The proposed project consists of construction of regional retail center serving Central California. The project would develop a ± 287-acre site with a mix of commercial and mixed-use residential uses in three phases as shown on the enclosed site plan. The site also includes a 20-acre drainage/retention basin to accommodate stormwater runoff from the project, bringing the total site area to ± 307 acres.

**Consultation**

The California Environmental Quality Act (CEQA) requires the City to consider the effect this project may have on historic properties. The definition of "historic properties" includes, in some cases, properties of traditional religious and cultural significance to Native American tribes. To determine whether any historic properties may be affected by the project, MBA has reviewed archival maps and historic documents and consulted with the Native American Heritage Commission (NAHC). The NAHC response letter indicated that there may be additional information to be gained from individual tribal members and/or tribal organizations. MBA is sending this letter to give you the opportunity to provide any additional knowledge you may have about the project area. Because public involvement is a key ingredient in successful CEQA consultation, we are soliciting your input as part of this process.

Please review this letter and enclosed map and indicate whether you have any information concerning historic properties that may be affected by the proposed project, as indicated below.

___ No, I am not aware of any Native American resources or sacred sites located within or near the project area.

_____ Yes, I am aware of Native American resources or sacred sites located within or near the project area.

Please describe, if possible the resources using additional sheets of paper, if required.

MBA is contacting you to determine if you have any concerns regarding this project. Your response would be greatly appreciated. If we do not receive a response within 15 calendar days, we will assume that to

your knowledge, the project area is not located within any Native American religious or sensitive sites. Please feel free to call me at 559.497.0310 if you have any questions. Address and mail your response or any correspondence to my attention at the address below.

Sincerely,

Elena Nuño, Project Manager
**Michael Brandman Associates**
2444 Main Street, Suite 150
Fresno, CA 93721

Enclosures: Maps of Project Area
Site Plan

[illegible] 311300-02

RECEIVED
MAR 23 2011
By

Michael Brandman Associates

Fresno
559 497 0310

Irvine
714 508 4100

Palm Springs
760 322 8847

Sacramento
916 447 1119

San Bernardino
909 884 2255

San Ramon
925 830 2733

March 10, 2011

Ms. Liz Hutchins Kipp
Big Sandy Rancheria of Mono Indians
P.O Box 337/37302
Auberry, CA 93602

Subject: **Proposed Selma Crossings Commercial Development**

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Michael Brandman Associates is assisting the City of Selma with the preparation of an Environmental, Impact Report for the Selma Crossings Commercial Development located along the southeastern city limits of Selma in Fresno County. The site is located at the northeast quadrants northwest and southwest of the intersection of Mountain View Avenue and the State Route 99 Freeway. Please see the enclosed study area map. The proposed project area is designated "Project Boundary" in the center and is depicted with a bold line on the enclosed Selma and Conjejo, USGS 7.5-minute topographic quadrangle maps. The proposed project consists of construction of regional retail center serving Central California. The project would develop a ± 287-acre site with a mix of commercial and mixed-use residential uses in three phases as shown on the enclosed site plan. The site also includes a 20-acre drainage/retention basin to accommodate stormwater runoff from the project, bringing the total site area to ± 307 acres.

**Consultation**

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_____ Yes, I am aware of Native American resources or sacred sites located within or near the project area.

Please describe, if possible the resources using additional sheets of paper, if required.

MBA Is contacting you to determine if you have any concerns regarding this project. Your response would be greatly appreciated. If we do not receive a response within 15 calendar days, we will assume that to

your knowledge, the project area is not located within any Native American religious or sensitive sites. Please feel free to call me at 559.497.0310 if you have any questions. Address and mail your response or any correspondence to my attention at the address below.

Sincerely,

Elena Nuño, Project Manager
**Michael Brandman Associates**
2444 Main Street, Suite 150
Fresno, CA 93721

Enclosures: Maps of Project Area
Site Plan

Job Number: 31150003

# TABLE MOUNTAIN RANCHERIA
## TRIBAL GOVERNMENT OFFICE

March 16, 2011

Elena Nuño, Project Manager
Michael Brandon Associates
2444 Main Street, Suite 150
Fresno, Ca. 93721

RE: Proposed Selma Crossings Commercial Development

Dear Elena Nuño:

This is in response to your letter dated March 10, 2011, regarding the Proposed Selma Crossings Commercial Development, project.

We appreciate receiving notice; however, this project site is beyond our area of interest.

Sincerely,

Bob Pennell
Cultural Resources Director

RECEIVED
MAR 2 1 2011
By

Leanne Walker-Grant
Tribal Chairperson

Brenda D. Lavell
Tribal Vice-Chairperson

Craig Martinez
Tribal Secretary/Treasurer

Ray Barnes
Tribal Council Member

John L. Burrough
Tribal Council Member

23736
Sky Harbour Road
Post Office
Box 410
Friant
California
93626
(559) 822-2587
Fax
(559) 822-2693

# A-4: Paleontological Records Search

Kenneth L. Finger, Ph.D.
Consulting Paleontologist

January 9, 2007

Ms. Carrie Wills
Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 94546

**Re: Paleontological Records Search for MBA Project #31130001, Selma, Fresno County, California**

Dear Carrie:

As per your request, I have conducted a thorough search of the University of California Museum of Paleontology (UCMP) vertebrate paleontology database for the proposed South Selma project site. The site is relatively flat agricultural land with a cover of heavily disturbed soil.

During the cooler and wetter glacial stages of the Pleistocene Epoch, the San Joaquin Valley was a composite floodplain of multiple rivers draining from flanking highlands. Riparian woodlands and extensive grassy plains supported a diverse vertebrate fauna. Major flooding events during that time would have transported and deposited vertebrate remains downstream in bank deposits and over the adjacent floodplain, but these occurrences are characteristically spotty. Post-mortem disarticulation is typical, and elements from more than one animal may be mixed within a local deposit. Hence, all Pleistocene alluvium in California should be considered as having a high paleontological sensitivity, regardless of their low paleontological potential that reflects their unpredictability of yielding vertebrate remains.

A records search of the UCMP database reveals no vertebrate fossil localities recorded within 10 miles of the project site. This is not unusual in flat areas of the San Joaquin Valley that have had relatively little development. However, there are 204 vertebrate localities in the database for Fresno County, the majority of which are in Pleistocene alluvium and clearly reveal the high paleontological sensitivity of shallow subsurface deposits. The closest vertebrate locality in the UCMP database is V65100, located approximately 16 miles to the southwest and which yielded a camel bones of Rancholabrean age (late Pleistocene). The second closest vertebrate locality is V1440, located 25 miles northwest of the South Selma site and which yielded 149 specimens of

Rancholabrean mammals, birds, and reptiles. Included in the diverse assemblage are bison, horse, coyote, fox, deer, rabbit, badger, vole, gopher, loon, turtle, and rattlesnake.

The results of this records search indicate that the proposed South Selma project could impact significant paleontological resources if excavations penetrate the soil veneer. Whereas the entire surface of the property consists of disturbed soil, a paleontological walkover survey of the site prior to construction will not be necessary. However, a qualified paleontological monitor should be onsite during deeper excavations, such as sewer line trenching, to ensure that any paleontological resources encountered will be assessed and, if determined significant, properly salvaged for future curation. Recovered specimens should be deposited in an accredited and permanent scientific institution such as UCMP, so that they are preserved and available for the benefit of current and future generations.

Sincerely,

*Ken Finger*

Mailing Address: 18208 Judy Street, Castro Valley, CA 94546
Phone: 510.885.1585

# Appendix B: Personnel Qualifications

**CORPORATE RESUME**

# Carrie D. Wills, RPA, M.A.

**Senior Project Archaeologist**

## Overview

- 17 Years Experience
- Master's degree, Anthropology – California State University, Hayward
- Bachelor's degree, Anthropology – California State University, Hayward
- Registered Professional Archaeologist #11138

**Carrie Wills, RPA,** possesses 17 years of experience in the area of prehistoric and historic archaeology. Her expertise includes conducting pre-field assessments, archival research, pedestrian field surveys, site evaluation and testing, and data recovery and analysis. She has extensive experience preparing documents that comply with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) and evaluating and assessing historic structures located on mining, ranching, and military facilities for inclusion on the National Register of Historic Places and California Register of Historical Resources.

## Related Experience

### Historical, Archaeological, and Paleontological Resources

**KB Home Monte Vista, Historic American Buildings Survey, City of San Jose.** Served as project manager for the KB Home Monte Vista Project. Conducted Historic American Buildings Survey Level III documentation for a large multi-structure canning facility, Del Monte Plant #3, in San Jose. Tasks included producing over 200 large-format, black and white photographs of exterior and interior views of the existing structures. The MBA historic report augments the photographic documentation by placing the structures within the appropriate historic context and addressing both the architectural and historical aspects of the site's significance. Specifically, the historical report focused on the Plant's contribution to the growth of the canning industry in San José. The plant was also assessed for historic significance and was found to meet the criteria for listing on the National Register of Historic Places as a District along with two other local Del Monte canneries. MBA coordinated with state, federal, and city agencies, including but not limited to City of San Jose Department of Planning and the National Park Service HABS/Historic American Engineering Record coordinator.

**Costco's Warehouse Project, City of San Francisco.** Served as project manager for Costco's Warehouse Project. Surveyed, excavated, and monitored the proposed site, located in downtown San Francisco, for a new Costco store. Supervised lab procedures and analysis of over 1,400 artifacts.

**Montezuma Wetlands Project, County of Solano.** Served as project manager for Solano County's Montezuma Wetlands Project. Provided technical direction of a 4,700-acre archaeological survey in Solano County, resulting in recording and subsurface testing of 12 sites. Co-authored the technical report that included extensive impacts and mitigation measures.

**Lake Solano Regional Park Visitor's Center Project, County of Solano.** As project archaeologist, conducted a cultural resource investigation that included record search reviews and a pedestrian field survey. The record searches included records at the Northwest Information Center, Rohnert Park, and at the Native American Heritage Commission in Sacramento.

**Off-road Vehicle Park, City of Bakersfield.** As senior project archaeologist, conducted an intensive field survey of 2,500 acres outside the City of Bakersfield. The project area included rolling hills, large flat valleys, and steep ravines. The survey resulted in discovery of over 150 prehistoric resources including bedrock mortars,

grinding slicks, and rock art. The resources were recorded and evaluated for eligibility for listing on the National Register of Historic Places and the California Register of Historical Resources. Following the evaluation, a comprehensive report detailing the findings was produced.

**Bel Lago Project, City of Moreno Valley.** As senior project archaeologist, conducted a site-specific field assessment of the Kerr Ranch and recorded all extant buildings and structures on Department of Parks and Recreation forms; both Primary and Building, Structure and Object forms. Detailed descriptions and measurements were taken as part of the assessment process, and each building and structure was evaluated individually for listing to the California Register of Historical Places or local registers or landmarks.

**Westlake Shopping Center, City of Daly City.** As senior project archaeologist for this major refurbishing effort for a shopping center located in Daly City, assessed the shopping center for historic significance under CEQA Section 15064 by reviewing historic maps, photos, and record and archival search results obtained from the Northwest Information Center and the Daly City Planning Department. Scope included conducting a visual appraisal of the existing buildings, structures, and signage.

**San Demas Project, City of Sacramento.** As senior project archaeologist, conducted a record search and field investigation for a built environment covering one city block in downtown Sacramento. As this was a built environment, there was no native ground surface to be surveyed; the investigation consisted of comprehensive research to determine the possibility of historic structures.

**Cabrillo Corners Commercial Project, City of Half Moon Bay.** As cultural resources specialist, conducted a record search at the Northwest Information Center and a pedestrian field survey of the proposed project area that borders Pilarcitos Creek in Half Moon Bay to determine the presence or absence of cultural resources prior to project development.

**Gustine Municipal Airport Project, County of Merced.** As senior project archaeologist, conducted a record search and pedestrian field survey of a 45-acre parcel located in Merced County to determine the presence or absence of cultural resources prior to improvements to the Airport.

**Scheiber/White Projects, County of El Dorado**. As senior project archaeologist, conducted record searches and field investigations for a 226-acre parcel and a 286-acre parcel of undeveloped land with gentle to steep rolling hills and open valleys.

**Protzel Project, County of El Dorado.** As senior project archaeologist, conducted a record search and field investigation for a 35-acre parcel of land. The field survey resulted in discovery of a site that contained both prehistoric and historic components located adjacent to one another.

**Miller Ranch Property, City of Lincoln.** As senior project archaeologist for this 130-acre residential development, reviewed record search results from the North Central Information Center, Sacramento and conducted a pedestrian field survey. The record search results indicated no cultural resources had been previously recorded within a 0.25-mile radius of the project area nor were any discovered during the field survey. A negative survey report was prepared detailing the record search and survey results to meet CEQA requirements.

**Fahren's Creek Development Project, County of Merced.** As senior project archaeologist, conducted a record search and field investigation on a parcel of undeveloped land, a portion of which was immediately adjacent to Fahren's Creek.

**McBride R.V. and Self Storage Project, City of Chino.** As senior project archaeologist, conducted a record search and pedestrian field survey of a 21.15-acre parcel of land to determine the presence or absence of cultural resources prior to project development. Prepared a negative survey report detailing the record search and survey results to meet CEQA requirements.

**Brehm Communities, City of Chino.** As senior project archaeologist for this 35-acre residential development, conducted a record search at the San Bernardino Archaeological Information Center and a modified field survey. Performed a visual assessment from various vantage points rather than a typical pedestrian survey and prepared a negative survey report detailing the record search and survey results to meet CEQA requirements.

**Albers Barnes & Kohler LLP's Palm Ranch Dairy Project, County of Kern.** As senior project archaeologist, was responsible for CEQA compliance issues related to cultural resources on a 120-acre parcel. Conducted a Phase I survey to determine the presence or absence of cultural resources within the project area, resulting in the discovery of artifactual material on the ground surface. Conducted a Phase II testing program to determine the presence or absence of subsurface cultural resources, resulting in inconclusive findings. Provided mitigation measures to protect any previously undiscovered resources during project excavation activities.

**Albers Barnes & Kohler LLP's Bonanza Farm Dairy Project, County of Kern.** As cultural resources specialist, conducted a record search and pedestrian field survey of two 200-acre parcels to determine the presence or absence of cultural resources prior to project development. Prepared a negative survey report detailing the record search and survey results to meet CEQA requirements.

**Cypress Lakes Project, County of Contra Costa.** As project manager, performed archival and records review, subsurface testing, and technical direction of an 850-acre archaeological survey that included two well-known and significant prehistoric burial mounds.

**Mills Associates' Tassajara Valley Project, County of Solano.** As project manager, provided technical direction of a 2,500-acre archaeological survey that resulted in recording and subsurface testing of 14 historic and one prehistoric archaeological site. Analyzed artifacts and prepared technical reports.

**Future Urban Areas, Mundie and Associates, County of Contra Costa.** As field director, conducted a 4,500-acre archaeological survey that resulted in recording of 11 historic archaeological sites, including the previously unrecorded historic town sites of West Hartley, Empire, and Star Mine associated with the Mount Diablo coalfield developments of 1850-1885. Recorded features including foundations, privies, cisterns, basements, and dumps. Hundreds of surface artifacts were examined. Also directed artifact analysis and prepared technical reports.

### Energy, Utilities & Pipelines

**Santa Cruz Water District's Pipeline Project, County of Santa Cruz.** Served as resource team leader for this project that proposed modifications to the current operation and maintenance of an existing pipeline through implementation of the Santa Cruz North Coast Pipeline Rehabilitation Project. Reviewed compliance issues related to cultural resources found along four major waterways in Santa Cruz County and prepared a CEQA Initial Study to determine environmental impact associated with project implementation. Also provided necessary details to aid in the decision-making process for the project's next phase.

**Federal Energy Regulatory Commission (FERC) Relicensing Project, County of Kern.** As resource team leader, reviewed cultural resources to meet the requirements of Section 106 of the National Historic Preservation Act in preparation of a new FERC license application. Directed the Section 106 review and

prepared the preliminary draft of the license application, evaluated project impacts, and authored the Historic Properties Management Plan and a Programmatic Agreement.

**Federal Energy Regulatory Commission (FERC) Relicensing Project, Kilarc-Cow Creek.** As resource team leader, provided NHPA Section 106 compliance review in preparation of a new FERC license application. Following the survey effort, prepared the preliminary draft of the license application, evaluated the project impacts, prepared a comprehensive report, and finalized the Historic Properties Management Plan and a Programmatic Agreement.

**Calypso Project Environmental Impact Statement, Fort Lauderdale, Florida.** Served as resource team leader for Tractebel North America, Inc.'s Calypso Project Environmental Impact Statement (EIS) for a new natural gas pipeline extending from the Exclusive Economic Zone in the Atlantic Ocean to Port Everglades. Conducted the NHPA Section 106 review of both offshore and onshore cultural resources and prepared the preliminary drafts of the third-party EIS for the jurisdictional portion of the pipeline.

**Rock Creek Hydroelectric Project, Oregon.** Served as project archaeologist for Oregon Trail Electric Consumer Cooperative's Rock Creek Hydroelectric Project. Conducted a reconnaissance survey and evaluation of archaeological and historic resources to meet the requirements of NHPA Section 106.

**Patriot Natural Gas Pipeline Project, Tennessee, Virginia, and North Carolina.** Served as resource team leader for a project consisting of the Mainline Expansion and Patriot Extension three states. The Mainline Expansion involved improvement along East Tennessee Natural Gas Company's existing pipeline in Tennessee and Virginia, including approximately 187 miles of new pipeline, replacement of old pipeline, additional compression at existing facilities, and five new compressor stations. The Patriot Extension involves approximately 100 miles of new pipeline in Virginia and North Carolina, including three new meter stations. Provided third-party review of cultural resources reports and prepared third-party EIS.

**Northwest Transmission Line Project, Oregon and Washington.** Served as project archaeologist for Wallula Generation, LLC's Northwest Transmission Line Project. Conducted a 28-mile reconnaissance survey in Oregon and Washington along the Columbia River, evaluated and recorded archaeological sites, and completed appropriate forms for submittal to Washington

**El Paso Energy's and Broadwing Communications' Fiber Optic Line, Texas and California.** Served as resource team leader for a proposed fiber-optic transmission line reaching from El Paso, Texas, to Los Angeles, California. Prepared a Proponent's Environmental Assessment demonstrating CEQA compliance that was submitted with an application to the California Public Utilities Commission.

**Fiber Optic Project, Cities of San Jose, San Francisco, and Los Angeles.** Served as project manager for a Level Three Communications Fiber Optic Project. Conducted cultural resources studies and supervised construction monitoring to address CPUC mitigation measures during the "city build" portions of the project in San Jose, San Francisco, and the Los Angeles Basin. Prepared workbooks for each construction spread in each city to address potential cultural resources impacts and necessary mitigation required to preclude significant impacts.

**Fiber Network Project, Northern and Southern California.** Served as project manager for 360 Networks' Fiber Network Project. Responsible for all aspects of project management for this linear project spanning the length of California, including coordination, budget, consultation, and compliance issues.

**Santa Fe Pacific Pipeline, State of California.** As field supervisor for Santa Fe Pacific Pipeline's Concord-to-Colton Project, performed records search and intensive archaeological survey of a corridor stretching from

Fresno, through Bakersfield and Mojave, to San Bernardino. Recorded and evaluated for eligibility for listing on National Register of Historic Places more than 150 historic properties.

**CPUC Alturas Transmission Line Project, California and Nevada.** As archaeological monitor, documented compliance with mandated mitigation measures during the construction of this high-voltage power line reaching from Alturas, California, to Reno, Nevada.

### Environmental Impact Reports for General Plan Updates

**General Plan Update, County of Monterey.** As senior project archaeologist, assisted in updating the General Plan with new policies including archaeological, historical, and paleontological resources. Tasks included a review of existing policies and suggestions for alternatives and updates relevant to current trends. Worked closely with Monterey County staff, agency personnel, and sub-consultants to ensure a high quality, timely Plan Update.

**Trails Specific Plan Project, City of Livermore.** As senior project archaeologist, conducted archival and record searches, including review of the 2000 North Livermore Specific Plan Draft Environmental Impact Report and the 2003 City of Livermore General Plan Update Master Environmental Assessment that specifically focuses on cultural resources within the proposed project area. Conducted a 235-acre pedestrian survey to determine the significance of previously recorded cultural resources and the presence or absence of previously unknown cultural resources, resulting in the recording of five historic resources using California Department of Parks and Recreation forms with context analysis and detailed maps. Prepared a comprehensive report including a detailed setting section with impacts and mitigation measures to ensure protection of significant cultural resources.

### Educational Facility Environmental Analysis

**Delta View and Kit Carson Schools Project, Kings County Office of Education.** As senior project archaeologist, conducted archaeological and historical resource assessment at two proposed telecommunication tower sites located at two school sites. Conducted a record search at the Southern San Joaquin Valley Information Center and pedestrian surveys at both schools to determine the presence or absence of cultural resources. Determined negative survey results, and prepared a report detailing the record search and survey results that was presented to the Kings County Office of Education.

### Mine Reclamation Plans and Environmental Analysis

**Abandoned Mine Inventory Project, Washington Bureau of Land Management.** As project manager, managed a five-person survey crew who conducted an intensive archaeological survey of 1,700 acres of difficult terrain and conditions in the City of Spokane. Recorded mining features and archaeological properties on appropriate State of Washington forms and prepared Determination of Eligibility forms for submittal to Washington's State Historic Preservation Officer.

**High Desert Power Plant Project, County of San Bernardino.** As project manager, conducted an approximately 2,000-acre field inventory of block and linear project areas located near the City of Victorville. Recorded and evaluated more than 30 historic and prehistoric sites.

### Military Projects

**Cultural Resources Overview Project, Concord Naval Weapons Station.** As project manager, tasks included review of archival records and record search results for previously recorded sites within the Station. In addition, more than 500 World War II buildings and structures were evaluated for National Register of Historical Places eligibility and documented on appropriate Department of Parks and Recreation forms. An archaeological site

prediction model was developed to determine the likelihood of the presence of cultural resources within specific areas of the Station. An extensive context document was prepared to facilitate a comprehensive understanding of the Naval Weapons Station in terms of its historic presence within Contra Costa County and the City of Concord. Following assessment of the Station and its historic components, a Cultural Resource Overview Report for the 13,000-acre facility was developed.

**NAVFAC Centerville Beach and Point Sur Projects, Humboldt and Monterey Counties.** As project archaeologist, responsibilities included reviewing archival and site records prior to pedestrian field surveys at each of the locations. Following the surveys, documentation on Department of Parks and Recreation forms was prepared for each of the World War II buildings/structures located within the Station boundaries. Subsequent efforts included development and submittal of a historic context report and structural assessments of the buildings to determine National Register of Historic Places eligibility status. Prepared a preliminary Historic and Archeological Resource Protection Plan evaluating known archaeological site locations and preparing maps depicting areas of archaeological sensitivity.

**Civil Engineering Laboratory Archaeological and Historic Resources Assessment Project, Port Hueneme.** As project manager, scope included reviewing archival records and historic Port Hueneme documents at the base, reviewing previously recorded sites records from the South Central Coastal Information Center, CSU, Fullerton, and researching at Ventura Historical Society. Architectural documentation was prepared for nine World War II buildings on appropriate Department of Parks and Recreation forms and a single prehistoric site located within the base was assessed. A historic context report was developed and each of the buildings/structures was individually evaluated for National Register of Historic Places eligibility. Following assessment and documentation, an EIR/EIS technical report including a detailed historic setting, an overview of each of the types of buildings within the project area, an impacts assessment section, and appropriate mitigation for the impacts was prepared.

**Navy Construction Battalion Center Historic and Archaeological Resources Protection Plan Project, Port Hueneme.** As project manager, tasks included archival research of Battalion Center documents a record search review at the South Central Coastal Information Center, CSU, Fullerton, and a pedestrian field survey. Subsequent to the archival research, architectural documentation of 130 World War II buildings/structures was completed on appropriate Department of Parks and Recreation (DPR) forms. The forms typically included DPR Primary forms for each building or structure although in some instances, e.g., for large non-descript warehouse structures, a representative building was documented and identical buildings were listed on the form as having identical attributes. In addition to the Primary forms, a Building, Structure, Object (BSO) form providing additional descriptive and evaluative information was completed when appropriate. Following the archival research for previously recorded cultural resource sites and the field survey, an archaeological site prediction model was developed for the Battalion Center. Following documentation, a historic context for the Battalion Center was prepared. In addition, each building was assessed for National Register of Historic Places (NRHP) eligibility and a Historic and Archaeological Resources Protection (HARP) Plan was prepared.

**H Street Extension Project, Lockheed Missiles and Space Company Property.** The project consisted of an extension of H Street within the western portion of the Lockheed Missiles and Space Company facilities. Archaeological efforts were part of mitigation for construction within a National Register listed prehistoric shell mound. As project archaeologist, the work included pre-construction site testing using various means including shovel and backhoe investigations, surface collection for the entire project area, and a Phase III data recovery program in coordination with the Most Likely Descendant (MLD). Disposition of human remains found within the site was decided upon an agreement with the MLD. A construction-monitoring program was conducted during initial grading activities at the site to ensure protection of previously unknown cultural resources and/or additional human remains.

**Naval Fuel Depot Point Molate Historic Resources Assessment Project, City of Rohnert Park.** As project manager, conducted an archival records review at various repositories as well as a record search at the Northwest Information Center in Rohnert Park for previously recorded cultural resource sites. Conducted a field survey and general site reconnaissance of the project area. Subsequent to the archival research and survey, documentation of ten World War II buildings/structures was completed on appropriate Department of Parks and Recreation forms. The buildings and structures were evaluated for eligibility for listing on the National Register of Historic Places. In addition, one prehistoric archaeological site was assessed within the project area. A preliminary Historic and Archeological Resource Protection Plan was prepared evaluating known archaeological site locations with maps depicting areas of archaeological sensitivity. A historic context was prepared for the project area and a technical report detailing all of the research, field survey, building and structure evaluations, and the assessment of the prehistoric site was provided to the client.

**Maya Caves Project, Punta Gorda, Belize, Central America.** As excavation team member, worked two field seasons examining prehistoric cave deposits. Conducted surveys and excavations, analyzed and cataloged artifacts, and prepared technical report sections.

## Professional Affiliations

- Society for Historical Archaeology
- Society for California Archaeology
- Register of Professional Archaeologists

# Jennifer M. Sanka, M.A.

## Staff Archaeologist

**Education**
M.A., Hebrew Bible and Archaeology, Duke University. Durham, North Carolina, 2003

Graduate Certification in Women's Studies, Duke University. Durham, North Carolina, 2003

B.A., Anthropology, Comparative Religion, and Classical Humanities, Miami University. Oxford, Ohio, 2001

**Professional Affiliations**
American Schools of Oriental Research (ASOR)

Archaeological Institute of America (AIA)

## Experience Summary

Experienced in both the New and Classical Worlds, Ms. Sanka has been working in the archaeological field since 1997 and is currently a Staff Archaeologist with Michael Brandman Associates. Her Cultural Resource Management career began in North Carolina, directly after completing her M.A. at Duke University in 2003. Since then, Ms. Sanka has gained three years of experience in the prehistoric and historic archaeology of North Carolina, Maryland and Southern California. She participated in various projects, gaining familiarity with pre-field assessments, archival research, pedestrian field surveys, site evaluation and testing and data recovery and analysis. She is currently refining her ability to prepare documents that comply with the California Environmental Quality Act and National Environmental Policy Act.

## Recent Project Experience

### *Environmental Documents (CEQA and NEPA)*

**Chaffey Joint School District East Avenue Project, Rancho Cucamonga.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the Chaffey Joint School District East Avenue Project, Rancho Cucamonga, CA.

**Shandin Hills Project, San Bernardino.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the MICAL, LLC Shandin Hills Project, San Bernardino, CA.

**Wildomar Trails Project, Wildomar.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the South Coast Communities, LLC Wildomar Trails Project, Wildomar, CA.

**Sempra North Montebello Boulevard Project, Montebello.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the Sempra North Montebello Boulevard Project, Montebello, CA.

**Mesa Verdes Estates Project, Calimesa.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the Mesa Verde Estates Secondary Access Road Project, Calimesa, CA.

**Terracon Cherry Valley Boulevard Project, Cherry Valley.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the Terracon Cherry Valley Boulevard Project, Cherry Valley, CA.

**Ohio Avenue Project, San Bernardino.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the John Laing Homes Ohio Avenue Project, San Bernardino, CA.

**Merill Avenue Project, Chino.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the Watson Land Company Merrill Avenue Project, Chino, CA.

**Kasbergen Ramona Expressway and Alessandro Avenue Project, San Jacinto.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the Kasbergen Ramona Expressway and Alessandro Avenue Project, San Jacinto, CA.

**Van Buren Street Project, Coachella.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the Coachella Land Company Van Buren Street Project, Coachella, CA.

**San Sevaine Way and Wacker Drive Project, Glen Avon.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the United Strategies San Sevaine Way and Wacker Drive Project, Glen Avon, CA.

**Industrial Park Project, Redlands.** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the IDS Real Estate Group Iowa Industrial Park Project, Redlands, CA.

**Ranch Road Project, Colton** Staff Archaeologist and Author of Phase I Cultural Resources Assessment for the Medlin Tropica Ranch Road Project, Colton, CA.

**Tustin Skyline Drive Storm Drain Project, Tustin Hills** Staff Archaeologist and Author of a Phase I Cultural Component for an EIR, Tustin Skyline Drive Storm Drain Project, Tustin Hills, CA.

**El Mirage Meeks Project, Adelanto.** Author of Phase I Cultural Resources Assessment for Alpine Real Property Equity Group El Mirage Meeks Project, Adelanto, CA.

**Dean Project, Adelanto** Author of Phase I Cultural Resources Assessment for Alpine Real Property Equity Group Dean Project, Adelanto, CA.

**Jeffredo Property Project, Coachella.** Contributing Author of Phase I Cultural Resources Assessment for Brighton Properties, LLC Jeffredo Property Project, Coachella, CA.

### *Historical, Archaeological and Paleontological Resources*

**Phase I Surveys, Various Locations in Southern California.** Field Technician for various Phase I surveys in Southern California: City of Bakersfield, Off Road Vehicle Project; Camp Pendleton,Oceanside, CA; Aerial Gunnery Range, Chocolate Mountains; China Lake Naval Air Weapons Station, Ridgecrest; and various other projects for the City of Hemet, the City of Moreno Valley and the City of Fontana.

**Twenty-nine Palms Military Training Facility.** Field Technician for Phase II Testing in Twenty-nine Palms and Barstow, Southern California.

**Fort Bragg and Randolph County.** Field Technician for Phase II Testing in Fayetteville and Greensboro, North Carolina.

**Santiago Hills Full Data Recovery.** Field Technician for Phase III, Full Data Recovery Projects in the City of Orange, Southern California:

**Downtown Los Angeles Public School #9 Project**. Excavation and Relocation of an historic cemetery, Los Angeles, CA.

**Full Data Recovery Project Maryland Pokomoke City, Maryland.** Field Technician for Phase III Project. This historic project evidenced many complex domestic features: a well, privies, middens and a sizable brick homestead with clayed floors.

# Appendix C: Regulatory Framework

# REGULATORY FRAMEWORK

Government agencies, including federal, state, and local agencies, have developed laws and regulations designed to protect significant cultural resources that may be affected by projects regulated, funded, or undertaken by the agency. Federal and state laws that govern the preservation of historic and archaeological resources of national, state, regional, and local significance include the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). In addition, laws specific to work conducted on federal lands includes the Archaeological Resources Protection Act (ARPA), the American Antiquities Act, and the Native American Graves Protection and Repatriation Act (NAGPRA).

The following Federal or CEQA criteria were used to evaluate the significance of potential impacts on cultural resources for the proposed project. An impact would be considered significant if it would affect a resource eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CR), or if it is identified as a unique archaeological resource.

## Federal-Level Evaluations

Federal agencies are required to consider the effects of their actions on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings under NEPA § 106. Federal agencies are responsible for initiating NEPA § 106 review and completing the steps in the process that are outlined in the regulations. They must determine if NHPA § 106 applies to a given project and, if so, initiate review in consultation with the State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO). Federal agencies are also responsible for involving the public and other interested parties. Furthermore, NHPA S106 requires that any federal or federally assisted undertaking, or any undertaking requiring federal licensing or permitting, consider the effect of the action on historic properties listed in or eligible for the NRHP. Under the Code of Federal Regulations (CFR), 36 CFR Part 800.8, federal agencies are specifically encouraged to coordinate compliance with NEPA § 106 and the NEPA process. The implementing regulations "Protection of Historic Properties" are found in 36 CFR Part 800. Resource eligibility for listing on the NRHP is detailed in 36 CFR Part 63 and the criteria for resource evaluation are found in 36 CFR Part 60.4 [a-d].

The NHPA established the NRHP as the official federal list for cultural resources that are considered important for their historical significance at the local, state, or national level. To be determined eligible for listing in the NRHP, properties must meet specific criteria for historic significance and possess certain levels of integrity of form, location, and setting. The criteria for listing on the NRHP are significance in American history, architecture, archaeology, engineering, and culture as present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting,

materials, workmanship, feeling, and association. In addition, a resource must meet one or all of these eligibility criteria:

a.) Is associated with events that have made a significant contribution to the broad patterns of our history.

b.) Is associated with the lives of persons significant in our past.

c.) Embodies the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction.

d.) That have yielded, or may be likely to yield, information important in prehistory or history.

Criterion D is usually reserved for archaeological resources. Eligible properties must meet at least one of the criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character.

### Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, buildings that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a.) A religious property deriving primary significance from architectural or artistic distinction or historical importance.

b.) A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event.

c.) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life.

d.) A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

e.) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.

f.) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance.

g.) A property achieving significance within the past 50 years if it is of exceptional importance.

## Thresholds of Significance

In consultation with the SHPO/THPO and other entities that attach religious and cultural significance to identified historic properties, the Agency shall apply the criteria of adverse effect to historic properties within the Area of Potential Effect (APE). The Agency official shall consider the views of consulting parties and the public when considering adverse effects.

### Federal Criteria of Adverse Effects

Under federal regulations, 36 CFR Part 800.5, an adverse effect is found when an undertaking alters, directly or indirectly, any of the characteristics of a historic property that qualifies the property for inclusion in the NRHP in a manner that diminishes the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration will be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for listing in the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

According to 36 CFR Part 800.5, adverse effects on historic properties include, but are not limited to, those listed below:

- Physical destruction of or damage to all or part of the property.
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties per 36 CFR Part 68 and applicable guidelines.
- Removal of the property from its historic location.
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long term preservation of the property's historic significance.

### If Adverse Effects Are Found

If adverse effects are found, the agency official shall continue consultation as stipulated at 36 CFR Part 800.6. The agency official shall consult with the SHPO/THPO and other consulting parties to develop alternatives to the undertaking that could avoid, minimize, or mitigate adverse effects to historic resources. According to 36 CFR Part 800.14(d), if adverse effects cannot be avoided then standard treatments established by the ACHP maybe used as a basis for Memorandum of Agreement (MOA).

According to 36 CFR Part 800.11(e), the filing of an approved MOA, and appropriate documentation, concludes the § 106 process. The MOA must be signed by all consulting parties and approved by the ACHP prior to construction activities. If no adverse affects are found and the SHPO/THPO or the ACHP do not object within 30 days of receipt, the agencies' responsibilities under § 106 will be satisfied upon completion of report and documentation as stipulated in 36 CFR Part 800.11. The information must be made available for public review upon request, excluding information covered by confidentiality provisions.

## State-Level Evaluation Processes

An archaeological site may be considered an historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California per PRC § 5020.1(j) or if it meets the criteria for listing on the CR per California Code of Regulations (CCR) at Title 14 CCR § 4850.

The most recent amendments to the CEQA guidelines direct lead agencies to first evaluate an archaeological site to determine if it meets the criteria for listing in the CR. If an archaeological site is an historical resource, in that it is listed or eligible for listing in the CR, potential adverse impacts to it must be considered as stated in PRC §§ 21084.1 and 21083.2(l). If an archaeological site is considered not to be an historical resource, but meets the definition of a "unique archaeological resource" as defined in PRC § 21083.2, then it would be treated in accordance with the provisions of that section.

With reference to PRC § 21083.2, each site found within a project area will be evaluated to determine if it is a unique archaeological resource. A unique archaeological resource is described as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

As used in this report, "non-unique archaeological resource" means an archaeological artifact, object, or site that does not meet the criteria for eligibility for listing on the CR, as noted in subdivision (g) of PRC § 21083.2. A non-unique archaeological resource requires no further consideration, other than simple recording of its components and features. Isolated artifacts are typically considered non-unique archaeological resources. Historic structures that have had their superstructures demolished or removed can be considered historic archaeological sites and are evaluated following the processes used for prehistoric sites. Finally, OHP recognizes an age threshold of 45 years. Cultural resources built less than 45 years ago may qualify for consideration, but only under the most extraordinary circumstances.

Title 14, CCR, Chapter 3 § 15064.5 is associated with determining the significance of impacts to archaeological and historical resources. Here, the term historical resource includes the following:

4. A resource listed in, or determined eligible by the State Historical Resources Commission, for listing in the CR (PRC § 5024.1; Title 14 CCR, § 4850 et seq.).
5. A resource included in a local register of historical resources, as defined in PRC § 5020.1(k) or identified as significant in an historical resource survey meeting the PRC § 5024.1(g) requirements, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
6. Any object, building, structure, site, area, place, record, or manuscript, which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (PRC § 5024.1; Title 14 CCR § 4852) including the following:
    A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
    B. Is associated with the lives of persons important in our past.

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

Typically, archaeological sites exhibiting significant features qualify for the CR under Criterion D because such features have information important to the prehistory of California. A lead agency may determine that a resource may be a historical resource as defined in PRC §§ 5020.1(j) or 5024.1 even if it is:

Not listed in or determined to be eligible for listing in the CR.
Not included in a local register of historical resources pursuant to PRC § 5020.1(k).
Identified in an historical resources survey per PRC § 5024.1(g).

### Threshold of Significance

If a project will have a significant impact on a cultural resource, several steps must be taken to determine if the cultural resource is a "unique archaeological resource" under CEQA. If analysis and/or testing determine that the resource is a unique archaeological resource and therefore subject to mitigation prior to development, a threshold of significance should be developed. The threshold of significance is a point where the qualities of significance are defined and the resource is determined to be unique under CEQA. A significant impact is regarded as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource will be reduced to a point that it no longer meets the significance criteria. Should analysis indicate that project development would destroy the unique elements of a resource; the resource must be mitigated for under CEQA regulations. The preferred form of mitigation is to preserve the resource in-place, in an undisturbed state. However, as that is not always possible or feasible, appropriate mitigation measures may include, but are not limited to:

1. Planning construction to avoid the resource.
2. Deeding conservation easements.
3. Capping the site prior to construction.

If a resource is determined to be a "non-unique archaeological resource," no further consideration of the resource by the lead agency is necessary.

## Tribal Consultation

The following serves as an overview of the procedures and timeframes for the Tribal Consultation process, for the complete Tribal Consultation Guidelines, please refer to the State of California Office of Planning and Research web site.

Prior to the amendment or adoption of general or specific plans, local governments must notify the appropriate tribes of the opportunity to conduct consultation for the purpose of preserving or mitigating impacts to cultural places located on land within the local government's jurisdiction that is affected by the plan adoption or amendment. The tribal contacts for this list maintained by the NAHC, which is distinct from the Most Likely Descendent (MLD) list. It is suggested that local governments send written notice by certified mail with return receipt requested. The tribes have 90 days from the date they receive notification to request consultation. In addition, prior to adoption or amendment of a general or specific plan, local government must refer the proposed action to tribes on the NAHC list that have traditional lands located within the city or county's jurisdiction. Notice must be sent regardless of prior consultation. The referral must allow a 45-day comment period.

In brief, notices from government to the tribes should include:

- A clear statement of purpose.
- A description of the proposed general or specific plan, the reason for the proposal, and the specific geographic areas affected.
- Detailed maps to accompany the description.
- Deadline date for the tribes to respond.
- Government representative(s) contact information.
- Contact information for project proponent/applicant, if applicable.

The basic schedule for this process is:

- 30 days: time NAHC has to provide tribal contact information to the local government; this is recommended not mandatory.
- 90 days: time tribe has to respond indication whether or not they want to consult. Note: tribes can agree to a shorter timeframe. In addition, consultation does not begin until/unless requested by the tribe within 90 days of receiving notice of the opportunity to consult. The consultation period, if requested, is open-ended. The tribes and local governments can discuss issues for as long as necessary, or productive, and need not result in agreement.
- 45 days: time local government has to refer proposed action, such as adoption or amendment to a general plan or specific plan, to agencies, including the tribes. Referral required even if there has been prior consultation. This opens the 45-day comment period.
- 10 days: time local government has to provide tribes of notice of public hearing.

# Appendix D: Project Area Photographs



Photograph 1: Typical overview of planted grapevine. Facing north.



Photograph 2: Typical open field. Facing west.

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

# Appendix D
# Project Area Photographs 1 and 2



Photograph 3: Example of areas that were not able to be surveyed. Facing north.



Photograph 4: SEIR-1, collapsed processing shed. Facing northeast.

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

# Appendix D
# Project Area Photographs 3 and 4



Photograph 5: SEIR-2, two-story wood frame residence. Facing northeast.



Photograph 6: SEIR-3, small house with barn and shed. Facing north.

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

# Appendix D
# Project Area Photographs 5 and 6



Photograph 7: SEIR-4, house, two sheds, barn, and possible privy. Facing northeast.



Photograph 8: SEIR-5, small house with addition on north elevation. Facing west.

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

# Appendix D
# Project Area Photographs 7 and 8



Photograph 9: SEIR-6, row of irrigation standpipes. Facing west.



Photograph 10: SEIR-7, concrete building pad. Facing west.

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

# Appendix D
# Project Area Photographs 9 and 10



Photograph 11: SEIR-8, cinder block Methodist Church. Facing northeast.



Photograph 12: SEIR-9, house, three associated sheds, and farm equipment. Facing east.

Source: Michael Brandman Associates, 2007.



Photograph 13: SEIR-10, small house with wood columns. Facing north.



Photograph 14: SEIR-11, fairly modern house. Facing northwest.

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

# Appendix D
# Project Area Photographs 13 and 14



Photograph 15: SEIR-12, two houses, two barns, and two sheds. Facing northeast and north.



Photograph 16: SEIR-13, stucco house with guest house. Facing east.

Source: Michael Brandman Associates, 2007.



Photograph 17: SEIR-14, modern house; note aluminum windows. Facing north.

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

# Appendix D
# Project Area Photograph 17

# Appendix E: Department of Parks and Recreation (DPR) Forms

**State of California — The Resources Agency** Primary #
**DEPARTMENT OF PARKS AND RECREATION** HRI #

# PRIMARY RECORD

Trinomial _____

**NRHP Status Code** Other

Listings
Review Code Reviewer Date

**Page** 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) SEIR -1

**P1. Other Identifier:**

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**

***a. County** Fresno **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Selma **Date** 1978 **T** __; **R** ___; __ ¼ **of** __ ¼ **of Sec** __;Mt Diablo **B.M.**

c. Address: 12630 Van Horn Avenue City: Selma Zip: 93662

d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built in 1926, the two-story resideence is a wood frame building with double-hung windows. There is a recent addition of a garage and large bonus room on the west elevation. Significant alterations and additions have reduced the buildings integrity and changed the original footprint.

Lacks integrity in terms of CEQA criteria.

***P3b. Resource Attributes:** (List attributes and codes) HP2

__***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

**P5b.** Description of Photo: (view, date, accession #) SEIR-2. Two story wood frame residence. Facing northeast 2007.



***P6. Date 1926 Constructed/Age and Source:** ☑Historic ☐ Prehistoric ☐ Both
County Assessors Office

***P7. Owner and Address:**
Jane C Hildebrand Trustee, L Christensen 7551 N. Spyglass, Fresno CA 93711

***P8. Recorded by:** (Name, affiliation, and address) Carrie D Wills, Senior Project Archeologist Michael Brandman Associates
2633 Camino Ramon, Suite 460 San Ramon, CA 94583

***P9. Date Recorded:** 2-24-07

***P10. Survey Type:** (Describe)
Reconnaissance

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.") City of Selma, Selma Crossings Phase I Cultural Resources Assessment Report

***Attachments:** ☐NONE ☐Location Map
☐Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

**State of California — The Resources Agency** Primary #
**DEPARTMENT OF PARKS AND RECREATION** HRI #

# PRIMARY RECORD

Trinomial _____

**NRHP Status Code** Other

Listings
Review Code Reviewer Date

**Page** 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) SEIR -2

**P1. Other Identifier:**

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**

***a. County** Fresno **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Selma **Date** 1978 **T** __; **R** __; __ ¼ **of** __ ¼ **of Sec** __; Mt Diablo **B.M.**

c. Address: 10864 E Mountain View Avenue City: Selma Zip: 93662

d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 39318029S

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built in 1928 this two-story home has a gable roof, wood shingle siding, original wood sash windows, a brick fireplace and a detached garage on the north elevation. It appears to be the original setting.

This residence is not considered a unique building in terms of CEQA criteria and it lacks integrity.

***P3b. Resource Attributes:** (List attributes and codes) HP2, HP4

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

**P5b.** Description of Photo: (view, date, accession #) SEIR-3. Small house with barn and shed. Facing north. 2007



***P6. Date 1928 Constructed/Age and Source:** ☑Historic ☐ Prehistoric ☐ Both
County Assessors Office

***P7. Owner and Address:** Verna Ford PO BOX 134 Kingsburg CA 93631

***P8. Recorded by:** (Name, affiliation, and address) Carrie D Wills, Senior Project Archeologist Michael Brandman Associates 2633 Camino Ramon, Suite 460 San Ramon, CA 94583

***P9. Date Recorded:** 2-24-07

***P10. Survey Type:** (Describe) Reconnaissance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") City of Selma, Selma Crossings Phase I Cultural Resources Assessment Report

***Attachments:** ☐NONE

☐Location Map ☐Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

**State of California — The Resources Agency** Primary #
**DEPARTMENT OF PARKS AND RECREATION** HRI #
# PRIMARY RECORD
Trinomial _____
**NRHP Status Code** Other
Listings
Review Code Reviewer Date

**Page** 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) SEIR -3
**P1. Other Identifier:**
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**
***a. County** Fresno **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Selma **Date** 1978 **T** __; **R** ___; __ ¼ **of** __ ¼ **of Sec** __;Mt Diablo **B.M.**
c. Address: 13025 S. Van Horn Avenue City: Selma Zip: 93662
d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Consists of a wood house, two sheds, a barn, and a possible privy.

None of the buildings appear to be unique in terms of CEQA criteria.

Access to the property was not possible due to owners not allowing us on the property.

***P3b. Resource Attributes:**(List attributes and codes) HP2, HP4



***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

**P5b.** Description of Photo: (view, date, accession #)
SEIR-4. House two sheds, barn, and possible privy. Facing northwest. 2007

***P6. Date** N/A **Constructed/Age and Source:** ☑Historic ☐ Prehistoric ☐ Both
County Assessors Office

***P7. Owner and Address:** Unknown
***P8. Recorded by:** (Name, affiliation, and address) Carrie D Wills, Senior Project Archeologist Michael Brandman Associates 2633 Camino Ramon, Suite 460 San Ramon, CA 94583 **P9. Date Recorded:** 2-24-07
***P10. Survey Type:** (Describe) Reconnaissance ***P11. Report Citation**: (Cite survey report and other sources, or enter "none.") City of Selma, Selma Crossings Phase I Cultural Resources Assessment Report

***Attachments:** ☐NONE ☑Location Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

**State of California — The Resources Agency** Primary #
**DEPARTMENT OF PARKS AND RECREATION** HRI #

# PRIMARY RECORD

Trinomial _____

**NRHP Status Code** Other

Listings
Review Code Reviewer Date

**Page** 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) SEIR -4

**P1. Other Identifier:**

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**

***a. County** Fresno **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Selma **Date** 1978 **T** __; **R** ___; __ ¼ **of** __ ¼ **of Sec** __;Mt Diablo **B.M.**

c. Address: 13101 S. Van Horn Avenue City: Selma Zip: 93662

d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Small house with wood lap siding, aluminum windows, with an addition on the north elevation.

This small house appears to meet the age requirement but not the eligibility requirements for listing on the CRHR nor is it unique.

***P3b. Resource Attributes:** (List attributes and codes) HP2

__***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) SEIR-5. Small house with addition on north elevation. Facing west. 2007



***P6. Date N/A Constructed/Age and Source:** ☑Historic ☐ Prehistoric ☐ Both
County Assessors Office

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Carrie D Wills, Senior Project Archeologist Michael Brandman Associates 2633 Camino Ramon, Suite 460 San Ramon, CA 94583

***P9. DateRecorded:** 2-24-07 ***P10. Survey Type:** (Describe) Reconnaissance ***P11. Report Citation**: (Cite survey report and other sources, or enter "none.") City of Selma, Selma Crossings Phase I Cultural Resources Assessment Report

_____***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

**State of California — The Resources Agency** Primary #
**DEPARTMENT OF PARKS AND RECREATION** HRI #

# PRIMARY RECORD

Trinomial _____

**NRHP Status Code** Other

Listings
Review Code Reviewer Date

**Page** 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) SEIR -5

**P1. Other Identifier:**

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**

***a. County** Fresno **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Selma **Date** 1978 **T** __; **R** ___; __ ¼ **of** __ ¼ **of Sec** __;Mt Diablo **B.M.**

c. Address: City_ Zip:

d. UTM: (Give more than one for large and/or linear resources) Zone __, 0267635 mE/ 4047208 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Stucco residence with a small adjacent guest house.

Although the buildings are in fair condition, neither appear to be unique in terms of CEQA criteria.

***P3b. Resource Attributes:**(List attributes and codes) HP2, HP4

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photograph or
D



rawing (Photograph required for buildings, structures, and objects.)

**P5b.** Description of Photo: (view, date, accession #) SEIR-13. Stucco house with guest house. Facing east. 2007

***P6. Date N/A Constructed/Age and Source:** ☑Historic ☐ Prehistoric ☐ Both
County Assessors Office

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Carrie D Wills, Senior Project Archeologist Michael Brandman Associates 2633 Camino Ramon, Suite 460 San Ramon, CA 94583

***P9. DateRecorded:** 2-24-07

***P10. Survey Type:** (Describe) Reconnaissance ***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") City of Selma, Selma Crossings Phase I Cultural Resources Assessment Report

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

**State of California — The Resources Agency** Primary #
**DEPARTMENT OF PARKS AND RECREATION** HRI #

# PRIMARY RECORD

Trinomial _____

**NRHP Status Code** Other

Listings
Review Code Reviewer Date

**Page** 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) SEIR -6

**P1. Other Identifier:**

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**

***a. County** Fresno **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Selma **Date** 1978 **T** __; **R** __; __ ¼ **of** __ ¼ **of Sec** __; Mt Diablo **B.M.**

c. Address: 10362 Mountain View Avenue City: Selma Zip: 93662

d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A wood lap siding house built in 1962 with aluminum windows and a brick planter box.

Although the house meets the age requirement, it does not appear to be unique in terms of CEQA criteria.

P5a. Photograph or Drawing (Photograph require



d for buildings, structures, and objects.)

***P3b. Resource Attributes:** (List attributes and codes) HP2 ***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

**P5b.** Description of Photo: (view, date, accession #) SEIR-14. Modrn house: note aluminum windows. Facing north. 2007

***P6. Date 1962 Constructed/Age and Source:** ☑Historic ☐ Prehistoric ☐ Both
County Assessors Office

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Carrie D Wills, Senior Project Archeologist Michael Brandman Associates
2633 Camino Ramon, Suite 460 San Ramon, CA 94583 ***P9. DateRecorded:** 2-24-07 ***P10. Survey Type:** (Describe) Reconnaissance ***P11. Report Citation**: (Cite survey report and other sources, or enter "none.") City of Selma, Selma Crossings Phase I Cultural Resources Assessment Report ***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

# Appendix F:
# Geotechnical Feasibility Study

# Geotechnical Feasibility Study

Selma Crossings Commercial Development

Selma, California

*Prepared for:*

**Michael Brandman Associates**
2444 Main Street, Suite 215
Fresno, California 93721

February 2008

Project 13715.000

Geomatrix

Geomatrix

February 14, 2008
Project 13715.000

Mr. David Mitchell
Michael Brandman Associates
2444 Main Street, Suite 215
Fresno, California 93721

Subject: Geotechnical Feasibility Study
Selma Crossings Commercial Development
Selma, California

Dear Mr. Mitchell:

Geomatrix Consultants, Inc. (Geomatrix), has prepared the enclosed Geotechnical Feasibility Study for the subject property on behalf of Michael Brandman Associates (MBA). Based on the results of our geotechnical studies, the soils at the site should have no adverse impact on the feasibility of commercial development.

Geomatrix is pleased to be of continuing service to MBA. If you have any questions about this report or require further information, please call the undersigned at (559) 264-2535.

Sincerely yours,
GEOMATRIX CONSULTANTS, INC.

Howard D. Barlow, PE, GE
Senior Geotechnical Engineer

Enclosure

I:\13000s\13715\Archive\13715-01.doc

1281 East Alluvial Avenue, Suite 101
Fresno, California 93720-2659
Tel 559.264.2535
Fax 559.264.7431
www.geomatrix.com

# Geotechnical Feasibility Study

Selma Crossings Commercial Development

Selma, California

*Prepared for:*

**Michael Brandman Associates**
2444 Main Street, Suite 215
Fresno, California 93721

February 2008

Project 13715.000

Geomatrix

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## FIGURES


Figure 1 Boring Location Plan


## APPENDIXES


Appendix A Field Investigation
Appendix B Physical Testing

# GEOTECHNICAL FEASIBILITY STUDY
Selma Crossings Commercial Development
Selma, California

## 1.0 INTRODUCTION

This report presents the results of a geotechnical feasibility study performed by Geomatrix Consultants, Inc. (Geomatrix), for the proposed Selma Crossings commercial development located in Selma, California (the site). The location of the property is shown on Figure 1.

The purpose of this investigation was to evaluate the feasibility of the proposed development based on the geotechnical engineering properties of the soils encountered at the site. The scope of the authorized investigation included conducting a field exploration and laboratory testing program, performing engineering analyses, and preparing this report. The scope of work was outlined in our August 6, 2007 proposal for Soils Studies for the Selma Crossings Commercial Development Environmental Impact Report (EIR) in Selma, California (Proposal), which was authorized by Michael Brandman Associates (MBA) on August 8, 2008.

This report has been prepared for MBA for the sole purpose of evaluating the feasibility of development during the EIR process. This report may not contain sufficient information for other uses or the purposes of other parties.

## 2.0 PROJECT DESCRIPTION

The site comprises approximately 304 acres of land located along the southeastern limits of the City of Selma, California, near the intersection of Mountain View Avenue and Highway 99. Selma Crossings will be a regional retail center that will include 3.1 million square feet of commercial space and a 44 acre auto mall. Details of the proposed structures are not known, but it is assumed that the commercial development will consist of lightly-loaded single-story and high bay commercial buildings.

Based on the topographic information contained on the Selma 7 ½ Minute Quadrangles published by the United States Geological Survey, elevations across the site varying from approximately 295 to 305. A large portion of the site is comprised of fallow agricultural fields and orchards. A few residential, agricultural, and light commercial buildings exist within the site which will require demolition.

## 3.0 GEOTECHNICAL INVESTIGATION

The geotechnical investigation included field exploration and laboratory testing programs. These programs were performed in general accordance with our Proposal. The field exploration and physical testing programs are briefly described below. Detailed descriptions of the field exploration and physical testing programs are presented in Appendixes A and B, respectively.

### 3.1 FIELD EXPLORATION

The field exploration program included conducting pre-drilling activities, and drilling and sampling exploratory borings in the area of the proposed development. Field activities were conducted on November 15, 2007 by Geomatrix personnel under the supervision of a California-licensed geotechnical engineer.

Drilling services were performed by Technicon Engineering Services, Inc., of Fresno, California. Ten exploratory borings (B-1 through B-10) were drilled to depths of approximately 25 feet below ground surface (bgs). The borings were drilled using truck-mounted drill rigs equipped with continuous hollow-stem augers. Relatively undisturbed soil samples in brass tubes and rings and bag samples of soil cuttings were obtained at selected depth intervals during drilling and were submitted to the laboratory for physical testing. The approximate locations of the borings are shown on Figure 1.

Logs of subsurface conditions encountered in the borings were prepared in the field by a Geomatrix engineer. Final boring logs were prepared based on the field logs after reviewing the physical test results and are presented in Appendix A.

### 3.2 PHYSICAL TESTING

Selected samples collected during drilling were tested in the laboratory to assist in evaluating the engineering properties of subsurface materials at the site. Tests performed included in-place moisture content and dry density, and soluble sulfate and chloride contents. A description of the physical testing and test results are presented in Appendix B.

## 4.0 DISCUSSION OF FINDINGS

The following paragraphs discuss our findings at the site, and is based on the results of the field exploration and laboratory testing programs.

## 4.1 SUBSURFACE CONDITIONS

A total of ten exploratory borings were drilled at the site. The site was mainly comprised of fallow agricultural fields and orchards at the time of our field exploration.

The near surface native soils consist predominantly of loose to medium dense sandy silts, silty sands, and poorly graded sands that generally extend to the bottom of the borings at 25 feet bgs. Layers of sandy clay and lean clay up to 10.5 feet in thickness were encountered in three of the ten borings at depths ranging from 6 to 14.5 feet bgs. Groundwater was not encountered in any of the borings during drilling activities.

## 4.2 GEOTECHNICAL CHARACTERISTICS

The results of sampling blow counts indicate that the near surface sandy silts and silty sands are loose to medium dense and would be anticipated to have moderate shear strength and compressibility when subjected to moderate structural loads. Based on these results and the anticipated relatively light loading conditions, it is estimated that the native soils in their natural condition will be suitable to support the proposed improvements with minor settlement. Soils that have been disturbed by agricultural activities or demolition of existing improvements will not be suitable to support the proposed improvements without excavation and replacement as engineered fill.

# 5.0 ENGINEERING SEISMOLOGY

The site is situated in the southern San Joaquin Valley, one of the more seismically active areas of California. The Sierra Nevada Mountains lie to the east, the southern California Coast Range Mountains lie to the west, and the Tehachapi Mountains lie to the south.

## 5.1 FAULTING AND SEISMIC SHAKING

The site is not located within a currently established Alquist-Priolo Earthquake Fault Zone. According to the fault activity map presented by Jennings (1994), no mapped active faults are situated closer to the site than approximately 87 kilometers (km) (54 miles). The closest fault that has experienced historic ground surface displacement is the Nunez fault, situated west of the town of Oilfields and northwest of Coalinga, approximately 87 km (54 miles) southwest of the site; this fault ruptured during an MW 6 aftershock of the MW 6.5 Coalinga earthquake in May 1983.

The closest known potential earthquake source to the site is the Coast Ranges/Sierra Nevada Boundary Zone (CRSNBZ) that coincides with the physiographic boundary between the Coast Ranges and the Great Valley, approximately 74 km (46 miles) southwest of the site. The CRSNBZ is characterized as a buried structure with basic elements that persist along its strike for more than 600 km (375 miles) and, although marked by only a diffuse pattern of small-magnitude earthquakes along much of its length, has been the locus of compressional, moderate-magnitude historic earthquakes along blind thrusts in the Coalinga and Kettleman Hills regions (e.g., the previously-mentioned Coalinga earthquake) and to the north in the Winters/Vacaville region.

The major fault within California is the San Andreas fault, which extends over 1200 km (750 miles) from the Gulf of California to Cape Mendocino and lies approximately 105 km (65 miles) southwest of the site. It was the source of the great MW 7.9 Fort Tejon earthquake in January 1857 that ruptured from near Cholame (southeast of Parkfield) to as far south as San Bernardino; the northern extent of the 1857 rupture is mapped approximately 108 km (67 miles) southwest of the site (Jennings, 1994). The most active segment of the San Andreas fault has been the Parkfield segment, which lies approximately 105 km (65 miles) southwest of the site; this segment has generated six moderate magnitude (M≈6) earthquakes during the past 125 years, most recently a MW 6 in September 2004.

Other significant potential seismic sources include: the Ortigalita fault, which is situated approximately 121 km (75 miles) west-northwest of site and displays evidence of displacement during Holocene time; the Owens Valley fault zone, which is situated approximately 134 km (83 miles) east of the site and was the source of a MW 7.6 earthquake in March 1872; and the White Wolf fault, which is situated approximately 167 km (104 miles) south-southeast of the site and was the source of the MW 7.5 Kern County earthquake in July 1952.

The California Geological Survey's Seismic Shaking Hazards in California web page indicates that ground motion at the site with a 10 percent probability of being exceeded in 50 years is approximately 0.17 of the acceleration due to gravity (0.17 g).

## 5.2 LIQUEFACTION POTENTIAL

The California Department of Water Resources, Kings Groundwater Basin, Spring 2000, Lines of Equal Depth to Water in Wells, Unconfined Aquifer indicates that the depth to groundwater in the site area is approximately 30 feet bgs. Based on this depth to groundwater, the potential for liquefaction at the site is considered negligible.

### 5.3 UNIFORM BUILDING CODE SEISMIC DESIGN PARAMETERS

The site is located in an area designated Seismic Zone 3. Based on this information and the results of the exploratory borings performed at the site, the following seismic design parameters, as defined in the Uniform Building Code (UBC) 1997 edition, are assigned:

- Seismic Zone Factor (Z): 0.3
- Site Soil Profile Type: $S_E$
- Closest Distance to Known Seismic Source: >15 kilometers
- Seismic Coefficient $C_a$: 0.36
- Seismic Coefficient $C_v$: 0.84

## 6.0 PRELIMINARY DESIGN RECOMMENDATIONS

Based upon the results of our investigation, the proposed development is geotechnically feasible provided the recommendations presented herein are incorporated into design and construction. The following geotechnical engineering recommendations are based on observations from the field investigation program and soil physical test results. Once development plans are finalized, a project-specific geotechnical engineering study should be performed to develop construction plans and specifications.

### 6.1 SITE CLEARING AND EARTHWORK

All earthwork, including excavation, backfill, and preparation of subgrade, should be performed in accordance with the geotechnical recommendations presented in this report and applicable portions of the grading code of local regulatory agencies. All earthwork should be performed under the observation and testing of a qualified geotechnical engineer.

At the time of our field exploration, the site was comprised mainly of fallow agricultural fields and orchards with scattered residential, agricultural, and light commercial buildings which will require demolition. Prior to the start of earthwork, the trees and their root balls should be cleared and removed from the site. Foundations for existing structures and other underground improvements should be entirely removed. Demolition debris should be disposed off-site.

The soils within the areas of the proposed building and pavements should be excavated to the depth of disturbance and replaced as engineered fill. The excavation should extend a minimum of 5 feet beyond the limits of the proposed improvements. The base of excavation should be

scarified to a depth of 8 inches. The scarified soils should be brought to a moisture content at or above the optimum moisture content and compacted to at least 90 percent of the maximum dry density as determined by ASTM International (ASTM) D 1557.

On-site soils may be used as compacted fill, provided that they are free of organic matter, roots in excess of 1-inch in diameter, or other deleterious matter. Fill soils should be moisture conditioned to a moisture content at or above the optimum moisture, placed in lifts not exceeding 8 inches in thickness, and mechanically compacted to at least 90 percent of the maximum dry density as determined by ASTM D 1557.

## 6.2 FOUNDATIONS

With the provision that existing disturbed soils will be excavated and replaced as engineered compacted fill, as recommended in Section 6.1, foundations for the proposed development may be designed in accordance with Uniform Building Code recommendations.

Spread footings for the proposed structures may be designed using an allowable bearing pressure of 1,000 pounds per square foot. This allowable bearing pressure applies to combined dead and sustained live loads. The allowable bearing pressure may be increased by 1/3 when including transient live loads, such as seismic and wind forces.

## 6.3 CONCRETE SLABS

Concrete slabs placed on compacted fill as outlined in Section 6.1 may be used for the project. The moisture content of subgrade soil should be maintained at above-optimum moisture until the concrete is placed. At the time of concrete placement, subgrade soil should be firm and relatively unyielding. Any disturbed or yielding soils should be removed and recompacted to a minimum of 90 percent relative compaction at an above-optimum moisture content.

Floor slabs should be underlain by an impermeable polyethylene membrane where moisture sensitive floor coverings are to be used. The membrane should be at least 6-mililiters (mil) thick and covered by a minimum 2-inch thick layer of moistened (not saturated) sand to protect the membrane and promote proper concrete curing.

## 6.4 CORROSION AND CHEMICAL ATTACK RESISTANCE

Results of tests performed on two samples of soil from the site indicate that on-site soils have a soluble chloride concentrations ranging from 11 to 16 parts per million (ppm), indicating the on-site soils may be moderately corrosive. The following are typical recommendations for mitigation of the corrosive potential of soil in contact with ferrous building materials:

- below grade ferrous metals should be given a high quality protective coating, such as an 18-mil plastic tape, extruded polyethylene, coal tar enamel, or portland cement mortar;
- below grade ferrous metals should be electrically insulated (isolated) from above grade ferrous metals and other dissimilar metals, by means of dielectric fittings in utilities and exposed metal structures breaking grade; and
- steel and wire reinforcement within concrete in contact with the site soils should have at least 2 inches of concrete cover.

If ferrous building materials are expected to be placed in contact with site soils, it may be desirable to consult a corrosion specialist regarding chosen construction materials and/or protection design for the proposed facilities.

Results of tests performed on two samples of soil from the site indicate that on-site soils have a soluble sulfate concentrations ranging from 81 to 86 ppm. Soluble sulfate concentrations in excess of 200 ppm are considered to have a potential for sulfate attack on concrete. Consequently, no special concrete mix design to protect against sulfate attack is required for this project.

## 7.0 CLOSURE

The conclusions, preliminary recommendations, and opinions presented herein are: (1) based upon an evaluation and interpretation of the findings of the field and laboratory programs, (2) based upon an interpolation of soil conditions between and beyond the explorations, (3) subject to confirmation of conditions encountered during design level studies and construction, and (4) based upon the assumption that sufficient observation and testing will be provided during construction.

As mentioned previously, it will be necessary to conduct a final design level geotechnical engineering study to develop construction plans and specifications.

## 8.0 REFERENCES

California Department of Conservation, California Geological Survey, Seismic Shaking Hazards in California, http://www.consrv.ca.gov/CGS/rghm/pshamap/pshamain.html

California Department of Water Resources, Kings Groundwater Basin, Spring 2000, Lines of Equal Depth to Water in Wells, Unconfined Aquifer, http://www.sjd.water.ca.gov/groundwater/basin_maps/maps/king_d00/index.cfm

Jennings, C.W., 1994, Fault activity of California and Adjacent Areas: California Division of Mines and Geology, California Geologic Data Map Series, Map No. 6, scale 1:750,000.

Uniform Building Code, 1997,

# APPENDIX A

# FIELD INVESTIGATION

The borings were drilled using a truck-mounted drill rig equipped with 8-inch outside diameter (O.D.) hollow stem augers. A total of ten exploratory borings (B-1 through B-10) were drilled at the locations are shown on Figure 1.

Depth-discrete soil samples were collected at selected intervals from the exploratory borings using a 2½-inch inside diameter (I.D.) modified California split-barrel sampler fitted with six brass rings of 2½ inches in O.D. and 1 inch in height or 6-inch long brass tubes. The sampler was lowered to the bottom of the boreholes and driven into the soil with a 140-pound hammer falling 30 inches. The number of blows required to drive the sampler the lower 12 inches is shown on the blow count column of the boring logs.

After removing the sampler from the borehole, the sampler was opened and the brass rings and liner containing the soil were removed and observed for soil classification. Brass rings containing the soil were sealed in plastic canisters to preserve the natural content of the soil. Bulk samples of soil cuttings were collected from selected exploratory borings and are placed in polyethylene bags. Soil samples and bulk samples collected from exploratory borings were labeled and submitted to the laboratory for physical testing.

Standard Penetration Tests (SPTs) were also performed in the borings. The SPT consists of driving a standard sampler, as described in the ASTM International (ASTM) D 1586-84 Standard Method, using a 140-pound hammer falling 30 inches. The number of blows required to drive the SPT sampler the lower 12 inches of the sampling interval is recorded on the blow count column of the boring logs.

Soil classifications and descriptions were recorded on field logs by an engineer using the Unified Soil Classification System as described by the ASTM D 2488-90 "Standard Practice for Description and Identification of Soils (Visual-Manual Procedure)". The borings were logged under the direction of a California-licensed geotechnical engineer. Final boring logs were prepared from the field logs and are presented in this appendix.

# APPENDIX B

# PHYSICAL TESTING

Physical tests were performed on selected ring and bulk samples to assess the engineering properties and physical characteristics of site soils. The following tests were performed:

- moisture content and dry density
- soluble chloride
- soluble sulfate

Test procedures are described herein. Physical tests performed on soil samples and moisture-density test results are summarized on the boring logs in Appendix A. Test results are summarized on laboratory data sheets or presented in tabular form in this appendix.

## Moisture-Density Tests

The field moisture contents, as a percentage of the dry weight of the soils, were determined by weighing samples before and after oven drying. The dry density, in pounds per cubic foot, was also determined for all relatively undisturbed ring samples collected. These analyses were performed in accordance with ASTM International (ASTM) Method D 2937. The results of these determinations are shown on the boring logs in Appendix A.

## Soluble Chloride

Selected soil samples were tested by Salem Engineering Group, Inc. to determine the chloride content (Modified Caltrans 417/422) in parts per million (ppm). These results are used to determine the corrosive nature of the environment for steel and ferrous metal structures. The results of soluble chloride content are summarized in Table B-1.

## Soluble Sulfate

Selected soil samples were tested by Salem Engineering Group, Inc. to determine the sulfate content (Modified Caltrans 417) in ppm. These results are used to determine the corrosive nature of the environment for steel and concrete structures. The results of soluble sulfate content are summarized in Table B-1.

## TABLE B-1

## CORROSION POTENTIAL RESULTS

| Boring Designation | Depth (feet) | Chloride Content (ppm) | Sulfate Content (ppm) |
|---|---|---|---|
| B-4 | 3.5 | 16 | 86 |
| B-8 | 3.5 | 11 | 81 |




## Explanation

Boring Locations

Selma Crossings Commercial Development

N

APPROXIMATE SCALE IN FEET
0 700 1,400

0 210 420
APPROXIMATE SCALE IN METERS




California

Aerial Photo from National Agricultural Imagery Program (NAIP)
June 2005

BORING LOCATION PLAN
Selma Crossings Commercial Development
Selma, CA

| By: SDE | Date: 01/17/2008 | Project No. 13715 |
|---|---|---|
| Geomatrix | | Figure 1 |

\\FR4\Graphics\13000\013715_SelmaSoil_boring_Map_v2.mxd

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B1

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 0 | | | | SAND w/ silt (SP-SM): dark olive brown (2.5Y 3/3), 90% sand, 10% fines. medium to fine sand. | | | |
| | 1 | | | 24 | | 1.4 | 95 | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 13 | | | | |
| | 5 | | | | | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | | | | |
| | 9 | | | 7 | | | | |
| | 10 | | | | POORLY GRADED SAND (SP): grayish brown (2.5Y 5/2), 95% sand, 5% fines. medium to fine sand, dry | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | | | | |
| | 14 | | | 7 | | | | |
| | 15 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B1 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | becomes dark grayish brown (2.5Y 4/2) | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | X | 7 | | | | |
| | 20 | | | | becomes olive brown (2.5Y 4/3) | | | |
| | 21 | | | | | | | |
| | 22 | | | | | | | |
| | 23 | | | | | | | |
| | 24 | | X | 10 | becomes grayish brown (2.5Y 5/2) | | | |
| | 25 | | | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B2

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 1 | | | 11 | SANDY SILT (ML): dark olive brown (2.5Y 3/3), 80% fines, 20% fine sand. dry | | | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 13 | | 11.9 | 85 | |
| | 5 | | | | | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | | | | |
| | 9 | | | 7 | | | | |
| | 10 | | | | POORLY GRADED SAND (SP): dark grayish brown (2.5Y 4/2), 95% sand, 5% fines. fine to medium sand, dry | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | | | | |
| | 14 | | | 6 | | | | |
| | 15 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B2 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | X | 8 | | | | |
| | 20 | | X | | | | | |
| | 21 | | | | | | | |
| | 22 | | | | | | | |
| | 23 | | | | | | | |
| | 24 | | X | 12 | becomes grayish brown (2.5Y 5/2) | | | |
| | 25 | | X | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B3

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 0 | | | | SANDY SILT (ML): dark olive brown (2.5Y 3/3), 80% fines, 20% fine sand. dry | | | |
| | 1 | | | 18 | | 3.2 | 83 | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 47 | | | | |
| | 5 | | | | | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | | | | |
| | 9 | | | 14 | becomes fine to medium sand | | | |
| | 10 | | | | | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | | | | |
| | 14 | | | 17 | SANDY LEAN CLAY (CL): dark olive brown (2.5Y 3/3), 90% fines, 10% fine sand. low plasticity, dry | | | |
| | 15 | | | | | | | |

GEO3

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B3 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | X | 15 | | | | |
| | 20 | | X | | | | | |
| | 21 | | | | | | | |
| | 22 | | | | | | | |
| | 23 | | | | | | | |
| | 24 | | X | 31 | SILTY SAND (SM): light olive brown (2.5Y 5/3), 70% sand, 30% fines. fine to medium sand, dry | | | |
| | 25 | | X | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B4

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 1 | | | 12 | SANDY SILT (ML): dark olive brown (2.5Y 3/3), 80% fines, 20% sand. dry | | | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 16 | | 2.4 | 92 | |
| | 5 | | | | | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | | | | |
| | 9 | | | 10 | becomes 60% fines, 40% sand | | | |
| | 10 | | | | | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | | | | |
| | 14 | | | 8 | POORLY GRADED SAND (SP): grayish brown (2.5Y 5/2), 95% sand, 5% fines. fine to medium sand | | | |
| | 15 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B4 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | X | 9 | | | | |
| | 20 | | X | | | | | |
| | 21 | | | | | | | |
| | 22 | | | | | | | |
| | 23 | | | | | | | |
| | 24 | | X | 10 | | | | |
| | 25 | | X | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B5

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 0 | | | | SANDY SILT (ML): dark olive brown (2.5Y 3/3), 90% fines, 10% sand. dry | | | |
| | 1 | | | 9 | | 7.0 | 100 | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 7 | | | | |
| | 5 | | | | becomes 70% fines, 30% fine to medium sand | | | |
| | 6 | | | | | | | |
| | 7 | | | | SANDY LEAN CLAY (CL): dark olive brown (2.5Y 3/3), 90% fines, 10% sand. low plasticity, moist | | | |
| | 8 | | | | | | | |
| | 9 | | | 6 | POORLY GRADED SAND (SP): dark grayish brown (2.5Y 4/2), 95% sand, 5% fines. fine to medium sand, dry | | | |
| | 10 | | | | | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | | | | |
| | 14 | | | 11 | LEAN CLAY (CL): dark olive brown (2.5Y 3/3), 95% fines, 5% sand. low to medium plasticity, moist | | | |
| | 15 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B5 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | | | | |
| | 17 | | | | POORLY GRADED SAND (SP): dark grayish brown (2.5Y 4/2), 90% sand, 10% fines. fine to medium sand, dry | | | |
| | 18 | | | | | | | |
| | 19 | | X | 7 | | | | |
| | 20 | | X | | LEAN CLAY (CL): dark olive brown (2.5Y 3/3), 95% fines, 5% sand. low to medium plasticity, moist | | | |
| | 21 | | X | | | | | |
| | 22 | | X | | | | | |
| | 23 | | X | | | | | |
| | 24 | | X | 7 | POORLY GRADED SAND (SP): grayish brown (2.5Y 5/2), 95% sand, 5% fines. fine to medium sand, dry | | | |
| | 25 | | X | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B6

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 1 | | | 10 | POORLY GRADED SAND (SP): light olive brown (2.5Y 5/3), 95% sand, 5% fines. fine to medium sand, dry, plant roots | | | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 19 | | 1.8 | 108 | |
| | 5 | | | | | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | | | | |
| | 9 | | | 12 | | | | |
| | 10 | | | | | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | | | | |
| | 14 | | | 11 | | | | |
| | 15 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B6 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | X | 34 | | | | |
| | 20 | | X | | SILTY SAND (SM): olive brown (2.5Y 4/3), 70% sand, 30% fines. fine to medium sand, dry | | | |
| | 21 | | | | | | | |
| | 22 | | | | POORLY GRADED SAND (SP): light olive brown (2.5Y 5/3), 95% sand, 5% fines. fine to medium sand, dry | | | |
| | 23 | | | | | | | |
| | 24 | | X | 15 | | | | |
| | 25 | | X | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B7

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 1 | | | 7 | SANDY SILT (ML): olive brown (2.5Y 4/3), 70% fines, 30% fine sand. dry | 1.7 | 107 | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 6 | | | | |
| | 5 | | | | | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | POORLY GRADED SAND (SP): dark grayish brown (2.5Y 4/2), 95% sand, 5% fines. fine sand, dry | | | |
| | 9 | | | 7 | | | | |
| | 10 | | | | | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | | | | |
| | 14 | | | 13 | | | | |
| | 15 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B7 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | X | 8 | | | | |
| | 20 | | X | | | | | |
| | 21 | | | | | | | |
| | 22 | | | | | | | |
| | 23 | | | | | | | |
| | 24 | | X | 11 | | | | |
| | 25 | | X | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B8

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 0 | | | | SANDY SILT (ML): olive brown (2.5Y 4/3), 60% fines, 40% sand. fine to medium sand, dry | | | |
| | 1 | | | 13 | | | | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 10 | | 2.5 | 102 | |
| | 5 | | | | | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | | | | |
| | 9 | | | 7 | | | | |
| | 10 | | | | SILTY SAND (SM): olive brown (2.5Y 4/3), 70% sand, 30% fines. fine to medium sand, dry | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | POORLY GRADED SAND (SP): olive brown (2.5Y 4/3), 90% sand, 10% fines. fine to medium sand, dry | | | |
| | 14 | | | 17 | | | | |
| | 15 | | | | | | | |

GEO3

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B8 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | X | 22 | | | | |
| | 20 | | X | | | | | |
| | 21 | | | | | | | |
| | 22 | | | | | | | |
| | 23 | | | | SANDY SILT (ML): olive brown (2.5Y 4/3), 90% fines, 10% fine sand. dry | | | |
| | 24 | | X | 29 | | | | |
| | 25 | | X | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B9

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 0 | | | | SILTY SAND (SM): olive brown (2.5Y 4/3), 70% sand, 30% fines. fine sand, dry | | | |
| | 1 | | | 11 | | 1.7 | 101 | |
| | 2 | | | | | | | |
| | 3 | | | | | | | |
| | 4 | | | 9 | | | | |
| | 5 | | | | POORLY GRADED SAND (SP): light olive brown (2.5Y 5/3), 95% sand, 5% fines. fine to medium sand, dry | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | | | | |
| | 9 | | | 6 | becomes grayish brown (2.5Y 5/2) | | | |
| | 10 | | | | | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | | | | |
| | 14 | | | 27 | | | | |
| | 15 | | | | LEAN CLAY (CL): olive brown (2.5Y 4/3), 95% fines, 5% | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B9 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | | sand. low plasticity, dry | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | X | 65 | SILTY SAND (SM): 80% sand, 20% fines. some cementation, resembles hardpan. tightly consildated | | | |
| | 20 | | X | | | | | |
| | 21 | | | | | | | |
| | 22 | | | | POORLY GRADED SAND (SP): grayish brown (2.5Y 5/2), 95% sand, 5% fines. fine to medium sand, dry | | | |
| | 23 | | | | | | | |
| | 24 | | X | 18 | | | | |
| | 25 | | X | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B10

BORING LOCATION:

DATE STARTED: 11/15/07 | DATE FINISHED: 11/15/07

DRILLING METHOD: Hollow-stem auger

HAMMER WEIGHT: 140 lbs | DROP: 30 in

SAMPLER: SPT and Modified Cal

NOTES:
Drilling Contractor: Technicon
Drilling Equipment: CME-45
Logged By: Alex Olsen

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | | | | | Surface Elevation: | | | |
| | 1 | | | 72 | SILTY SAND (SM): olive brown (2.5Y 4/3), 70% sand, 30% fines. fine to medium sand, dry | | | |
| | 2 | | | | a ~2' layer of hardpan | | | |
| | 3 | | | | | | | |
| | 4 | | | 70 | | 3.0 | 103 | |
| | 5 | | | | | | | |
| | 6 | | | | | | | |
| | 7 | | | | | | | |
| | 8 | | | | | | | |
| | 9 | | | 35 | | | | |
| | 10 | | | | | | | |
| | 11 | | | | | | | |
| | 12 | | | | | | | |
| | 13 | | | | POORLY GRADED SAND (SP): olive brown (2.5Y 4/3), 95% sand, 5% fines. fine to medium sand, dry | | | |
| | 14 | | | | | | | |
| | 15 | | | | | | | |

PROJECT: Selma Crossings Commercial Development
Selma, CA

# Log of Boring No. B10 (cont'd)

| ELEV. (feet) | DEPTH (feet) | SAMPLES: Sample No. | SAMPLES: Sample | SAMPLES: Blows/ Foot | MATERIAL DESCRIPTION | LABORATORY TESTS: Moisture Content (%) | LABORATORY TESTS: Dry Density (pcf) | LABORATORY TESTS: Other Tests |
|---|---|---|---|---|---|---|---|---|
| | 16 | | | 12 | | | | |
| | 17 | | | | | | | |
| | 18 | | | | | | | |
| | 19 | | | 15 | becomes grayish brown (2.5Y 5/2) | | | |
| | 20 | | | | | | | |
| | 21 | | | | | | | |
| | 22 | | | | | | | |
| | 23 | | | | | | | |
| | 24 | | | 18 | | | | |
| | 25 | | | | Bottom of hole @ 25' | | | |
| | 26 | | | | | | | |
| | 27 | | | | | | | |
| | 28 | | | | | | | |
| | 29 | | | | | | | |
| | 30 | | | | | | | |
| | 31 | | | | | | | |
| | 32 | | | | | | | |

# Appendix G:
# Phase I Environmental Site Assessment

Sims & Associates · Llc
Better Environmental Solutions

201 S. Lakeline Blvd., Ste 403
Cedar Park, TX 78613
Tel: 512.996.9299
Fax: 512.506.9351

# PHASE I ENVIRONMENTAL SITE ASSESSMENT

**Michael Brandman Associates**
**2444 Main Street, Suite 215**
**Fresno, CA 93721**

**Selma Crossings Commercial Development**

Multiple Parcels
Selma, CA 93662

Project: 16448

December 18, 2010

## Michael Brandman Associates

# Phase I Environmental Site Assessment

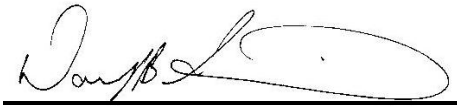
**Selma Crossings Commercial Development**

Multiple Parcels
Selma, CA 93662

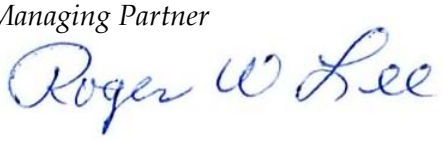
December 18, 2010
Project No. 16448




Martha Hammond, REA
*Environmental Professional*
*Regional Manager*


Douglas B. Sims, REA
*Environmental Professional*
*Managing Partner*


Roger W. Lee, Ph.D.
QAQC *Reviewer*

**Sims & Associates, LLC**
201 S. Lakeline Blvd, Suite 403
Cedar Park, TX 78613
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## *1.0 EXECUTIVE SUMMARY*

Sims & Associates, LLC performed a Phase I Environmental Site Assessment (ESA) of the multiple parcels located within the City of Selma Sphere of Influence, Township 16 South, Range 22 East within Sections 8, 16, 17, and 18 ("subject property"). The ESA was performed for Michael Brandman Associates in the anticipation of a transaction involving the subject property.

The subject property is approximately 307 acres of residential, light commercial and agricultural land and is located in Selma, Fresno County, California. The general location of the Subject Property is west of Golden State Boulevard, East of McCall Avenue with Mountain View Avenue and State Route 99 dividing the Subject Property in the center. Current property improvements the Subject Property were observed to be mixed use with typical light commercial construction, agricultural fields and single family residential property construction.

According to the Client, the proposed action is the construction of approximately 307 acres of mixed use property.

The primary purpose of this Phase I ESA was to determine whether there were any "recognized environmental conditions" (RECs) associated with the subject property. A REC is defined in American Society for Testing and Materials Standard E 1527-05 with All Appropriate Inquiry (AAI) as "the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property … even under conditions in compliance with laws … excluding *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

Based on the information and data obtained during this investigation Sims & Associates, LLC **did identify on-site** RECs associated with the subject property. An adjacent and upgradient National Priority's List (Superfund) site has contaminated the shallow groundwater aquifer with hexavalent chromium immediately underneath the Subject Property.

Based on the site inspection, historical information, and interviews, Sims & Associates, LLC **did not identify off-site** RECs that have the potential to

adversely impact the subject property with exception to the previously discussed site identified that has impacted the Subject Property shallow greoundwater aquifer.

## *2.0 PURPOSE, SCOPE OF WORK, AND LIMITATIONS*

### *2.1 PURPOSE AND AUDITORS*

Sims & Associates, LLC performed a Phase I Environmental Site Assessment (ESA) of the multiple parcels located within the City of Selma Sphere of Influence, Township 16 South, Range 22 East within Sections 8, 16, 17, and 18 ("subject property"). The ESA was performed for Michael Brandman Associates in the anticipation of a transaction involving the subject property.

The subject property is approximately 307 acres of residential, light commercial and agricultural land and is located in Selma, Fresno County, California. The general location of the Subject Property is west of Golden State Boulevard, East of McCall Avenue with Mountain View Avenue and State Route 99 dividing the Subject Property in the center. Current property improvements the Subject Property were observed to be mixed use with typical light commercial construction, agricultural fields and single family residential property construction.

According to the Client, the proposed action is the construction of approximately 307 acres of mixed use property.

On December 6, 2010, Sims & Associates, LLC performed a site visit of the subject property. The site visit was performed by Adrianne Walston, under the direction of Sims & Associates, LLC auditor Martha Hammond of Sims & Associates, LLC's Las Vegas office.

The weather during the site visit was partly cloudy and approximately 65 degrees Fahrenheit.

### *2.2 SCOPE OF WORK*

This ESA was conducted in conformance with the requirements of ASTM Standard E 1527-05 AAI, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* and the standards for conducting all appropriate inquiries set forth by the United States Environmental Protection Agency (USEPA) at Title 40 Code of Federal Regulations (CFR) Part 312.

The assessment was conducted to evaluate and identify conditions indicative of releases and potential releases of hazardous substances and petroleum

products on, at, in, or adjacent to the subject property. Sims & Associates, LLC's Phase I ESA sought to gather information regarding:

- Current and past property users and occupancies;
- Current and past users of hazardous substances and petroleum products;
- Waste management and disposal activities that could have caused a release or risk of a release of hazardous substances;
- Current and past corrective actions and response activities to address past and on-going releases of hazardous substances at the subject property;
- Engineering controls at the subject property;
- Institutional controls at the subject property; and
- Properties adjoining or located near the subject property that have environmental conditions that could have resulted in conditions indicative of releases or threatened releases of hazardous substances to the subject property.

Sims & Associates, LLC's Phase I ESA includes:

- An on-site inspection of the subject property, to evaluate current conditions and identify areas of potential concern;
- A review of property history through interviews and a review of aerial photographs, city directories, ownership records, and historical mapping;
- Observation of adjacent properties and the local area to evaluate the potential for adverse environmental impact to the subject property;
- Interviews/research of local city/county, tribal, state, and federal records, including contracting of First Search/Banks Environmental Data (FS) to identify sites of concern as required in the regulatory records review section of the ASTM standard for a Phase I ESA, where available; and
- Interviews with the current property owner, if applicable.

Photographs of the subject property and surrounding areas were taken to document current conditions and are included in Appendix A. Copies of aerial photographs and topographic maps are presented in Appendix B. The FS database search results are presented in Appendix C. Copies of other supporting documentation are presented in Appendix D.

## *2.3 LIMITATIONS*

The innocent landowner, contiguous owner and prospective licensee defenses to liability under CERCLA require that a person acquiring property conduct all appropriate inquiry with respect to the subject property. Sims & Associates, LLC will conduct this environmental assessment in accordance with the standards for conducting all appropriate inquiry set forth at 40 C.F.R. Part 312. Those standards require the application of scientific principles and professional judgment to certain facts with resultant subjective interpretations and exercise of discretion. Professional judgments will be based on the facts currently available within the limits of the existing data, and data gaps identified, scope of work, budget, and schedule. Those standards also require that The Client undertake certain additional inquiries. In addition, the liability defenses under CERCLA require, among several other things, that The Client after the acquisition stop any continuing releases, prevent any future threatened releases and prevent or limit human, environmental or natural resource exposure to any hazardous substance released at the subject property. Therefore, Sims & Associates, LLC makes no warranties, expressed or implied, including, without limitation, warranties as to merchantability or fitness for a particular purpose, including any warranty that this Phase I assessment will in fact qualify The Client for the innocent landowner, contiguous property owner or prospective licensee defense to liability under CERCLA.

Results of this assessment will be based upon the visual site inspection of readily accessible areas of the subject property conducted by Sims & Associates, LLC personnel, information from interviews with knowledgeable persons regarding the site, information reviewed regarding historical uses, information provided by contacted regulatory agencies, and review of publicly available and practically reviewable information identifying current and historical uses of the property and surrounding properties.

All conclusions and recommendations regarding this property will represent the professional opinions of the Sims & Associates, LLC personnel involved with the project, and Sims & Associates, LLC's report should not be considered a legal interpretation of existing environmental regulations.

The report will be prepared for the sole and exclusive benefit and use of The Client and their Client. Notwithstanding delivery of this report by Sims & Associates, LLC or The Client delivery to any third party, any copy of this report provided to a third party is for informational purposes only without the right to reply. Reliance on Sims & Associates, LLC's report by any other person(s) or entity(ies) is strictly at their own risk, and Sims & Associates,

LLC makes no warranties to person(s) or entity(ies), other than The Client who uses the information provided in this report. If other person(s) or entity(ies) wish to rely upon this report (i.e., lenders, mortgagers, insurance companies, or other parties to a transaction), Sims & Associates, LLC will require that such parties sign Sims & Associates, LLC's standard reliance letter.

No limiting conditions were encountered during the site visit.

## *3.0 GENERAL SITE RECONNAISSANCE OVERVIEW*

### *3.1 GENERAL SITE DESCRIPTION*

Sims & Associates, LLC performed a Phase I Environmental Site Assessment (ESA) of the multiple parcels located within the City of Selma Sphere of Influence, Township 16 South, Range 22 East within Sections 8, 16, 17, and 18 ("subject property"). The ESA was performed for Michael Brandman Associates in the anticipation of a transaction involving the subject property.

The subject property is approximately 307 acres of residential, light commercial and agricultural land and is located in Selma, Fresno County, California. The general location of the Subject Property is west of Golden State Boulevard, East of McCall Avenue with Mountain View Avenue and State Route 99 dividing the Subject Property in the center. Current property improvements the Subject Property were observed to be mixed use with typical light commercial construction, agricultural fields and single family residential property construction. The following Fresno County Assessor Parcel numbers are included in this assessment as provided by the client:

| | | | | | |
|---|---|---|---|---|---|
| 393-102-20 | 393-102-65 | 393-180-09 | 393-180-44 | 393-180-27S | 393-240-027 |
| 393-102-23S | 393-102-72 | 393-180-26 | 393-180-29S | 393-180-63 | 393-102-34 |

According to the Client, the proposed action is the construction of approximately 307 acres of mixed use property.

Utilities providing service to the subject property may include:

- Water: California Water Service Company;
- Sanitary: Selma Kingsburg Fowler County Sanitation District;
- Natural gas: Pacific Gas and Electric (PG&E);
- Electricity: Pacific Gas and Electric (PG&E; and
- Solid waste: Selma Disposal and Recycling, Inc.

## 4.0 *SITE CONDITIONS*

### *4.1 TOPOGRAPHY*

The Subject Property is located on the United States Geologic Survey (USGS) 7.5-minute series *Selma, California*, topographic quadrangle, dated 1964 and photo revised in 1981. The map shows the Subject Property to be at an elevation of approximately 300 feet above mean sea level (msl). The topography in the vicinity of the Subject Property slopes generally towards the southwest to be observed on the subject property.

According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (Appendix B), the Subject Property is located within Zone X, which is defined by FEMA as "areas determined to be outside the 0.2% chance floodplain," (Community Number 06019C, Panel Number 2675H, dated February 18, 2009).

### *4.2 REGIONAL GEOLOGY*

The Subject Property is located within the San Joaquin Valley. The City of Selma and the County of Fresno, is located within the Great Central Valley Geomorphic Province of North America. The Great Central Valley is an alluvial plain located in the central part of California. The most extensive geomorphic units in the province dissected uplands, low alluvial plains and fans, river flood plains, and delta plains of two rivers. The Great Central Valley is a huge basin filled with sediments. Sands and gravel over 30,000 feet deep lie upon Sierran basement rocks that extend downward at an angle from the western slope of the Sierra Nevada Mountain Range. (California Geological Survey Note 36, 2002).

### *4.3 SOIL CONDITIONS*

Based on information provided in the National Resources Conservation Service (NRCS) database, (http://websoilsurvey.nrcs.usda.gov) the soil at the Subject Property has approximately 8 soil series with the predominant series as the Pollasky sandy loam, Hanford sandy loam, fine sandy loam and benches, Hesperia fine sandy loam and the Tujunga sandy loams.

- The Pollasky series is a moderately deep, well-drained soil that formed in residium derived mostly from softly to moderately consolidated arkosic sediments. Pollasky soils occur at elevations below 500 feet to semiarid mesothermal climate having a mean annual precipitation ranging from about 9 to 16 inches with hot, dry summers and cool, moist winters. The Pollasky series has a medium to rapid run-off to moderately slow to slow permeability.

- The Hanford series is a very deep well-drained soil that formed in moderately coarse textured alluvium dominantly from granite. The Hanford soils are located on stream bottoms, floodplains and alluvial fans and have slopes of 0 to 15 percent. The Hanford soil has a negligible to low runoff and moderately rapid permeability.

- The Hesperia series is a very deep, well drained soils that formed in alluvium derived primarily from granite and related rocks. Hesperia soils are on alluvial fans, valley plains and stream terraces and have slopes of 0 to 9 percent. The mean annual precipitation is about 8 inches and the mean annual air temperature is about 64 degrees F. The Hesperia soil has a well-drained to medium to negligible to very low runoff and moderate permeability.

- The Tujunga series consists of very deep, somewhat excessively drained soils formed in alluvium weathered mostly from granitic sources. Tujunga soils are on alluvial fans and flood plains and have slopes of 0 to 9 percent. The mean annual precipitation is about 16 inches and the mean annual air temperature is about 62 degrees F.F. The Hesperia soil is somewhat excessive to excessively well-drained to medium to negligible to very low runoff and rapid permeability.

## *4.4 HYDROLOGIC CONDITIONS*

Based on known hydrologic conditions of the area and information obtained from the California Groundwater Bulletin No. 118, the depth to groundwater in the Subject Property vicinity is anticipated to be between 10 to 50 feet below ground surface (bgs). Groundwater underlying the Subject Property is assumed to flow to the southwest. The actual groundwater flow direction under the Subject Property can be accurately determined only by installing groundwater-monitoring wells, which was beyond the scope of this project.

While Sims & Associates, LLC has not confirmed groundwater flow direction at the subject property, based on surface topography, it is expected that groundwater generally flows to the southwest. It is important to note that

groundwater flow direction can be influenced locally and regionally by the presence of local wetland features, surface topography, recharge and discharge areas, horizontal and vertical inconsistencies in the types and location of subsurface soils, and proximity to pumping water wells.

## *5.0 HISTORICAL OVERVIEW*

### *5.1 GENERAL INFORMATION*

Based on the review of historical photographs and records, the subject property has been developed as mixed use of agricultural, residential and light commercial since at least 1924. The surrounding area has been developed with residential and commercial properties since at least since 1924.

### 5.2 PREVIOUS ENVIRONMENTAL REPORTS

Sims & Associates, LLC reviewed a prior Phase I ESA for the subject property that was conducted by ENTRIX in June 2008. Applicable environmental issues associated with the subject property found in this report are further discussed throughout sections of this report.

### *5.3 EVALUATION OF HISTORIC INFORMATION SOURCES*

To determine past uses of the subject property and surrounding properties, Sims & Associates, LLC reviewed historical sources of information as outlined below. Copies of supporting documentation are presented in Appendix D.

*Table 1 Summary of Historical Records Reviewed*

| | Name/Years Reviewed | |
|---|---|---|
| **Source of Information** | **Subject Property** | **Adjacent Properties** |
| Interview(s) with current occupant and/or owner | 2008 by Michael Brandman Associates | None |
| Interview(s) with past owners/occupants, (if appropriate) | 2008 by Michael Brandman Associates | None |
| Interview(s) with owner/occupants of neighboring and nearby properties (in cases of abandoned subject property) | None | None |
| USGS Topographic Maps | 1924, 1946, 1948, 1964 and 1981 | 1924, 1946, 1948, 1964 and 1981 |
| Local Planning Information | 2010 | 2010 |
| City Directories | 1962, 1967, 1972, 1977, 1982, 1989 and 1997 | 1962, 1967, 1972, 1977, 1982, 1989 and 1997 |
| Aerial Photographs | 1957, 1965, 1984, 1987, 1998 and 2010 | 2010, 2005, 2004, 2002, 1999 and 2010 |
| 50-year Chain-of-Title | Not reviewed | Not reviewed |
| Fire Insurance maps | Not available | Not available |

### *5.3.1 Subject Property*

Based on the review of historical photographs and records, the subject property has historically been agricultural and residential property since at least 1924.

According to City of Selma Building Department the buildings located on the Subject Property have historically been residential structures with no outstanding building code violations.

According to the Fresno County Community Plan the zoning designations for the parcels include: AE20-Agricultural Exclusive 20 acre minimum parcel size, AL20-Agricultural Limited with 20 acre minimum parcel size, C6, CM-Commercial manufacturing and RA-Residential Agriculture.

Sims & Associates, LLC reviewed available tax files online from the Fresno County Assessor's Office internet database for historical ownership information on the Subject Property. The review of tax files did not identify past uses indicating *recognized environmental conditions* at the Subject Property.

The historical sources reviewed did not provide evidence of environmental concerns on the subject property.

*Table 2* ***Chronology of Subject Property Uses***

| Date | Description |
|---|---|
| Prior to 1940 | The subject property was agricultural and residential property. |
| 1940 to present | The subject property is agricultural and residential property. |

### *5.3.2 Adjacent Properties and Surrounding Area*

From at least 1961, the adjacent and surrounding properties have been a mixture of agricultural, residential and light commercial property.

The historical sources reviewed did not provide evidence of environmental concerns on adjacent or surrounding properties.

*Table 3* ***Chronology of Surrounding Area Uses***

| Date | Description |
|---|---|
| Prior to 1940 | Adjacent and surrounding properties were primarily residential and agricultural property. |
| 1940 to present | Adjacent and surrounding properties are predominantly residential and agricultural with scattered light commercial properties. |

### *5.3.3 Non-Regulatory Interviews*

Information obtained from the client is discussed in the appropriate sections throughout this report. Sims & Associates, LLC did not interview historic land owners or previous operators of the subject property because, according to the historical sources reviewed, the subject property has remained unchanged since the prior Phase I ESA conducted by ENTRIX in June of 2008.

## *5.4 INTERVIEWS*

Personnel available for interviews, as required by the USEPA All Appropriate Inquiry (AAI) standard, during the site visit included the following:

## *5.5 ADDITIONAL INQUIRIES*

Sims & Associates, LLC contacted the client to determine the status of potential environmental concerns at the subject property. The following information about the subject property was requested:

- An evaluation of the presence of Environmental Cleanup Liens for the subject property;
- Activity and Use Limitations such as engineering controls (e.g., slurry walls, caps) and land use restrictions or institutional controls (e.g., deed restrictions, covenants) that might be in place for the subject property;
- Specialized Knowledge that includes personal knowledge or experience related to the subject property or nearby properties based on professional experience or knowledge of the subject property;
- Fair Market Value to evaluate whether a purchase price is significantly below Fair Market Value;
- Obvious Indicators that involve past or present spills, stains, releases, or cleanups on or near the subject property; and
- Common Knowledge about specific chemicals, possible contamination, or past use of the subject property and surrounding area.

The *Environmental Questionnaire for Phase Is* (owner/site manager questionnaires) was conducted by Michael Brandman Associates in 2008 and made available for review to Sims & Associates, LLC. The completed questionnaires indicated that the historical use of the subject property has been mixed use since 1908. The questionnaires indicated that the owners has not checked for environmental cleanup liens through review of the property's title report, and the owner is not aware of any such liens against the subject property. In addition, the questionnaires indicated that the owner/site managers o not have specialized knowledge or additional information not already provided in this report that would identify conditions indicative of releases or threatened releases of hazardous substances to the subject property.

## *5.6 ENVIRONMENTAL LIENS ACTIVITY AND USE LIMITATIONS*

The client (Michael Brandman Associates) did not identify any environmental liens, land use restrictions, or Activity and Use Limitations recorded against the Subject Property. A search was conducted for environmental liens against the subject property by contacting the applicable local, state and federal regulators as referenced in applicable sections of this report.

## *6.0 AGENCY RECORDS REVIEW*

### *6.1 REVIEW OF FEDERAL AND STATE-REPORTED ENVIRONMENTAL DATA*

Sims & Associates, LLC contracted FS to conduct a database search for agency records. The report, presented in Appendix C, defines and summarizes the ASTM databases reviewed in the FS report and notes if any sites (including the subject property) were identified in the specified radius.

It should be noted that the computerized geocoding technology used in the database search is based on available census data and is only accurate to ±300 feet. The FS report provides a list of "unmapped" sites for which inadequate location information was provided. Sims & Associates, LLC has reviewed the list of unmapped sites to determine if these sites are within the study radius. If the unmapped sites appeared likely to be within the search radius for a specific database, they are discussed in the sections that follow.

Sites identified within the study radii were evaluated to determine if they are likely to have adversely impacted the subject property. The criteria used to evaluate the potential for adverse impact to the subject property includes:

- Distance from the subject property;
- Expected depth and direction of groundwater and surface-water flow;
- Expected storm-water flow direction; and
- The presence/absence of documented contaminant releases at the identified sites that have not been remedied to the satisfaction of regulators.

The identification of a site as potentially upgradient or downgradient is based on the expected direction of groundwater flow to the north.

#### *6.1.1 Subject Property*

The Subject Property was not identified within the Federal Database. However, one National Priorities List facility (NPL) also known as Superfund, was identified within the Federal Database. The facility is additionally listed as a Resource Conservation and Recovery Act-Small Quantity Generator (RCRA-SQG), Facility Index System/Facility Registry system (FINDS), Federal CONSENT Decree, US Engineering and Institutional

Controls facility. The facility is located west adjacent to the Subject Property (Parcel # 393-180-23S). According to the FS database and the United States Environmental Protection Agency (EPA) Facility Registry System online database and the EPA Enforcement and Compliance History database (ECHO) the facility is approximately 40 acres that historically included a 14-acre former wood treatment facility-Selma Pressure Treating Facility (SPT). The SPT began wood treatment operations in 1942. The wood treatment process involved dipping wood into a mixture of pentachlorophenol (PCP) and oil, and then drying the wood on open racks. Pressure treating began in 1965 which entailed using pressurized vessels to impregnate the wood with chemical preservatives. The pressure treated wood was placed on drip racks in a drip area and then moved to a storage area. The waste between 1942 to 1971 was disposed of in several different ways: runoff into drainage ditches and percolation ditches; drainage into dry wells; spillage onto the ground; or placement in an on-site unlined pond and sludge pit. After 1971, an effluent recovery system was installed at the site for waste disposal. The facility ceased operations in 1984 and in 1988 the EPA issued a Record of Decision (ROD). The soil was found to be impacted with arsenic, dioxin, PCPs, lead and chromium. Soil was excavated and a RCRA cap was placed. It was later found that the groundwater aquifer had been impacted with chromium. In 1998 a groundwater extraction system was placed with an in-situ bioremediation system placed in 2005 and has been operational since. Currently the facility is under Land Use Restrictions Institutional and Engineering Controls. The facility remains on the NPL site to date until groundwater levels of chromium fall below the threshold limit. The facility continues to be under remediation oversight by the Federal and State agencies.

It should be noted that there are extraction system wells for the SPT site are located on Subject Property Parcel # 393-180-44. According to a report submitted to USEPA Region 9 in September 2006 by Shaw Environmental, the hexavalent chromium groundwater contamination plume extends southwest across State Route 99 into the northwest corner of the Subject Property (Parcel # 393-180-44). In addition, there are extraction system wells for the SPT site located on Subject Property Parcel # 393-180-44 along the western boundary. Furthermore, the Subject Property parcels along Dockery Avenue and Mountain View Avenue have public and private wells that are routinely monitored by the Federal and State agencies for the hexavalent chromium groundwater contamination from the upgradient SPT site. Sims & Associates, LLC concludes that the Selma Pressure Treating Plant (SPT) is a *recognized environmental condition* (REC) to the Subject Property due to the hexavalent chromium groundwater contamination plume extending <u>onto</u> the Subject Property. Sims & Associates, LLC recommends that prior to any activities to commence on the Subject Property applicable agency consultation

be conducted and that the appropriate liability indemnification is provided. In addition, it is recommended that access agreements be provided to the California Department of Toxic Substances Control to the existing remediation wells located on parcels 393-180-63 and 393-180-44 in order to complete the remediation efforts of the SPT site.

### *6.1.2 Surrounding Properties*

Surrounding sites identified in the FS report are summarized below:

### *Table 4 Surrounding Area Sites Identified in FS Report*

| Database | Radius Searched | Sites Found |
|---|---|---|
| **National Priorities List (NPL)**<br>EPA's database of uncontrolled or abandoned hazardous waste sites identified for priority remedial actions under the Federal Superfund Program. | 1.0 mile | 1 |
| **Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)**<br>Compilation by the USEPA of sites at which the potential exists for contamination originating from on-site hazardous substance storage or disposal. Sites designated as "NFRAP" indicate that No Further Remedial Action is Planned. | 0.5 mile | 0 |
| **Resource Conservation and Recovery Act Information System (RCRAInfo)**<br>Facilities that are regulated based on current hazardous waste generation management activities. | 0.25 mile | 0 |
| **RCRA TSD facilities**<br>RCRA-permitted treatment, storage, or disposal facilities. | 1.0 mile | 0 |
| **CORRACTS**<br>Site identified as needing Corrective Action after a release of a hazardous waste or constituent into the environment from a RCRA facility. | 1.0 mile | 0 |
| **CONSENT**<br>Major legal settlements that establish responsibility and standards for cleanup at NPL sites. | 1.0 mile | 0 |
| **ROD (Records of Decision)**<br>ROD documents mandate a permanent remedy at an NPL site containing technical and health information to aid in the cleanup. | 1.0 mile | 0 |
| **Emergency Response Notification System (ERNS)/State Spills**<br>Database of public complaints and reports of unverified releases and/or incidents. | 0.12 mile | 1 |
| **Toxic Release Inventory System (TRIS)**<br>Database of toxic chemical emissions reported under SARA Title III by | 0.25 mile | 0 |

| Database | Radius Searched | Sites Found |
|---|---|---|
| facilities subject to reporting requirements.<br><br>**Historical and Active Landfills**<br>Multiple sources of information identify active and inactive landfill sites (including sites known to generate methane) and illegal dump sites. | 0.5 mile | 0 |
| **Underground Storage Tanks (USTs)/Aboveground Storage Tanks (ASTs)**<br>List of sites that notified the presence of USTs at their property since 1986 or ASTs since 1993, to the state water resources control board. | 0.25 mile | 1 |
| **Cal-Sites**<br>The Cal-Sites database contains potential or confirmed hazardous substance release properties. | 1.0 mile | 0 |
| **Hazardous Substance Storage Container Database (HIST UST)**<br>List of historical UST sites. | 0.25 mile | 0 |
| **Cleaners**<br>A list of drycleaner-related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; dry cleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services. | 0.25 mile | 0 |
| **Leaking Underground Storage Tanks (LUSTs)**<br>An inventory of reported leaking underground storage tank incidents. | 0.5 mile | 0 |
| **Manufactured Gas Plants**<br>The FS Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by FS's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. | 1.0 mile | 0 |
| **NPL Delisted**<br>National Priorities List - removed | 1.0 mile | 0 |
| **CERCLA**<br>Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) section 104 (i) | 1.0 mile | 0 |
| **NFRAP**<br>No Further Remedial Action Planned | 1.0 mile | 0 |
| **RCRA Sites**<br>Conservation and Recovery Act | 1.0 mile | 0 |

The Selma Shell (13025 South Van Horn Avenue), located adjacent to Parcel # 393-102-72 is listed on the Fresno County (CUPA) database. According to the FS report, the facility has three active underground storage tanks and one aboveground storage tank with no reported violations. One LUST case was reported in May 1998. The impacts were remediated and this case was given regulatory closure by the Regional Water Quality Control Board (RWQB) in

November 2002. No further information was provided by the FS report. Based on no current violations this listing does not appear to represent an environmental concern to the property.

The Selma Arco (10610 East Mountain View Avenue-currently Selma Exxon), is listed on the Fresno County (CUPA), SWEEPS UST, LUST and Cortese databases. According to the FS report, the facility had a confirmed release of gasoline with impacts to the soil and groundwater that was reported to the state agencies in June 1999; however, the impacts were remediated and this case was given regulatory closure by the RWQB in June 2003. According to Fresno County CUPA, the facility has five USTS in use with no reported violations. No further information was provided in the FS report. Based on no further violations reported, and that the facility underwent corrective actions under the direction of the State agencies, this facility does not appear to represent an environmental concern to the property.

The Darling Oil and Tire (11010 East Mountain View Avenue), located adjacent to Parcel # 393-180-29S is listed on the Fresno County (CUPA), SWEEPS UST, LUST and Cortese databases. The facility is listed as having two active underground storage tanks. In addition, the facility is listed as RCRA-Conditionally Exempt Small Quantity Generator (CESQ), aboveground storage tank facility, waste tire generator and a contaminated UST site. According to the FS report, the facility had a two separate LUST cases reported. According to the FS report and the RWQB, in the course a tank closure, a confirmed release of gasoline with impacts to the groundwater was reported to the state agencies in July 1988. The impacts were remediated and this case was given regulatory closure by the RWQB in July 1998. According to the FS report and the RWQB, in the course a second tank closure conducted in August 2003, a confirmed release of diesel range total petroleum hydrocarbons (TPHd) with impacts to soil and groundwater was reported to the state agencies. According to the RWQB the site is undergoing pollution characterization and remedial options are being requested. No further information was provided in the FS report. Sims & Associates, LLC concludes that the listing is a *de minimis* finding to the Subject Property since the facility is currently under going active pollution characterization and oversight with State oversight.

Sims & Associates, LLC has reviewed the list of unmapped sites to determine if these sites are not within the study radii. Based on maps of the area, the required database search radius for a given database, and the site reconnaissance, it appears that none of the orphan sites are within the designated search distances with the potential to impact the subject property.

## *6.2 LEGAL AGENCY RECORDS SEARCH*

*Local Environmental Agency*

Sims & Associates, LLC reviewed available California Environmental Protection Agency (CalEPA) lists available online (http://www.calepa.ca.gov/) for registered USTs and documented hazardous material releases on the Subject Property. The Subject Property was not listed. Several adjoining properties were listed and were discussed previously.

*Local Health Department*

Sims & Associates, LLC contacted the Fresno County Health Services Agency-Environmental Health System for information regarding listings of USTs, individual septic disposal systems, SQGs, or conditionally exempt facilities, CUPA listings, and hazardous waste disposal sites for the Subject Property. The Subject Property was not listed. Several adjoining properties were listed and were discussed previously.

*Fire Department*

Information provided by the State Fire Marshall's office for the purposes of Phase I ESA investigations generally consists of files concerning USTs, aboveground storage tanks (ASTs), and hazardous material storage. Sims & Associates, LLC contacted, via telephone, regarding possible historical use of underground and aboveground pipelines that would convey hazardous substance, and a State Fire Marshal's office representative indicated that they have no records on file for the use of underground and aboveground pipelines that would convey hazardous substance that would be under their jurisdiction.

## *7.0 SITE VISIT OBSERVATIONS*

### *7.1 SURFACE CHARACTERISTICS*

The topography at the subject property and within the surrounding area slopes downward gradually to the southwest.

### *7.2 STRUCTURE CONSTRUCTION*

Various residential structures are found throughout the Subject Property.

### *7.3 BUSINESS OPERATIONS DESCRIPTION*

The Subject Property currently does not have any active business operations.

### *7.4 POTABLE WATER SUPPLY AND SEWER SERVICE*

Sims & Associates, LLC observed evidence of municipal water supply and sanitary sewer service to the Subject Property.

### *7.5 WASTEWATER AND STORM-WATER MANAGEMENT*

There is storm water management at the subject property at this time. Surface water on the Subject Property infiltrates into the ground or flows towards the municipal storm drains along the adjoining streets. During the site investigation, no visual indications of stressed or discolored soils were observed. No evidence of potentially hazardous materials or perceivable signs of hazardous materials discharge (e.g., stained soil, stressed vegetation, and unusual odors) were observed on-site.

Sims & Associates, LLC did not observe evidence of material mismanagement of wastewater generated, treated or discharged (including sanitary sewage and stormwater) on the Subject Property.

## *7.6 SURROUNDING PROPERTY OBSERVATIONS*

The subject property is located in a predominantly residential, agricultural and light commercial area. The adjacent properties of interest include:

- Shell Gas Station (13025 South Van Horn Ave) is located to the east of the Subject Property parcel. Exxon Gasoline Station (10610 East Mountain View Avenue) located to the north across Mountain View Avenue from the Subject Property parcel.
- Subject Property Parcel # 393-180-27S: Former Selma Pressure Treating Plant (949 Golden State Boulevard) is located to the north and west of the Subject Property parcel.
- Subject Property Parcel # 393-180-29S: Darling Oil and Tire (11010 East Mountain View Avenue) is located to the east.

The above adjoining properties will be discussed further in Section 6.1.2

## *8.0 HAZARDOUS MATERIAL/WASTE OBSERVATIONS*

### *8.1 HAZARDOUS MATERIALS HANDLING AND STORAGE*

The subject site does not maintain hazardous materials on site. During the site visit, no leaks or spills were evident at the subject site.

### *8.2 WASTESTREAM GENERATION, STORAGE, AND DISPOSAL*

Sims & Associates, LLC observed evidence of the generation, storage or disposal of nonhazardous solid waste with limited visual access on the Subject Property as summarized below:

No evidence of dumping or material mismanagement was observed in the waste storage areas on the date of the site inspection. Based on observed conditions during the site reconnaissance, Sims & Associates, LLC concludes that the generation, storage or disposal of non-hazardous solid waste does not appear to represent an environmental concern.

### *8.3 SOLID WASTE DISPOSAL*

Sims & Associates, LLC did not observe evidence of dumping, incineration, or on-site land-filling activities during the site visit.

### *8.4 ABOVEGROUND STORAGE TANKS*

There are no aboveground storage tanks (ASTs) located at the site.

### *8.5 UNDERGROUND STORAGE TANKS*

There are no underground storage tank (USTs) located at the site.

## *9.0 OTHER POTENTIAL ISSUES OF CONCERN*

### *9.1 POTENTIAL PCB-CONTAINING EXTERIOR ELECTRICAL TRANSFORMERS*

During the site visit, Sims & Associates, LLC observed transformers on and near the subject property. The transformers appeared to be in good condition and no indications of leaks or staining was observed on or below the transformer casings during the site visit. The transformers are owned and operated by the regional utility company, PG&E. In the event of a release of dielectric fluid from one of its transformers, the utility company typically performs the cleanup

### *9.2 OTHER POTENTIAL PCB-CONTAINING INTERIOR OR EXTERIOR EQUIPMENT*

During the site visit, Sims & Associates, LLC did not observe other potential PCB-containing equipment on the subject property. According to the site owner, there is no PCB-containing equipment on the subject property.

### *9.3 SUSPECT ASBESTOS-CONTAINING MATERIAL*

Asbestos was banned in most friable building materials (spray-applied surfacing materials and thermal system insulation) in 1978, but the Occupational Safety and Health Administration deems spray-applied surfacing materials, thermal system insulation materials, and vinyl flooring materials as "presumed asbestos-containing materials" if they are present in pre-1980 buildings (Title 29 of the Code of Federal Regulations, Parts 1910.1001 and 1926.1101).

Based upon the property being developed prior to 1980, suspect asbestos containing materials are potentially present within the subject building. To determine if ACM is present, an ACM survey is the only method that would identify the presence of ACM.

## *9.4 AIR QUALITY*

The subject property does not have an air permit at this time.

## *9.5 RADON*

Radon is a colorless, odorless gas that exists naturally in some geologic formations. Radon-222 isotope is unstable and decays by radioactive emission of alpha particles at a half-life rate of 3.82 days. Because Radon accumulates in indoor air spaces where it can be ingested by humans via the breathing pathway, radon (and its daughter products) is considered a human health hazard at activity levels above 4 pCi/L. Radon levels are generally highest in basements and ground-floor rooms in contact with the earth.

Information obtained from the U.S. Environmental Protection Agency (USEPA), the Subject Property area is located within the Federal EPA Radon Zone 2, indicating that the average predicted indoor screening level for radon will be >= 2.0 pCi/L and <=4.0 pCi/L. Additional Federal EPA statistics for the Subject Property area, report results for 4 short-term tests, in which 100% of the results were below 4.0 pCi/L for first floor living spaces, with the average activity reported at 1.650 pCi/L. Based on the location of the Subject Property in an area of moderate propensity with regard to the potential for elevated levels of radon gas, no additional investigations are recommended at this time. Site-specific sampling has not been performed to evaluate the concentrations of radon at the subject property.

## *9.6 RAILROAD RIGHTS-OF-WAY*

There are no known railroad rights-of-way located on the subject property.

## *9.7 LEAD-BASED PAINT*

Lead-based paint was used widely throughout the interiors and exteriors of buildings prior to 1978, primarily because of its strength and overall durability.

Based upon the property being developed prior tom1978, lead-based paint potentially exists within the subject building. To determine if LBP is present, a LBP survey is the only method that would identify the presence of LBP.

## *9.8 OBSERVATION OF STAINS*

Sims & Associates, LLC did not observe stains on the subject property during the site visit.

## *10.0 DATA GAPS*

The following table summarizes the data gaps identified during the site assessment. The significance of the data gaps with respect to the conclusions of this assessment is presented in Section 10.1.

### *Data Gap Summary*

| **Data Gap** | **Sources Consulted to Address Data Gap** | **Significance[1]** |
|---|---|---|
| The relation of the purchase price to the value of the property if the property were not contaminated is unknown | Historic property research | Low |
| Interviews with former owners/operators were not conducted | Historic property research. | Low |
| Interviews with adjacent property owners | Historic property research | Low |

[1] Significance of data gaps to identify conditions indicative of releases or threatened releases to the subject property are rated from low to high. Low significance indicates that additional information to fill the data gaps is likely to have no impact on the conclusions reached in this report. Medium ratings indicate that additional information might prove valuable, but might not significantly alter the conclusions of this report. High significance indicates that it is the consultant's opinion that additional investigation (either from reports or field sampling) is required to address the data gap.

## *10.1 SIGNIFICANCE OF DATA GAP*

This property historically was undeveloped land before being developed with residential and agricultural purposes since at least 1924. Based on the sources consulted, the significance of the above-listed data gaps is considered to be low, and these data gaps are not expected to affect the conclusions of this assessment.

## *11.0 DISCUSSION AND CONCLUSIONS*

Sims & Associates, LLC conducted a Phase I ESA at the subject property. A summary of Sims & Associates, LLC 's conclusions is presented below. In accordance with Title 40 of the Code of Federal Regulations (CFR) 312.21, Sims & Associates, LLC has not identified indications "of releases or threatened releases (as defined in CERCLA §101(22)) of hazardous substances (as defined in CERCLA §101(14)) on, at, in, or adjacent to the subject property." This conclusion is based on a scope of work that followed the requirements set forth in 40 CFR 312. The definition of hazardous substances in Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) §101(14) excludes petroleum. The release of hazardous substances identified by Sims & Associates, LLC is addressed in the discussion of recognized environmental conditions (RECs) below. The presence of petroleum, although not considered a release of hazardous substances according to the CERCLA definition, is also addressed in the discussion of RECs.

A recognized environmental condition (REC) is defined in ASTM E 1527-05 AAI as "the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property … even under conditions in compliance with laws … excluding *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

We have performed a *Phase I Environmental Site Assessment* in conformance with the scope and limitations of ASTM Practice E 1527-05 AAI at Selma Crossings, Multiple Parcels, Selma, CA 93662 (subject property). Any exceptions to, or deletions from, this practice are described within this report.

## *11.1 ON-SITE RECS*

Based on the information and data obtained during this investigation Sims & Associates, LLC **did identify on-site RECs** associated with the subject property. Sims & Associates, LLC concludes that the Selma Pressure Treating Plant (SPT) is a *recognized environmental condition* (REC) to the Subject Property due to the hexavalent chromium groundwater contamination plume

extending onto the Subject Property. Sims & Associates, LLC recommends that prior to any activities to commence on the Subject Property applicable agency consultation be conducted and that the appropriate liability indemnification is provided. In addition, it is recommended that access agreements be provided to the California Department of Toxic Substances Control to the existing remediation wells located on parcels 393-180-63 and 393-180-44 in order to complete the remediation efforts of the SPT site.

### *11.2 OFF-SITE RECS*

Based on the site inspection, historical information, and interviews, Sims & Associates, LLC **did not identify off-site** RECs that have the potential to adversely impact the subject property with exception to the previously discussed site identified that has impacted the Subject Property (On-Site REC) shallow groundwater aquifer.

## *12.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS CONDUCTING THIS ASSESSMENT*

This ESA site visit was conducted under the direction of Mr. Douglas B. Sims, Environmental Assessor of Sims & Associates, LLC's Cedar Park, TX office, Ms. Martha Hammond, Regional Manger of Sims & Associates, LLC, Las Vegas, NV office and Roger W. Lee, Ph.D. of Sims & Associates, LLC's Cedar Park, TX office provided the QAQC review of this report. Professional qualifications for Mr. Sims, Ms. Hammond and Dr. Lee are included in Appendix E.

The signatures for Mr. Sims, Ms. Hammond, and Dr. Lee are affixed onto the cover of this report. Ms. Hammond is the designated Environmental Professional for this project and prepared the following declaration.

- I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312.

- I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the AAI in conformance with the standards and practices set forth in 40 CFR Part 312.

## *13.0 DEVIATIONS FROM THE STANDARD*

The property contact was not consulted because the property did not have any listed regulated sites. Otherwise, no deviations from the standard occurred during this Phase I ESA.

## *14.0 REFERENCES*


*Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM, ASTM Designation E 1527-05, Published November 2005.

California Department of Water Resources (DWR), San Joaquin District *Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin*, California's Groundwater Bulletin No. 118.

California Environmental Protection Agency, http://www.calepa.ca.gov/Enforcement/)

California Environmental Protection Agency State Water Resources Control Board internet database, (http://www.waterboards.ca.gov/)

California Environmental Protection Agency Department of Toxic Substance Control ENVIROSTOR database, http://www.envirostor.dtsc.ca.gov.

California State Fire Marshal

City of Selma Public Works Department

Fresno County Assessor's Office Website, http://www.co.fresno.ca.us/0420/AssessorMain.htm

Fresno County Health Services Agency-Environmental Health System

Federal Emergency Management Agency, Flood Insurance Rate Map, Community Number 06019C, Panel Number 2675H, dated February 18, 2009.

First Search (FS). December 3, 2010. *Environmental Firstsearch Report* ™ .

Google Earth, http://google.earth.com

NCSS Web Soil Survey, http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx.

Phase I Environmental Site Assessment, Selma Crossings Development, Multiple Parcels, Selma, CA, ENTRIX, June 27, 2008

U.S. Environmental Protection Agency-Enforcement and Compliance History Online, http://www.epa-echo.gov/echo/

U.S. Department of the Interior Fish and Wildlife Service internet website, http://www.fws.gov/.

United States Geological Survey (USGS) Topographic Map, *Selma, California Quadrangle*, dated 1924.

USGS Topographic Map, *Selma, California Quadrangle*, dated 1946 and 1948.

USGS Topographic Map, *Selma, California Quadrangle*, dated 1964.

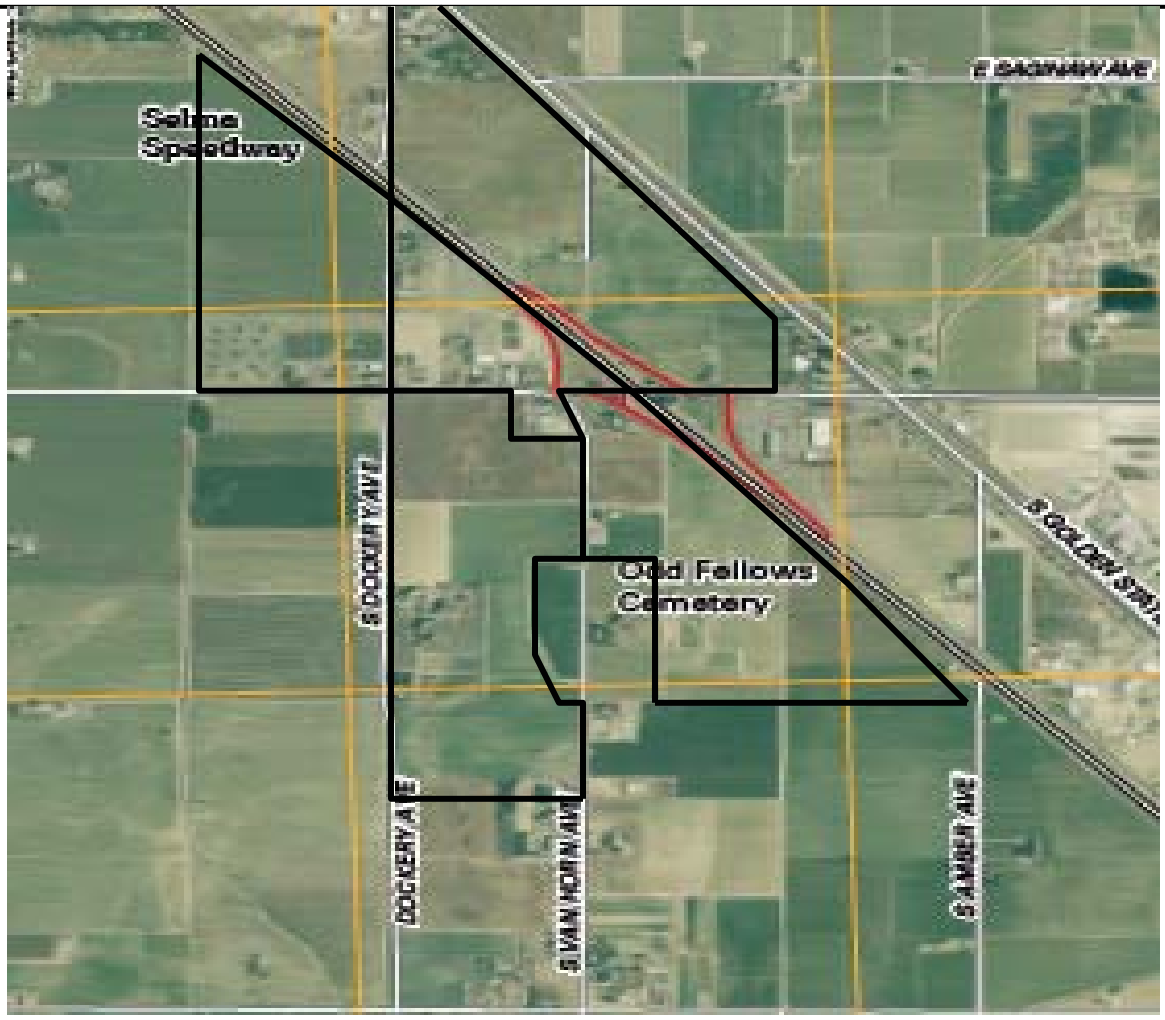
USGS Topographic Map, *Selma, California Quadrangle*, dated 1964 and photorevised in 1981.

*Figures*

*Appendix A*

*Site Photographs*

Site Location Map




Approximately 1 to 24,000 SCALE

**LEGEND**

Subject Property - ☐

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

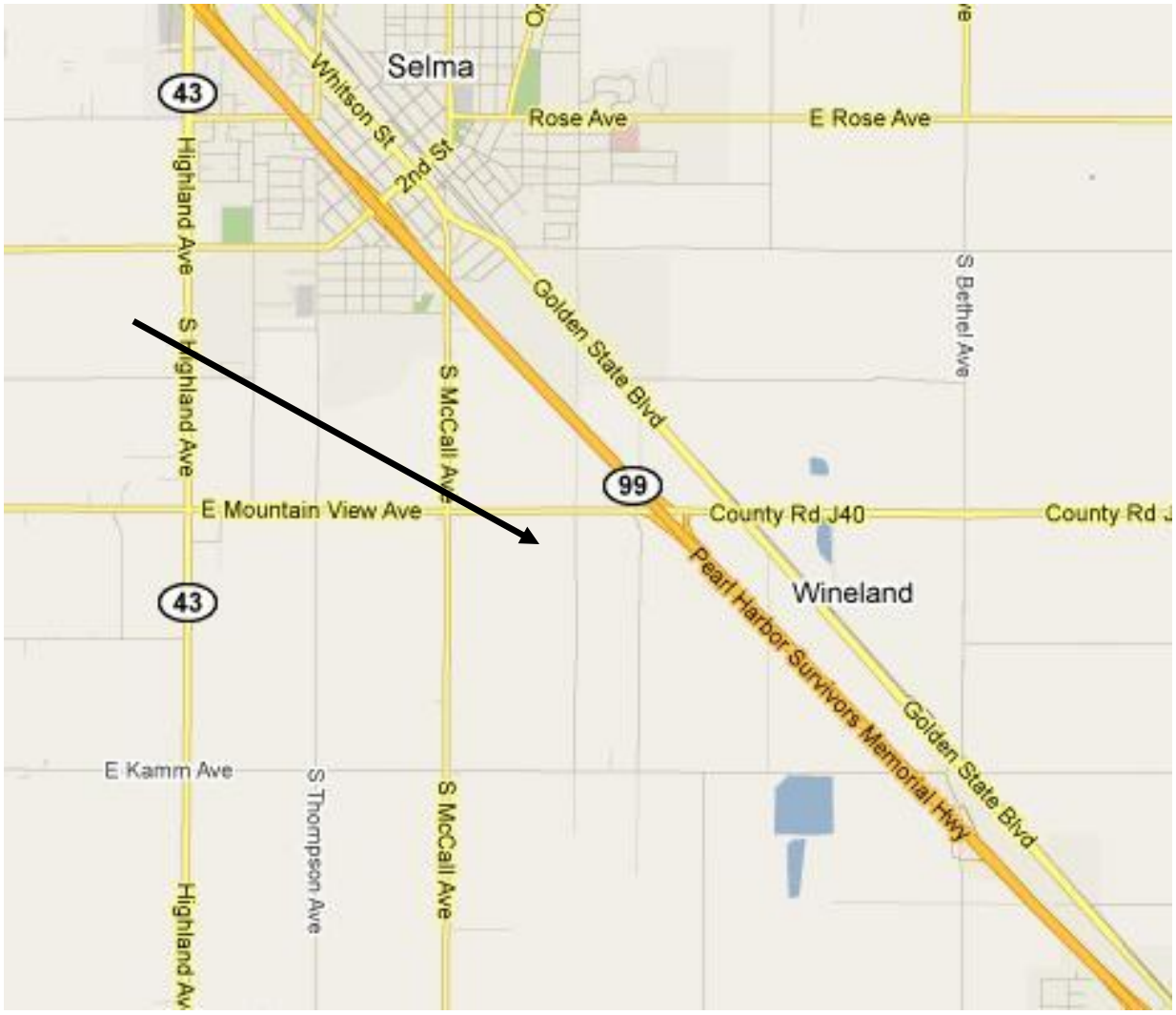
**Report No**.: 16448

**County**: Fresno, CA

**Source**: USGS Selma, 7.5' Map
1: 24,000 2009

↑

## Street Map




No Scale

**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: Google Maps, 2010




Photo 1: View looking south at adjoining Shell Station to the Northwest, Southwest and Southeast Subject Property Parcels.



Photo 2: View looking southwest at a portion of the Southwest Subject Property Parcels.



Photo 1: View looking north at adjoining Valero Station to the Southwest and Southeast Subject Property Parcels.



Photo 4: View looking southwest from Dockery Ave at a portion of the Northwest Subject Property Parcels.



Photo 5: View of a portion of the Northwest Subject Property Parcels looking northwest across Mountain View Ave.



Photo 6: View of a portion of the Southwest Subject Property Parcels looking southeast.



Photo 7: View of a portion of the west adjoining property to the Southwest Subject Property Parcels.



Photo 8: View of a portion of the east adjoining properties to the Northwest Subject Property parcels.



Photo 9: View of a portion of the Southeast Subject Property Parcels looking southwest.



Photo 10: View of a portion of the Southeast Subject Property Parcels looking southeast across Van Horn Avenue.



Photo 11: View of a portion of the adjoining properties to the Southeast Subject Property Parcels.



Photo 12: View of a portion of the Southeast Subject Property Parcels looking northeast.



Photo 13: View of a portion of the Northeast Subject Property Parcels looking southwest.



Photo 14: View of a portion of the Northeast Subject Property Parcels looking northeast.



Photo 15: View of a portion of the Northeast Subject Property Parcels.



Photo 16: View of a portion of the Northeast Subject Property Parcels looking north.



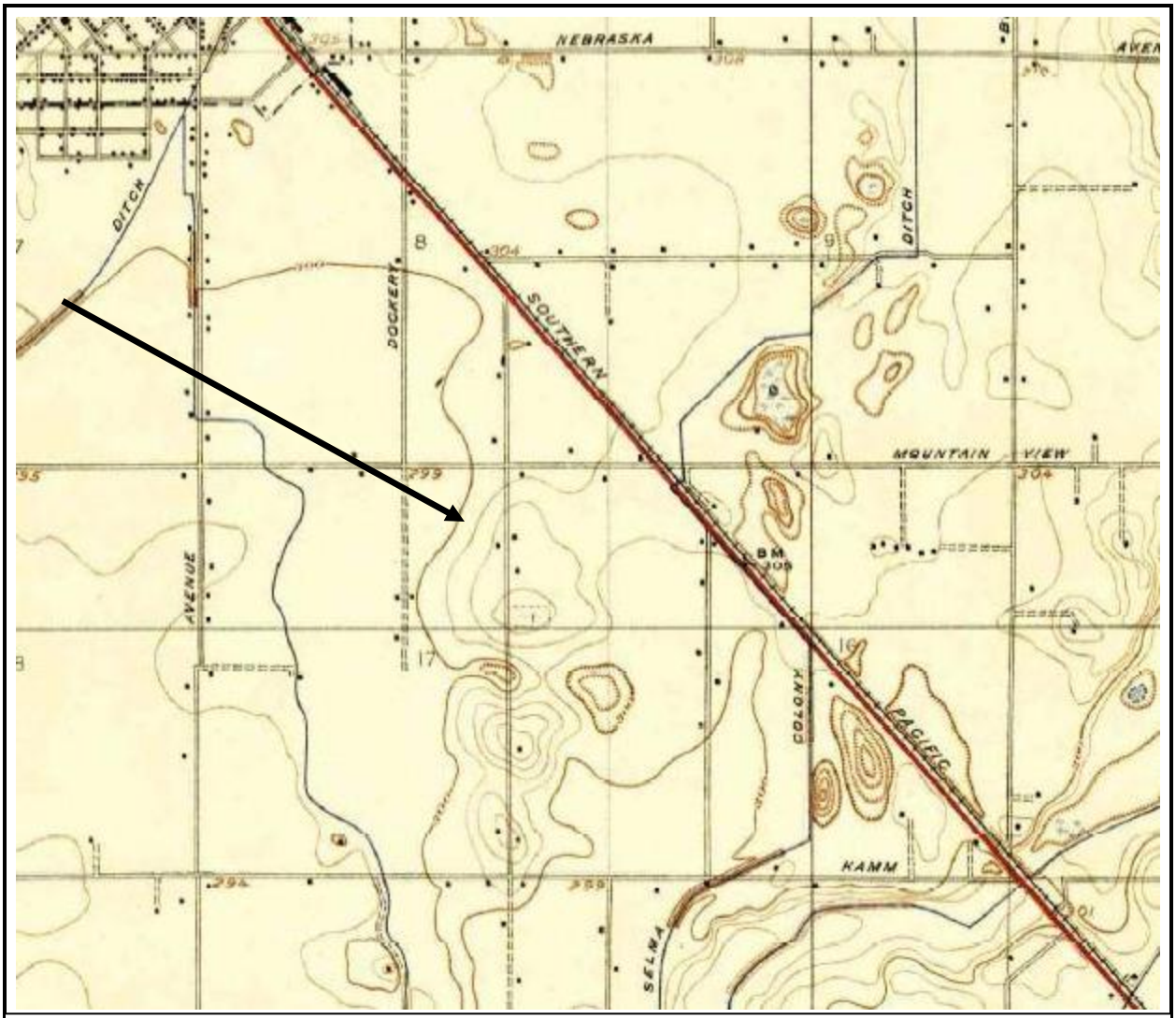
Photo 17: View of a portion of southeast adjoining properties to the Northeast Subject Property Parcels.



Photo 18: View of a portion of the Northeast Subject Property Parcels looking northeast from Mountain View and 99N.

*Appendix B*

*Topographic Maps, Aerial Photographs*




Approximately 1 to 31,680 SCALE

**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: USGS Selma, 7.5‘ Map
1: 31,680 1924




Approximately 1 to 25,000 SCALE

**LEGEND**

Subject Property -

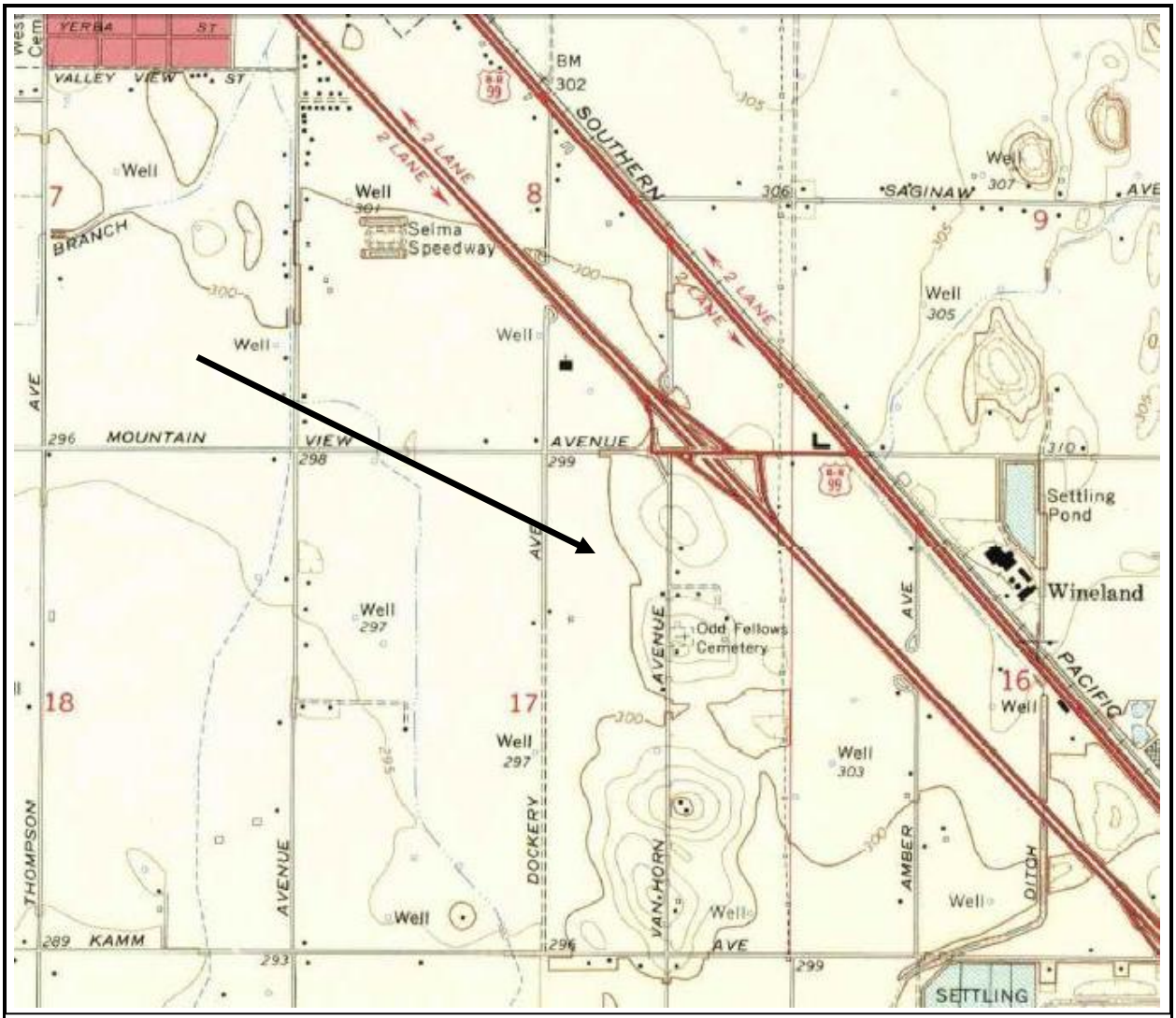
Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: USGS Selma, 7.5‘ Map
1: 25,000 1948




Approximately 1 to 24,000 SCALE

**LEGEND**

Subject Property -

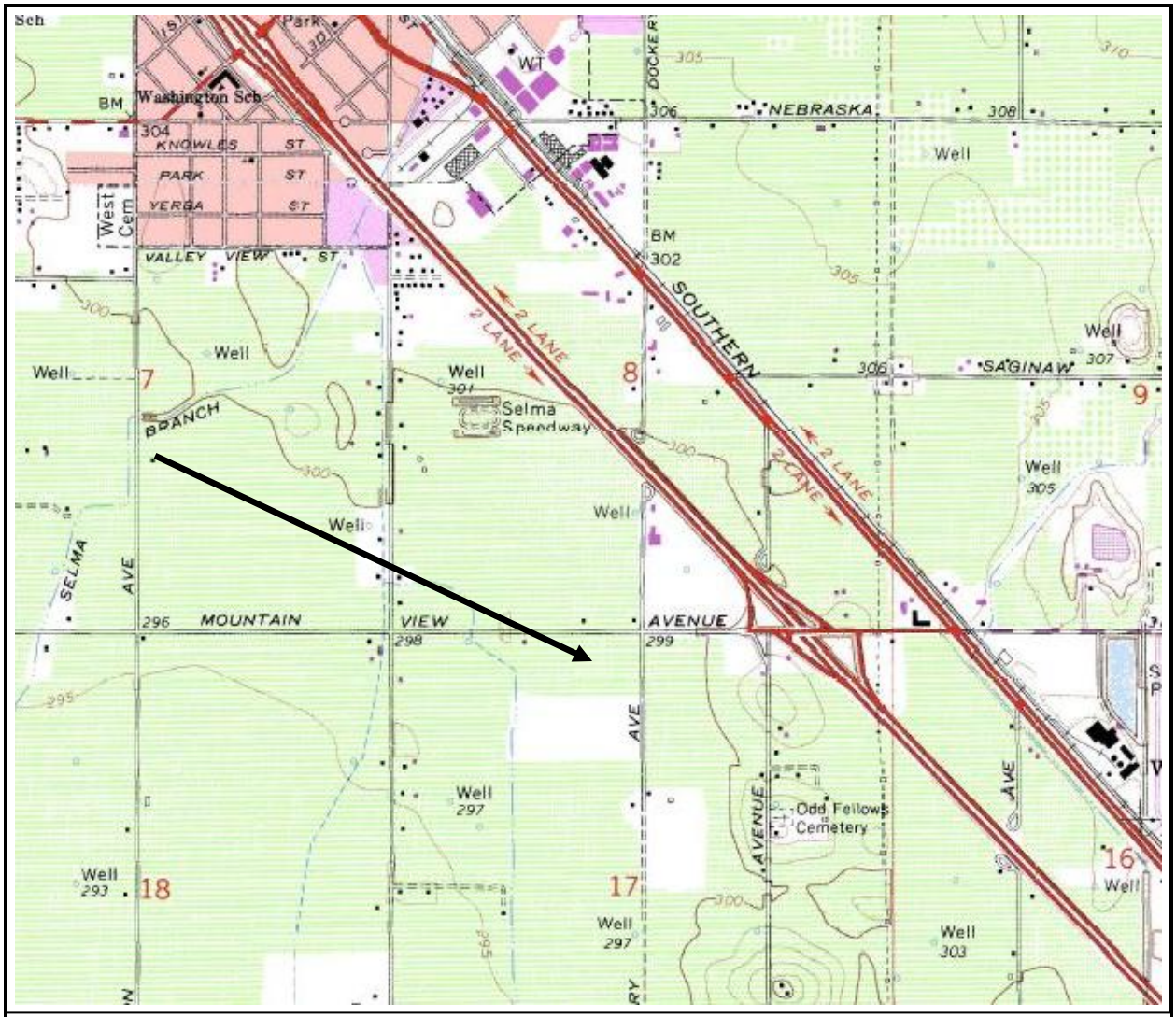
Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: USGS Selma, 7.5‘ Map
1: 24,000 1964




Approximately 1 to 24,000 SCALE

**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: USGS Selma, 7.5‘ Map
1: 24,000 1981 Photo revised from 1964

# Aerial - 1957



**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

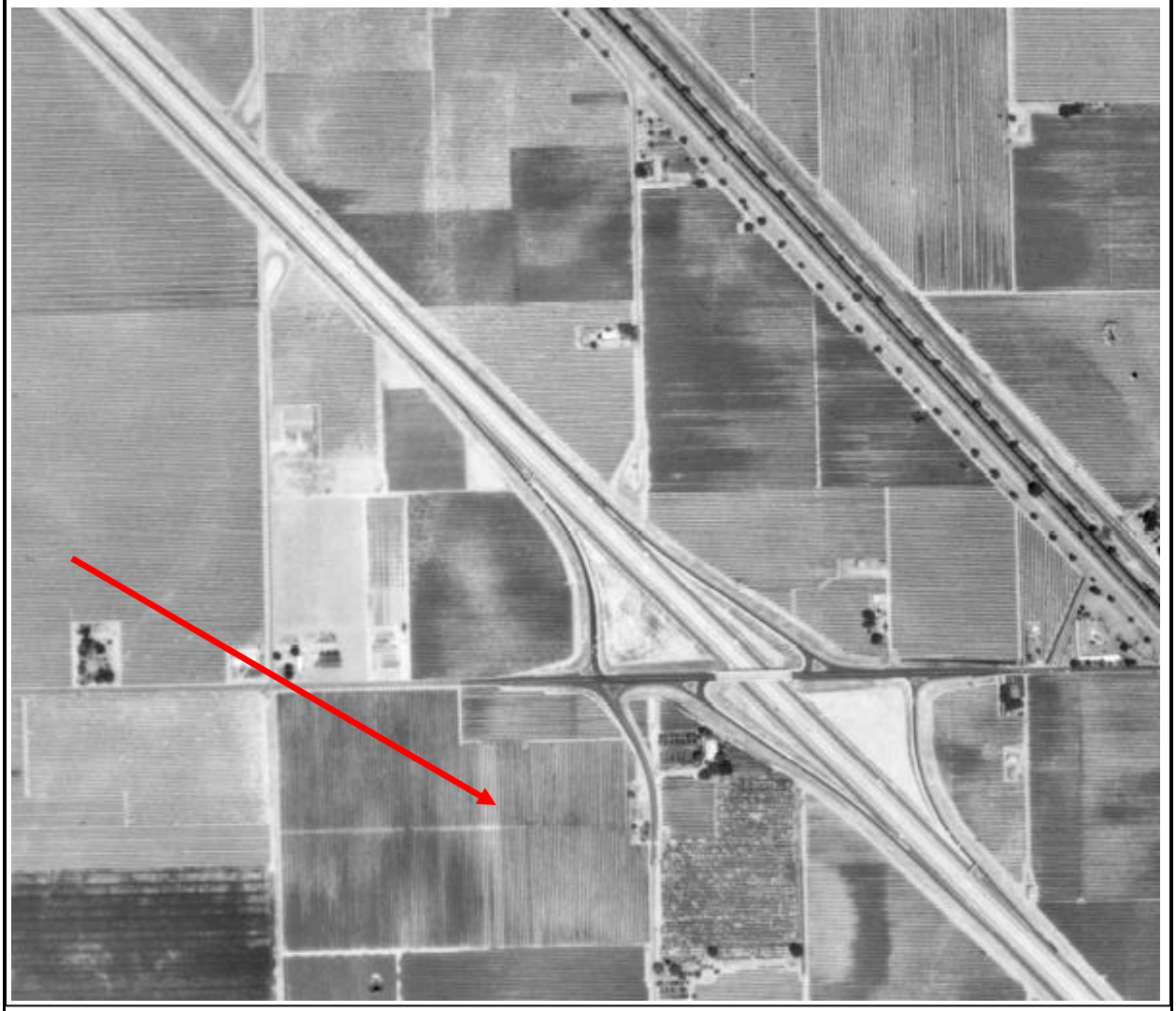
**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: Cartwright Aerial Surveys, Inc.

# Aerial - 1965



**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

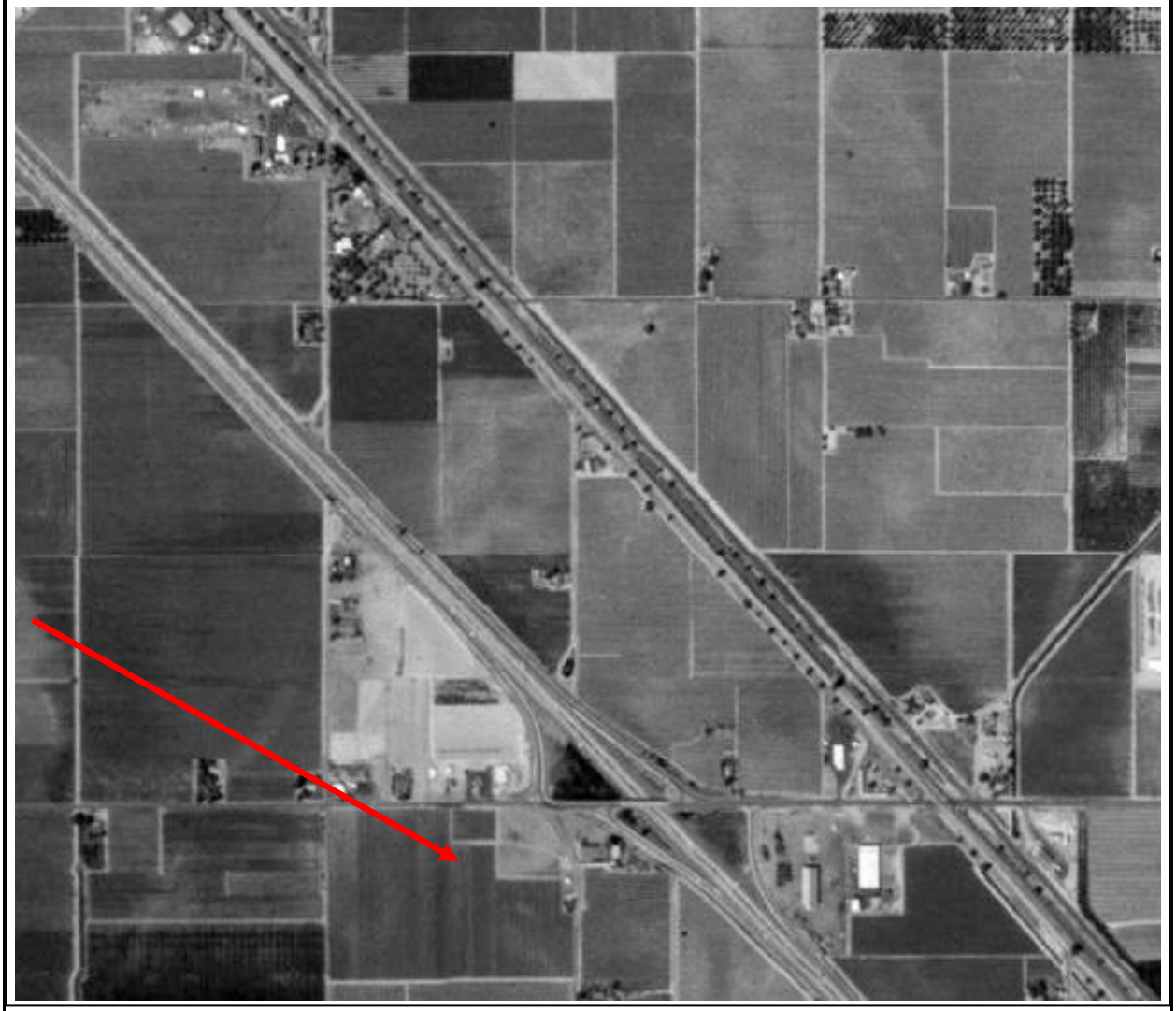
**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: Cartwright Aerial Surveys, Inc.

# Aerial - 1984



**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: WSA

# Aerial - 1987



**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: USGS

# Aerial - 1998



**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: Microsoft Research Maps

# Aerial - 2010



**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: Google Maps, 2010

# *Appendix C*

## *Firstsearch Database Search Results*

# *FirstSearch Technology Corporation*

# Environmental FirstSearch™ Report

Target Property: SELMA CROSSING EIR

**NEAR 10610 E. MOUNTA AVE**

**SELMA CA 93662**

Job Number: 16448

**PREPARED FOR:**

Sims & Associates, LLC

201 South Lakeline Boulevard, Suite 102

Cedar Park, TX  78613

12-03-10

*Tel: (512) 478-0059* *Fax: (512) 478-1433*

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# *Environmental FirstSearch*
# *Search Summary Report*

**Target Site:** NEAR 10610 E. MOUNTA AVE
SELMA CA 93662

## FirstSearch Summary

| Database | Sel | Updated | Radius | Site | 1/8 | 1/4 | 1/2 | 1/2> | ZIP | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| NPL | Y | 10-21-10 | 1.00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| NPL Delisted | Y | 10-21-10 | 0.50 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| CERCLIS | Y | 08-31-10 | 0.50 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| NFRAP | Y | 08-31-10 | 0.50 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| RCRA COR ACT | Y | 09-14-10 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RCRA TSD | Y | 09-14-10 | 0.50 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| RCRA GEN | Y | 09-14-10 | 0.25 | 0 | 0 | 0 | - | - | 0 | 0 |
| RCRA NLR | Y | 09-14-10 | 0.12 | 0 | 0 | - | - | - | 0 | 0 |
| Federal Brownfield | Y | 10-01-10 | 0.25 | 0 | 0 | 0 | - | - | 0 | 0 |
| ERNS | Y | 10-21-10 | 0.12 | 0 | 0 | - | - | - | 0 | 0 |
| Tribal Lands | Y | 12-01-05 | 1.00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| State/Tribal Sites | Y | 08-04-10 | 1.00 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| State Spills 90 | Y | 10-13-10 | 0.12 | 0 | 0 | - | - | - | 0 | 0 |
| State/Tribal SWL | Y | 12-01-10 | 0.50 | 0 | 0 | 0 | 1 | - | 1 | 2 |
| State/Tribal LUST | Y | 10-13-10 | 0.50 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| State/Tribal UST/AST | Y | 10-27-10 | 0.25 | 0 | 0 | 0 | - | - | 1 | 1 |
| State/Tribal EC | Y | NA | 0.25 | 0 | 0 | 0 | - | - | 0 | 0 |
| State/Tribal IC | Y | 12-02-10 | 0.25 | 0 | 0 | 0 | - | - | 0 | 0 |
| State/Tribal VCP | Y | 08-04-10 | 0.50 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| State/Tribal Brownfields | Y | NA | 0.50 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| State Permits | Y | 10-13-10 | 0.25 | 0 | 0 | 0 | - | - | 0 | 0 |
| State Other | Y | 08-04-10 | 0.25 | 0 | 0 | 0 | - | - | 0 | 0 |
| Federal IC/EC | Y | 11-04-10 | 0.50 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| - TOTALS - | | | | 0 | 0 | 0 | 2 | 2 | 5 | 9 |

### Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

### Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

# *Environmental FirstSearch*
# *Site Information Report*

| | | | |
|---|---|---|---|
| **Request Date:** | 12-03-10 | **Search Type:** | COORD |
| **Requestor Name:** | Rachael Blair | **Job Number:** | 16448 |
| **Standard:** | ASTM-05 | **Filtered Report** | |

**Target Site:** NEAR 10610 E. MOUNTA AVE
SELMA CA 93662

## *Demographics*

| | | | | | |
|---|---|---|---|---|---|
| **Sites:** | 9 | **Non-Geocoded:** | 5 | **Population:** | NA |
| **Radon:** | 0.8 - 4 PCI/L | | | | |

## *Site Location*

| | **Degrees (Decimal)** | **Degrees (Min/Sec)** | | **UTMs** |
|---|---|---|---|---|
| **Longitude:** | -119.604986 | -119:36:18 | **Easting:** | 266829.359 |
| **Latitude:** | 36.549556 | 36:32:58 | **Northing:** | 4047860.934 |
| **Elevation:** | 300 | | **Zone:** | 11 |

## *Comment*

**Comment:**

## *Additional Requests/Services*

**Adjacent ZIP Codes:** 1 Mile(s)

| ZIP Code | City Name | ST | Dist/Dir | Sel |
|---|---|---|---|---|
| 93631 | KINGSBURG | CA | 0.61 SE | Y |

**Services:**

| | Requested? | Date |
|---|---|---|
| Fire Insurance Maps | No | |
| Aerial Photographs | No | |
| Historical Topos | No | |
| City Directories | No | |
| Title Search/Env Liens | No | |
| Municipal Reports | No | |
| Online Topos | No | |

# *Environmental FirstSearch*
# *Sites Summary Report*

**Target Property:** NEAR 10610 E. MOUNTA AVE
SELMA CA 93662

**JOB:** 16448

**TOTAL:** 9 **GEOCODED:** 4 **NON GEOCODED:** 5 **SELECTED:** 0

| Map ID | DB Type | Site Name/ID/Status | Address | Dist/Dir | ElevDiff | Page No. |
|---|---|---|---|---|---|---|
| 2 | NPL | SELMA TREATING CO.<br>CAD029452141/FINAL | 1735 DOCKERY AVE and ADJOIN<br>SELMA CA 93662 | 0.48 NE | + 4 | 2 |
| 3 | STATE | SELMA AG SUPPLY, INC<br>CAL10280108/PROPERTY/SITE REFERR | 1053 GOLDEN STATE BLVD<br>SELMA CA 93662 | 0.61 NE | + 4 | 4 |
| 4 | STATE | SELMA TREATING COMPANY<br>CAL10240051/ACTIVE | 1735 DOCKERY AVE AND ADJOIN<br>SELMA CA 93662 | 0.64 NE | + 4 | 7 |
| | STATE | PGandE MANUFACTURED GAS PLANT<br>CAL10490093/BACKLOG - POTENTIAL | BLOCK: NORTH,SHERMAN,SYLVIA<br>SELMA CA 93662 | NON GC | N/A | N/A |
| 1 | SWL | SELMA DISPOSAL AND RECYCLING C<br>SWIS10-AA-0191/ACTIVE | 1675 SOUTH DOCKERY AVE<br>SELMA CA 93622 | 0.35 NE | N/A | 10 |
| | SWL | SELMA TRANSFER ST. AND RECYCLI<br>SWIS10-AA-0189/PLANNED | SO. DOCKER AVE, S. OF GOLDE<br>SELMA CA 93662 | NON GC | N/A | N/A |
| | TRIBALLAND | BUREAU OF INDIAN AFFAIRS CONTA<br>BIA-93631 | UNKNOWN<br>CA 93631 | NON GC | N/A | N/A |
| | TRIBALLAND | BUREAU OF INDIAN AFFAIRS CONTA<br>BIA-93662 | UNKNOWN<br>CA 93662 | NON GC | N/A | N/A |
| | UST | CALTRANS HIGHWAY RIGHT-OF-WAY<br>FRESNOCO4114/CLOSED UST FACILITY/ | HIGHLAND AND MOUNTAIN VIEW<br>SELMA CA 93662 | NON GC | N/A | N/A |

# Environmental FirstSearch

1 Mile Radius

Single Map:

## NEAR 10610 E. MOUNTA AVE, SELMA CA 93662




*Source: 2005 U.S. Census TIGER Files*

Target Site (Latitude: 36.549556 Longitude: -119.604986) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Railroads .....

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

# Environmental FirstSearch

1 Mile Radius

ASTM Map: NPL, RCRACOR, STATE Sites

## NEAR 10610 E. MOUNTA AVE, SELMA CA 93662




*Source: 2005 U.S. Census TIGER Files*

Target Site (Latitude: 36.549556 Longitude: -119.604986) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Railroads .....

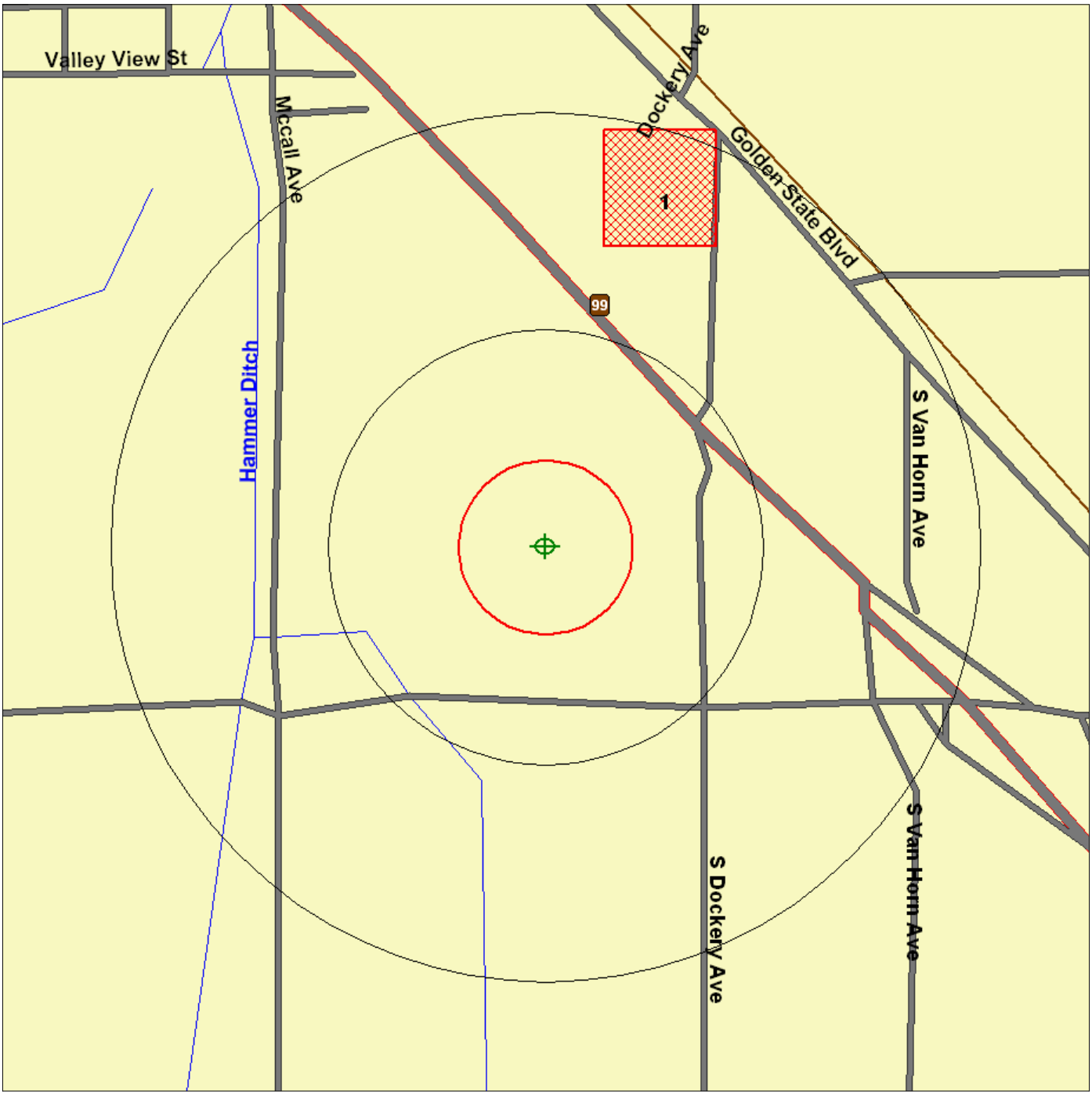
Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

# Environmental FirstSearch

.5 Mile Radius

ASTM Map: CERCLIS, RCRATSD, LUST, SWL

## NEAR 10610 E. MOUNTA AVE, SELMA CA 93662




*Source: 2005 U.S. Census TIGER Files*

Target Site (Latitude: 36.549556 Longitude: -119.604986) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Railroads .....

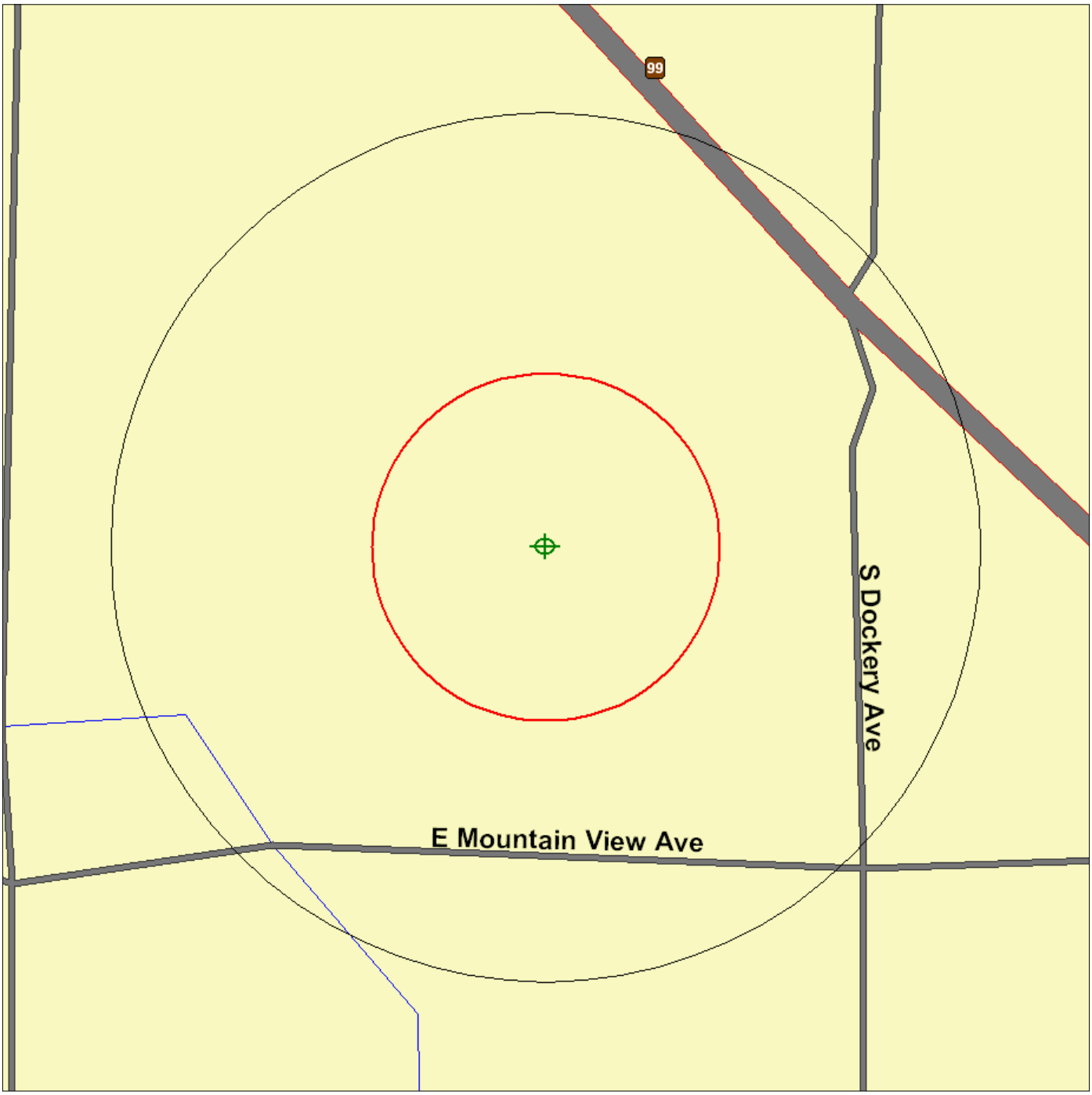
Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

# Environmental FirstSearch

.25 Mile Radius

ASTM Map: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS

## NEAR 10610 E. MOUNTA AVE, SELMA CA 93662




*Source: 2005 U.S. Census TIGER Files*

Target Site (Latitude: 36.549556 Longitude: -119.604986) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Railroads .....

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

# *Environmental FirstSearch*
# *Site Detail Report*

**Target Property:** NEAR 10610 E. MOUNTA AVE
SELMA CA 93662

**JOB:** 16448

NPL

**SEARCH ID:** 1 **DIST/DIR:** 0.48 NE **ELEVATION:** 304 **MAP ID:** 2

**NAME:** SELMA TREATING CO.
**ADDRESS:** 1735 DOCKERY AVE and ADJOINING
SELMA CA 93662

**CONTACT:** DAVID SETER
**SOURCE:** EPA

**REV:** 10/21/10
**ID1:** CAD029452141
**ID2:** 0901290
**STATUS:** FINAL
**PHONE:** 4157442400

***SITE INFORMATION***

**EVENT TYPE**

| | | | |
|---|---|---|---|
| **SITE DISCOVERY BY:** | SE | **DISCOVERY DATE:** | 08-01-80 |
| **SITE PROPOSED BY:** | EPA | **PROPOSED DATE:** | 12-30-82 |
| **FINAL LIST BY:** | EPA | **FINAL LIST DATE:** | 09-08-83 |

**ACTIVITIES:** MANUFACTURING PLANT

**CONTAMINANTS:** GROUNDWATER SOIL ORGANICS DIOXINS/FURANS PHENOLS METALS ARSENIC CHROMIUM
**SOURCE OF CONTAMINATION:** DISCHARGE TO SEWER/SURFACE WATER; WASTE PILE; LAGOON DISPOSAL AGRICULTURAL; INDUSTRIAL; RCRA FACILITY, ACTIVE; RESIDENTIAL

**CONTAMINATED:** AGRICULTURAL; RESIDENTIAL
**THREATENED:**

**SITE DESCRIPTION**

Conditions at listing (December 1982): The Selma Treating Co. Site covers 12 acres about 0.5 mile south of Selma, Fresno County, California. The site is in an area of single family residences, light industry, and agriculture. Wood-treating operations began at the site in 1936. Pressure treating began in 1965. Process wastes were discharged into an off-site drainage ditch, several on-site disposal wells, an unlined pond. Preservative from treated wood and treatment vessels was dripped and spilled in numerous areas on- site, and sludge scraped from tanks was placed in piles on-site. The owner of the company filed a bankruptcy action in 1981. A new facility owner, Sawmill Properties, Inc., resumed partial operation in 1982.

Sampling indicates elevated levels of copper, chromium, arsenic, and pentachlorophenol in soil and ground water, both on- and off-site. At 25 to 30 feet below the surface is an aquifer that is the sole source of water in the area. The site is also in a ground water recharge zone.

In February 1981, EPA sent a letter (under Section 3007 of the Resource Conservation and Recovery Act) to the owner requesting that the company (1) identify hazardous wastes generated, treated, or disposed of, (2) identify products used, (3) describe operating processes, (4) provide maps, and (5) provide any proposals for remedial measures. In March and May 1981, the company responded with the information requested. In September 1981, the State issued a Cleanup and Abatement Order to the company. In November 1982, Selma Leasing Co., the owner of the land, proposed a site monitoring plan.

Status (July 1983): Results of the owner s monitoring plan are expected in July 1983.

**CONSTRUCTION COMPLETED DATE:** 01/26/2005
**FINAL DATE:** 09/08/1983

**CERCLIS DETAILS**

The Selma Pressure Treating Superfund site lies about 15 miles south of the City of Fresno, adjacent to the city limits of Selma, California. Zoned for industrial use, the site lies in a transition zone between agricultural, residential, and industrial areas. Twelve residences and/or business are located within a quarter-mile of the site. The site occupies approximately 40 acres, including a 14-acre former wood treatment and storage facility and a 26-acre former vineyard. Site topography is generally flat.Most of the 40-acre site currently is vacant. The former vineyard area of the site is as a tree and cardboard-recycling transfer facility. Between November 1996 and September 1997, a small transmission repair business leased the maintenance building formerly located on the operating area of the site. This building was demolished in 1997.Selma Pressure Treating Company began wood treatment

***- Continued on next page -***

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operations at the site in 1942; the original operating area covered approximately 3.5 acres. Thetreatment process originally involved dipping wood into a mixture of pentachlorophenol (PCP) and oil, then drying the wood on open racks. A pressure-treating process was installed in 1965. The process consisted of using pressurized vessels to impregnate wood with chemical preservatives, including fluro-chromiumarsenate- phenol, chromated copper arsenate, PCP, copper-8-quinolinolate, LST concentrate, Woodtox 140RTU, and Heavy Oil Penta 5% solution. The pressure-treated wood was placed on racks in a drip pad area, and then moved to a wood storage area. From 1942 to 1971, waste from the treatment plant was disposed of in several ways: runoff into drainage ditches and percolation ditches; drainage into dry wells; spillage onto the ground; or placement in an on-site unlined pond and sludge pit. After 1971, an effluent recovery system was installed at the site for waste disposal.Historical records indicate that the former vineyard was never used for wood treatment operations, but

that area received some drainage from the operating area of the site. The operating and wood storage areas were paved with asphalt in 1982; the asphalt remains in place. Wood treatment activities were suspended in 1994. In November 1997, all pressure vessels and tanks were removed from the site. A concrete drip pad and other concrete foundations in the former retort and stormwater runoff tank areas remain in place.The site was added to the EPA s National Priorities List (NPL) in 1983. In 1984,the EPA initiated a Remedial Investigation/Feasibility Study (RI/FS) to identify chemicals of concern (COCs) at the site, investigate their extent, and identify appropriate remedial action alternatives. Results of soil investigations, performed at the site in 1986 and 19S7 as part of the RI, are presented in the March 1988 Remedial Investigation Report for the site. These data were used to develop the June l988 FS.Based on results of the 1988 FS, the initial Record of Decision (ROD) stipulated a remedy that consisted of excavating soil containing COCs at concentrations that exceeded cleanup standards, treating the soil with a fixing agent, placing the fixed soil in an on-site, unlined impoundment, and covering the impoundment with a Resource Conservation and Recovery Act (RCRA)-type cap. In October 1993, the EPA issued an Explanation of Significant Differences (ESD) from the ROD to clarify and modify the ROD based on data collected after the ROD was issued, changes and clarifications to regulations regarding constituents found at the site, and technical and design issues. Based on groundwater data collected since 1988, the COCs in site soil have not significantly affected groundwater quality over the operating period of the site.This information prompted the EPA to commission a Focused Feasibility Study (FFS) to reevaluate the selected remedial action for soil and to assess alternatives reflective of this newer information. Based on the FFS (issued in June 2003) a Pr

oposed Plan was developed, which described the EPA s preferred alternative for soil remediation. The Proposed Plan was approved by the State of California and issued in July 2003.A ROD Amendment addressing operable unit 1 (OU1) was completed in September 2003. The ROD Amendment revised the remedy for soils to: 1) create a consolidated disposal area (RCRA cap) for soils that had been treated and capped onsite in several locations, and 2) cap additional untreated soils left in place, with a modified asphalt ultra-low permeability barrier.An Explanation of Significant Differences (ESD) pertaining to the 1988 ROD was completed in August of 2005.

# *Environmental FirstSearch*
# *Site Detail Report*

**Target Property:** NEAR 10610 E. MOUNTA AVE
SELMA CA 93662

**JOB:** 16448

## STATE

**SEARCH ID:** 2 **DIST/DIR:** 0.61 NE **ELEVATION:** 304 **MAP ID:** 3

**NAME:** SELMA AG SUPPLY, INC
**ADDRESS:** 1053 GOLDEN STATE BLVD
SELMA CA 93662
Fresno
**CONTACT:**
**SOURCE:** CA EPA

**REV:** 07/03/00
**ID1:** CAL10280108
**ID2:**
**STATUS:** PROPERTY/SITE REFERRED
**PHONE:**

**OTHER SITE NAMES (blank below = not reported by agency)**

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**OTHER SITE NAMES (blank below = not reported by agency)**
*REILLY, GEORGE INC, (1)*

**GENERAL SITE INFORMATION**
**File Name (if different than site name):**

**Status:** *PROPERTY/SITE REFERRED TO ANOTHER AGENCY (REFOA)*
**AWP Site Type:** *N/A*
**NPL Site:**
**Fund:**
**Status Date:** *10261995*
**Lead:**
**Staff:**
**Senior Supervisor:**

**DTSC Region and RWQCB :** *1 / SACRAMENTO*
**Branch:** *CENTRAL CALIFORNIA*
**RWQCB:**
**Site Access:**
**On Cortese List:**
**Groundwater Contamination:**
**Haz Ranking Score:**
**Haz Ranking Score:**
**Number of Sources Contributing to Contamination at the Site:** *0*

**OTHER AGENCY ID NUMBERS (blank below = not reported by agency)**
**ID SOURCE NAME, and VALUE:** *EPA IDENTIFICATION NUMBER CAD053256681*

**PROJECTED ACTIVITIES (blank below = not reported by agency)**

**PROJECTED ACTIVITIES (blank below = not reported by agency)**

**PROJECTED ACTIVITIES (blank below = not reported by agency)**
**Activity:** ***DISCOVERY (DISC)***
**Activity Status:** *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
**Completion Due Date:**
**Revised Completion Due Date:**
**Date Activity Actually Completed:** *03051982*
**Yards of Solids Removed:** *0*
**Yards of Solids Treated:** *0*
**Gallons of Liquid Removed:** *0*
**Gallons of Liquid Treated:** *0*

**Activity:** ***(SS)***
**Activity Status:** *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*

***- Continued on next page -***

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**CONTACT:**
**SOURCE:** CA EPA

**REV:** 07/03/00
**ID1:** CAL10280108
**ID2:**
**STATUS:** PROPERTY/SITE REFERRED
**PHONE:**

**Completion Due Date:**
**Revised Completion Due Date:**
**Date Activity Actually Completed:** *02101987*
**Yards of Solids Removed:** *0*
**Yards of Solids Treated:** *0*
**Gallons of Liquid Removed:** *0*
**Gallons of Liquid Treated:** *0*

**Activity:** ***SITE INSPECTION (SI)***
**Activity Status:** *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
**Completion Due Date:**
**Revised Completion Due Date:**
**Date Activity Actually Completed:** *01251988*
**Yards of Solids Removed:** *0*
**Yards of Solids Treated:** *0*
**Gallons of Liquid Removed:** *0*
**Gallons of Liquid Treated:** *0*

**DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)**

| DATE | COMMENT |
|---|---|
| *03051982* | *FACILITY IDENTIFIED IDENTIFIED FROM BUSINESS LICENSING* |
| *03051982* | *Facility identified from phone book (Reilly, George)* |
| *03151982* | *QUESTIONNAIRE SENT* |
| *05061982* | *Facility drive-by. Drive by: bags of products stored and* |
| *05061982* | *drums all on pallates - neat-no ponds, disc soil. (Reilly).* |
| *05071982* | *QUESTIONNAIRE RECEIVED* |
| *05071982* | *SITE FORMERLY RED TOP FARM CHEM OUTLET* |
| *05141982* | *Questionnaire sent. (Reilly)* |
| *05261982* | *RETAIL and PESTICIDE APPLICATOR* |
| *05261982* | *BROKEN BAGS TAKEN TO BIG BLUE HILLS* |
| *07081982* | *Phone F-U. Agri chem stored. Now Selma Ag Supply Co.* |

**DATE** **COMMENT**

***- Continued on next page -***

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**SOURCE:** CA EPA

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**ID1:** CAL10280108
**ID2:**
**STATUS:** PROPERTY/SITE REFERRED
**PHONE:**

*07081982* *(Reilly).*

| DATE | COMMENT |
|---|---|
| *09161982* | *INSPECTION(STATE) SITE INSPECTION BY ASP-SEE REPORT* |
| *10211982* | *FINAL STRATEGY SITE REFERRED: TO HWMB/ENF* |
| *02101987* | *SITE SCREENING DONE EPA LEAD SITE. SITE ON CERCLIS.* |
| *01251988* | *SITE INSP DONE SI COMPLETED BY EPA CONTACTOR; RECOMMEND* |
| *01251988* | *LISTING SITE INSPECTION UNDER CERCLA;* |
| *01251988* | *DHS RECOMMENDS AN HRS SCORE BE COMPLETED* |
| *07281993* | *An EPA report of individual site stated an HRS* |
| *07281993* | *score needs to be done on 6/17/92.* |
| *10261995* | *EPA is lead on this Site. Refer to EPA.* |

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## STATE

**SEARCH ID:** 3 **DIST/DIR:** 0.64 NE **ELEVATION:** 304 **MAP ID:** 4

**NAME:** SELMA TREATING COMPANY
**ADDRESS:** 1735 DOCKERY AVE AND ADJOINING
SELMA CA 93662
FRESNO
**CONTACT:**
**SOURCE:** CA DTSC

**REV:** 10/03/08
**ID1:** CAL10240051
**ID2:** FEDERAL SUPERFUND
**STATUS:** ACTIVE
**PHONE:**

**GENERAL SITE INFORMATION**

**Site Type:** *Federal Superfund*
**Status:** *Active*
**Status Date:** *1983-01-01*
**NPL Site:** *YES*
**Funding:** *Joint State/Federal-Funded*
**Regulatory Agencies Involved:** *SMBRP, RWQCB 5F - Central Valley, US EPA*
**Lead Agency:** *US EPA*
**Project Manager:** *SAM V. MARTINEZ JR.*
**Supervisor:** *Richard Hume*
**Branch:** *Sacramento*
**Acres:** *14*
**Assessor s Parcel Number:** *39011059, 39011057*
**Past Uses:** *MANUFACTURING - LUMBER/WOOD PRODUCTS*
**Potential Contaminants:** *Arsenic Total Chromium (1:6 ratio Cr VI:Cr III) Dioxin (as 2,3,7,8-TCDD TEQ) Pentachlorophenol*
**Confirmed Contaminants:** *Arsenic Total Chromium (1:6 ratio Cr VI:Cr III) Dioxin (as 2,3,7,8-TCDD TEQ) Pentachlorophenol*
**Potential Media Affected:** *AQUI, SOIL*
**Restricted Use:** *YES*
**Site Management Required:** *NONE SPECIFIED*
**Special Programs Associated with this Site:** *EPA - Multi-Site Cooperative Agreement*

**OTHER SITE NAMES (blank below = not reported by agency)**

*CAD029452141*

*P11071*

*CAD029452141*

*100129*

*10240051*

*SELMA PRESSURE TREATING COMPANY*

*39011059*

*39011057*

*110009333024*

**FUTURE ACTIVITIES (blank below = not reported by agency)**

**Area Name:** ***PROJECT WIDE***
**Sub-Area Name:**
**Document Type:** *Certification*
**Completion Due Date:** *2010*

**COMPLETED ACTIVITIES AND DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)**

***- Continued on next page -***

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SELMA CA 93662
FRESNO
**CONTACT:**
**SOURCE:** CA DTSC

**REV:** 10/03/08
**ID1:** CAL10240051
**ID2:** FEDERAL SUPERFUND
**STATUS:** ACTIVE
**PHONE:**

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** **** CEQA***
**Completion Date:** ***1993-06-30***
**Comments:** *EXEMP*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Deed Restriction / Land Use Covenant***
**Completion Date:** ***2006-06-22***
**Comments:** *The fully executed Land Use Covenant for the site was sent to the Property Owner for recording with the Fresno County Recorder. The owner has ten days from the date of receipt to record and return to copies, certified by the Recorders Office to DTSC.*

**Area Name:** ***RCRA Cap and Soil Impoundment Cell***
**Sub- Area Name:**
**Document Type:** ***DEED/LUC Site Inspection/Visit***
**Completion Date:** ***2007-03-13***
**Comments:** *DTSC project Staff met with the owner to conduct an inspection of the site. The owner requested permission to place an additional fence. The cap is in acceptable condition; the soil impoundment cell needs weed control.*

**Area Name:** ***RCRA Cap and Soil Impoundment Cell***
**Sub- Area Name:**
**Document Type:** ***Deed Restriction/ LUC Monitoring Report***
**Completion Date:** ***2008-05-30***
**Comments:**

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Remedial Design***
**Completion Date:** ***2005-09-21***
**Comments:** *DTSC concurred with this document which represents the design and implementation schedule for the PHase 2a/2b and 3 in-situ bioremediation*

**Area Name:** ***OU 2 - Offsite Injection System***
**Sub- Area Name:**
**Document Type:** ***Fieldwork***
**Completion Date:** ***2006-05-09***
**Comments:** *The USACE reported the results for the Phase 1 and 1A insitu treatment monitoring wells which were sampled in March 2006. The report included results for Phase 2A wells. In general, Cr and Mn levels are continuing a downward trend, again indicating that conditions throughout these areas treated insitu by injection with molasses is continuing to return to ambient conditions. The exception to this trend is observed in RA-3, which is being monitored as it is expected that attenuation of hex-Cr will occur at that location.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***5 Year Review Reports***
**Completion Date:** ***2006-11-06***
**Comments:** *US EPA transmitted an electronic copy of the Five-Year Review report to DTSC.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Public Participation Plan / Community Relations Plan***
**Completion Date:** ***1988-11-30***

***- Continued on next page -***

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SELMA CA 93662
FRESNO
**CONTACT:**
**SOURCE:** CA DTSC

**REV:** 10/03/08
**ID1:** CAL10240051
**ID2:** FEDERAL SUPERFUND
**STATUS:** ACTIVE
**PHONE:**

**Comments:**

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Remedial Action Plan***
**Completion Date:** ***1988-09-30***
**Comments:**

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Remedial Investigation / Feasibility Study***
**Completion Date:** ***1988-08-30***
**Comments:**

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Site Screening***
**Completion Date:** ***1987-02-10***
**Comments:** *Site Screening Done.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Record of Decision - Addendum***
**Completion Date:** ***2003-09-30***
**Comments:** *ROD/AMDS -- The Record of Decision (ROD) amending and documenting the proposed remedy to address soil contamination by excavation, impounding, and capping contaminated soil on site. This amended ROD also incorporates changes made via an 1993 Explanation of Significant Differences (ESD). The remedy was adequately explained in the proposed plan and was sufficiently presented at the Public Meeting held on August 7, 2003.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Removal Action Completion Report***
**Completion Date:** ***1997-12-28***
**Comments:** *RA/DEMO -- DEMOLITION AND DISPOSAL OF OLD WOOD TREATING FACILITY AND PLACEMENT OF A TEMPORARY CAP, PENDING THE ROD AMENDMENT FOR THE REMEDIATION OF THE REMAINING CONTAMINATED SOIL. EXPECT ROD AMENDMENT BEFORE JUNE 98. ALSO FENCED AND POSTED THE SITE. +/- 2 ACRES W/TEMPORARY CAP.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Remedial Action Completion Report***
**Completion Date:** ***2004-06-10***
**Comments:** *RMDL/SOIL2 -- REMEDIAL/SOIL2. THE FINAL INSPECTION FOR THE SOIL REMEDIATION PROJECT WAS CONDUCTED BY THE DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC), U.S. ENVIRONMENTAL PROTECTION AGENCY (U.S. EPA) AND THE USACE ON JUNE 10, 2004. DTSC CONCURRED WITH THE BUILT SOIL REMEDY THAT ADDRESSED SOIL CONTAMINATION BY EXCAVATION, IMPOUNDING, AND CAPPING THE CONTAMINATED SOIL ON SITE. THE REMEDY MET THE DESIGN SPECIFICATIONS CONTAINED IN THE SOIL DESIGN WORK PLAN.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Remedial Design***
**Completion Date:** ***2003-10-22***
**Comments:** *EPA WANTS TO FURTHER CHARACTERIZE THE SITE VIA ADDITIONAL SAMPLING AND ANALYSIS. CONTAMINATION MIGHT BE MORE EXTENSIVE THAN PORTRAYED IN THE RECENT FOCUSED FEASIBILITY STUDY (FFS) AND*

***- Continued on next page -***

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FRESNO
**CONTACT:**
**SOURCE:** CA DTSC

**REV:** 10/03/08
**ID1:** CAL10240051
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**STATUS:** ACTIVE
**PHONE:**

*PROPOSED PLAN (PP). ADDITIONAL SOIL REMEDY ALTERNATIVES MAY NEED TO BE EVALUATED IN AN AMENDED FFS.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Remedial: Operating Properly and Successfully***
**Completion Date:** ***1999-02-28***
**Comments:** *RMDL/GWPH1 - EPA AND DTSC JOINTLY CONSTRUCTED A GROUNDWATER SYSTEM FOR THE SELMA PRESSURE TREATING SUPERFUND SITE. THE TASK INCLUDED THE DRILLING OF 26 BORINGS FOR DEPTH SAMPLING WHICH GAVE THE AGENCIES A POINT-IN-TIME PICTURE OF THE GEOMETRY OF THE PLUME OF CONTAMINATION AND THIS WAS IMMED- IATELY FOLLOWED BY CONSTRUCTION OF EIGHT (8) EXTRACTION WELLS, ASSOCIATED PIPELINES, TWO (2) PERCOLATION PONDS AND A TREATMENT PLANT. THE SYSTEM BEGAN OPERATIONS ON ABOUT 9/21/99 AND HAS BEEN IN CONTINUOUS OPERATION SINCE THAT DATE. THE SYSTEM IS TREATING ABOUT 200 GPM OF GROUNDWATER CONTAMINATED WITH AN AVERAGE CONCENTRATION OF 350-360 PPB OF CHROMIUM. THE TREATMENT PLANT S EFFLUENT HAS BEEN NON- DETECT FOR CHROMIUM.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Remedial: Operating Properly and Successfully***
**Completion Date:** ***1994-07-15***
**Comments:** *This site contains soil contaminated with arsenic, chromium, copper, dioxin and PCP s. In September 1988, EPA issued a ROD which called for excavation of 16,100 cubic yds of contaminated soil, mixing the soil with a fixative agent, replacing the fixed soil and contain it with a RCRA cap. This remediation resulted in the excavation of 13,607 cubic yards of contaminated soil. The total volume of treated soil was 18,569 cu. yds due to expansion. This soil was stabilized using a mixture of portland cement, bentonite flyash and powdered activated carbon. The treated soil was placed in a monolith and covered with a RCRA cap. The onsite impoundment area was fenced and will remain unused.*

**Area Name:** ***PROJECT WIDE***
**Sub- Area Name:**
**Document Type:** ***Remedial Design***
**Completion Date:** ***1992-04-30***
**Comments:**

# *Environmental FirstSearch*
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SELMA CA 93662

**JOB:** 16448

SWL

**SEARCH ID:** 4 **DIST/DIR:** 0.35 NE **ELEVATION:** **MAP ID:** 1

**NAME:** SELMA DISPOSAL AND RECYCLING CENTER
**ADDRESS:** 1675 SOUTH DOCKERY AVE
SELMA CA 93622
FRESNO
**CONTACT:**
**SOURCE:** CA IWMB

**REV:** 12/01/10
**ID1:** SWIS10-AA-0191
**ID2:**
**STATUS:** ACTIVE
**PHONE:**

**SITE OPERATOR INFORMATION:**

**Operator:** *Johnson, Larry R.*
**Operator Address:** *1675 South Dockery Avenue Selma CA 93622*
**Permit Date:** *10/8/2004*
**Permit Status:** *Notification*
**Land Use Name:**
**GIS Source for LAT and LONG:** *Map*

**SITE ACTIVITY INFORMATION:**

**Activity:** *Limited Volume Transfer Operation*
**Accepted Waste:** *Mixed municipal*
**Operational Status:** *Active*
**Regulatory Status** *Notification*
**Program Type**
**Closure Date:**
**Closure Type:**
**Permitted Throughput with Units:** *15 Tons/day*
**Permitted Capacity with Units:** *4695 Tons/year*
**Remaining Capacity with Units (landfills only):**
**Permitted Total Acreage:** *4.9*
**Permitted Disposal Acreage:**
**Last Tire Inspection Count:**
**Last Tire Inspection Count Date:**
**Inspection Frequency:** *Quarterly*

**SITE OWNER INFORMATION:**

**Owner:** *Johnson, Larry R.*
**Owner Phone:** *5598917694*
**Owner Address:** *P.O.Box 708*

# Environmental FirstSearch Descriptions

**NPL:** ***EPA*** NATIONAL PRIORITY LIST - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money.
A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.
FINAL - Currently on the Final NPL
PROPOSED - Proposed for NPL

**NPL DELISTED:** ***EPA*** NATIONAL PRIORITY LIST Subset - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.
DELISTED - Deleted from the Final NPL

**CERCLIS:** ***EPA*** COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL.
PART OF NPL- Site is part of NPL site
DELETED - Deleted from the Final NPL
FINAL - Currently on the Final NPL
NOT PROPOSED - Not on the NPL
NOT VALID - Not Valid Site or Incident
PROPOSED - Proposed for NPL
REMOVED - Removed from Proposed NPL
SCAN PLAN - Pre-proposal Site
WITHDRAWN - Withdrawn

**NFRAP:** ***EPA*** COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.
NFRAP – No Further Remedial Action Plan
P - Site is part of NPL site
D - Deleted from the Final NPL
F - Currently on the Final NPL
N - Not on the NPL
O - Not Valid Site or Incident
P - Proposed for NPL
R - Removed from Proposed NPL
S - Pre-proposal Site
W – Withdrawn

**RCRA COR ACT:** ***EPA*** RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.
RCRAInfo facilities that have reported violations and subject to corrective actions.

**RCRA TSD:** ***EPA*** RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM TREATMENT, STORAGE, and DISPOSAL FACILITIES. - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.
Facilities that treat, store, dispose, or incinerate hazardous waste.

**RCRA GEN:** ***EPA/MA DEP/CT DEP*** RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.
Facilities that generate or transport hazardous waste or meet other RCRA requirements.
LGN - Large Quantity Generators
SGN - Small Quantity Generators
VGN – Conditionally Exempt Generator.
Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities.
CONNECTICUT HAZARDOUS WASTE MANIFEST – Database of all shipments of hazardous waste within, into or from Connecticut. The data includes date of shipment, transporter and TSD info, and material shipped and quantity. This data is appended to the details of existing generator records.
MASSACHUSETTES HAZARDOUS WASTE GENERATOR – database of generators that are regulated under the MA DEP.
VQN-MA = generates less than 220 pounds or 27 gallons per month of hazardous waste or waste oil.
SQN-MA = generates 220 to 2,200 pounds or 27 to 270 gallons per month of waste oil.
LQG-MA = generates greater than 2,200 lbs of hazardous waste or waste oil per month.

**RCRA NLR:** ***EPA*** RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.
Facilities not currently classified by the EPA but are still included in the RCRAInfo database. Reasons for non classification:
Failure to report in a timely matter.
No longer in business.
No longer in business at the listed address.
No longer generating hazardous waste materials in quantities which require reporting.

**ERNS:** ***EPA/NRC*** EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

**Tribal Lands:** ***DOI/BIA*** INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are

Federally-administered lands within a reservation which may or may not be considered part of the reservation.
BUREAU OF INDIAN AFFIARS CONTACT - Regional contact information for the Bureau of Indian Affairs offices.

**State/Tribal Sites:** ***CA EPA*** SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), also known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances.
The SMBRPD displays information in six categories. The categories are:
1. CalSites Properties (CS)
2. School Property Evaluation Program Properties (SCH)
3. Voluntary Cleanup Program Properties (VCP)
4. Unconfirmed Properties Needing Further Evaluation (RFE)
Please Note: FirstSearch Reports list the above sites as DB Type (STATE).
5. Unconfirmed Properties Referred to Another Local or State Agency (REF)
6. Properties where a No Further Action Determination has been made (NFA)
Please Note: FirstSearch Reports list the above sites as DB Type (OTHER).
Each Category contains information on properties based upon the type of work taking place at the site. For example, the CalSites database is now one of the six categories within SMPBRD and contains only confirmed sites considered as posing the greatest threat to the public and/or the potential public school sites will be found within the School Property Evaluation Program, and those properties undergoing voluntary investigation and/or cleanup are in the Voluntary Cleanup Program.
CORTESE LIST-Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by Cal/EPA, Hazardous Materials Data Management Program. The CAL EPA Dept. of Toxic Substances Control compiles information from subsets of the following databases to make up the CORTESE list:
1. The Dept. of Toxic Substances Control; contaminated or potentially contaminated hazardous waste sites listed in the CAL Sites database. Formerly known as ASPIS are included (CALSITES formerly known as ASPIS).
2. The California State Water Resources Control Board; listing of Leaking Underground Storage Tanks are included (LTANK)
3. The California Integrated Waste Management Board; Sanitary Landfills which have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).
Note: Track Info Services collects each of the above data sets individually and lists them separately in the following First Search categories in order to provide more current and comprehensive information: CALSITES: SPL, LTANK: LUST, WB-LF: SWL

**State Spills 90:** ***CA EPA*** SLIC REGIONS 1 - 9- The California Regional Water Quality Control Boards maintain report of sites that have records of spills, leaks, investigation, and cleanups.

**State/Tribal SWL:** ***CA IWMB/SWRCB/COUNTY*** SWIS SOLID WASTE INFORMATION SYSTEM-The California Integrated Waste Management Board maintains a database on solid waste facilities, operations, and disposal sites throughout the state of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. For more information on individual sites call the number listed in the source field..
Please Note: This database contains poor site location information for many sites in the First Search reports; therefore, it may not be possible to locate or plot some sites in First Search reports.
WMUDS-The State Water Resources Control Board maintained the Waste Management Unit Database System (WMUDS). It is no longer updated. It tracked management units for several regulatory programs related to waste management and its potential impact on groundwater. Two of these programs (SWAT & TPCA) are no longer on-going regulatory programs as described below. Chapter 15 (SC15) is still an on-going regulatory program and information is updated periodically but not to the WMUDS database. The WMUDS System contains information from the following agency databases: Facility, Waste Management Unit (WMU), Waste Discharger System (WDS), SWAT, Chapter 15, TPCA, RCRA, Inspections, Violations, and Enforcement's.
Note: This database contains poor site location information for many sites in the First Search reports; therefore, it may not be possible to locate or plot some sites in First Search reports.
ORANGE COUNTY LANDFILLS LIST- A list maintained by the Orange County Health Department.

**State/Tribal LUST:** ***CA SWRCB/COUNTY*** LUSTIS- The State Water Resources Control Board maintains a

database of sites with confirmed or unconfirmed leaking underground storage tanks. Information for this database is collected from the states regional boards quarterly and integrated with this database.
SAN DIEGO COUNTY LEAKING TANKS- The San Diego County Department of Environmental Health maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks within its HE17/58 database. For more information on a specific file call the HazMat Duty Specialist at phone number listed in the source information field.

**State/Tribal UST/AST:** ***CA EPA/COUNTY/CITY*** ABOVEGROUND STORAGE TANKS LISTING-The Above Ground Petroleum Storage Act became State Law effective January 1, 1990. In general, the law requires owners or operators of AST's with petroleum products to file a storage statement and pay a fee by July 1, 1990 and every two years thereafter, take specific action to prevent spills, and in certain instances implement a groundwater monitoring program. This law does not apply to that portion of a tank facility associated with the production oil and regulated by the State Division of Oil and Gas of the Dept. of Conservation.
SWEEPS / FIDS STATE REGISTERED UNDEGROUND STORAGE TANKS- Until 1994 the State Water Resources Control Board maintained a database of registered underground storage tanks statewide referred to as the SWEEPS System. The SWEEPS UST information was integrated with the CAL EPA's Facility Index System database (FIDS) which is a master index of information from numerous California agency environmental databases. That was last updated in 1994. Track Info Services included the UST information from the FIDS database in its First Search reports for historical purposes to help its clients identify where tanks may possibly have existed. For more information on specific sites from individual paper files archived at the State Water Resources Control Board call the number listed with the source information.
INDIAN LANDS UNDERGROUND STORAGE TANKS LIST- A listing of underground storage tanks currently on Indian Lands under federal jurisdiction. California Indian Land USTS are administered by US EPA Region 9.
CUPA DATABASES & SOURCES- Definition of a CUPA: A Certified Unified Program Agency (CUPA) is a local agency that has been certified by the CAL EPA to implement six state environmental programs within the local agency's jurisdiction. These can be a county, city, or JPA (Joint Powers Authority). This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994.
A Participating Agency (PA) is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A Designated Agency (DA) is an agency that has not been certified by the CUPA but is the responsible local agency that would implement the six unified programs until they are certified.
Please Note: Track Info Services, LLC collects and maintains information regarding Underground Storage Tanks from majority of the CUPAS and Participating Agencies in the State of California. These agencies typically do not maintain nor release such information on a uniform or consistent schedule; therefor, currency of the data may vary. Please look at the details on a specific site with a UST record in the First Search Report to determine the actual currency date of the record as provided by the relevant agency. Numerous efforts are made on a regular basis to obtain updated records.

**State/Tribal IC:** ***CA EPA*** DEED-RESTRICTED SITES LISTING- The California EPA's Department of Toxic Substances Control Board maintains a list of deed-restricted sites, properties where the DTSC has placed limits or requirements on the future use of the property due to varying levels of cleanup possible, practical or necessary at the site.

**State/Tribal VCP:** ***CA EPA*** SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), also known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances. The Voluntary Cleanup Program (VCP) category contains only those properties undergoing voluntary investigation and/or cleanup and which are listed in the Voluntary Cleanup Program.
Please Note: FirstSearch Reports list the above sites as DB Type VC.

**RADON:** ***NTIS*** NATIONAL RADON DATABASE - EPA radon data from 1990-1991 national radon project collected for a variety of zip codes across the United States.

**State Permits:** ***CA EPA/COUNTY*** SAN DIEGO COUNTY HE17 PERMITS- The HE17/58 database tracks establishments issued permits and the status of their permits in relation to compliance with federal, state, and local regulations that the County oversees. It tracks if a site is a hazardous waste generator, TSD, gas station, has

underground tanks, violations, or unauthorized releases. For more information on a specific file call the HazMat Duty Specialist at the phone number listed in the source information field.
SAN BERNARDINO COUNTY HAZARDOUS MATERIALS PERMITS- Handlers and Generators Permit Information Maintained by the Hazardous Materials Division.
DEPARTMENT OF TOXIC SUBSTANCES CONTROL HAZARDOUS WASTE MANIFEST INVENTORY-Records maintained by the CA DTSC of Hazardous Waste Manifests used to track and document the transport of hazardous waste from a generator's site to the site of its final disposition.

**State Other:** ***US DOJ*** NATIONAL CLANDESTINE LABORATORY REGISTER - Database of addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the U.S. Department of Justice ("the Department"), and the Department has not verified the entry and does not guarantee its accuracy. All sites that are included in this data set will have an id that starts with NCLR.

**State Other:** ***CA EPA/COUNTY*** SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), also known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances.
The SMBRPD displays information in six categories. The categories are:
1. CalSites Properties (CS)
2. School Property Evaluation Program Properties (SCH)
3. Voluntary Cleanup Program Properties (VCP)
4. Unconfirmed Properties Needing Further Evaluation (RFE)
Please Note: FirstSearch Reports list the above sites as DB Type (STATE).
5. Unconfirmed Properties Referred to Another Local or State Agency (REF)
6. Properties where a No Further Action Determination has been made (NFA)
Please Note: FirstSearch Reports list the above sites as DB Type (OTHER).
Each Category contains information on properties based upon the type of work taking place at the site. For example, the CalSites database is now one of the six categories within SMPBRD and contains only confirmed sites considered as posing the greatest threat to the public and/or the potential public school sites will be found within the School Property Evaluation Program, and those properties undergoing voluntary investigation and/or cleanup are in the Voluntary Cleanup Program. LA COUNTY SITE MITIGATION COMPLAINT CONTROL LOG- The County of Los Angeles Public Health Investigation Compliant Control Log.
ORANGE COUNTY INDUSTRIAL SITE CLEANUPS- List maintained by the Orange County Environmental Health Agency.
RIVERSIDE COUNTY WASTE GENERATORS-A list of facilities in Riverside County which generate hazardous waste.
SACRAMENTO COUNTY MASTER HAZMAT LIST-Master list of facilities within Sacramento County with potentially hazardous materials.
SACRAMENTO COUNTY TOXIC SITE CLEANUPS-A list of sites where unauthorized releases of potentially hazardous materials have occurred.

# Environmental FirstSearch Database Sources

**NPL:** ***EPA*** Environmental Protection Agency

*Updated quarterly*

**NPL DELISTED:** ***EPA*** Environmental Protection Agency

*Updated quarterly*

**CERCLIS:** ***EPA*** Environmental Protection Agency

*Updated quarterly*

**NFRAP:** ***EPA*** Environmental Protection Agency.

*Updated quarterly*

**RCRA COR ACT:** ***EPA*** Environmental Protection Agency.

*Updated quarterly*

**RCRA TSD:** ***EPA*** Environmental Protection Agency.

*Updated quarterly*

**RCRA GEN:** ***EPA/MA DEP/CT DEP*** Environmental Protection Agency, Massachusetts Department of Environmental Protection, Connecticut Department of Environmental Protection

*Updated quarterly*

**RCRA NLR:** ***EPA*** Environmental Protection Agency

*Updated quarterly*

**ERNS:** ***EPA/NRC*** Environmental Protection Agency

*Updated annually*

**Tribal Lands:** ***DOI/BIA*** United States Department of the Interior

*Updated annually*

**State/Tribal Sites:** ***CA EPA*** The CAL EPA, Depart. Of Toxic Substances Control
Phone: (916) 323-3400

*Updated quarterly/when available*

**State Spills 90:** ***CA EPA*** The California State Water Resources Control Board

*Updated when available*

**State/Tribal SWL:** ***CA IWMB/SWRCB/COUNTY*** The California Integrated Waste Management Board
Phone:(916) 255-2331
The State Water Resources Control Board
Phone:(916) 227-4365
Orange County Health Department

*Updated quarterly/when available*

**State/Tribal LUST:** ***CA SWRCB/COUNTY*** The California State Water Resources Control Board
Phone:(916) 227-4416
San Diego County Department of Environmental Health

*Updated quarterly/when available*

**State/Tribal UST/AST:** ***CA EPA/COUNTY/CITY*** The State Water Resources Control Board
Phone:(916) 227-4364
CAL EPA Department of Toxic Substances Control
Phone:(916)227-4404
US EPA Region 9 Underground Storage Tank Program
Phone: (415) 972-3372
ALAMEDA COUNTY CUPAS:
* County of Alameda Department of Environmental Health
* Cities of Berkeley, Fremont, Hayward, Livermore / Pleasanton, Newark, Oakland, San Leandro, Union
ALPINE COUNTY CUPA:
* Health Department (Only updated by agency sporadically)
AMADOR COUNTY CUPA:
* County of Amador Environmental Health Department
BUTTE COUNTY CUPA
* County of Butte Environmental Health Division (Only updated by agency biannually)
CALAVERAS COUNTY CUPA:
* County of Calaveras Environmental Health Department
COLUSA COUNTY CUPA:
* Environmental Health Dept.
CONTRA COSTA COUNTY CUPA:
* Hazardous Materials Program
DEL NORTE COUNTY CUPA:
* Department of Health and Social Services
EL DORADO COUNTY CUPAS:
* County of El Dorado Environmental Health - Solid Waste Div (Only updated by agency annually)
* County of El Dorado EMD Tahoe Division (Only updated by agency annually)
FRESNO COUNTY CUPA:
* Haz. Mat and Solid Waste Programs
GLENN COUNTY CUPA:
* Air Pollution Control District
HUMBOLDT COUNTY CUPA:
* Environmental Health Division
IMPERIAL COUNTY CUPA:
* Department of Planning and Building
INYO COUNTY CUPA:
* Environmental Health Department

KERN COUNTY CUPA:
* County of Kern Environmental Health Department
* City of Bakersfield Fire Department
KINGS COUNTY CUPA:
* Environmental Health Services
LAKE COUNTY CUPA:
* Division of Environmental Health
LASSEN COUNTY CUPA:
* Department of Agriculture
LOS ANGELES COUNTY CUPAS:
* County of Los Angeles Fire Department CUPA Data as maintained by the Los Angeles County Department of Public Works
* County of Los Angeles Environmental Programs Division
* Cities of Burbank, El Segundo, Glendale, Long Beach/Signal Hill, Los Angeles,Pasadena, Santa Fe Springs, Santa Monica, Torrance, Vernon
MADERA COUNTY CUPA:
* Environmental Health Department
MARIN COUNTY CUPA:
* County of Marin Office of Waste Management
* City of San Rafael Fire Department
MARIPOSA COUNTY CUPA:
* Health Department
MENDOCINO COUNTY CUPA:
* Environmental Health Department
MERCED COUNTY CUPA:
* Division of Environmental Health
MODOC COUNTY CUPA:
* Department of Agriculture
MONO COUNTY CUPA:
* Health Department
MONTEREY COUNTY CUPA:
* Environmental Health Division
NAPA COUNTY CUPA:
* Hazardous Materials Section
NEVADA COUNTY CUPA:
* Environmental Health Department
ORANGE COUNTY CUPAS:
* County of Orange Environmental Health Department
* Cities of Anaheim, Fullerton, Orange, Santa Ana
* County of Orange Environmental Health Department
PLACER COUNTY CUPAS:
* County of Placer Division of Environmental Health Field Office
* Tahoe City
* City of Roseville Roseville Fire Department
PLUMAS COUNTY CUPA:
* Environmental Health Department
RIVERSIDE COUNTY CUPA:
* Environmental Health Department
SACRAMENTO COUNTY CUPA:
* County Environmental Mgmt Dept, Haz. Mat. Div.
SAN BENITO COUNTY CUPA:
* City of Hollister Environmental Service Department
SAN BERNARDINO COUNTY CUPAS:
* County of San Bernardino Fire Department, Haz. Mat. Div.
* City of Hesperia Hesperia Fire Prevention Department
*City of Victorville Victorville Fire Department
SAN DIEGO COUNTY CUPA:
* The San Diego County Dept. of Environmental Health HE 17/58
SAN FRANCISCO COUNTY CUPA:
* Department of Public Health

SAN JOAQUIN COUNTY CUPA:
* Environmental Health Division
SAN LUIS OBISPO COUNTY CUPAS:
* County of San Luis Obispo Environmental Health Division
* City of San Luis Obispo City Fire Department
SAN MATEO COUNTY CUPA:
* Environmental Health Department
SANTA BARBARA COUNTY CUPA:
* County Fire Dept Protective Services Division
SANTA CLARA COUNTY CUPAS:
* County of Santa Clara Hazardous Materials Compliance Division
* Santa Clara County Central Fire Protection District (Covers Campbell, Cupertino, Los Gatos, & Morgan Hill)
* Cities of Gilroy, Milpitas, Mountain View, Palo Alto, San Jose Fire, Santa Clara, Sunnyvale
SANTA CRUZ COUNTY CUPA:
* Environmental Health Department
SHASTA COUNTY CUPA:
* Environmental Health Department
SIERRA COUNTY CUPA:
* Health Department
SISKIYOU COUNTY CUPA:
* Environmental Health Department
SONOMA COUNTY CUPAS:
* County of Sonoma Department Of Environmental Health
* Cities of Healdsburg / Sebastopol, Petaluma, Santa Rosa
STANISLAUS COUNTY CUPA:
* Department of Environmental Resources Haz. Mat. Division
SUTTER COUNTY CUPA:
* Department of Agriculture
TEHAMA COUNTY CUPA:
* Department of Environmental Health
TRINITY COUNTY CUPA:
* Department of Health
TULARE COUNTY CUPA:
* Environmental Health Department
TUOLUMNE COUNTY CUPA:
* Environmental Health
VENTURA COUNTY CUPAS:
* County of Ventura Environmental Health Division
* Cities of Oxnard, Ventura
YOLO COUNTY CUPA:
* Environmental Health Department
YUBA COUNTY CUPA:

*Updated quarterly/annually/when available*

**State/Tribal IC:** ***CA EPA*** The California EPA Department of Toxic Substances Control.

*Updated Updated quarterly/annually/when available*

**State/Tribal VCP:** ***CA EPA*** The California EPA Department of Toxic Substances Control.

*Updated Updated quarterly/annually/when available*

**RADON:** ***NTIS*** Environmental Protection Agency, National Technical Information Services

*Updated periodically*

**State Permits:** ***CA EPA/COUNTY*** The San Diego County Depart. Of Environmental Health
Phone:(619) 338-2211
San Bernardino County Fire Department
Phone:(909) 387-3080
CAL EPA, Department of Toxic Substances Control

*Updated quarterly/when available*

**State Other:** ***US DOJ*** U.S. Department of Justice

*Updated when available*

**State Other:** ***CA EPA/COUNTY*** The CAL EPA, Depart. Of Toxic Substances Control
Phone: (916) 323-3400
The Los Angeles County Hazardous Materials Division
Phone: (323) 890-7806
Orange County Environmental Health Agency
Phone: (714) 834-3536
Riverside County Department of Environmental Health, Hazardous Materials Management Division
Phone:(951) 358-5055
Sacramento County Environmental Management Department

*Updated quarterly/when available*

# *Environmental FirstSearch*
## *Street Name Report for Streets within .25 Mile(s) of Target Property*

**Target Property:** NEAR 10610 E. MOUNTA AVE
SELMA CA 93662

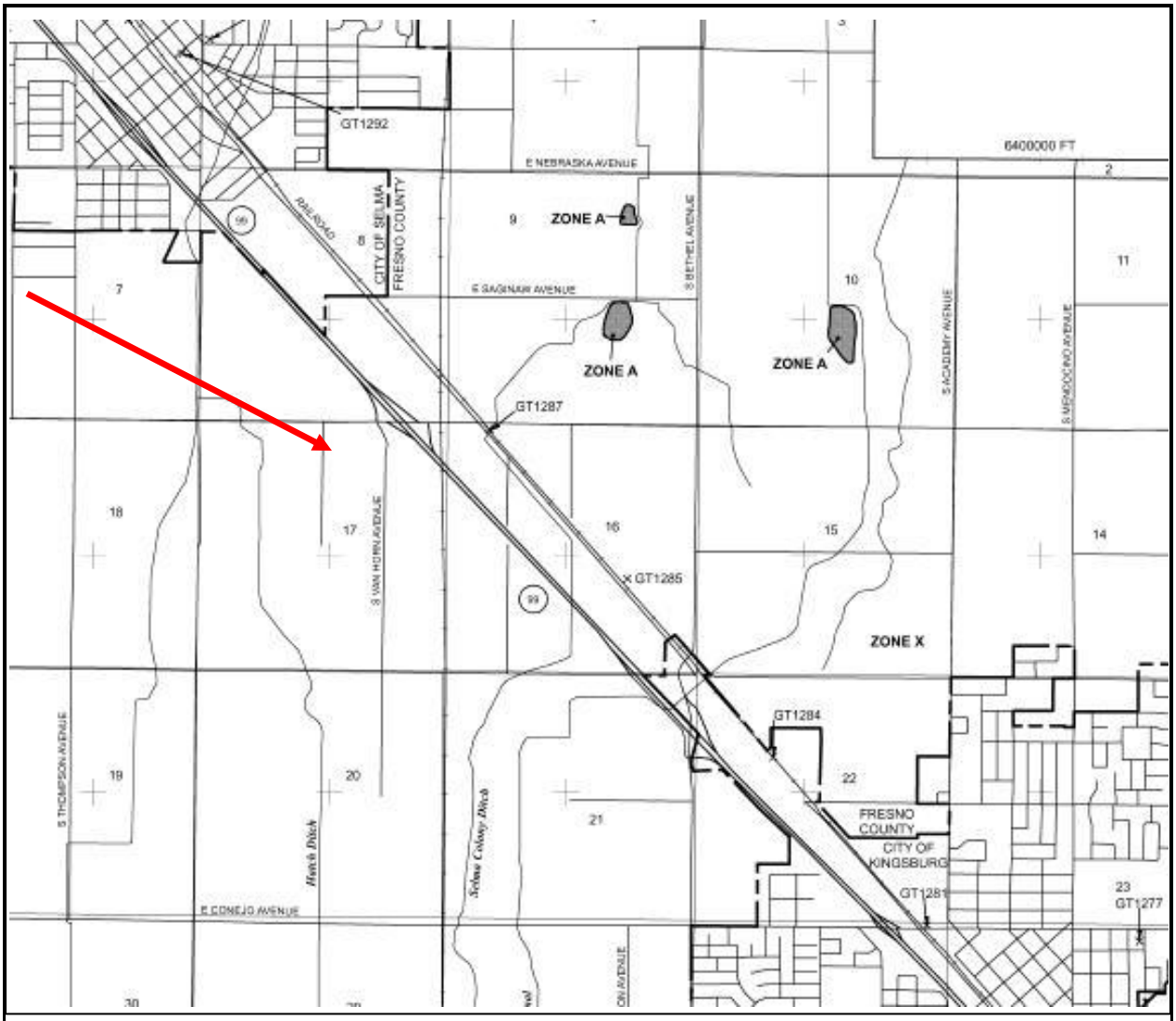
**JOB:** 16448

| Street Name | Dist/Dir | Street Name | Dist/Dir |
|---|---|---|---|
| County Highway J40 | 0.18 SW | | |
| Dockery Ave | 0.18 NE | | |
| E Mountain View Ave | 0.18 SW | | |
| S Dockery Ave | 0.13 NE | | |
| State Highway 99 | 0.18 NE | | |

*Appendix D*

*Other Supporting Documentation*

# FEMA FIRM Map




No Scale

**LEGEND**

Subject Property -

Sims & Associates · Llc
Better Environmental Solutions

**Client**: Michael Brandman Associates

**Report No**.: 16448

**County**: Fresno, CA

**Source**: FEMA Map Service Center

# U.S. Fish and Wildlife Service
# National Wetlands Inventory

Dec 13, 2010




**Wetlands**

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

**Status**

- Digital
- Scan
- Non-Digital
- No Data

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

**User Remarks:**


119° 36' 32"
119° 35' 14"
36° 33' 28"
36° 33' 30"
266700
267000
267300
267600
267900
268200
4048800
4048500
4048200
4047900
4047600
4047300
4047000
4046700
4046400
Saginaw Ave
Dockery Ave
Van Horn Ave
Golden State Blvd
Mountain View Ave
Salma Colony Ditch
Amber Ave
Hatch Ditch
Hm
Hc
Hsr
PmB
TzbA
Hd
36° 32' 4"
36° 32' 5"
119° 36' 29"
119° 35' 11"
Map Scale: 1:12,500 if printed on A size (8.5" x 11") sheet.
N
Meters
0 100 200 400 600
Feet
0 450 900 1,800 2,700

## MAP LEGEND

**Area of Interest (AOI)**
- Area of Interest (AOI)

**Soils**
- Soil Map Units

**Special Point Features**
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other

**Special Line Features**
- Gully
- Short Steep Slope
- Other

**Political Features**
- Cities

**Water Features**
- Oceans
- Streams and Canals

**Transportation**
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

## MAP INFORMATION

Map Scale: 1:12,500 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 11N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

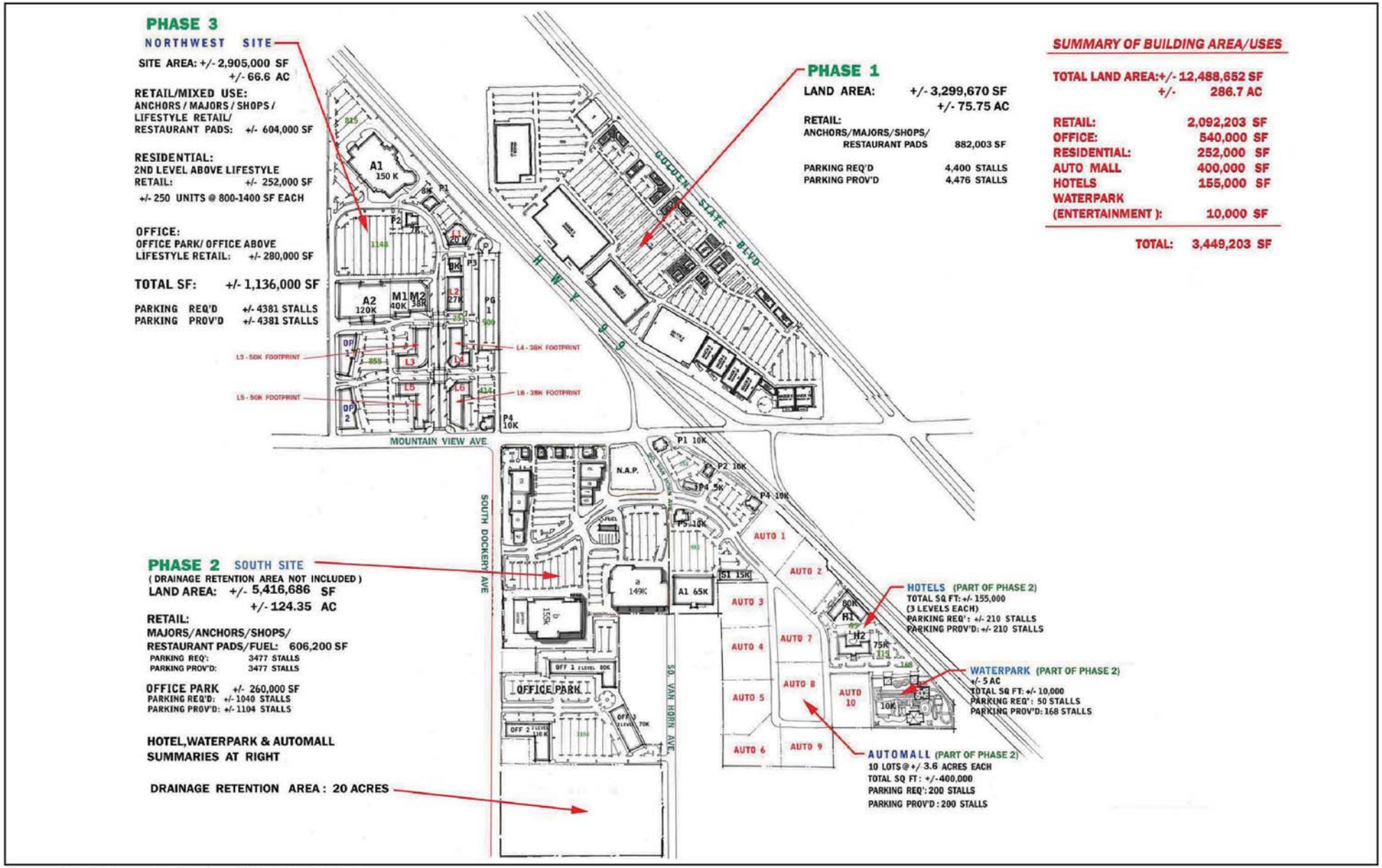
Soil Survey Area: Eastern Fresno Area, California
Survey Area Data: Version 5, Sep 26, 2008

Date(s) aerial images were photographed: 6/11/2005

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Map Unit Legend

| Eastern Fresno Area, California (CA654) | | | |
|---|---|---|---|
| **Map Unit Symbol** | **Map Unit Name** | **Acres in AOI** | **Percent of AOI** |
| Hc | Hanford sandy loam | 29.1 | 11.1% |
| Hd | Hanford sandy loam, benches | 4.1 | 1.6% |
| Hm | Hanford fine sandy loam | 169.0 | 64.5% |
| Hsr | Hesperia fine sandy loam | 17.2 | 6.6% |
| PmB | Pollasky sandy loam, 2 to 9 percent slopes | 28.4 | 10.8% |
| TzbA | Tujunga loamy sand, 0 to 3 percent slopes | 14.2 | 5.4% |
| **Totals for Area of Interest** | | **262.0** | **100.0%** |




Source: Studio Green Architecture LLP. (July 9, 2010).

NORTH

Not to Scale

Michael Brandman Associates

31130002 • 07/2010 | 4_Site_Plan_lndscp.ai

# Exhibit 4
# Site Plan

CITY OF SELMA • SELMA CROSSINGS PROJECT
NOTICE OF PREPARATION

--- NOTE ---

*This map is for Assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.*

# SUBDIVIDED LAND IN POR. SEC.16, T.16 S., R.22 E., M.D.B.& M.

Tax Rate Area
180-000
180-003

# 393-24

1"= 400'

DETAIL "A"
1" = 100'

E. MOUNTAIN VIEW AVE.

S.C.

847.37'

497.30'

429.02'

637.97'

763.57'

392.57'

SEE DETAIL "A"

PM26-23

500'

550'

627'

76'

28.27'

31.15'

43.87'

553.77'

1198.69'

93.62'

382.87'

297.75'

400.56'

1398.29'

1208.27'

999.56'

1517.24'

1517.72'

1991.10'

1223.40'

276.13'

519.50'

1142'

1677'

533.00'

305.32'

273.10'

152.40'

203.05'

340.72'

40.15'

PAR.A (Por.)

PM11-40

374.17'

458.80'

203.75'

446.75'

13.50'

244.96'

215.47'

210.02'

105.97'

78.43'

103.18'

133.31'

174.85'

168.89'

134.84'

365.22'

41.66'

40'

10'

60'

30'

53'

76'

135'

120'

15'

60'

12'

110'

E. LINE NW 1/4

AVE.

S. INDIANOLA

S. BETHEL

E. CARUTHERS AVE.

AMBER AVE.

GOLDEN STATE BLVD.

S.P.R.R.

CONSOLIDATED IRR. DIST.

13363

13263
S. BETHEL

13175

13226

13280

PARCEL 1 (Por.)
(52.48)

PARCEL 2
(17.09)

PARCEL 3
(17.20)

PARCEL 4
(17.29)

PARCEL 5
(5.00)

PARCEL B (Por.)
(19.76)

53 14.13Ac.

54 2.35Ac.

55 30.63Ac.

48 T 0.74Ac.

28 20.39Ac.

21 1.38Ac.

49 T 2.52Ac.

12 26.40Ac.

27 16.53Ac.

9 9.41Ac.

47 S 68.10Ac.

52 S 78.21Ac.

16 SU 279-10-3-2

50 S

24 S

99

4 3 5 6 11 12 13 14 15

8 9 / 17 16

9 10 / 16 15

07 01 10 23 11 15

*Agricultural Preserve*
*Selma Colony - R.S. Bk.2, Pgs.7 & 13*
*Parcel Map No.1801 - Bk.11, Pg.40*
*Parcel Map No.3944 - Bk.26, Pg.23*

*Assessor's Map Bk. 393 - Pg. 24*
*County of Fresno, Calif.*

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

08-08-08

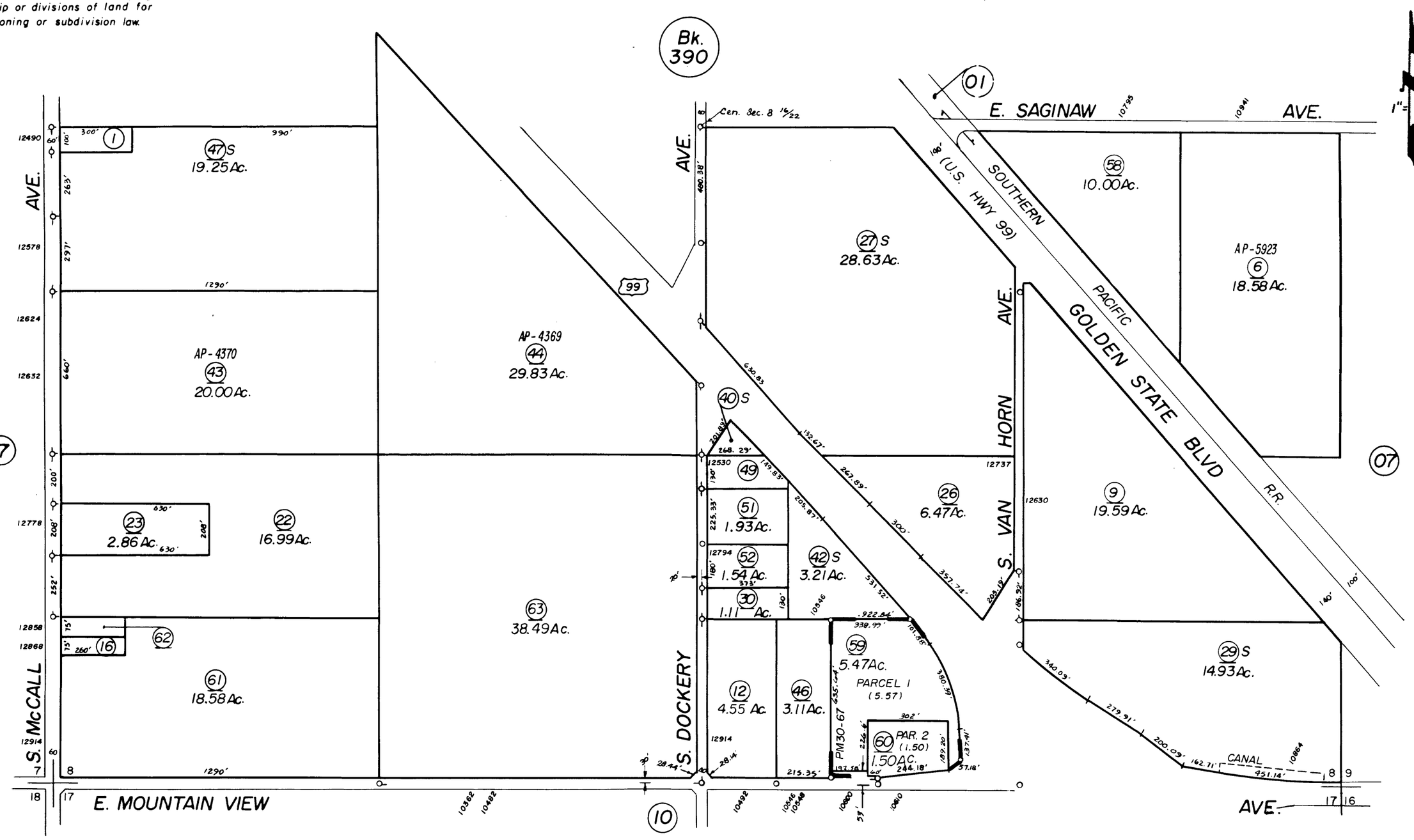
--- NOTE ---

This map is for Assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.

# POR. SEC. 8, T. 16 S., R. 22 E., M.D.B.& M.

Tax Rate Area
180-000

# 393-18




Agricultural Preserve
Parcel Map No. 4729 - Bk. 30, Pg. 67

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk. 393-Pg. 18
County of Fresno, Calif.

Yr - 1978

--- NOTE ---

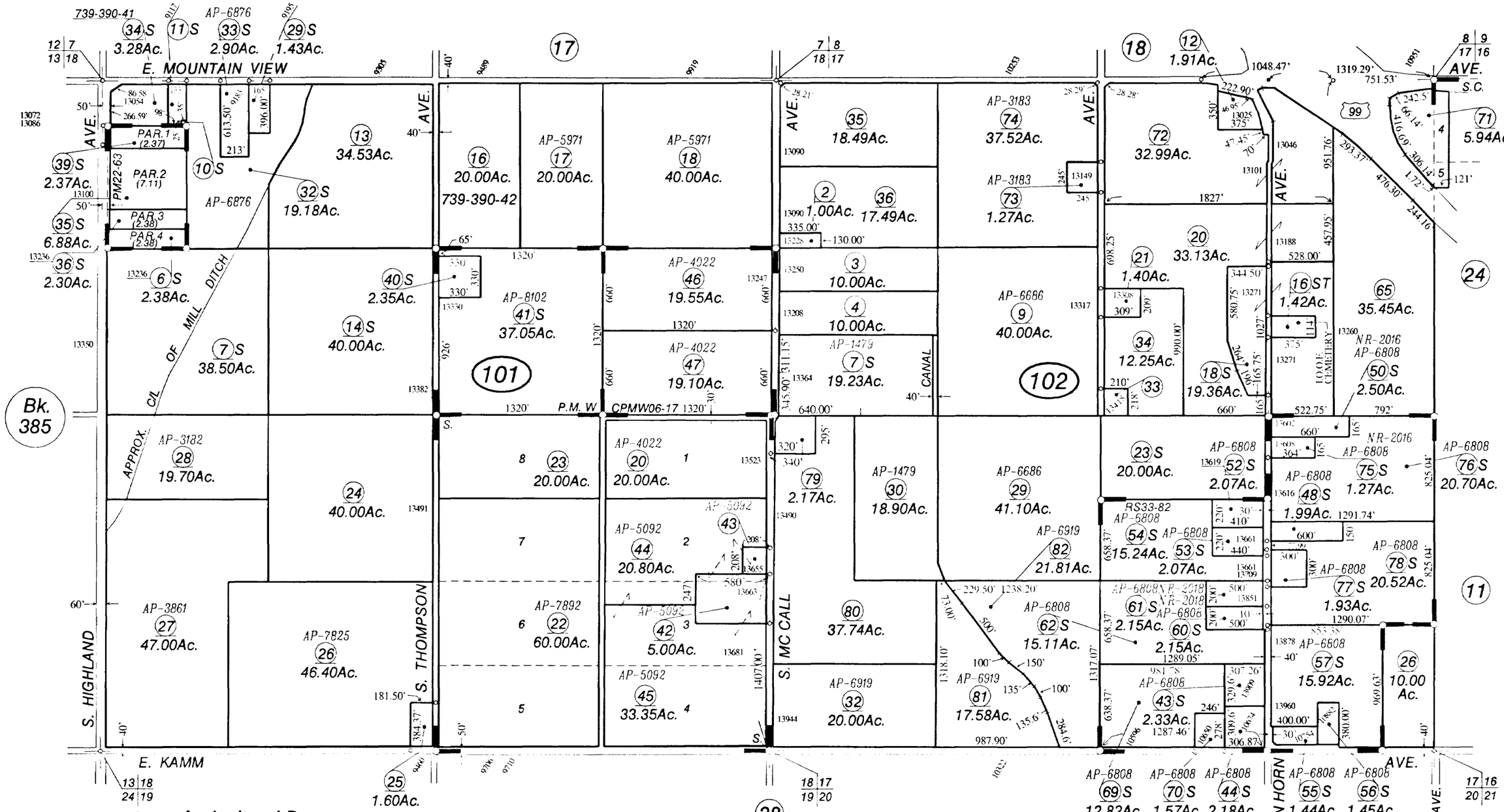
This map is for Assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.

# SUBDIVIDED LAND IN POR. SEC'S.16, 17, & 18, T.16 S., R.22 E., M.D.B.& M.

Tax Rate Area
180-000
180-003
180-004

393-10

1"= 800'




Agricultural Preserve
Parcel Map No.3054 - Bk.22, Pg.63
Parcel Map Waiver - #93-42 Doc. 2000-0042051
Parcel Map Waiver No. 06-17, Doc. 16336, 02-04-08

Record of Survey - Bk.33, Pg.82
Selma Colony - R.S. Bk.2, Pgs.7 & 13
Subdivision of the SE1/4 of Sec.18, T.16 S., R.22 E. - Plat Bk.2, Pg.33

Assessor's Map Bk. 393 - Pg. 10
County of Fresno, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

04-24-09

Department of Toxic Substances Control

Linda S. Adams
Secretary for
Environmental Protection

Maziar Movassaghi
Acting Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Arnold Schwarzenegger
Governor

December 7, 2010

Mr. D-B Heusser
City Manager
City of Selma
1710 Tucker Street
Selma, California 93662

SELMA CROSSINGS COMMERCIAL DEVELOPMENT STATE CLEARINGHOUSE NUMBER 2007071008

Dear Mr. Heusser:

The Department of Toxic Substances Control has reviewed the Notice of Preparation for the Selma Crossings Commercial Development, a proposal to develop 266 acres a portion of which is in the City of Selma. The Department of Toxic Substances Control is concerned that this project, specifically phase 3, could adversely impact the restoration of the groundwater plume that emanates from the Selma Treating Company Superfund Site. The approximate boundaries of the plume of contaminated chromium, which extends from the site toward McCall and East Mountain View Avenue, are depicted in the attached figure. The current remediation system extracts groundwater from the tail of the plume, amends the extracted water with a molasses substrate this water is injected into the up gradient plume. Injection and extraction wells are currently installed on Assessor's Parcel Numbers 393-180-63 and 393-180-44 which are subject to the work described in the Phase 3 area. DTSC has been actively working to insure access and operation for the following groundwater injection, extraction, and monitoring program wells: IEW-136, EW-14, IEW-175, P-9S, EW-3A, EW-3B, EW-4, P15D, P151-1, P151-2, R24, and R24I. Efforts to negotiate an access agreement have not been successful as of this date. We believe that the EIR should examine the impact that impeding the remediation will have on available resources. DTSC is committed to restoring the groundwater to the extent practicable in order that this resource is available to support the productive use of land in and near the city of Selma.

Sincerely,

Sam V. Martinez, Jr., P.E.
Hazardous Substances Engineer
Brownfields & Environmental Restoration Program

Enclosure

cc: See next page.

RECEIVED
DEC 9 2010
By

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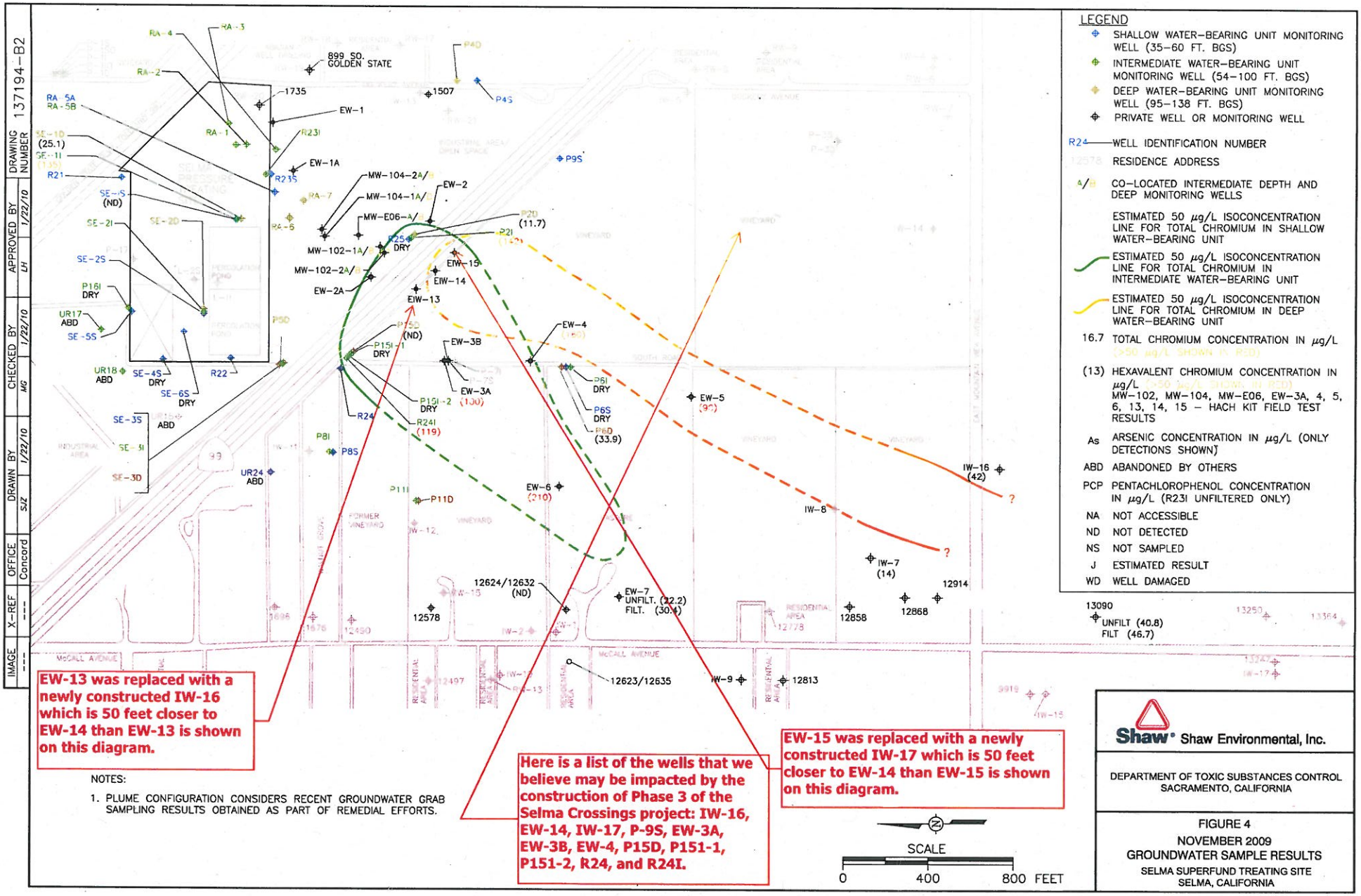
cc: Mr. Bryant Hemby
Assistant Planner
City of Selma
1710 Tucker Street
Selma California 93662

Mr. Dave Mitchell
Branch Manager
Michael Brandman Associates
2444 Main Street, Suite 150
Fresno, California 93721




NOTES:

1. PLUME CONFIGURATION CONSIDERS RECENT GROUNDWATER GRAB SAMPLING RESULTS OBTAINED AS PART OF REMEDIAL EFFORTS.

| IMAGE | X-REF | OFFICE | DRAWN BY | CHECKED BY | APPROVED BY | DRAWING NUMBER |
|---|---|---|---|---|---|---|
| --- | --- | Concord | SJZ 1/22/10 | MG 1/22/10 | LH 1/22/10 | 137194-B2 |

Shaw® Shaw Environmental, Inc.

DEPARTMENT OF TOXIC SUBSTANCES CONTROL
SACRAMENTO, CALIFORNIA

FIGURE 4
NOVEMBER 2009
GROUNDWATER SAMPLE RESULTS
SELMA SUPERFUND TREATING SITE
SELMA, CALIFORNIA

DEPARTMENT OF TOXIC SUBSTANCES CONTROL
ENVIROSTOR

## SELMA TREATING COMPANY (10240051)

SIGN UP FOR EMAIL ALERTS

1735 DOCKERY AVE & ADJOINING
SELMA, CA 93662
FRESNO COUNTY
**SITE TYPE:** STATE RESPONSE OR NPL

**PROJECT MANAGER:** SAM MARTINEZ JR.
**SUPERVISOR:** RICHARD HUME
**OFFICE:** CLEANUP SACRAMENTO

### Site Information

**CLEANUP STATUS**
**ACTIVE AS OF 1/1/1983**

**SITE TYPE:** STATE RESPONSE OR NPL
**NATIONAL PRIORITIES LIST:** YES
**ACRES:** 14 ACRES
**APN:** 39011057, 39011059
**CLEANUP OVERSIGHT AGENCIES:**
RWQCB 5F - CENTRAL VALLEY
DTSC - SITE CLEANUP PROGRAM
US EPA - LEAD

**ENVIROSTOR ID:** 10240051
**SITE CODE:** 100129
**SPECIAL PROGRAM:** EPA - MULTI-SITE COOPERATIVE AGREEMENT
**FUNDING:** JOINT STATE/FEDERAL-FUNDED
**ASSEMBLY DISTRICT:** 31
**SENATE DISTRICT:** 14

### Regulatory Profile

**PAST USE(S) THAT CAUSED CONTAMINATION**
MANUFACTURING - LUMBER/WOOD PRODUCTS

**POTENTIAL CONTAMINANTS OF CONCERN**
ARSENIC
TOTAL CHROMIUM (1:6 RATIO CR VI:CR III)
DIOXIN (AS 2,3,7,8-TCDD TEQ)
PENTACHLOROPHENOL

**POTENTIAL MEDIA AFFECTED**
AQUIFER USED FOR DRINKING WATER SUPPLY AFFECTED, SOIL

### Site History

The Selma Pressure Treating Superfund Site is a former wood-preserving treatment facility bordering the city limits of Selma, California. There are 12 residences and businesses within 1/4 mile of the site. The Town of Selma has a population of approximately 10,000 people. The operations at the site consisted of a former wood treatment facility and a portion of an adjacent vineyard that received site drainage. Site is fenced and access is controlled. The facility owner/operator sold the property in 2007. The new owner is bound by the terms of the Land Use Covenant (LUC).
Site History:
-- From 1936 to 1994, wood preservation operations were conducted at the site. Chemical wastes were disposed of on-site in percolation ditches, dry wells, an unlined pond, and a sludge pit.
-- In 1965, a new pressure treating facility began operating at the site. The pressure-treating process consisted of impregnating the wood in pressurized vessels with chemical preservatives, including fluor-chromium-arsenate phenol, chromated copper arsenate, PCP, copper-8-quinolinolate, LST concentrate, Woodtox 140 RTU, and Heavy Oil Penta 5% solution. The pressure treated wood was placed on racks on the drip pad area, and then moved to the wood storage area.
-- The operating area and wood storage area were paved with asphalt in 1982. Prior to 1982, discharge practices included: (1) runoff into drainage and percolation ditches, (2) drainage into dry wells, (3) spillage onto open ground, (4) placement into an unlined pond and a sludge pit, and (5) discharges to the adjacent vineyard.
-- Following various regulatory actions and investigations, the Site was placed on National Priorities List ranked number 195, with a Hazardous Ranking Score of 43.83.in September of 1983.
-- The site investigation, assessment and evaluation are documented in the Remedial Investigation, Feasibility Study and Record of Decision (ROD) which were issued by US EPA in 1988. In September 1988, construction of a groundwater treatment plant (GWTP) was completed. The GWTP utilized metal precipitation to remove contaminants from the groundwater. This GWTP operated from September 1988

through May of 2008.
-- Wood treatment activities were suspended in 1994.
-- In November 1997 all pressure vessels, tanks and structures except for the former Selma Treating Company office were removed from the Site.
-- In 2004 construction of the final soil remedy was completed. The soil remedy includes a soil impoundment cell, an asphaltic cap, storm water collection and a land use covenant that prohibits certain uses and restricts some activities.
-- Also in 2004, a pilot study was conducted to test the applicability of in-situ biological remediation for groundwater.
-- In 2005 a full scale design was prepared for the in-situ biological remediation ("bioremediation") or ISB. The ISB was constructed in phases currently the ISB system is directed at treating water to the south and west of highway 99. The performance has stabilized and a decreasing trend in hexavalent chromium levels is observed.
At the end of September 2009, US EPA will relinquish the operation and maintenance of the plant to DTSC. DTSC will then become the "CERCLA lead agency."
Depending on the effectiveness of the in-situ biological treatment, DTSC projects that the ISB system will continue to operate for more than five, but less than ten years.

The Remedy to appropriately address the site conditions includes:
The groundwater extraction and treatment system (which is currently shutdown);
Percolation ponds for the collection of storm and treated water;
A soil impoundment cell;
a RCRA cap; and
In-situ biological treatment of groundwater by extracting the groundwater amending with a biological food source which enhances the biological action that can reduce the more toxic and soluble hexavalent chromium to the less toxic and soluble trivalent chromium. In September 2009, US EPA will relinquish the operation and maintenance of the plant to DTSC. DTSC will then become the CERCLA lead agency. Depending on the effectiveness of the in-situ biological treatment, DTSC projects that the plant will continue to operate for more than five, but less than ten years.

The remedial action objective for chromium is to reduce the concentration of total chromium in the groundwater to less than 50 micrograms per liter, this is a health protective level which is equal to the California Maximum contaminant level.

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# Five-Year Review Report

# Second Five-Year Review Report

# Selma Pressure Treating Superfund Site

# Selma, California

# September 2006

Approved by: Date

Elizabeth J. Adams
Chief, Site Cleanup Branch
USEPA, Region

**Five-Year Review Report**
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**Attachments**
**A:** List of Documents Reviewed
B: Site Maps
C: Site Inspection Report and Interview Report
D: Technical Memorandum ARARS Review

## List of Acronyms

| | |
|---|---|
| ARARs | Applicable or Relevant and Appropriate Requirements |
| bgs | below ground surface |
| CERCLA | Comprehensive Environmental Response, Compensation and Liability Act |
| CFR | Code of Federal Regulations |
| COCs | Contaminants of Concern |
| DHS | Department of Health Services (State of California) |
| DTSC | Department of Toxic Substances Control (State of California) |
| EE/CA | Engineering Evaluation/Cost Analysis |
| EPA | Environmental Protection Agency |
| ESD | Explanation of Significant Differences |
| FYR | Five-Year review |
| gpm | Gallons per Minute |
| HAZWOPR | Hazardous Waste Operations (Training) |
| IAG | Interagency Agreement |
| ICs | Institutional Controls |
| MCL | Maximum Contaminant Level |
| mg/l | milligrams per liter |
| µg/l | micrograms per liter |
| NPL | National Priorities List |
| O&M | Operation and Maintenance |
| PCP | Pentachlorophenol |
| ppb | Parts per billion |
| ppm | Parts per million |
| RAOs | Remedial Action Objectives |
| RI/FS | Remedial Investigation/Feasibility Study |
| ROD | Record of Decision |
| RPM | Remedial Project Manager |
| RWQCB | Regional Water Quality Control Board, San Francisco Bay Region |
| SPT | Selma Pressure Treating |
| USACE | U.S. Army Corps of Engineers |

## Executive Summary

The remedy at the Selma Pressure Treating (SPT) Site included excavation of soils that exceeded cleanup levels, and placement of the soils in an on-site impoundment with a RCRA-equivalent cap. The groundwater remedy consists of a pump and treatment system to restore the aquifer to beneficial use and in-situ bio-remediation to optimize cleanup. Decision documents for remedial actions include the: 1988 Record of Decision (ROD), 1993 Explanation of Significant Differences (ESD), 1997 ESD, 2003 ROD Amendment and 2005 ESD.

The chemical contaminants detected in the soil are pentachlorophenol (PCP), dioxins/furans, and heavy metals such as chromium, arsenic and copper. The primary contaminant of concern (COC) in the groundwater is hexavalent chromium.

Between 1991 and 1993, approximately 13,000 cubic yards of soil were excavated, fixed, placed in an on-site impoundment and capped.

In 2003, additional contaminated soil (approximately 40,000 cubic yards) was excavated to depths up to five feet, and placed in the on-site impoundment. The original cap was removed to enable placement of the additional soil and then the impoundment was recapped. Backfilled areas with contaminated soils below five feet were capped with a low permeability asphalt cap.

In 1998, the groundwater extraction system and treatment system began operating and has been operating at full capacity since then. In 2005, an in-situ bioremediation process was added to the groundwater remedy to optimize and accelerate cleanup.

This five-year review found that the remedy was constructed in accordance with requirements of the Record of Decision, the Record of Decision Amendment and the three ESDs.

The soil remedy (OU1) is protective. All contaminated soil above the cleanup levels to five foot below ground surface has been excavated and capped. Areas of deeper soil contamination have been capped in-place in accordance with the 2003 ROD Amendment. Institutional controls are in

place for all components of the soil remedy where contaminated soils remain. All remedial action objectives for soil have been met.

The groundwater remedy (OU2) currently protects human health and the environment because the plume is controlled and there is no current exposure. Institutional controls are in place to restrict use of on-property groundwater. The groundwater extraction and treatment system is effectively removing contaminated water and discharging water below the treatment standard into the aquifer. However, an institutional control should be developed for off-property contaminated groundwater, such as written notification to property owners, the local well permitting authority and county department of health to ensure continued protectiveness until the aquifer is restored.

## Five-Year Review Summary Form

| SITE IDENTIFICATION | | |
|---|---|---|
| **Site name: Selma Pressure Treating** | | |
| **EPA ID: CAD029452141** | | |
| **Region: 9** | **State: CA** | **City/County: Selma/Fresno** |
| **SITE STATUS** | | |
| **NPL status:** √ Final | | |
| **Remediation status** : Operating | | |
| **Multiple OUs?*** YES | **Construction completion date:** 01/26/2005 | |
| **Has site been put into reuse?** No | | |
| **REVIEW STATUS** | | |
| **Lead agency:** √ EPA State Tribe Other Federal Agency<br>_____ | | |
| **Author name: Charnjit Bhullar** | | |
| **Author title: RPM** | **Author affiliation: EPA** | |
| **Review period:**** 02/25/2006 to 09/28/2006 | | |
| **Date(s) of site inspection:** 03/27-28/2006 | | |
| **Type of review:**<br>√ Post-SARA Pre-SARA NPL-Removal only<br>Non-NPL Remedial Action Site NPL State/Tribe-lead<br>Regional Discretion | | |
| **Review number:** 2 (second) | | |
| **Triggering action:**<br>Actual RA On-site Construction at OU #____ Actual RA Start at OU#____<br>Construction Completion √ Previous Five-Year Review Report<br>Other (specify) | | |
| **Triggering action date *(from WasteLAN)*:** 09/28/2001 | | |
| **Due date *(five years after triggering action date)*:** 09/28/2006 | | |

## Five-Year Review Summary Form cont'd.

**Issues:**

1. No institutional control or other risk management strategy is in place for private wells downgradient of the SPT property. It is anticipated that the aquifer will be restored in the near future. The affected property owners have been kept informed of the groundwater contamination.
2. Several monitoring wells need locks and maintenance.
3. Elevated arsenic concentrations in groundwater have been detected at in-situ bio-remediation areas.
4. Insufficient documentation of operating parameters and maintenance activities exists for the groundwater extraction and treatment system.
5. Monitoring well RA-3 does not show the positive response to bioremediation that other wells in the area have shown.
6. Soil impoundment and cap inspection and maintenance activities are not documented on a regular basis.

**Corresponding Recommendations and Follow-up Actions:**

1. Issue letters to affected property owners, the local well permitting authority, and county department of health, to inform their well construction and use decisions. Recommend that the contaminated groundwater not be used for domestic purposes.
2. Establish routine procedures to make replacement locks for the wells readily available to the field crews. Repair bollards (protective outer poles for wells).
3. Continue monitoring arsenic levels in the bio-remediation monitoring wells and wells immediately downgradient, to verify that arsenic concentrations return to normal and do not migrate.
4. Use operator logs and checklists displayed in the O&M Manual to document plant parameters and maintenance items.
5. Re-visit the data from the molasses application in the RA-3 well area and any other relevant data in that area. Determine the nature of the anomaly and whether it is of significance to the success of the bio-remediation program.
6. Develop an inspection and maintenance form to document the O&M activities for the soil impoundment and caps.

**Five-Year Review Summary Form cont'd.**

**Protectiveness Statement(s):**

The soil remedy (OU1) is protective. All contaminated soil above the cleanup levels to five feet below ground surface has been excavated and capped. Areas of deeper soil contamination have been capped in accordance with the 2003 ROD Amendment. Institutional controls are in place for all components of the soil remedy where contaminated soil remains. The remedial action objectives have been met.

The groundwater remedy (OU2) currently protects human health and the environment because the plume is controlled. Drinking water in the area is supplied by the City of Selma and the site groundwater is not used for municipal water supply. Institutional controls are in place to restrict use of on-property groundwater. The groundwater extraction and treatment system is effectively removing contaminated water and discharging water well below the treatment standard into the aquifer. An institutional control should be developed for off-property contaminated groundwater, such as written notification to property owners, the local well permitting authority, and county department of health to ensure continued protectiveness until the aquifer is restored.

# Five-Year Review Report

## 1. Introduction

The purpose of the five-year review is to determine whether the remedy at Selma Pressure Treating (SPT) Site is protective of human health and the environment. The methods, findings, and conclusions of reviews are documented in five-year review reports. In addition, five-year review reports identify issues found during the review, if any, and make recommendations to address them.

The EPA, Region IX, with assistance from the U.S. Army Corps of Engineers, has prepared this five-year review report pursuant to CERCLA §121 and the National Contingency Plan (NCP). CERCLA §121 states:

> "If the president selects a remedial action that results in any hazardous substances, pollutants, or contaminants remaining at the site, the President shall review such remedial action no less often than each five years after the initiation of such remedial action to assure that human health and the environment is being protective by the remedial action being implemented. In addition, if upon such review it is the judgment of the President that action is appropriate at such site in accordance with section [104] or [106], the President shall take or require such action. The President shall report to the Congress a list of facilities for which such review is required, the results of all such reviews, and any actions taken as a result of such reviews."

The EPA interpreted this requirement further in the National Contingency Plan (NCP); 40 CFR §300.430(f)(4)(ii) states:

> "If a remedial action is selected that results in hazardous substances, pollutants, or contaminants remaining at the site above levels that allow for unlimited use and unrestricted exposure, the lead agency shall review such action no less often than every five years after the initiation of the selected remedial action.

EPA has conducted a review of the remedial actions implemented at the SPT Site, 1735 Dockery Avenue and Adjoining, Selma, California. EPA's review was conducted with assistance from USACE personnel between March 2006 and June 2006. The site inspection was conducted by USACE

in March 2006. This report documents the results of the review.

This is the second five-year review for the SPT Site. The triggering action for this review is the date of the first five-year review report, September 28, 2001. The five-year review is required due to the fact that hazardous substances, pollutants, or contaminants remain at the site above levels that allow for unlimited use and unrestricted exposure.

## 2. Site Chronology

**Table 1: Chronology of Site Events**

| Event | Date |
|---|---|
| RWQCB regulated discharge under Waste Discharge Requirements Order | 1971 to 1981 |
| U.S. EPA field team conduct Uncontrolled Hazardous Site Investigation | 1/31/81 |
| RWQCB issues a Cleanup and Abatement Order to Owners requesting a timetable for cleanup | September 1981 |
| Site placed on National Priorities List (NPL) ranked as number 195 with a Hazardous Ranking of 43.83 | September 1983 |
| RWQCB referred the Order to California Attorney General's office based on non-response of Owner regarding a timetable for cleanup | September 1984 |
| Initiation of RI/FS process | 1984 |
| Soil investigations carried out | 1988 |
| Remedial Investigation Report issued | 1988 |
| Feasibility Study Report issued | 1988 |
| ROD Signature | 9/24/88 |
| First Soil Remedial Design Start | 9/21/89 |
| First Soil Remedial Design Completion | 6/30/92 |
| First Soil Remedial Action Implementation | 7/22/92 to1993 |
| ESD #1 – Revision of soil cleanup standards | 10/26/93 |
| First Soil Remedial Design as-built drawings issued | 6/30/95 |
| Groundwater Remedial Design Phase I Start | 9/29/90 |
| Groundwater Remedial Design Phase I Completion | 3/31/92 |
| Groundwater Remedial Design Phase II Start | 9/9/97 |

**Table 1: Chronology of Site Events**

| Event | Date |
|---|---|
| ESD # 2 – Specifying groundwater discharge to percolation ponds | 4/18/97 |
| Perimeter fence installed and parts of wood treatment facility demolished | October 1997 |
| Groundwater Remedial Design Phase II Completion | 3/30/98 |
| Groundwater Treatment System Construction | 4/20/98 to 9/29/98 |
| Groundwater Treatment System Online | 9/29/98 |
| Final Closeout Report for Groundwater Treatment System Construction | 2000 |
| Additional soil data collected | 1994 to 1999 |
| Excavation of approximately 5,000 cubic yards of soil with COCs greater than cleanup levels from office yard and vineyard | September 1999 |
| Revised Focused Feasibility Study Issued | 2001 |
| Remediation System Evaluation | January 2002 |
| Work Plan for Installation of Monitoring Wells (at soil impoundment and percolation ponds | July 2002 |
| Hydrogeology Site Conceptual Model and Groundwater Modeling Update | 2003 |
| Focused Feasibility Study Finalized | June 2003 |
| Proposed Plan for modified soil remedy | July 2003 |
| Record of Decision Amendment for modified soil remedy | September 2003 |
| Soil Remedy Construction Plan | October 2003 |
| Soil excavated, placed in impoundment, and capped | October/December 2003 |
| Work Plan for Hydrogeologic Investigation in Support of Additional Extraction Well Installation and Retort Area Plume Delineation | February 2004 |

**Table 1: Chronology of Site Events**

| Event | Date |
|---|---|
| Initiate sampling of downgradient residential wells and irrigation wells | February 2004 |
| Asphalt cap installed over excavation areas | May 2004 |
| Final inspection of soil remedy | June 2004 |
| Remedial Action Report for Soils (EPA) | September 2004 |
| In-situ bioremediation pilot test (Phase 1) | Late 2004 – early 2005 |
| Preliminary Close-Out Report | January 2005 |
| ESD # 3 – In-situ bioremediation of groundwater | August 2005 |
| Work Plan for in-situ bioremediation phases 2A, 2B, and 3 | September 2005 |
| Implementation of in-situ bioremediation phase 2A | November 2005 |
| Implementation of in-situ bioremediation phase IA | January 2006 |
| Land Use Covenant (LUC) finalized | April 2006 |
| O&M of Soil RCRA Cap and Asphalt RCRA Cap | Ongoing |

# 3. Background

## 3.1 Physical Characteristics

The SPT Site is a former wood treating facility, approximately 15 miles south of the City of Fresno, in Selma, California. The SPT Site is located at 1735 Dockery Avenue and Adjoining. The site occupies approximately 18 acres, which includes a paved area where the former wood treatment and storage facility operated, percolation ponds, a building housing a water treatment facility, and a capped soil impoundment area. The site includes an area of adjacent vineyard that received contaminated SPT wastewater drainage. Contaminated groundwater extends to the southwest across Highway 99.

The aquifer underlying the site is unconfined and consists of discontinuous fine-grained lenses and cemented zones that act as localized barriers to groundwater flow and contaminant transport. The water-bearing unit is divided into zones based on some degree of stratification of groundwater flow and contaminant transport: a shallow zone from about 20 to 50 feet below ground surface (bgs), an intermediate zone from about 45 to 75 feet bgs, and a deep zone from about 75 to 120 feet bgs.

## 3.2 Land and Resource Use

The SPT Site is zoned for heavy industrial use, and is located in a transition zone between agricultural, residential, and industrial areas. Twelve residences and businesses are within a quarter of a mile of the site. A former business, Upright Scaffolding, and a small transmission repair shop border the site to the north, and residences border the site to the east. Vineyards and farms border the site to the south and west. No land uses near the site have changed since the remedial actions were selected with the exception of a small portion of adjacent vineyard which became a recycling facility. The site is currently not in use, though a real estate transaction is being pursued by the current property owner.

Groundwater downgradient of the former wood treating facility is pumped from several private wells for irrigation and residential use. Several of the wells are sampled as part of the SPT Site groundwater monitoring program. There are no surface water bodies affected by the site. The surface irrigation water in the area is supplied by the California Irrigation District.

## 3.3 History of Contamination

Wood treatment operations began at the site in 1936. The wood treatment process originally involved dipping wood into a mixture of pentachlorophenol (PCP) and oil, then drying the wood on open racks. In 1965, a new pressure treating facility began operating at the site. The pressure-treating process consisted of impregnating the wood in pressurized vessels with chemical preservatives, including fluor-chromium-arsenate-phenol, chromated copper arsenate, PCP, copper-8-quinolinolate, LST concentrate, Woodtox 140 RTU, and Heavy Oil Penta 5% solution. The pressure treated wood was placed on racks on the drip pad area, and then moved to the wood storage area. The operating area and wood storage area were paved with asphalt in 1982. Prior to 1982, discharge practices included: (1) runoff into drainage and percolation ditches, (2) drainage into dry wells, (3) spillage onto open ground, (4) placement into an unlined pond and a sludge pit, and (5) discharges to the adjacent vineyards. Wood treatment activities were suspended in 1994. In November 1997 all pressure vessels and tanks were removed from the SPT Site. All buildings, except the office, were demolished and the debris removed from the site.

## 3.4 Initial Response

Between 1971 and 1981, the RWQCB regulated the discharges from SPT, under a waste discharge requirements order. An Uncontrolled Hazardous Site Investigation was conducted on January 31, 1981, by EPA's Field Investigation Team, the California Department of Health Services (DHS), and the RWQCB. This inspection raised concerns about the potential for groundwater contamination from the site. Investigation activities were then conducted by the State and EPA to assess contamination problems. In 1981, the RWQCB issued a cleanup and abatement order to SPT, requiring a timetable for cleanup. The timetable for cleanup was not submitted and in 1984, the RWQCB referred the order to the California Attorney General's office for further action. EPA added the site to the National Priority list (NPL) in September 1983, and became the lead agency for response work at the site.

## 3.5 Basis for Taking Action

The following chemical contaminants have been detected in the soil: chromium, arsenic, copper, dioxins/furans, and PCP. Arsenic, dioxins/furans, and PCP were found at concentrations that posed a risk to human health through exposure to soil. Hexavalent chromium was the only chemical of concern above the cleanup level in groundwater.

# 4. Remedial Actions

In 1986 and 1987, soil investigations were performed as a part of EPA's Remedial Investigation/Feasibility Study (RI/FS). A ROD for both soil and groundwater was signed in 1988, based on the RI/FS. The ROD included the initial remedial action for the soil remedy, additional soil investigation efforts, and the groundwater remedy. During remedial design, changes were made in cleanup levels, and the configuration of both soil and groundwater remedies. These changes were implemented with the first and second ESDs. After the remedial action, a series of additional soil studies were performed, leading to a 2003 ROD Amendment. The remedy for hexavalent chromium in groundwater was an extraction and treatment system, with disposal of treated and tested groundwater into the aquifer, and off-site disposal of sludge generated by the treatment process. The groundwater extraction and treatment system, including eight extraction wells, was installed in 1998 and began operation that same year. The third ESD augments the groundwater remedy with in-situ bioremediation, which is currently underway. The initial ROD did not establish operable units (OUs) for the site. As the remedy changed over time, the soil remedy was designated as OU1, and the groundwater remedy as OU2.

## 4.1 Soil Remedy (OU1)

### 4.1.1 Remedy Selection

The 1988 ROD included: (1) excavating soil containing COCs at concentrations that exceed cleanup levels, (2) treating the soils with a fixing agent, (3) placing the fixed soils into an impoundment, and (4) covering the soils with a RCRA cap. Long-term monitoring of the fixed soils for 30 years, and long-term access and institutional controls were also included.

The cleanup levels selected in the ROD for soil were: arsenic, 50 parts per million (ppm); and dioxins/furans, 1 part per billion (ppb). In the 1993 ESD, the cleanup level for arsenic in soil was modified to 25 ppm and a cleanup level for PCP in soil was established at 17 ppm.

The 2003 ROD Amendment included: (1) excavation of additional contaminated soil to depths up to five feet in the processing areas of the site, (2) removal of the upper portion of the RCRA cap over the impounded soil from the previous soil remediation activity, (3) placement of the newly excavated soil and demolition debris in the same impoundment with 5,000 cubic yards of stockpiled soil from a 1999 removal, (4) recapping of the soil impoundment with a RCRA–equivalent cap, (5) backfilling excavated areas and capping them with a low permeability asphalt cap, and (6) establishing institutional controls to prevent exposure to contaminated soil below depths of five feet.

### 4.1.2 Soil Remedy Implementation

The following soil cleanup actions occurred as specified in the 1988 ROD, 1993 ESD and 2003 ROD Amendment:

- In the 1988 ROD, four initial areas were identified for excavation of soils: (1) an on-site unlined pond, (2) a sludge pit, (3) percolation ditches, and (4) dry wells used to drain surface runoff. The volume of soil removed was approximately 13,000 cubic yards. The work was accomplished between 1991 and 1993.

- The 1993, ESD included additional soil remediation, more stringent cleanup levels for arsenic (25 ppm) and pentachlorophenol (17 ppm), additional areas of soil cleanup, and documentation of compliance with RCRA Land Disposal Restrictions.

- In 1997, a perimeter fence was installed to provide site security and portions of the existing wood treatment facility were demolished.

- In 1999, additional excavation of 5,000 cubic yards of soil was performed, excavated soil was stockpiled and covered on-site and the excavation area was backfilled with clean soil.

- The 2003 ROD amendment included removing the existing RCRA cap and adding 40,000 cubic yards of soil and demolition debris to the soil impoundment. The RCRA cap was re-installed on the impoundment. A fence was installed around the impoundment in 2003. The excavated areas with contaminated soils remaining below five feet were backfilled and covered with a low-permeability asphalt cap in 2004.

- A Land Use Covenant (LUC) was entered into by the State and the property owner in April 2006. This LUC covers 14 acres where the SPT operations took place, the capped areas, and the groundwater treatment system. All soils containing COCs above cleanup levels that remain on-site are within the restricted 14 acre area.

#### 4.1.3 Soil Remedy Monitoring and Maintenance

Three shallow wells were installed around the capped impoundment soil in 2002 to monitor the potential contaminant migration. These wells were added to the site-wide groundwater monitoring program. The site was graded and drainage ditches were installed to control run-off. The final inspection by EPA and the State of the soil remedy was conducted on June 10, 2004, and was considered operational and functional. The cap is inspected twice a year. The RCRA cap is maintained by a once- a-year mowing and application of herbicide to control broad-leaf weeds. A site inspection was documented on January 4, 2005; however, documentation of the site inspection and maintenance activities has not occurred on a regular basis. Responsibility for maintenance of the soil remedy was transferred to the State in June 2005.

## 4.2 Groundwater Remedy (OU2)

#### 4.2.1 Remedy Selection

The 1988 ROD groundwater remedy included: (1) conventional extraction, (2) ex-situ precipitation, coagulation, and flocculation treatment to remove chromium to meet the MCL, (3) either re-injection or off-site disposal of the treated effluent, and (4) groundwater monitoring to verify contaminant cleanup. The 1997 ESD, allowed discharge of the treated effluent to percolation ponds to recharge water to the aquifer.

In a 2005 ESD, in-situ bioremediation was added to the groundwater remedy to accelerate cleanup. The technology consists of injecting a carbohydrate source (molasses) into the aquifer to create a reducing environment to convert chromium from the mobile and more toxic hexavalent state to the relatively immobile trivalent state.

### 4.2.2 Remedy Implementation

The groundwater extraction and treatment system was constructed in the summer of 1998 as specified in the ROD and the first two ESDs.
The extraction system included 8 extraction wells. Over time, 3 wells have been replaced or taken off-line due to the decrease in chromium levels in those wells. An additional extraction well, EW-1a, has been taken offline more recently due to the overall success of the in-situ bioremediation process in the plume source area. To speed the clean-up of the site plume, the pumping rates of the remaining wells, EW-3a, EW-4, EW-5 and EW-6 have been increased to a total of 200 gpm. The in-situ bioremediation in the upgradient portions of the plume combined with the increased pumping in the downgradient portions will greatly accelerate the groundwater clean-up.

The treatment system is located inside a prefabricated building on a concrete pad. The process consists of an equalization tank, mixing tank/reactor, flash mixer/flocculator, clarifier, filter feed tank, multi-media filter, pH adjustment, and discharge to one of two recharge basins. Solids from the clarifier are held in sludge thickening tanks and then run through a filter press. A filter cake waste product is generated from the process and disposed of off-site at a permitted RCRA disposal facility.

After construction, inspection, and operational testing, the extraction and treatment system has continued to operate. In February 1999 the sampling of monitoring wells and private wells within the perimeter of the contaminant plume began on a tri-annual basis. The private residential wells are not used for drinking water, but for landscape irrigation and other outdoor uses. In addition, samples were collected monthly, flow rates recorded, and water levels measured in each of the eight extraction wells. Sampling the wells on a tri-annual basis will meet monitoring objectives. The monitoring system supporting the extraction and treatment system initially included 29 monitoring wells and 10 private wells. It now includes a network of 40 monitoring wells, 29 private wells, and 4 offline extraction wells (Sampling report, October 2005). In the latest sampling event in

October 2005, 44 wells were sampled. The primary objective for sampling the wells is to monitor and evaluate the effectiveness of the hexavalent chromium removal and containment.

In 2003 the groundwater flow model used to design the groundwater remediation system was updated, transport modeling was performed, and a hydrogeologic site conceptual model was developed. The modeling effort determined that the groundwater extraction wells provided adequate capture of the plume, but that two additional extraction wells could increase the rate of chromium removal.

In 2004, the concept of using in-situ bioremediation to treat the source area was in development, and implementation of that more aggressive approach was given priority over installation of additional extraction wells. Bench testing and pilot testing identified molasses as the most cost effective material for stimulating biological activity at the SPT Site. The implementation of the in-situ bioremediation is being carried out in phases; each phase designed for a specific area. Thus far, Phase 1 (pilot test), Phase 1A, and Phase 2A have been completed. Phases 2B and 3 are in progress.

### 4.2.3 System Operation and Maintenance

The treatment system operates 24 hours per day, 7 days per week. The treatment operator maintains the system 8 hours per day, 5 days per week. The O&M activities include: inspection of the plant, and recording flow rates, pressure readings, pH, chromium concentrations and other system parameters on a daily basis. During the weekends, the system parameters are accessible to the operator remotely through a computer hook- up, via a phone line. The operator is paged if system alarms are set off. A backup system emergency contact is located in Concord, California.

Since the last five-year review, the treatment system has operated without significant problems. System flows have been maintained near full plant capacity. System effluent samples show that chromium is consistently removed to concentrations well below the treatment standard of 50µg/L.

As noted previously, the groundwater monitoring well network has grown significantly since 1999, from 39 total wells to 63 as of October 2005. In addition to the 63 network wells, there are an additional eight monitoring wells specifically associated with the in-situ bioremediation, which are

sampled at greater frequency to satisfy data needs for that effort. Not all of the wells enumerated in the network can be consistently sampled, however. A declining water table has rendered most of the shallow wells dry; 12 wells as of the October 2005 event. In addition, property owners have denied access to one irrigation well and one residential well; and sometimes power is not available at irrigation wells when sample crews are there.

Current operational costs for the extraction and treatment system are included in Table 3. The annual cost identified in the 1988 ROD was $1,300,000. At the time of the last five-year review, the cost was approximately $24,000 per month. However, in the course of several years of the operation, the cost increased to approximately $50,000 per month. Costs are currently stable at approximately $35,000 per month due to the system achieving steady state, and system optimization. Increased costs since startup are due to increases in the scope of the monitoring program, cost of chemicals, cost of power, and disposal of filter cake.

**Table 2: Groundwater Remedy Annual System Operations/O&M Costs**

| Dates | | Total Cost rounded to nearest $1,000 |
|---|---|---|
| From | To | |
| September 2001 | September 2002 | $400,000 |
| September 2002 | September 2003 | $587,000 |
| September 2003 | September 2004 | $729,000* |
| September 2004 | September 2005 | $391,000 |
| September 2005 | February 2006 | $163,000 (for 5 months) |

Annual costs in Table 3 reflect operations, maintenance, spare parts, chemicals, and labor for the extraction and treatment system, and groundwater monitoring costs.

* *FY 2004 cost increase due to hydrogeologic investigations/modeling in support of additional extraction wells for the pump and treat system (approximately $130,000).*

## 5. Progress since the Last Review

The first five-year review identified several specific issues and recommendations. Implementation of the final soil remedy has addressed a large number of the issues including:

- Institutional controls have been established on property.
- Significant efforts were made to evaluate effectiveness of plume capture.
- The bio-remediation process and increased pumping downgradient appear to have resolved the plume capture issue.

However, some O&M issues from the first five-year review have not been adequately addressed, such as documentation and replacement of damaged well locks.

## 6. Five-year Review Process

### 6.1 Administrative Components, Community Notification

This five-year review consisted of review of the relevant documents listed in Attachment A, discussions with O&M contractors and the EPA RPM, and a site inspection. The RAOs, ARARs, and cleanup levels were obtained from the ROD and subsequent ESDs and ROD Amendment. A public notice was published in the Selma Enterprise on May 3, 2006 notifying the community of the initiation of this five-year review. Another public notice will be published in the same newspaper when the review is complete which will inform the community that the five-year review report will be placed in the Fresno County Library, Selma Branch, 2200 Selma Avenue, Selma, California. A copy will also be available at the EPA Region IX Superfund Record Center located in San Francisco.

### 6.2 Data Review

A detailed data review was completed, and the significant trends and issues include:

1. Since the last five-year review, the potentiometric surface has declined approximately 18 feet, from 30 feet below ground surface to approximately 48 feet below ground surface. This is likely an ongoing trend; full recovery is not expected. Twelve shallow zone monitoring wells have gone dry; only the shallow wells near the

percolation ponds still contain water.

2. One of the shallow wells that was dry is on the downgradient side of the capped soil impoundment. That well is one of the three wells installed to fulfill the ARAR for monitoring the waste management unit. The well was sampled for five events before going dry in Summer 2004. There were four chromium detections, with a high value of 48.9 µg/L, and a low value of 5.2 µg/L. However, this well has since had water in it and has been sampled twice since February 2006. The recent samples indicated low levels of hexavalent chromium (February 2006, 11.3 µg/L, and July 2006, 28.0 µg/L). This well could be replaced if it becomes dry again, but is currently useable. However groundwater data from the three wells at the soil impoundment have not shown consistent detections to indicate leaching of contaminants to the groundwater. This will continue to be monitored.

3. Water level data in the shallow zone indicates mounding at the percolation ponds. The mounding appears to dissipate at approximately 500 feet distance, with insignificant effect on the overall groundwater flow pattern.

4. Data in the vicinity of EW-6 suggest that EW-6 may be successfully preventing further spread of chromium in the intermediate zone to the southwest. Wells EW-7 and 12632 South McCall show downward trends, even though EW-6 continues to show an upward trend. This may be attributable to the change in pumping rates from EW-6.

5. Downgradient of the site, additional wells showing downward trends in contaminant levels are P15D, EW-3A, EW-4, and P6D. Wells showing relatively flat trends include EW-1A, EW-2A, and EW-5. Upward trends are observed in Wells P2I. This well is upgradient of the extraction wells and the trend may reflect the migration of the plume toward the extraction wells.

6. One ARAR has changed since the last five-year review. The MCL for arsenic has been reduced from 50 µg/L to 10 µg/L. A review of the groundwater monitoring data from February 1999 to October 2005 indicates that while there are a small number of detections above the new MCL, there is no consistent arsenic plume above that MCL.

EPA intends to continue analyzing arsenic levels as part of the monitoring program, to further evaluate its occurrence in groundwater at the site.

7. Chromium concentrations in the wells monitored for the in-situ bioremediation process show hexavalent chromium being reduced to levels well below the cleanup level within one month, and trivalent chromium concentrations decreasing at a slower rate. Monitoring well RA-3 is an exception, as it shows no apparent affect from the injection of molasses. Reasons for the anomalous data at RA-3 should be investigated.

8. Arsenic concentrations in the new wells installed to monitor the in-situ bioremediation process, beginning in October 2005, show that the process is mobilizing some arsenic, with levels above the MCL appearing in the bio-remediation areas. It is expected that the arsenic concentrations will return to their previous levels when the aquifer redox-state returns to normal. Continued monitoring of this condition, and evaluation of the molasses dosage are recommended.

9. Thirteen downgradient private residential wells and seven private irrigation wells have been sampled since 1997. In the past five years, only one residential well had chromium concentrations slightly above the State MCL of 50 µg/L, but below the Federal MCL of 100 µg/L. The levels were below EPA Region IX preliminary remediation goal for tap water, which is based on non-cancer hazard risk. The most recent sample (total chromium) was 59.8 µg/L in July 2006. The hexavalent chromium value was 47 µg/L. The property owner informed EPA that this well is used for residential irrigation, and not for household use. In addition, three irrigation wells had chromium concentrations that exceeded both State and Federal MCLs in 2004 and half of 2005. The concentrations have dropped below 50 µg/L since mid-2005, probably due to an increase in pumping rates from the remediation system extraction wells. The sampling frequency of several of these wells has not been consistent due to access issues.

## 6.3 Site Inspection

The five-year review site inspection began March 27, 2006 and was conducted by the USACE. It consisted of an inspection of the capped soil impoundment, the asphalt cap, the monitoring wells, vineyard wells, the site fencing, and the extraction and treatment system. On March 28, 2006, EPA, USACE, and the SPT O&M contractor participated in the site inspection, which involved a discussion with the site operator, a tour of the treatment plant, and a tour of the areas planned for in-situ bioremediation.

### 6.3.1 Soil Remedy Condition

The soil impoundment and RCRA equivalent cap was in good condition, with no significant ponding on top of the mound. It had been raining frequently over the previous days, as well as earlier that morning. There were minor ponded areas in the drainage swale near the culvert and the top of the impoundment was slightly soggy. The vegetation on the soil impoundment cap was robust, and no erosion or sloughing was observed. The asphalt cap was in good condition and well-drained. Several small areas of patched asphalt were observed where the in-situ bioremediation was performed. The patching appeared adequate to maintain the integrity of the cap. Fencing was installed around the treatment plant, soil impoundment, and percolation ponds, and it was in good repair. There was a pile of asphalt debris on the ground outside the fence, between the treatment plant and the remediation area drainage swale. The pile had been deposited by a prospective purchaser of the property for future use and will be appropriately disposed of.

### 6.3.2 Groundwater Remedy Condition

The treatment system components were inspected including the influent line, reactor, chemical storage and piping, flocculator, clarifier, sludge tanks, filter press, sand filters, control system, and effluent analyzer components. Each step was documented and photographed. All processes were functioning satisfactorily. Effluent limits are consistently met, as evidenced by the in-line analyzer and frequent field Hach tests. The Hach testing is recorded in a log book. Operating parameters are not regularly documented at the plant. O&M manuals and Health and Safety plans were on-site. The operator's HAZWOPR training is up-to-date. The percolation ponds on-site are constructed as sand-bottom and sidewall reservoirs cut into the natural

site soils and have been functioning well. Percolation ponds allow successful recharge of the treated groundwater to the aquifer reducing the risk of creating unwanted subterranean water movement or displacement of the contaminant plume. On the day of the site visit, there was little water in the ponds, in spite of the very wet weather conditions. Several monitoring wells were inspected. Some had locks missing or damaged. Some had rather insubstantial bollards around them, with some significantly damaged.

A monthly report of the operating flow rates, down times, and daily maintenance procedures is provided to USACE and EPA. The groundwater treatment plant (GWTP) influent and effluent samples are analyzed monthly at a fixed laboratory and the extraction wells are sampled monthly and analyzed on-site with a HACH colorimetric kit. All reports, field sample logs and analytical reports are filed at the contractor's (Shaw Environmental and Infrastructure) Irvine office. Operation chemical dosages were adjusted routinely in the first three years of operation; however, in the last three years the adjustments have been very few. Filter cake from the filter press is generated at a rate of one 10-yard bin per month. This waste stream is profiled once each year. The filter cake is shipped and disposed as hazardous waste at the Clean Harbors Buttonwillow disposal site in Buttonwillow, California.

## 6.4 Interviews

Interviews were conducted with EPA, and treatment operator (contractor) at the site on March 28, 2006. The remediation activities at the site were discussed in a conference call with EPA, USACE, and the contractor site-manager on April 19, 2006. The results of the interviews and the call are included in the Technical Memorandum: Site Inspection Report and Interview Report (Attachment C). The interviewees have the overall impression that the remedy is effective and that contaminant concentrations in groundwater are decreasing with time as a result of the existing groundwater extraction system and optimization.

## 7.0 Technical Assessment

## 7.1 Soil Remedy

7.1.1 Question A: **I*s the remedy functioning as intended by the decision documents?***

7.1.1.1 Remedial Action Performance, Operations, and Opportunities for Optimization:

The existing capped soil impoundment is functioning as designed. The construction of the remedy was considered operational and functional one year after the final inspection. At the time of this five-year review, the impoundment cover showed no signs of damage, and drainage appeared adequate. Current operations include sampling of three shallow zone monitoring wells (SE-4S, 5S, and 6S) installed around the impoundment three times per year. Groundwater data from the three wells at the soil impoundment have not shown consistent detections to indicate leaching of contaminants to the groundwater. This will continue to be monitored. Concentrations of total chromium at SE-5S were elevated above 50 µg/L for three events in 2003/2004, but have remained below that level since then. Monitoring Well SE-4S has been dry since summer 2004. This well has had water in it and has been sampled twice in 2006. The recent samples indicated no hexavalent chromium in this well.

The asphalt cap over the excavated areas is in good shape. Rain water that fell immediately before the five-year review site visit had apparently run off to the designed drainage swales.

7.1.1.2 Implementation of Institutional Controls

Institutional controls have been established to maintain industrial use of the SPT Site and to limit future construction activities to protect the integrity of the capped areas. An LUC has been signed which covers the 14 acre site where the SPT operations took place, and where the soil and groundwater remediation features are located. All soils contaminated to levels above cleanup levels remaining on-site are capped and within the area addressed in the LUC. Specific responsibilities for the property owners are outlined in the LUC. Fencing was observed to be in good condition. At the time of this review, the institutional control had not been in place for long, and the property use had not changed. Thus, there was no basis yet to evaluate how

well the IC is functioning. The State Department of Toxic Substances Control assumed CERCLA Lead Agency responsibility for maintaining the soil remedy, including the institutional control, in June 2005.

### 7.1.2 Question B: ***Are the exposure assumptions, toxicity data, cleanup levels and remedial action objectives (RAOs) used at the time of the remedy selection for soils still valid?***

#### 7.1.2.1 Changes in standards, newly promulgated standards, and TBCs

All action-specific ARARs listed in the 1988 ROD, 1993 ESD, and the 2003 ROD Amendment has been complied with for soils. There have been no changes to standards or TBCs identified in the ROD that question remedy protectiveness.

#### 7.1.2.2 Changes in Soil Exposure Pathways

There have been no significant changes to either existing or expected land use on or near the site. There have been no newly identified contaminants or contaminant sources since the last five-year review. There have been no unanticipated toxic byproducts of the remedy not previously addressed. There has been no change to the physical site conditions other than that resulting from the required soil remedial actions that could affect remedy protectiveness.

#### 7.1.2.3 Changes in Toxicity

Since the 1990 risk assessment, there have been a number of changes to the toxicity values for certain contaminants of concern at the SPT Site. Some toxicity values indicate a lower risk from exposure to COCs than previously considered; others indicate higher risks. Although, the toxicity values changed, there is no exposure pathway with the caps in place, the site fenced and the LUC implemented.

#### 7.1.2.4 Changes in Risk Assessment Methods

No standardized risk assessment methodologies have changed that could affect the protectiveness of the remedy. Methodologies for assessing dioxin risks are currently under review at the National Research Council. This has potential for future changes in EPA guidelines, which will be assessed in future five-year reviews.

7.1.2.5 Expected Progress Toward Meeting Remedial Action Objectives (RAOs)

The soils containing concentrations above the ROD cleanup levels to a depth of 5 foot below grade surface have been excavated and consolidated in the capped soil impoundment. Institutional controls and an asphalt cap prevent exposure to residual soils left at depth in the excavated areas. Therefore, the RAOs for the soil remedy have been met.

7.1.3 Question C: ***Has any other information come to light that could call into question the protectiveness of the soil remedy?***

There are no complete exposure pathways to ecological receptors. The completed soil remediation protects wildlife against direct exposure. There is no evidence of any site impact due to natural disasters. There is no other new information that might affect the soil remedy protectiveness.

## 7.2 Groundwater Remedy

7.2.1 Question A: I***s the groundwater remedy functioning as intended by the decision documents?***

7.2.1.1 Remedial Action Performance, Operations

The primary remedial focus of the groundwater remedy in the ROD is to reduce chromium concentrations in the aquifer to below the more stringent of the State and Federal MCLs. The groundwater extraction and treatment system is required to return water to the aquifer that meets that same standard. There was no information found that would call into question the protectiveness of the groundwater treatment system. Improved documentation of operation parameters, chemical usage, and maintenance activities will be implemented to support future reviews.

Data indicate containment of the intermediate zone plume to the southwest. Decreases in contaminant levels in downgradient wells since mid-2005 imply that increased pumping of the four downgradient extraction wells is having the desired effect.

The in-situ bioremediation process has shown rapid success in achieving the chromium remediation standard in most areas where the treatment has been directly applied. There is one area where the treatment has not shown much

effect, which should be evaluated. At present it is too early to evaluate the downgradient effect of the source area treatment. Groundwater extraction wells close to the treatment area have been taken off-line, and pumping has been increased further downgradient to potentially accelerate cleanup in those areas where the bioremediation may not be performed.

#### 7.2.1.2 Implementation of Groundwater Institutional Controls

The ROD stated that institutional controls should be placed on use of groundwater impacted by the site. Such institutional controls have been enacted as part of the LUC for the SPT property. While there are private wells located in the downgradient portion of the plume, none of them are currently believed to be used as a drinking water source. Additionally, the pumping rates of the remaining wells, EW-3a, EW-4, EW-5 and EW-6 have been increased to a total of 200-210 gpm. This has effectively contained the plume to the area upgradient of the extraction wells between the site and 1600 feet south of Hwy 99. It is anticipated that this change will result in aquifer restoration in the next few years. The ROD required that institutional controls be implemented to control and limit use of contaminated portions of the aquifer. A LUC implements this ROD requirement with respect to contaminated groundwater beneath the former wood treating facility. However, low levels of chromium, sometimes in excess of the state MCL, have been detected in downgradient private wells.

Additional monitoring of the groundwater will be conducted, in part, to verify the restoration of the aquifer. An IC, in the form of a written advisory to property owners, the local well permitting authority, and local department of health to inform their well use decisions is needed. EPA believes that this approach is protective in the near term.

#### 7.2.1.3 Opportunities for Optimization

It is reasonable to expect that concentrations of chromium in the treatment plant influent will decrease eventually as a result of the recent significant reduction of the available mass in the source area. Adjustment to chemical dosages in the treatment system at that time is recommended.

#### 7.2.1.4 Early Indicators of Potential Issues

The in-situ bioremediation appears to have dramatically reduced the amount of dissolved chromium available that could move downgradient. This,

combined with increased pumping of the downgradient extraction wells may accelerate progress toward the remediation standard in the foreseeable future. It would be beneficial for the project team to determine the data needed to demonstrate permanent achievement of the goal.

Increased arsenic concentrations as a result of the in-situ bioremediation are believed to be temporary, based on previous testing and implementation of the technology at other sites. This situation must be monitored closely to either demonstrate the disappearance of the arsenic or develop a contingency plan.

### 7.2.2 Question B: ***Are the exposure assumptions, toxicity data, cleanup levels and remedial action objectives (RAOs) used at the time of the remedy selection still valid for groundwater?***

#### 7.2.2.1 Changes in standards, newly promulgated standards, and TBCs

The 1988 ROD groundwater remedy cleanup level is the maximum contaminant level (MCL) established under both the Federal and State Safe Drinking Water Acts. Since hexavalent chromium was the only contaminant of significance detected in the groundwater, additive effects were not of concern. The cleanup level for chromium at the time of remedy selection was 50 µg/L (State MCL), which is still in effect.

The Federal MCL for arsenic was lowered from 50 µg/L to 10 µg/L in January 2006. The ROD established a cleanup level for arsenic of 50 µg/L based on the MCL in existence at the time that the ROD was signed. Arsenic levels in groundwater at the site are generally below the current MCL, but there have been sporadic detections of arsenic above the MCL. However, these MCL exceedences are in groundwater beneath the former wood treating facility which has a groundwater IC in place. Therefore, despite the change in the arsenic MCL, the remedy remains protective. It is also thought that some arsenic is being mobilized in groundwater beneath the former wood treating facility as a result of the bioremediation process. But it is expected these arsenic levels will decline over time as the groundwater conditions in the bioremediated areas return to ambient conditions. The ambient groundwater is expected to re-oxidize the dissolved arsenic back to its less mobile state. Arsenic levels will continue to be monitored to assess this situation and determine its significance and the need for adjustment to molasses dosage.

#### 7.2.2.2 Changes in Groundwater Exposure Pathways, Toxicity and Other Contaminant Characteristics

There have been no changes to either existing or expected land use on or near the site. There has been no change to the physical site conditions that could affect the protectiveness of the groundwater remedy.

There has been some mobilization of arsenic in groundwater as a result of the in-situ bioremediation process. This situation is being closely monitored to ensure that arsenic concentrations return to normal, as expected. The elevated concentrations are currently limited to the immediate vicinity of the treatment area.

#### 7.2.2.3 Changes in Risk Assessment Methods

There have been no changes in the risk assessment methodologies that could affect the protectiveness of the groundwater remedy.

#### 7.2.2.4 Expected Progress towards Meeting Remedial Action Objectives (RAOs)

The in-situ bioremediation appears to be dramatically reducing the amount of dissolved chromium available from the source areas to move downgradient. This, combined with increased pumping of the downgradient extraction wells is expected to accelerate progress toward meeting the remediation action objectives.

### 7.2.3 Question C: ***Has any other information come to light that could call into question the protectiveness of the remedy?***

There are no complete exposure pathways to ecological receptors. There is no evidence of any site impact due to natural disasters. There is no other new information that might affect the protectiveness of the groundwater remedy.

## 8. Issues

Issues for the SPT site are presented in Table 3. This table summarizes some of the deficiencies raised in the previous sections.

**Table 3: Issues**

| Issue | Affects Current Protectiveness (Y/N)? | Affects Future Protectiveness (Y/N)? |
|---|---|---|
| 1. There is no institutional control or other risk management strategy in place for groundwater downgradient of the SPT property. It is anticipated that the aquifer will be restored in the near future. | **N** | **N** |
| 2. No locks exist on some of the monitoring wells. | **N** | **N** |
| 3. Elevated arsenic concentrations have been detected in groundwater at the in-situ bioremediation area. | **N** | **N** |
| 4. Insufficient documentation of operating parameters and maintenance activities is maintained. | **N** | **N** |
| 5. Monitoring well RA-3 does not show response to bioremediation that other wells in the area have shown. | **N** | **N** |
| 6. Soil impoundment inspection and maintenance activities are un-documented. | **N** | **N** |

## 9. Recommendations and Follow-up Actions

Recommendations for the SPT site are presented in Table 4. This table provides recommendations for each of the issues in Table 3.

**Table 4: Recommendations**

| Issue | Recommendation | Party Responsible | Oversight Agency | Milestone |
|---|---|---|---|---|
| **1** | Issue letters to property owners, the county well permitting authority, and the county department of health to update them on the existing chromium plume, and to facilitate health-protective well use and installation decisions. (EPA has kept private well owners and the county informed of the contaminated groundwater to date.) | EPA | EPA | January 2007 |
| **2** | Establish a routine to make replacement locks for the wells readily available to the field crews. | EPA | EPA | December 2006 (Already in progress) |
| **3** | Continue monitoring for arsenic in the bio-remediation monitoring wells and wells immediately downgradient, to verify that concentrations return to normal and do not spread downgradient. | EPA | EPA | All subsequent monitoring events |
| **4** | Use operator logs and checklists displayed in the O&M Manual to document plant parameters and maintenance items. | EPA | EPA | January 2007 |
| **5** | Re-visit the data from the molasses application in the well RA-3 as well as any other relevant site data in that area. Determine the nature of the anomaly and whether it is of significance to the success of the remedy. | EPA | EPA | April 2007 |
| **6** | Develop an inspection and maintenance form to document the soil impoundment O&M activities. | DTSC | DTSC | March 2007 |

## 10. Protectiveness Statement(s)

### 10.1 Soil Remedy Protectiveness Statement:

The soil remedy (OU1) is protective. All contaminated soil above the cleanup levels to five feet below ground surface, has been excavated and capped. Areas of deeper soil contamination have been capped in accordance with the 2003 ROD Amendment. Institutional controls are in place for all components of the soil remedy where contaminated soils remain. All remedial action objectives have been met.

### 10.2 Groundwater Remedy Protectiveness Statement:

The groundwater remedy (OU2) currently protects human health and the environment because the plume is controlled. Drinking water in the area is supplied by the City of Selma and the site groundwater is not used for municipal water supply. Institutional controls are in place to restrict use of on-property groundwater. The groundwater extraction and treatment system is effectively removing contaminated water and discharging water well below the treatment standard into the aquifer. An institutional control should be developed for off-property contaminated groundwater such as written notification to property owners, the local well permitting authority, and county department of health to ensure continued protectiveness until the aquifer is restored.

## 11. Next Review

The next review will be performed in 2011, and will address the soil and groundwater remedies. The next five-year review will be due in September 2011.

# ATTACHMENT A

## LIST OF DOCUMENTS REVIEWED

## DOCUMENTS REVIEWED

- OSWER Directive 9355.7-03B-P, Comprehensive five-year review Guidance

- Superfund Record of Decision, Selma Pressure Treating Company, CA, First Remedial Action – Final. U.S. Environmental Protection Agency, Report No. EPA/ROD/RO9-88/025, September 24, 1988.

- Selma Pressure Treating Company Superfund Site, Explanation of Significant Differences, OU1 October 26, 1993.

- Selma Pressure Treating Company Superfund Site, Explanation of Significant Differences from 1988 Record of Decision, April 18, 1997.

- Selma Pressure Treating Company Superfund Site, Record of Decision Amendment, September 2003.

- Selma Pressure Treating Company Superfund Site, Explanation of Significant Differences, OU2 Groundwater, August 2005.

- Remedial Investigation Report for the Selma Pressure Treating Site, Selma, California, March 1988, CDM Federal Programs Corporation.

- Endangerment Assessment for the Selma Pressure Treating Site, Selma, California, April 1988, CDM Federal Programs Corporation.

- Feasibility Study Report for the Selma Pressure Treating Site, Selma, California, June 1988, CDM Federal Programs Corporation.

- Operations and Maintenance Manual, Selma Pressure Treating Superfund Site, January 1999, IT Corporation.
- Remediation System Evaluation, Selma Pressure Treating Superfund Site, Selma, California, Final Report, U.S. Corps of Engineers, January 31, 2002.

- Work Plan for Groundwater Monitoring Well Installation, Selma Pressure Treating Superfund Site, Selma, California, Shaw Environmental & Infrastructure, Inc., July 2002.

- 2002 Revised Monitoring Well Sampling and Analysis Plan, Selma Pressure Treating Superfund Site, Selma, California, IT Corporation, Inc., August 2002.

- First five-year review Report for Selma Pressure Treating Superfund Site, Selma, California, Geomatrix Consultants, Inc., July 2001

- Focused Feasibility Study Report, Final Document, Selma Pressure Treating Superfund Site, Selma, California, Geomatrix Consultants, Inc., April 17, 2001.

- Quality Assurance and Field Sampling Plan, July 2002, Geomatrix Consultants

- Final Construction Plan, Selma Pressure Treating Site Soil Remediation Project, October 2003, Shaw Environmental Inc.

- Final Work Plan, Hydrogeologic Investigation in Support of Additional Extraction Well Installations and Retort Area Plume Delineation, Selma Pressure Treating Site, February 2004, Shaw Environmental Inc.

- Remedial Action Report: Soil Remedy, U.S. Environmental Protection Agency, Selma Pressure Treating Superfund Site, Selma, California, September 29, 2004.

- Report of Monitoring Well Sampling, July 2005., Selma Pressure Treating Superfund Site, Selma, California, Shaw Environmental & Infrastructure, Inc.

- Report of Monitoring Well Sampling, Selma Pressure Treating Superfund Site, Selma, October 2005, Shaw Environmental & Infrastructure, Inc.

- Final Work Plan, In-Situ Bioremediation: Phase 2A/2B and Phase 3, Shaw Environmental, Inc., Selma Pressure Treating, Selma California, September 2005.

- Technical Presentation: In-Situ Hexavalent Chromium Reduction and Geochemical Fixation in Varied Geohydrologic Regimes, Jim V. Rouse, MWH, Inc., March 2006.

- Deed Restriction: Selma Pressure Treating Company, Selma, California, April 2006, California Environmental Protection Agency.

- U.S. Army Corps of Engineers and Shaw Environmental and Infrastructure, Inc., Memorandum from Wally Shaheen, Larry Hudson, and Daniel Leigh to Charnjit Bhullar Re: Recommedation to Delineate Retort Area Around Phase I Bioremediation, Selma Pressure Treating Site, Selma, California, October 28, 2005.

- U.S. Army Corps of Engineers and Shaw Environmental and Infrastructure, Inc., Memorandum from Wally Shaheen, Larry Hudson, and Daniel Leigh to Charnjit Bhullar Re: Recommendation to Delineate Western Portions of Phase 2B/Phase 3, Selma Pressure Treating Site, Selma, California, October 28, 2005.

- Shaw Environmental and Infrastructure, Inc. and U.S. Army Corps of Engineers, Memorandum from Tom Barry, Larry Hudson, and Wally Shaheen to Charnjit Bhullar Re: Recommendation for In-Situ Bioremediation Phase 1A/Retort Area, Selma Pressure Treating Site, Selma, California, December 1, 2005.

- Technical Memorandum, second five-year review for the Selma Pressure Treating Superfund Site, Site Inspection Report and Interview Report.

- Technical Memorandum, second five-year review for the Selma Pressure Treating Superfund Site, data Review.

- Treatment Plant Influent and Effluent Sample Results.

- January 2006, Monthly Report.

- In-Situ Bioremediation, Phase1, 1A, and 2A Results.

- Historical Groundwater Data.

- Chromium Concentration Trend Charts.

- Technical Memorandum, Status of Recommendation from the last five-year review.

- Technical Memorandum, Institutional Controls Review.

- Deed Restriction

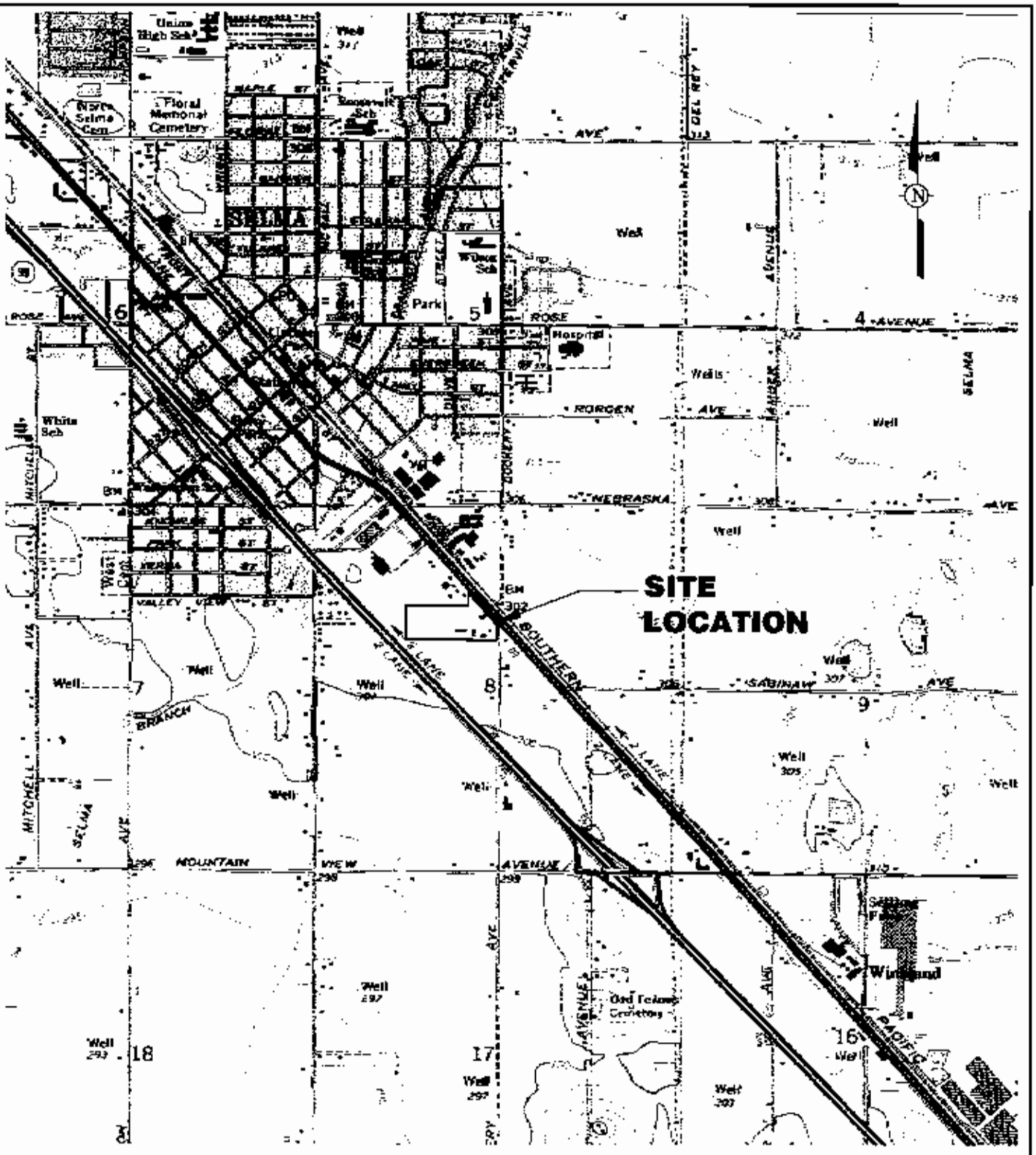
- Technical Memorandum, ARARs Review.

- Technical Memorandum, Risk Assessment and Toxicology Analysis.

# ATTACHMENT B

## SITE MAPS

| IMAGE | X-REF | OFFICE | DRAWN BY | CHECKED BY | APPROVED BY | DRAWING NUMBER |
|---|---|---|---|---|---|---|
| H-0381945.tif | | Concord | SJZ | 1/8/03 | | 772738-A25 |




SCALE

0 2000 4000 FEET



REFERENCE:
7.5' USGS TOPOGRAPHIC
QUADRANGLE OF: SELMA, CALIF.;
DATED:1964; PHOTOREVISED 1981;
SCALE: 1:24,000

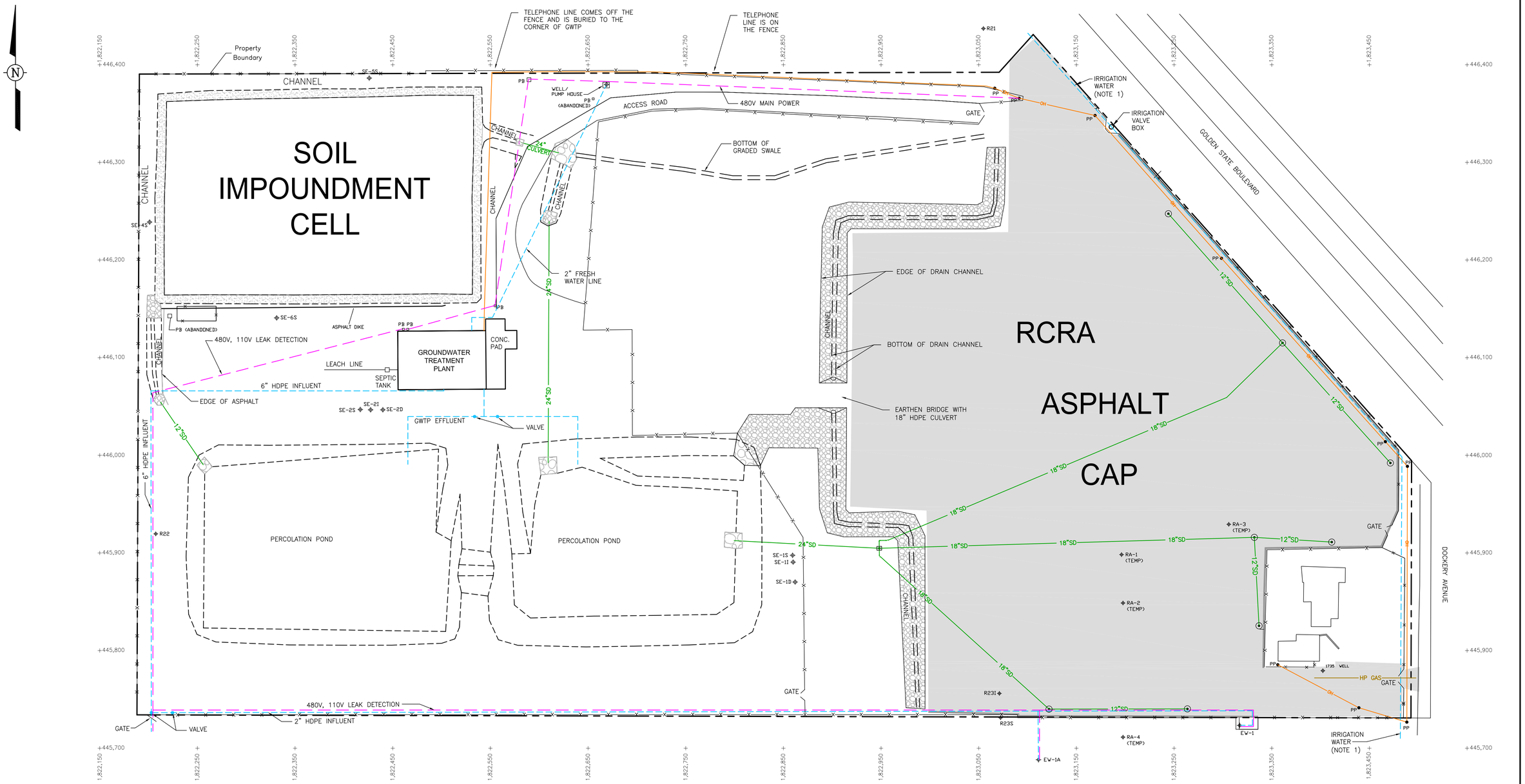
Shaw
Shaw E & I, Inc.

SELMA PRESSURE TREATING
SUPERFUND SITE
SELMA, CALIFORNIA

FIGURE 1

SITE LOCATION MAP

| DRAWING NUMBER | APPROVED BY | | CHECKED BY | | DRAWN BY | | OFFICE | X-REF | IMAGE |
|---|---|---|---|---|---|---|---|---|---|
| 845729-D1 | LH | 9/15/05 | CC | 9/15/05 | SJZ | 9/15/05 | CONC | --- | --- |




LEGEND

- PROPERTY BOUNDARY
- FENCE
- PB — PULL BOX
- MONITORING WELL
- STORM WATER CATCH BASIN (PVC)
- STORM WATER CATCH BASIN (PCC)
- SD — STORM DRAIN
- ELECTRICAL LINE (BURIED)
- PP — TELEPHONE LINE (OH: OVERHEAD, PP: POWER POLE)
- WATER LINE (BURIED)
- DOMESTIC HIGH PRESSURE GAS LINE (BURIED)
- RCRA ASPHALT CAP BOUNDARY (DARKER SHADE DENOTES CURBED EDGE)
- TYPE A ROCK RIPRAP
- TYPE B ROCK RIPRAP
- GRAVEL

SURVEY COORDINATES FOR ONSITE MONITORING WELLS

| WELL | NORTH | EAST |
|---|---|---|
| 1735 | 445787.54 | 1823398.93 |
| EW-1 | 445723.29 | 1823317.07 |
| SE-1S | 445897.57 | 1822859.44 |
| SE-1I | 445890.61 | 1822859.95 |
| SE-1D | 445870.20 | 1822869.38 |
| SE-2S | 446046.92 | 1822416.82 |
| SE-2I | 446046.64 | 1822427.34 |
| SE-2D | 446046.66 | 1822439.89 |
| SE-4S | 446238.87 | 1822201.04 |
| SE-5S | 446386.41 | 1822425.98 |
| SE-6S | 446140.77 | 1822331.19 |
| R22 | 445919.57 | 1822207.37 |
| R23I | 445756.11 | 1823071.12 |

NOTES:

1. LOCATIONS OF SITE UTILITIES ARE APPROXIMATE. USER SHOULD PERFORM UNDERGROUND UTILITY LOCATION BEFORE ANY EXCAVATION OR EARTH WORK ACTIVITIES.
2. ANY EXCAVATION, EARTH WORK ACTIVITY, OR MODIFICATION TO THE CAPS OR SITE FEATURES MUST BE COORDINATED THROUGH THE U.S. ENVIRONMENTAL PROTECTION AGENCY OR THE CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCE CONTROL.

SCALE
0 50 100 150 FEET

Shaw Shaw Environmental, Inc.

U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
OMAHA, NEBRASKA

# SELMA PRESSURE TREATING SUPERFUND SITE SITE COMPOSITE PLAN

SELMA CALIFORNIA

# ATTACHMENT C

## SITE INSPECTION REPORT AND INTERVIEW REPORT

**TECHNICAL MEMORANDUM**
**SECOND FIVE-YEAR REVIEW FOR THE**
**SELMA PRESSURE TREATING SUPERFUND SITE**

**SITE INSPECTION REPORT AND INTERVIEW REPORT**

## INTRODUCTION

This memorandum is prepared as a supporting document to the second Five-Year Review for the Selma Pressure Treating (SPT) Site. The Environmental Protection Agency (EPA) has tasked the U.S. Army Corps of Engineers (USACE), Sacramento District to perform the five year review. The scope of the tasking includes several memoranda providing detailed analysis of specific topics to be included in the final report:

- ARAR Analysis
- Risk Assessment and Toxicology Analysis
- Data Review
- Institutional Controls Assessment
- Site Inspection Report
- Status of Recommendations from Previous Five-Year Review

These memoranda are prepared in advance of the final report, and provide a tool for focused discussion between EPA and USACE during development of the Five-Year Review.

This memorandum provides the Trip Report from the Site Inspection as well as an interview summary from a follow-up conference call.

The SPT site is the result of spillage from wood treating operations that were conducted from 1936 to 1994. Contaminants of concern in the soil include chromium, arsenic, copper, dioxins/furans, pentachlorophenol (PCP), and trichlorophenols (TCPs). The contaminant of primary concern in the groundwater is chromium.

The selected remedy for the site includes the following general features:

- Excavation of contaminated soil and consolidation of the soil in an impoundment covered with a RCRA vegetative cover
- Backfill of excavated areas and covering with a RCRA asphalt paving
- Institutional controls to prevent exposure to soils below excavation depth and in the impoundment, as well as to control use of groundwater
- Extraction, treatment, and subsequent on-site disposal of contaminated groundwater
- In-situ bioremediation of contaminated groundwater.

All of the physical features of the remedy were inspected during the site inspection. Following the site inspection, a conference call was held to clarify issues with project team members who were not able to be present during the site visit.

CESPK-ED-GD 09 May 2006

MEMORANDUM FOR FILE

SUBJECT: Trip Report and Conference Call, Selma Pressure Treating, Selma, CA, EPA ID: CAD029452141

1. The Selma Pressure Treating site was visited by Doug Mackenzie (USACE) and Pamela Amie (USACE) on 27 and 28 March 2006. The purpose of the visit was to perform a general site tour and discuss the progress of the remediation occurring at the site. This information would be later used to generate a five year review of the on-going activities at the site. The site can be accessed by taking CA-99 south to Fresno followed by turns onto Second Street Exit, Whitson Street, and Golden State Boulevard. The property upon which the site is located is managed by The Shaw Group, Inc. located at 949 Golden State Highway Blvd in Selma. Shaw is under contract and being managed by USEPA Region 9 and USACE, Rapid Response Program. We were on site from 4:00 pm to 5:00 pm on the 27th. The weather was slight overcast, with temperature ~65ºF. Several wells in the vicinity of the treatment plant were observed. Photos were taken (photos 1 and 2).

2. The following morning, 28 March 06, we arrived at the treatment plant to meet up with Charnjit Bhullar, the remedial project manager (RPM) and Gary Smith, the Operation and Maintenance (O&M) manager. We met with Mr. Bhullar at 8:00 am for a general site tour. Mr. Bhullar described the latest remediation activities which included the molasses injection. We were shown on a map the planned phases of the project and then we traveled to each of the planned phases. We were told that Phases 1 and 1A have been completed. Phase 2A (Direct push injection) which is located on the property south of the site (Larry Johnson property) has also been completed. The area between 2A and CA-99 was hydro-punched to refine the delineation of Cr contamination in groundwater and levels were found to be below cleanup standards in some areas previously believed to be contaminated. The area between 2A and the CA-99 was hydro-punched and levels were found to be below cleanup goals. Phases 3 (groundwater/substrate recirculation underneath CA-99) and 4 (down gradient portion of plume in vineyard, pasture and residential areas) have not been implemented. Phase 4 may not be needed if the contaminant levels drop off well below cleanup goals in these areas. Mr. Bhullar said that groundwater is no longer being pumped up-gradient of the freeway.

3. In the morning, the following group of wells were inspected and discussed:

- Group P5: Inspected 4 wells. Each well was inspected for secured lock and intact bollards. All wells were in good condition. Mr. Bhullar indicated that the monitoring wells were inspected tri-annually with each sample event.
- Group P2: Inspected 3 wells. All wells were in good condition. A photo was taken, labeled (photo 3).
- Vineyard Wells: Inspected 4 wells. Wells P15I2 and R241 had no locks.
- Observed some residences that have been sampled in the past. Mr. Bhullar indicated that some of the landowners cooperate with having their private wells sampled and some do not.

- Mr Bhullar indicated that residences west of McCall Avenue had levels below cleanup goal, and residences east of McCall Avenue had levels slightly above.

4. Returned to site. Inspected asphalt pile east of the treatment plant that a potential future landowner placed there (photo 4). The soil impoundment was examined during a break in the rain (photos 5, 6, 7 and 8). The vegetation is strong and there is no significant ponding on top of mound. There were minor ponded areas in the drainage swale near the culvert. The top of the impoundment was a bit soggy.

5. In the mid-morning, we went into the treatment plant to talk with O&M operator, Gary Smith and Mr. Bhullar. Inspection checklist items were discussed as well as the operator's daily duties. Mr. Smith indicated that he has no problem in obtaining the equipment, chemicals, etc., that is needed to do his job.

6. Plant Tour: Mr. Smith walked us through each process of the treatment starting at the influent tanks. All tanks were properly marked with signs and permit. The following equipment and/or processes were observed and inspected: influent line, reactor, chemical storage and piping, flocculator, clarifier, sludge tanks, filter press, sand filters, control system, and effluent analyzer. Each step was documented and photographed. Mr. Smith said that all the processes were functioning satisfactorily. Pallets containing bags of sand were noted in an open floor space in the treatment building. Mr. Smith explained that the backwash of the sand filters works only to a point, and then has to be replaced (photos 9-17).

7. Digital photos were taken and a photo log is attached to this memorandum.

Pamela O. Amie
Environmental Chemist
Environmental Design Section

ENCLOSURE: Photo Log

# PHOTO LOG – SELMA PRESSURE TREATING

**Monitoring Wells**

1. Monitoring well P4S, improvement of well protection recommended

2. Site view from EW1 looking west-northwest. Note evidence of Phase 1A in-situ bioremediation borings in foreground

3. Well P21, P2D, R25, better protection

**Impoundment Area**

4. Looking at east wall of treatment building. Asphalt rubble pile and drainage swale in foreground

5. Top of soil impoundment looking east toward asphalt paved soil remediation area.

6. North edge of soil impoundment looking west

7. Top of soil impoundment looking east toward access road and impoundment drainage culvert.

8. Percolation ponds from west end looking east.

**Treatment Plant**

9. Treatment plant influent line, flow indicator and sample tap.

10. Chemical tank containment area wall. Pipes labeled, eye wash present.

11. Reactor tank

12. Flocculation tank

13. Clarifier

14. Sludge tanks, pumps

15. Sludge filter at top, filter cake in bin below

16. Sand filters, remove last suspended solids before discharge

17. Chrome analyzer on discharge line

**Interview with Gary Smith, O&M Operator, The Shaw Group, Inc., March 28, 2006**

Mr. Smith is on-site from 7 am to 3 pm, six days per week and can be reached 24 hours/7days per week. Mr. Smith has been operating this treatment plant for approximately six years and has over 20 years of treatment plant experience. He performs all of the maintenance and repairs at the plant. Larry Hudson, the Shaw project manager, also helps maintain the plant.

There was general discussion regarding the O&M record keeping and reporting. Mr. Smith indicated that a monthly report is provided to USACE who forwards to EPA the operating flow rates, down times, and daily maintenance procedures. He also indicated that GWTP influent and effluent samples are analyzed monthly at a fixed laboratory and the extraction wells are sampled monthly and analyzed on-site with a HACH colorimetric kit. Mr. Smith indicated that all reports, field sample logs and analytical reports are being filed at Shaw's Irvine office.

There was some discussion on optimization of the treatment plant system. Overall, Mr. Smith referred questions regarding past optimization efforts to Larry Hudson. Mr. Smith indicated that in the first years of operation chemical dosages were adjusted routinely, however, in the last three years the adjustments have been very few.

Filter cake from the filter press is generated at a rate of one 10-yard bin per month. This waste stream is profiled once each year, and this year's profiling is currently underway. The filter cake is shipped and disposed as hazardous waste at the Clean Harbors Buttonwillow disposal site in Buttonwillow, California.

**Interview with Larry Hudson, Project Manager, The Shaw Group, Inc., April 19, 2006**

Progression of the remediation activities at the site were discussed in a conference call that included Charnjit Bhullar, EPA; Wally Shaheen, USACE; Doug Mackenzie, USACE; and Pamela Amie, USACE.

Mr. Hudson mentioned that since the molasses additions, extraction wells 1A and 2A are off line and 3A, 4, 5, and 6 are on line. The total flow capacity of the treatment system is approximately 200 GPM; and with wells 1A and 2A down, more water is pumped from the remaining wells. Mr. Shaheen believes this scenario is responsible for declining concentrations down gradient. Mr. Hudson said the extraction wells have had no significant problems in the past and the leak detection systems show no problems, as well.

Mr. Hudson also provided a cost breakdown from the start of the system until present. At the start of the system, September 1998, the cost was approximately $24 K per month. However, in the course of several years of the operation, the cost increased to approximately $50K per month. Costs are currently stable at approximately $40K per month due to the system achieving steady state. This was primarily due to the employment of a process engineer to facilitate system optimization. Increased costs since startup are due to increases in the monitoring program, cost of chemicals, costs of power, and disposal of filter cake. Mr Hudson did mention that optimization of the chemical usage was performed a couple of years ago, but not much work has been done on the optimization of the system now that steady state has been achieved. The O&M operator will make adjustments to chemical dosage based on maintaining the proper pH and floc, from time to time.

All data for the operation are maintained at the Irvine office. It was mentioned that no operating records were kept other than sampling data. For example, the soil impoundment area gets inspected two times a year. It is mowed in the summer and sprayed for broadleaf weeds in the spring. However, there is no written maintenance program and no documentation of the inspections.

Low-flow purging was considered for sampling the monitoring wells. It was not implemented due to concern regarding the relatively flat groundwater gradient. The radius of the influence of the wells (hydraulic capture zone) was stated to be 100-200' based only on the flow rate and the drawdown in the well. Monitoring well coverage is not adequate for a more reliable measurement of influence. The monitoring wells are inspected with each sampling event. There has been consideration of additional monitoring wells, but at this time there is no funding.

As far as the progress on the issues and recommendations from the first five-year review, one point made was that the current extraction system fails to capture the plume. Current data from areas around and beyond EW-5 do not show much delineation. Contaminant levels in some of the irrigation wells may be declining; however, access to these areas has proven difficult.

In 2003, there was some modeling done to determine the value of additional wells. The analysis indicated that two to three wells might be beneficial and hydro geological investigation. However, the in-situ biological reduction effort (phase 2A and 2B) has been given priority over the additional modeling planned in support of additional wells.

## INTERVIEW DOCUMENTATION FORM

The following is a list of individual interviewed for this five-year review. See the attached contact record(s) for a detailed summary of the interviews.

| Name | Title/Position | Organization | Date |
|---|---|---|---|
| Gary Smith | O&M Operator | Shaw Environmental | 3/28/06 |
| Larry Hudson | Plant Operator | Shaw Environmental | 4/19/06 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

# INTERVIEW RECORD

| | |
|---|---|
| Site Name: Selma Pressure Treating | EPA ID No.: CAD029452141 |
| Subject: O&M Progress/Issues | Time: 1000 am Date: 3/28/06 |
| Type: 9 Telephone V9 Visit 9 Other<br>Location of Visit: | 9 Incoming 9 Outgoing |

**Contact Made By:**

| | | |
|---|---|---|
| Name: Pamela Amie & Doug Mackenzie | Title: Chemist & Sr Env. Engineer | Organization: USACE |

**Individual Contacted:**

| | | |
|---|---|---|
| Name: Gary Smith | Title: O&M Operator | Organization: Shaw |
| Telephone No: (925) 288-2160<br>Fax No:<br>E-Mail Address: | Street Address: 949 Golden State Hwy<br>City, State, Zip: Selma, CA 93662 | |

**Summary Of Conversation**

See Attached Discussion.

# INTERVIEW RECORD

| | | |
|---|---|---|
| Site Name: Selma Pressure Treating | | EPA ID No.: CAD029452141 |
| Subject: O & M Progress / Issues | Time: | Date: 4/19/06 |
| Type: ✓ Telephone 9 Visit 9 Other<br>Location of Visit: | | 9 Incoming ✓ Outgoing |

**Contact Made By:**

| | | |
|---|---|---|
| Name: Doug Mackenzie | Title: SF. Env. Engineer | Organization: USACE |

**Individual Contacted:**

| | | |
|---|---|---|
| Name: Larry Hudson | Title: Sr. Project Manager | Organization: Shaw Environmental |
| Telephone No: (360) 546-2516<br>Fax No:<br>E-Mail Address: Larry.Hudson@Shawgrp.com | Street Address:<br>City, State, Zip: | |

**Summary Of Conversation**

See Attached Discussion.

# Site Inspection Checklist

## I. SITE INFORMATION

| | |
|---|---|
| **Site name:** Selma Pressure Treating | **Date of inspection:** March 27-28, 2006 |
| **Location and Region:** Selma, CA Reg IX | **EPA ID:** CAD029452141 |
| **Agency, office, or company leading the five-year review:** US Army Corps of Engineers | **Weather/temperature:** Overcast and Rainy |

**Remedy Includes:** (Check all that apply)

- ✓ Landfill cover/containment
- ✓ Access controls
- ✓ Institutional controls
- ✓ Groundwater pump and treatment
- Surface water collection and treatment
- ✓ Other In-situ reduction-biological

- Monitored natural attenuation
- Groundwater containment
- Vertical barrier walls

**Attachments:** Inspection team roster attached — Site map attached

## II. INTERVIEWS (Check all that apply)

1. **O&M site manager** Larry Hudson (Name) — Plant Operator (Title) — 4/19/06 (Date)
   Interviewed at site — at office — ✓ by phone — Phone no. (360) 546-2516
   Problems, suggestions; ✓ Report attached

2. **O&M staff** Gary Smith (Name) — O&M Operator (Title) — 3/28/06 (Date)
   ✓ Interviewed at site — at office — by phone — Phone no. (925) 288-2160
   Problems, suggestions; ✓ Report attached

3. **Local regulatory authorities and response agencies** (i.e., State and Tribal offices, emergency response office, police department, office of public health or environmental health, zoning office, recorder of deeds, or other city and county offices, etc.) Fill in all that apply.

Agency EPA
Contact Charanjit Bhullar RPM 3/28/06 _____
Name Title Date Phone no.
Problems; suggestions; Report attached _____

Agency _____
Contact _____
Name Title Date Phone no.
Problems; suggestions; Report attached _____

Agency _____
Contact _____
Name Title Date Phone no.
Problems; suggestions; Report attached _____

Agency _____
Contact _____
Name Title Date Phone no.
Problems; suggestions; Report attached _____

4. **Other interviews** (optional) ✓ Report attached.

Conference Call with Larry Hudson, Plant Operator on April 19, 2006.
Other Attendees:
Wally Shaheen - USACE
Charanjit Bhullar - USEPA
Pamela Amie - USACE

## IV. O&M COSTS

1. **O&M Organization**

State in-house — Contractor for State
PRP in-house — Contractor for PRP
Federal Facility in-house — Contractor for Federal Facility
Other Contractor for USACE in support of EPA.

2. **O&M Cost Records**

Readily available — Up to date
Funding mechanism/agreement in place
Original O&M cost estimate $1,289,200 Breakdown attached

Total annual cost by year for review period if available

| | | | |
|---|---|---|---|
| From ____ (Date) To ____ (Date) | $284,820 (Total cost) | Breakdown attached |
| From ____ (Date) To ____ (Date) | $600,000 (Total cost) | Breakdown attached |
| From ____ (Date) To ____ (Date) | $480,000 (Total cost) | Breakdown attached |
| From ____ (Date) To ____ (Date) | ____ (Total cost) | Breakdown attached |
| From ____ (Date) To ____ (Date) | ____ (Total cost) | Breakdown attached |

*See attached discussion

3. **Unanticipated or Unusually High O&M Costs During Review Period**

Describe costs and reasons:

## V. ACCESS AND INSTITUTIONAL CONTROLS ✓Applicable ☐N/A

### A. Fencing

1. **Fencing damaged** Location shown on site map ✓Gates secured N/A

Remarks No damage to gates.

### B. Other Access Restrictions

1. **Signs and other security measures** ✓ Location shown on site map N/A

Remarks Alarm system and signs on perimeter fence.

CDM SAN FRANCISCO COST ESTIMATE DATE: 17-MAY-88

PROJECT: SELMA PRESSURE TREATING ALTERNATIVE 3: CONVENTIONAL WATER TREATMENT AND ON-SITE FIXATION WITH RCRA CAPPING
PROJ. NO.:7777-123
EST LEVEL:-30%/+50%

| ITEM NO. | DESCRIPTION | QUANTITY OR MEASURE | UNIT OF MEASURE | UNIT COST | ITEM COST | REFERENCE |
|---|---|---|---|---|---|---|
| 1.0 | OPERATIONS AND MAINTENANCE 5 YEAR | | | | | |
| | 5 YEAR INSPECTION | 1 | LS | $1,600 | $1,600 | CDM/M&M BRAKES, 1988 |
| | SOIL SAMPLING | 0 | EA | $500 | $0 | CDM/WOODBURY CHEMICAL COST ESTIMATE, 1987 |
| | GROUNDWATER SAMPLING | 12 | EA | $500 | $6,000 | CDM/WOODBURY CHEMICAL COST ESTIMATE, 1987 |
| | | | | SUBTOTAL O&M COST = | $7,600 | |
| | | | | CONTINGENCY (20%) = | $1500 | |
| | | | | TOTAL O&M COST = 5 YEAR | $9100 | |
| | | | | O&M-PRESENT WORTH COSTS = | $29,700 | |
| | | | | n=30YR | | |
| | | | | INT=8% | | |
| | | | | INF=4% | | |
| 2.0 | OPERATIONS AND MAINTENANCE ANNUAL | | | | | |
| | CHEMICAL COST | 1 | LS | $120,000 | $120,000 | CDM/SELMA COST ESTIMATE, 1988 |
| | LABOR (6 PEOPLE) | 1 | LS | $567,000 | $567,000 | CDM/SELMA COST ESTIMATE, 1988 |
| | POWER | 1 | LS | $75,000 | $75,000 | CDM/SELMA COST ESTIMATE, 1988 |
| | REPAIR AND REPLACE | 1 | LS | $25,000 | $25,000 | CDM/SELMA COST ESTIMATE, 1988 |
| | SLUDGE MANAGEMENT | 1 | LS | $280,000 | $280,000 | CDM/SELMA COST ESTIMATE, 1988 |
| | GROUNDWATER SAMPLING | 100 | EA | $25 | $2,500 | CDM/SELMA COST ESTIMATE, 1988 |
| | CAP MAINTENANCE | 12 | EA | $400 | $4,800 | CDM/SELMA COST ESTIMATE, 1988 |
| | | | | SUBTOTAL O&M COST = | $1,074,300 | |
| | | | | CONTINGENCY (20%) = | $214,900 | |
| | | | | TOTAL O&M COST = ANNUAL | $1,289,200 | |
| | | | | O&M PRESENT WORTH COSTS = | $4,752,100 | |
| | | | | n=5YR | | |
| | | | | INT=8% | | |
| | | | | INF=4% | | |
| | | | | *TOTAL PRESENT WORTH COSTS = | $11,278,400 | |

*TOTAL PRESENT WORTH = CAPITAL COSTS + O&M PRESENT WORTH COSTS

## C. Institutional Controls (ICs)

1. **Implementation and enforcement**

Site conditions imply ICs not properly implemented — Yes / No / N/A

Site conditions imply ICs not being fully enforced — Yes / No / N/A

Type of monitoring (e.g., self-reporting, drive by) _____

Frequency _____

Responsible party/agency _____

Contact _____ _____ _____ _____

Name / Title / Date / Phone no.

Reporting is up-to-date — Yes / No / N/A

Reports are verified by the lead agency — Yes / No / N/A

Specific requirements in deed or decision documents have been met — Yes / No / N/A

Violations have been reported — Yes / No / N/A

Other problems or suggestions: Report attached

Other than fencing ICs were not in place at time of site visit.

2. **Adequacy** — ICs are adequate / ICs are inadequate / N/A

Remarks _____

## D. General

1. **Vandalism/trespassing** — Location shown on site map / No vandalism evident

Remarks Two burgularies at treatment plant - Stolen property.

2. **Land use changes on site** N/A

Remarks One real estate transaction where vineyard became recycling facility.

3. **Land use changes off site** N/A

Remarks No change.

## VI. GENERAL SITE CONDITIONS

**A. Roads** ✓Applicable / N/A

1. **Roads damaged** — Location shown on site map / ✓Roads adequate / N/A

Remarks _____

**B. Other Site Conditions**

Remarks Asphalt pile discarded by the potential future land owner located in capped area. Scheduled to have hauled away is on-going.

**VII. LANDFILL COVERS** ✓Applicable N/A

**A. Landfill Surface**

1. **Settlement** (Low spots) Location shown on site map Settlement not evident
   Areal extent_____ Depth_____
   Remarks_____

2. **Cracks** Location shown on site map Cracking not evident
   Lengths_____ Widths_____ Depths_____
   Remarks_____

3. **Erosion** Location shown on site map Erosion not evident
   Areal extent _____ Depth_____
   Remarks_____

4. **Holes** Location shown on site map Holes not evident
   Areal extent_____ Depth_____
   Remarks_____

5. **Vegetative Cover** ✓Grass ✓Cover properly established ✓No signs of stress
   Trees/Shrubs (indicate size and locations on a diagram)
   Remarks Photos available.

6. **Alternative Cover (armored rock, concrete, etc.)** ✓N/A
   Remarks_____

7. **Bulges** Location shown on site map Bulges not evident
   Areal extent_____ Height_____
   Remarks_____

8. **Wet Areas/Water Damage** ✓Wet areas/water damage not evident
   Wet areas Location shown on site map Areal extent_____
   Ponding Location shown on site map Areal extent_____
   Seeps Location shown on site map Areal extent_____
   Soft subgrade Location shown on site map Areal extent_____
   Remarks Inspection performed during extremely rainy month; cover quite soggy.

| | | | |
|---|---|---|---|
| 9. | **Slope Instability** Slides<br>Areal extent_____<br>Remarks_____ | Location shown on site map ✓ | No evidence of slope instability |

**B. Benches** Applicable ✓ N/A

(Horizontally constructed mounds of earth placed across a steep landfill side slope to interrupt the slope in order to slow down the velocity of surface runoff and intercept and convey the runoff to a lined channel.)

| | | | |
|---|---|---|---|
| 1. | **Flows Bypass Bench**<br>Remarks_____ | Location shown on site map | N/A or okay |
| 2. | **Bench Breached**<br>Remarks_____ | Location shown on site map | N/A or okay |
| 3. | **Bench Overtopped**<br>Remarks_____ | Location shown on site map | N/A or okay |

**C. Letdown Channels** Applicable ✓ N/A

(Channel lined with erosion control mats, riprap, grout bags, or gabions that descend down the steep side slope of the cover and will allow the runoff water collected by the benches to move off of the landfill cover without creating erosion gullies.)

| | | | |
|---|---|---|---|
| 1. | **Settlement**<br>Areal extent_____ Depth_____<br>Remarks_____ | Location shown on site map | No evidence of settlement |
| 2. | **Material Degradation**<br>Material type_____ Areal extent_____<br>Remarks_____ | Location shown on site map | No evidence of degradation |
| 3. | **Erosion**<br>Areal extent_____ Depth____<br>Remarks_____ | Location shown on site map | No evidence of erosion |

4. **Undercutting** Location shown on site map ✓ No evidence of undercutting
Areal extent _____ Depth _____
Remarks _____

5. **Obstructions** Type _____ ✓ No obstructions
Location shown on site map Areal extent _____
Size _____
Remarks _____

6. **Excessive Vegetative Growth** Type _____
✓ No evidence of excessive growth
Vegetation in channels does not obstruct flow
Location shown on site map Areal extent _____
Remarks _____

**D. Cover Penetrations** Applicable ✓ N/A

1. **Gas Vents** Active Passive
Properly secured/locked Functioning Routinely sampled Good condition
Evidence of leakage at penetration Needs Maintenance
✓ N/A
Remarks _____

2. **Gas Monitoring Probes**
Properly secured/locked Functioning Routinely sampled Good condition
Evidence of leakage at penetration Needs Maintenance ✓ N/A
Remarks _____

3. **Monitoring Wells (within surface area of landfill)**
Properly secured/locked Functioning Routinely sampled Good condition
Evidence of leakage at penetration Needs Maintenance N/A
Remarks _____

4. **Leachate Extraction Wells**
Properly secured/locked Functioning Routinely sampled Good condition
Evidence of leakage at penetration Needs Maintenance ✓ N/A
Remarks _____

5. **Settlement Monuments** Located Routinely surveyed N/A
Remarks _____

**E. Gas Collection and Treatment** Applicable ✓ N/A

1. **Gas Treatment Facilities**
   Flaring Thermal destruction Collection for reuse
   Good condition Needs Maintenance
   Remarks

2. **Gas Collection Wells, Manifolds and Piping**
   Good condition Needs Maintenance
   Remarks

3. **Gas Monitoring Facilities** (*e.g.*, gas monitoring of adjacent homes or buildings)
   Good condition Needs Maintenance N/A
   Remarks

**F. Cover Drainage Layer** Applicable ✓ N/A

1. **Outlet Pipes Inspected** Functioning ✓ N/A
   Remarks Geonet layer drains directly to perimeter drainage channel.

2. **Outlet Rock Inspected** Functioning ✓ N/A
   Remarks

**G. Detention/Sedimentation Ponds** Applicable ✓ N/A

1. **Siltation** Areal extent Depth N/A
   Siltation not evident
   Remarks

2. **Erosion** Areal extent Depth
   Erosion not evident
   Remarks

3. **Outlet Works** Functioning N/A
   Remarks

4. **Dam** Functioning N/A
   Remarks

**H. Retaining Walls** Applicable ✓N/A

1. **Deformations** Location shown on site map Deformation not evident
   Horizontal displacement Vertical displacement
   Rotational displacement
   Remarks

2. **Degradation** Location shown on site map Degradation not evident
   Remarks

**I. Perimeter Ditches/Off-Site Discharge** ✓Applicable N/A

1. **Siltation** Location shown on site map ✓Siltation not evident
   Areal extent Depth
   Remarks

2. **Vegetative Growth** Location shown on site map ✓N/A
   Vegetation does not impede flow
   Areal extent Type
   Remarks

3. **Erosion** Location shown on site map ✓Erosion not evident
   Areal extent Depth
   Remarks

4. **Discharge Structure** ✓Functioning N/A
   Remarks Perc ponds functioning well; only 1 of 2 operating today.

**VIII. VERTICAL BARRIER WALLS** Applicable ✓N/A

1. **Settlement** Location shown on site map Settlement not evident
   Areal extent Depth
   Remarks

2. **Performance Monitoring** Type of monitoring
   Performance not monitored
   Frequency Evidence of breaching
   Head differential
   Remarks

## IX. GROUNDWATER/SURFACE WATER REMEDIES ✓Applicable N/A

### A. Groundwater Extraction Wells, Pumps, and Pipelines ✓Applicable N/A

1. **Pumps, Wellhead Plumbing, and Electrical**
   Good condition ✓All required wells properly operating Needs Maintenance N/A
   Remarks Control panels need replacing on some of the wells due to weathering

2. **Extraction System Pipelines, Valves, Valve Boxes, and Other Appurtenances**
   ✓Good condition Needs Maintenance
   Remarks

3. **Spare Parts and Equipment**
   ✓Readily available Good condition Requires upgrade Needs to be provided
   Remarks Readily available parts often needed.

### B. Surface Water Collection Structures, Pumps, and Pipelines ✓Applicable N/A

1. **Collection Structures, Pumps, and Electrical**
   ✓Good condition Needs Maintenance
   Remarks Lined drainage ditches drain to percolation ponds.

2. **Surface Water Collection System Pipelines, Valves, Valve Boxes, and Other Appurtenances**
   Good condition Needs Maintenance
   Remarks NA

3. **Spare Parts and Equipment**
   Readily available Good condition Requires upgrade Needs to be provided
   Remarks NA

## III. ON-SITE DOCUMENTS & RECORDS VERIFIED (Check all that apply)

1. **O&M Documents**

| | | | |
|---|---|---|---|
| O&M manual | ✓Readily available | ✓Up to date 1998 | N/A |
| As-built drawings | ✓Readily available | ✓Up to date | N/A |
| Maintenance logs | Readily available | Up to date | N/A |

Remarks Maintenance logs are sent to Larry Hudson - PM for compiling report to MCX

2. **Site-Specific Health and Safety Plan** ✓Readily available ✓Up to date N/A
   Contingency plan/emergency response plan ✓Readily available ✓Up to date N/A
   Remarks

3. **O&M and OSHA Training Records** Readily available Up to date ✓N/A
   Remarks Records are kept at main office Hazwopper Refresher Certificate posted on wall.

4. **Permits and Service Agreements**

| | | | |
|---|---|---|---|
| Air discharge permit | Readily available | Up to date | (N/A) |
| Effluent discharge | Readily available | Up to date | N/A |
| Waste disposal, POTW | ✓Readily available | ✓Up to date | N/A |
| Other permits | Readily available | Up to date | N/A |

   Remarks

5. **Gas Generation Records** Readily available Up to date ✓N/A
   Remarks

6. **Settlement Monument Records** Readily available Up to date ✓N/A
   Remarks

7. **Groundwater Monitoring Records** ✓Readily available ✓Up to date N/A
   Remarks Groundwater monitoring records are sent to office in Irvine, CA.

8. **Leachate Extraction Records** Readily available Up to date ✓N/A
   Remarks

9. **Discharge Compliance Records**

| | | | |
|---|---|---|---|
| Air | Readily available | Up to date | ✓N/A |
| Water (effluent) | ✓Readily available | ✓Up to date | N/A |

   Remarks Records are kept when system on-line analyzer shuts down. Hourly readings are recorded and HACH test to verify.

10. **Daily Access/Security Logs** Readily available Up to date ✓N/A
    Remarks None. When there is a project underway at site, then logs are maintained.

**C. Treatment System** ✓ Applicable N/A

1. **Treatment Train** (Check components that apply)
   - ✓ Metals removal
   - Oil/water separation
   - Bioremediation
   - Air stripping
   - Carbon adsorbers
   - ✓ Filters Plate and frame filters and sand filters
   - Additive (*e.g.*, chelation agent, flocculent) _____
   - Others _____
   - ✓ Good condition
   - Needs Maintenance
   - ✓ Sampling ports properly marked and functional
   - ✓ Sampling/maintenance log displayed and up to date
   - ✓ Equipment properly identified
   - Quantity of groundwater treated annually
   - Quantity of surface water treated annually N/A - water goes to lined drainage ditches.
   - Remarks _____

2. **Electrical Enclosures and Panels** (properly rated and functional)
   - N/A
   - ✓ Good condition
   - Needs Maintenance
   - Remarks _____

3. **Tanks, Vaults, Storage Vessels**
   - N/A
   - ✓ Good condition
   - ✓ Proper secondary containment
   - Needs Maintenance
   - Remarks _____

4. **Discharge Structure and Appurtenances**
   - N/A
   - ✓ Good condition
   - Needs Maintenance
   - Remarks _____

5. **Treatment Building(s)**
   - N/A
   - ✓ Good condition (esp. roof and doorways)
   - Needs repair
   - ✓ Chemicals and equipment properly stored
   - Remarks _____

6. **Monitoring Wells** (pump and treatment remedy)
   - Properly secured/locked
   - Functioning
   - ✓ Routinely sampled
   - Good condition
   - All required wells located
   - Needs Maintenance
   - N/A
   - Remarks Some wells not locked and a few had bent bollards.

**D. Monitoring Data**

1. Monitoring Data
   - ✓ Is routinely submitted on time
   - ✓ Is of acceptable quality

2. Monitoring data suggests: Data doesn't suggest containment at this time.
   - Groundwater plume is effectively contained
   - Contaminant concentrations are declining

**D. Monitored Natural Attenuation**

1. **Monitoring Wells** (natural attenuation remedy)
Properly secured/locked — Functioning — Routinely sampled — Good condition ✓
All required wells located — Needs Maintenance — N/A
Remarks _____

## X. OTHER REMEDIES

If there are remedies applied at the site which are not covered above, attach an inspection sheet describing the physical nature and condition of any facility associated with the remedy. An example would be soil vapor extraction.

## XI. OVERALL OBSERVATIONS

**A. Implementation of the Remedy**

Describe issues and observations relating to whether the remedy is effective and functioning as designed. Begin with a brief statement of what the remedy is to accomplish (i.e., to contain contaminant plume, minimize infiltration and gas emission, etc.).

Molasses - On-going in-situ groundwater remediation at this time. Remedy includes in-situ biological chromium reduction by molasses injection. Initial results promising.
Soil - No issues observed that would question effectiveness of soil remedy.
Water - Groundwater extraction and treatment adequately functional. Monitoring currently indicates incomplete capture of containment.

**B. Adequacy of O&M**

Describe issues and observations related to the implementation and scope of O&M procedures. In particular, discuss their relationship to the current and long-term protectiveness of the remedy.

Operation of the treatment plant seems to be running satisfactorily; however, not well documented. This is the same situation for monitoring and maintenance of the cap. Monitoring wells need maintenance e.g. locks, bollards.

**C. Early Indicators of Potential Remedy Problems**

Describe issues and observations such as unexpected changes in the cost or scope of O&M or a high frequency of unscheduled repairs, that suggest that the protectiveness of the remedy may be compromised in the future.

Some property owners have denied access to their residential wells and that leads to uncertainty of the reliability of the downgradient network of wells.

**D. Opportunities for Optimization**

Describe possible opportunities for optimization in monitoring tasks or the operation of the remedy.

Potentially the monitoring could be scheduled on a bi-annual basis. Currently due to the molasses injection treatment, the triannual schedule is satisfactory.

# ATTACHMENT D

## TECHNICAL MEMORANDUM
## ARARS REVIEW

**TECHNICAL MEMORANDUM**
**SECOND FIVE-YEAR REVIEW FOR THE**
**SELMA PRESSURE TREATING SUPERFUND SITE**

**ARARS REVIEW**

INTRODUCTION

This memorandum is prepared as a supporting document to the second Five-Year Review for the Selma Pressure Treating (SPT) Site. The Environmental Protection Agency (EPA) has tasked the U.S. Army Corps of Engineers (USACE), Sacramento District to perform the five year review. The scope of the tasking includes several memoranda providing detailed analysis of specific topics to be included in the final report:

- ARAR Analysis
- Risk Assessment and Toxicology Analysis
- Data Review
- Institutional Controls Assessment
- Site Inspection Report
- Status of Recommendations from Previous Five-Year Review

These memoranda are prepared in advance of the final report, and provide a tool for focused discussion between EPA and USACE during development of the Five-Year Review.

The SPT site is the result of spillage from wood treating operations that were conducted from 1936 to 1994. Contaminants of concern in the soil include chromium, arsenic, copper, dioxins/furans, pentachlorophenol (PCP), and trichlorophenols (TCPs). The contaminant of primary concern in the groundwater is chromium.

The selected remedy for the site includes the following general features:

- Excavation of contaminated soil and consolidation of the soil in an impoundment covered with a RCRA vegetative cover
- Backfill of excavated areas and covering with a RCRA asphalt paving
- Institutional controls to prevent exposure to soils below excavation depth and in the impoundment, as well as to control use of groundwater
- Extraction, treatment, and subsequent on-site disposal of contaminated groundwater
- In-situ bioremediation of contaminated groundwater.

The remedy was developed and modified as documented in the Record of Decision (ROD), three Explanations of Significant Difference (ESDs), and one ROD Amendment. The pertinent features of these documents are outlined in Table 1.

**Table 1**
**Record of Decision and Modifying Decision Documents**

| Document | Remedy/Modification |
|---|---|
| Record of Decision, September 1998 | - Excavation of four areas of contaminated soil<br>- Soil fixation, capping the fixated soil with a RCRA cap<br>- Extracting and treating chromium contaminated groundwater by conventional treatment<br>- Disposal of treated water by injection or off-site as appropriate.<br>- Additional site investigation as part of remedial design outlined in ROD |
| Explanation of Significant Differences, October 1993 | - Modified soil cleanup standard for arsenic<br>- Set cleanup standards for PCP in groundwater and soil<br>- Identified additional areas for soil remediation - Established consolidation of treated soil under one cap<br>- Changed the design of the groundwater treatment system to a phased approach<br>- Documented compliance with LDRs by treatability variance for contaminated soil. |
| Explanation of Significant Differences, April 1997 | - Changed method of disposal of treated groundwater to on-site percolation ponds. |
| Record of Decision Amendment, September 2003 | - Excavate additional 21,000 yards of soil to a maximum depth of 5 feet.<br>- Place soil in existing soil impoundment after removing RCRA cap<br>- Place new cap over impoundment, RCRA vegetative cover<br>- Fence the impoundment<br>- Backfill the excavated area and cover with low-permeability RCRA asphalt cap |
| Explanation of Significant Differences, August 2005 | Groundwater remediation supplemented with in-situ bioremediation . Addition of molasses to groundwater creates a reducing environment, thus converting Cr+6 to Cr+3. |

The previous Five-year Review was signed in September 2001. This evaluation of ARARs provides discussion of any changes since that date, and the potential for those changes to affect protectiveness of the remedy.

## CURRENT SITE ARARS

A listing of the site ARARs for the remedy as it exists at this time is presented in Table 2. The table includes ARARs as listed in the original ROD and the ROD amendment. Several of the ARARs listed in the ROD have been superceded or rendered obsolete as a result of the modifications to the remedy documented in the ESDs and the ROD amendment. Since the last Five-year review, the revised soil remedy was implemented under the ROD Amendment. The ARARs pertaining to soil remediation were refined in the ROD Amendment, and those are presented in Table 2 in place of the equivalent ARARs in the ROD. ARARs pertaining to air emissions are maintained in the table, though their significance is greatly diminished at this time. The only construction activity remaining is installation of in-situ bioremediation wells, which may emit minimal amounts of dust. ARARs pertaining to underground injection were rendered obsolete by the second ESD.

**TABLE 2**
**FEDERAL AND STATE CHEMICAL AND ACTION SPECIFIC ARARS**
Selma Pressure Treating Superfund Site
Selma, California

| REQUIREMENT | DESCRIPTION | COMMENTS |
|---|---|---|
| **FEDERAL REQUIREMENTS*** | | |
| Safe Drinking Water Act<br>42 U. S. C. SS300A et seq.<br>40 CFR Part 141 | Maximum Contaminant Levels for chromium and arsenic in groundwater | This chemical-specific ARAR is applied as the aquifer cleanup goal as well as the treatment discharge requirement |
| Safe Drinking Water Act<br>42 U. S. C. SS1424 (E) | Prohibits any project with federal financing assistance from contaminating a sole source aquifer | |
| 22CCR 66261 | Establishes criteria for identifying hazardous waste subject to the Subtitle C treatment, storage, and disposal requirements. Applicable for determining whether items such as excavated soils, treatment residuals,(e.g., filter cake), or drilling wastes are to be classified as hazardous waste. | This is a chemical-specific requirement for all site activities that involve excavation of hazardous media or other handling of hazardous waste on site. Only substantive requirements are ARARs. |
| 22 CCR 66262 et seq.<br>(Standards Applicable to Generators of Hazardous Waste) | Standards for generators of hazardous waste when the remedial action constitutes treatment, storage, or disposal of hazardous waste. | These action-specific requirements apply to generation of hazardous wastees, such as the excavation and staging of contaminated soil prior to further treatment, storage, or disposal. Only substantive requirements are ARARs. |
| 22 CCR 66264.90 through 66264.101<br>(Releases from Solid Waste Management Units) | Applicable to owners or operators of facilities that treat, store, or dispose of hazardous waste. Specifies that COCs must be listed, point of compliance established, and concentration limits for COCs defined. Detection monitoring and point of compliance monitoring programs must be implemented to include groundwater monitoring at appropriate levels. | Specifies location of groundwater monitoring wells. |
| 22 CCR 66264 110 through 66264.120<br>(Closure and Post-Closure) | All permitted RCRA hazardous waste management units must submit a closure and post-closure plan designed to prevent hazardous wastes from entering groundwater, surface waters, and atmosphere. Establishes controls to prevent releases of hazardous wastes. Requirements include decontamination of equipment, structures, and soils. Post-closure care, which includes monitoring and reporting, must continue for 30 years. | This action-specific ARAR is applicable to all site activities involving the equivalent of RCRA waste management units such as landfills, waste piles, and surface impoundments. |
| 22 CCR 66264.310<br>Closure and Post-Closure Care | Requires that a cap covering hazardous waste left in place meet certain design requirements aimed at maintaining the integrity of the cover and minimizing the migration of liquids through the capped area. Includes requirement that cover maintains integrity | Portions of these requirements are applicable to the cap; those portions requiring MTRs, such as leachate collection systems, are relevant and appropriate. |

| REQUIREMENT | DESCRIPTION | COMMENTS |
|---|---|---|
| | when subject to earthquake forces. | |
| Occupational Safety and Health Act. 29 U. S. C. SS651 et seq.<br>40 CFR SS300.38 | OSHA requirements apply to all activities conducted under the NCP. | |

* State of California hazardous waste regulations that are part of the approved federal program are considered federal ARARs.

| REQUIREMENT | DESCRIPTION | COMMENTS |
|---|---|---|
| **STATE ARARS** | | |
| California Safe Drinking Water and Toxic Enforcement Act. California HSC SS252.5 et seq. | California MCLs | This chemical-specific ARAR is applied as the aquifer cleanup goal as well as the treatment discharge requirement |
| California Air Resources Act. California HSC SS39650 et seq. | Discharge limits for activities conducted during the remedial action. Includes clean air act requirements. | |
| Porter Cologne Water Quality Control Act. California Water Code SS13000 et seq. | Waste discharge requirements, NPDES discharges, specific cleanup standards established on a site-specific basis. | Discharge at the site is to percolation ponds. Site specific standard has been set at MCL. |
| California "Superfund" Law – Hazardous Substances Account Act/Hazardous substances Cleanup Bond Act. California HSC SS25300 | Substantive requirements of a Remedial Action Plan. | |
| California Occupational Safety and Health Act. California Laboratory Code SS6300 et seq. | Standards for worker protection during remediation | |
| San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Rule 403 | Requires reasonable precaution to prevent fugitive dusts from being airborne beyond the boundaries of the property from which the emissions originate. | This is an action-specific ARAR applicable to any remedial activity that may cause the release of fugitive dust. |
| SJVUAPCD Rule 4201 | Prohibits the release or discharge from any single-source operation of dust, fumes, or total suspended particulate matter emission in excess of 0.1 grain per standard cubic foot. | This is an action-specific ARAR applicable to any remedial activity that may cause the release of particulate matter, including excavation and construction. |

| | | |
|---|---|---|
| SJVUAPCD Rule 4202 | Sets emission rates for the discharge of dust and condensed fumes into the atmosphere. | This is an action-specific ARAR applicable to any remedial activity that may cause the release of dust or condensed fumes, including excavation and construction. |
| SJVUAPCD Rule 8020 | Requires appropriate dust control measures, stabilization of disturbed areas during construction activity to effectively limit visible dust emissions (VDE) (defined as view opacity greater than 40% for threee minutes in any one hour), effective limitation of VDE on unpaved on-site and off-site access roads, and minimization of accumulated mud or dirt from adjacent public paved roads. | This action-specific ARAR applies to any construction, demolition, excavation, extraction, or water mining-related disturbances of soil including land clearing, ground excavation, land leveling, grading, cut and fill operations, travel on and to the site, demolition and the initial construction of landfills. |

* State of California hazardous waste regulations that are part of the approved federal program are considered federal ARARs.

## SIGNIFICANT CHANGES TO ARARS

ARARs pertaining to the management of hazardous wastes, activities at the soil impoundment, and worker health and safety are all fundamentally un-changed since the last Five-year Review. One change of significance has been noted. The Federal MCL for arsenic has been reduced from 50 ug/L to 10 ug/L as of January 2006.

The Monitoring Well Sampling Reports include a table (Table 2) of all historic results, and this was reviewed in the October 2005 report to evaluate the ramifications of the reduced MCL for arsenic. The data set includes two sampling events in 1997, then three sampling events per year from 1999 through 2005. Forty-four wells were sampled in the October 2005 event.

The data set shows two samples with arsenic detections above 50 ug/L and another 18 samples above 10 ug/L. In addition, there were 7 results reported at non-detect, with the reporting limit above 10 ug/L. The spatial distribution of the detections indicates that they may be site related, however the temporal distribution is quite sporadic. As an example, well R23I is located at the primary source area and has five of the twenty detections, three in un-filtered samples and two in filtered samples. There were 32 samples in all at this well, with 25 of them non-detect at 5 ug/L reporting limit. There were four additional wells with two detections each above 10 ug/L. Table 3 provides a summary of arsenic detections above 10ug/L.

The reduction of the MCL for arsenic from 50ug/L to 10 ug/L has resulted in an increase in detections above the cleanup goal. Due to the infrequency of such detections however, it can not be stated that there is a plume of arsenic contaminated groundwater. The risk calculations used in deriving the MCLs include conservative assumptions with respect to exposure duration. The sporadic detections above MCL at this site do not indicate enough exposure to present an unacceptable risk. It may therefore be argued that the infrequent detections of arsenic above the MCL through October 2005 have not compromised the protectiveness of the remedy.

In October 2005, in-situ bioremediation of chromium was begun. A reducing environment is created in the groundwater by injection of molasses. One effect of this process is

that arsenic is temporarily mobilized. Sampling results have shown consistent results above 10ug/L in the immediate vicinity of the injection areas. Experience at other sites (Ref. 1) has shown this effect to be temporary, with the arsenic concentrations returning to their pre-remediation levels once the groundwater returns to its original, more neutral state. That is expected to happen at the Selma site also, and the arsenic concentrations are being closely monitored.

**Table 3**
**Arsenic in Groundwater – Values Above MCL**

| **Well** | **Concentration** ug/L | **Date** |
|---|---|---|
| L1I | 12.7 | Aug 1997 |
| P2D | ND (RL =11.5) | Feb 2005 |
| P5D | ND (RL = 10.2) | Feb 2005 |
| P11I | ND (RL = 15.9) | Aug 2005 |
| R21 | 19.4 | Nov 2001 |
| | 14.6 | Apr 2002 |
| R22 | 14.9 | Nov 1999 |
| | 13.8 | Nov 2001 |
| R23S (unfiltered) | 68.2 | Feb 1999 |
| | 12.6 | Jul 1999 |
| R23I (unfiltered) | 14.6 | Jul 2002 |
| | 47.7 | Feb 2003 |
| | 38.9 | Nov 2003 |
| | ND (RL = 19.6) | Oct 2005 |
| R23I (filtered) | 46.4 | Feb 2003 |
| | 42.3 | Nov 2003 |
| | ND (RL = 15.2) | Oct 2005 |
| R25 | 15.7 | Aug 1997 |
| SE-1D | ND (RL = 10.4) | Feb 2005 |
| SE-2S | ND (RL = 15.5) | Jul 2005 |
| SE-4S | 12 | Feb 2003 |
| SE-5S | 72.9 | Nov 2003 |
| UR 18 | 16.8 | Oct 2004 |
| UR 24 | 18.9 | Feb 1999 |
| | 11.2 | Apr 2000 |
| 899 S. Golden State | 10.3 | Jul 2004 |
| Irrigation Well 7 | 10.6 | Jan 2005 |
| | | |

SUMMARY

Site ARARs, as listed in the decision documents, were reviewed for significant changes since the first Five-Year Review. One change was found. The MCL for arsenic has been reduced fro 50 ug/L to 10 ug/L. While this change resulted in more detections above the cleanup goal, there does not appear to be enough detections up to October 2005 to indicate a consistent problem with arsenic in groundwater.

The in-situ bioremediation of chromium in groundwater is causing mobilization of arsenic in groundwater that is believed to be temporary. This should be monitored closely to ensure that arsenic concentrations return to below 10 ug/L.

REFERENCE

Technical Presentation: *In-Situ Hexavalent Chromium Reduction and Geochemical Fixation in Varied Geohydrologic Regimes,* Jim V. Rouse, MWH Inc. March 2006

*Appendix E*

*Professional Profiles*

# State of California
# California Environmental Protection Agency
# Department of Toxic Substances Control

## Martha Dicey

has fulfilled the requirements for registration as a

**Registered Environmental Assessor I (REA I)**

**Date Registered:** July 10, 2008

**Registration Number:** 30094

Maureen F. Gorsen, Director
Department of Toxic Substances Control

State of California

California Environmental Protection Agency

Department of Toxic Substances Control

# REGISTERED ENVIRONMENTAL ASSESSOR I

**Issued to: Martha Hammond - REA I - 30094**

**Annual Expires on: 6/30/2011**

**Signature:**

Martha Hammond



State of California
California Environmental Protection Agency
Department of Toxic Substances Control

# Douglas Sims

has fulfilled the requirements for registration as a
**Registered Environmental Assessor I (REA I)**

**Date Registered:** July 10, 2008

**Registration Number:** 30093

Maureen F. Gorsen, Director
Department of Toxic Substances Control

458-2011-031

12203-0658 1111-03

# Appendix H:
# Selma Crossings Storm Drainage Master Plan





# Selma Crossing Development
# Storm Drainage Master Plan

***May, 2011***


Blair, Church & Flynn
CONSULTING ENGINEERS

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# Selma Crossing Development
# Storm Drainage Master Plan

*Prepared for:*

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*Prepared by:*

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5/11/2011

***May, 2011***

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Appendix 2 – Drainage Area Hydraulic Calculations
Appendix 3 – Retention Basin Design Calculations
Appendix 4 – Drainage Facility Cost Estimates
Appendix 5 – Technical Appendix

## EXECUTIVE SUMMARY

The Selma Crossing development is located south of the City of Selma, California. The project encompasses approximately 287 acres of commercial development which will incorporate second story residential uses above the commercial uses. The area includes the land between Nebraska and Mountain View Avenues, between State Route 99 and Golden State Blvd; and it also includes an area west of State Route 99, east of the Hatch Ditch, south of Nebraska Avenue and north of Caruthers Ave. For the purposes of storm drainage master planning, the development is designated as an entirely commercial development.

Selma Crossing and its topographically connected areas comprise an urban watershed that includes 557 acres of existing and planned industrial, mixed use, residential, and commercial development and a planned retention basin. Most of the Selma Crossing project area is within the City of Selma's Storm Drainage Areas 7A and 9A. However, approximately 35 acres of the project are not within these drainage areas nor are they within any storm drainage master planned area. In addition, the planned uses of the Selma Crossing project were not completely consistent with those presently planned for the 7A and 9A drainage areas. In order to keep the Selma Crossing project in one contiguous drainage area and update the land uses for the project, a new drainage area, Drainage Area 13A, was created. This drainage area incorporates 7A and 9A, the 35 acres of the outside of the master plan areas, and another 57 acres of adjacent area that is linked by topography to the new watershed into a single drainage area.

The development of Selma Crossing will increase the pre-project runoff volume from the watershed during the 100-Yr, 10-Day event by 92 acre feet and the pre-project peak discharge rate by 70 cubic feet per second (cfs), assuming all other runoff factors remain the same except the difference in impervious areas. Therefore, the Drainage Area 13A urban storm drainage master plan was prepared to mitigate the impacts of these increases. The master plan base mapping was created using digital orthophotography and aerial topographic mapping prepared by Aerial Photomapping Services using stereo models. The mapping provides contours at a 2-foot interval, spots ground shots at critical points and on a 200-foot grid, and limited planimetric features that are pertinent to storm drainage master planning. This topographic mapping was used to develop proposed top of curb elevations for grade breaks and inlet locations and to determine inlet watershed areas. Existing storm drainage facilities in the master planned watershed were researched. It was determined that there were no existing storm drainage facilities within the new master plan area.

The Storm Drainage Master Plan, Drainage Area 13A, includes an AutoCad based map showing:

- Proposed top of curb elevations to guide grading and provide control for future inlet elevations
- Proposed storm drain inlet boundaries and locations
- Schematic locations for proposed storm drain pipelines locations. The planned pipeline sizes shown on the map provide a 2-Year Return Period level of service with a minimum 1-foot of freeboard at the master plan inlet with the lowest proposed top of curb elevation.
- Proposed Land Use designations that conform to the South Selma and the Selma Crossing land use documents.

- A proposed non-residential retention basin located on the south side of Caruthers Avenue and west of Dockery Avenue that will store the runoff from 6 inches of rainfall on Drainage Area 13A.

The estimated construction cost of the pipeline collection system, including master plan inlets is $5,554,000. The estimated construction cost of the retention basin, not including land value, is $3,116,100. Both of these cost estimates contain a 25-percent contingency.

## INTRODUCTION

The Selma Crossing development is located south of the City of Selma, California. The area encompasses approximately 287 acres including the parcel set aside for the retention basin. The area includes the land between Nebraska and Mountain View Avenues, between State Route 99 and Golden State Boulevard; and it also includes an area west of State Route 99, east of the Hatch Ditch, south of Nebraska Avenue and north of Caruthers Ave. For the purposes of storm drainage master planning, the development is designated as entirely commercial development as all of the area will be developed with commercial uses.

The City of Selma is located within Fresno County, California. Its location is near the center of the Central Valley approximately ten miles south of the City of Fresno on State Route 99. The topography of the city is consistent with the broad flat valley floor of the Central Valley that gently slopes northeast to southwest. Typical ground gradients range from one foot to two feet per thousand feet. Residential, industrial and commercial land uses predominate within the City limits with agricultural uses predominating immediately outside of the City. Much of the land that is undergoing development within the City's Sphere of Influence, including the Selma Crossing project, is predominately agricultural. As these agricultural areas urbanize the rainfall runoff rate and volume increase, making it important to provide proper master planned drainage systems to prevent flooding as a result of the increased runoff volumes and discharge rates.

For storm drainage master planning purposes, the City is divided into drainage areas that correspond to a watershed disposal means, which include retention basins, lift pumps to Consolidated Irrigation canals, or a gravity connection to the canals. The design level of protection for the master plan drainage areas is a minimum of one foot of freeboard at each inlet during the 2-Year intensity event.

The City's storm drainage master plan shows the proposed inlet boundaries, drainage area boundaries, proposed pipeline collection systems, proposed retention basins or stormwater pump stations, runoff information, Hydraulic Grade Line information and existing ground elevation information. The master plan also includes a schematic design drawing for the proposed retention basins for each drainage area.

The new storm drainage master plan for the Selma Crossings project, Drainage Area 13A, provides the same information as the City's existing storm drainage master plan. It also consists of this written report, a digital master plan in AutoCAD 2010 drawing format, and digital orthophotography and aerial mapping which forms the base mapping for the master plan. The digital master plan and the digital orthophotography are in Zone 4 foot, California State Plane Coordinates, NAD 83 datum. The Figures section in this drainage report contains copies of the Drainage Area location map, the Drainage Area Facilities and Land Use Maps, and the schematic basin design. The Appendixes to this report contain the hydrologic and hydraulic calculations, the schematic basin design calculations, and the drainage facilities cost estimates.

Each of these figures are provided on a compact disk in AutoCad 2008 drawing file format and the calculations are provided as Microsoft Excel® spreadsheets.

The Technical Appendix to the 2002 Selma Storm Drainage Master Plan is incorporated into this report by reference (Appendix 5).

## HYDROLOGY

A full discussion of the science of hydrology is beyond the scope of this report. The reader is referred to standard college texts on the subject as well as the Technical Appendix (Appendix 5) to this report, which contains additional information regarding the specific hydrological methods used in this master plan.

In general terms, the science of hydrology is the study of the movement of water through the earth, on the earth, and in the earth's atmosphere. The sub-branch of hydrology that deals with quantifying runoff generated by rainfall is used by engineers to calculate runoff rates from statistically derived rainfall phenomenon. To calculate runoff rates, one must know or assume certain required information. The basic building blocks for calculating runoff are watershed area, watershed runoff coefficient, and the rate of rainfall. This information is used in a runoff modeling methodology to calculate runoff for a given rainfall rate.

### Runoff Modeling Methodology

The runoff modeling methodology utilized by the Master Plan is the Rational Method. The Rational Method states that the peak runoff rate from any watershed occurs when the entire watershed is contributing runoff at the point of concentration of the watershed and when the duration of the average rainfall rate on the watershed is equal to the time of concentration of the watershed. This method calculates the peak runoff rate from a watershed given the time of concentration of the watershed, the area of the watershed, the runoff coefficient of the watershed and a rainfall intensity-duration-frequency relationship for the watershed. The reader is again referred to college texts on hydrology for a full discussion of the Rational Method. The Technical Appendix (Appendix 5) also contains additional information on the Rational Method.

The application of the Rational Method is generally accepted as a valid methodology for calculating the peak runoff rate for small areas, such as urban watersheds that are less than one hundred acres. The rational method is based on several assumptions:

- Rate of precipitation is uniform over the watershed area for the time of concentration of the watershed
- Recurrence interval of the peak flow is the same as the design intensity (in this case, two years)
- The runoff coefficient remains constant throughout the rainfall intensity

The rainfall intensity is determined by the time interval in which a stated depth of rainfall occurs. The time interval that is critical to the watershed is the time of concentration. The time of concentration of the watershed is defined as the time it takes for a particle of water to travel from the most hydraulically remote point in the watershed to the point of concentration of the watershed. Usually this point of concentration is an inlet in an urban drainage system. The travel time in an urban watershed is made up of two component times, the roof to gutter time and the travel time in the curb and gutter. Roof to gutter times and the methodology for calculating the travel time in the curb and gutter are presented in the Technical Appendix (Appendix 5).

### Design Rainfall

Rainfall intensities are statistically analyzed to determine probability of occurrence or exceedance of any particular rate. Engineers usually invert the probability of the event and use the term Return Frequency when discussing rainfall rates. The probability in any given year of the rainfall rate having a 2-Year return frequency means that rainfall rate has a 50-percent chance of occurring or being exceeded every two years.

The City staff selected the rainfall rate or intensity that has a 2-Year return frequency as the design rainfall intensity for the master plan. Proposed storm collection systems were designed to convey the runoff resulting from the 2-Year return frequency intensity and provide a minimum freeboard of one foot between the Hydraulic Grade Line and the lowest inlet gutter elevation in the collection system. Increasing the freeboard criterion to 2 feet is considered too conservative, given the quality of ground elevation data that was part of this project. Increasing the freeboard to 2 feet in a system results in larger pipeline sizes, which, in turn, results in higher construction costs to implement the storm drainage master plan.

The 2-Year rainfall intensity for the City of Selma was determined using methodology set forth in the California State Department of Water Resources Bulletin No. 195. Bulletin 195 provides statistical information on rainfall and a standardized methodology for determining a selected intensity-duration-frequency relationship for locations within the State.

**Runoff Coefficients**

Runoff coefficients are used in the Rational Method to convert rainfall to runoff. Runoff coefficients, also known as C factors, represent the many abstractions to the rainfall, but the primary abstraction is loss due to percolation into the ground. As a result, watershed imperviousness is a large part of the makeup of the runoff coefficient in urban drainage. Therefore, runoff coefficients can be, and often are, tied directly to land use. For example, single family residential areas have a higher proportion of permeable surfaces (lawns, flower beds, etc.) than do commercial areas, which are typically almost all roof and pavement.

Runoff coefficients for typical land uses are readily obtained from other agencies that specialize in urban drainage. For this master plan, runoff coefficients were obtained from the Fresno Metropolitan Flood Control District. Values were increased by twenty percent to provide a buffer within the planned area for land use creep. Please refer to the Technical Appendix (Appendix 5) for a full listing of runoff coefficients by land use area. Developed areas were assigned runoff coefficients based on the actual land use, e.g., residential, industrial and commercial.

**Inlet Watershed Areas**

Boundaries for inlet watershed areas were determined by tracing grade breaks around the inlet. The watershed lines are formed by the setting of proposed curb elevations and typical watershed area limitations. The maximum inlet area for residential land uses was set at twenty acres, which has been found to be the typical inlet watershed area in the urbanizing areas around Fresno and Clovis. Inlet areas in commercial and industrial areas were limited to ten acres so that curb and gutter and inlet capacities would not be exceeded.

**Land Use**

Land uses were determined based on the Selma Crossings master planned area and the South Selma Specific plan area. The Selma Crossings development is commercial land use with some industrial and multiuse areas outside of the commercial development. The land uses are depicted on the attached Figure 3.

## HYDRAULICS

A full discussion of the science of closed conduit hydraulics is beyond the scope of this report. Many excellent college texts are available for information regarding this subject. The reader is referred to them as well as the Technical Appendix (Appendix 5) of this report for specific information on the hydraulic design utilized in the design of proposed drainage collection systems or the evaluation of existing collection systems.

The purpose of the hydraulic design (or evaluation) is to size the conveyance system. In most urban drainage systems this is usually a pipeline. Proposed systems were designed to keep the Hydraulic Grade Line (HGL) below the ground surface elevations at all locations. The Energy Equation was used to calculate the HGL at any particular point in the conveyance system; however, the points of primary interest are at inlets and manhole structures. Inlets are important as their function is to take runoff into the collection system. If the HGL is above the ground at an inlet, the runoff will exit the collection system and pond at the inlet. Manholes are likewise important as they provide a location for runoff to exit the collection system if the HGL is above the top of the manhole.

When using the Energy Equation, the HGL at an upstream point can be calculated given the upstream discharge rate and conveyance facility size and the HGL at the next upstream point. One of the main terms in the equation is the hydraulic loss between the known point and the upstream point. The hydraulic loss consists of pipe friction loss and minor losses. Friction losses can be determined through the use of empirical modeling methods such as Manning's Equation. Minor losses are generally determined using loss coefficients and the velocity head within the conveyance facility.

Pipe friction losses predominate in storm drainage collection systems and are the primary factor in determining whether a particular pipe size is of sufficient capacity to convey the runoff without forcing the HGL above the ground.

### Friction Loss Equation

The major conveyance facilities in an urban drainage system are ditches, curb and gutters, swales, and pipes. These conveyance facilities are used to collect and convey runoff to an acceptable disposal facility. In the case of pipes, which are closed conduit facilities, the friction loss was determined using the traditional Manning's Equation. For open channel facilities such as curbs and gutters that have shallow depths of flow, the modified Manning's equation was used to determine the depth of flow.

The Manning's Equation calculates friction losses and depths of flow by applying a friction factor (Manning's n value) to the surface of the conveyance facility over or within which the stormwater is flowing. Typical Manning's n values used in the Master Plan are listed in the Technical Appendix (Appendix 5) to this report.

### Minor Losses

Minor losses are hydraulic losses in a pipeline not attributed directly to the friction between the pipe walls and flowing water. For the hydraulic calculations, the minor losses are calculated by applying a minor loss coefficient to the velocity head in the pipe reach. Minor loss coefficients are listed in the Technical Appendix (Appendix 5) to this report.

## DRAINAGE AREA 13A

The Selma Crossing development is located within the City of Selma Storm Drainage Master Plan Drainage Areas 7A and 9A and approximately 92 acres that is not located within a storm drainage master plan drainage area. During the project formulation, it was decided to keep the Selma Crossing project in one drainage area. Therefore, a new drainage area designated Drainage Area 13A was created. Drainage Area 13A subsumed all of Drainage Areas 7A and 9A and an additional 92 acres of land that is hydrologically connected to the area, but not presently master planned for storm drainage service.

Drainage Area 13A contains 557 acres of land. The planned land uses within the drainage area consist of 77 acres of heavy industrial, 79 acres of community commercial development, 262 acres of commercial industrial, 83 acres of mixed use, 24 acres of low density residential, 15 acres of roads, and 17 acres for a retention basin. The Heavy Industrial area is located between State Route 99 and Golden State Boulevard, immediately north of the planned commercial development for Selma Crossing. Normally, the heavy industrial area would not be drained through a predominately commercial area. But this area drains to the south, therefore, it was included in Drainage Area 13A.

The Selma Crossing development is wholly contained within Drainage Area 13A. It consists of 287 acres of commercial and community commercial land that will be developed in a phases. Selma Crossing comprises over 50-percent of the total area of Drainage Area 13A and forms the core area of the drainage area. Adjacent areas to Selma Crossings were included in the drainage area because they were hydrologically connected to the Selma Crossing development or could not be separated out from the development without incurring large additional costs to provide drainage facilities to the areas.

The drainage infrastructure for the drainage area consists of a surface and underground collection system and a disposal system. Curb and gutter comprises most of the surface collection system. Inlets, manholes, outfalls, and pipelines make up the underground collection system. The disposal system consists of a retention basin.

Collection systems collect runoff from the streets and developed properties convey that stormwater to storm drainage inlets. Runoff from the drain inlets is conveyed to the disposal facility through a pipeline. Inlets are located in the topographic low points within the drainage area.

The drainage area is split into drainage inlet boundaries that represent private drainage collection systems within the commercial and industrial developments. The hydraulic gradeline of the master planned inlet for each drainage boundary is set so that the freeboard at an estimated onsite inlet location in the private collection system will not be less than 1.0 foot at the inlet. The hydraulic grade line was set using hydraulic and hydrology calculations as explained in the previous sections. The calculations for the Selma Crossing project are in Appendices 1 and 2.

The diameters of master planned pipelines range from 24 inches to 72 inches.

The planned collection system provides the design standard of a minimum of one foot of freeboard at the lowest inlet in the collection system during the 2-year intensity event.

The retention basin was designed to retain a total volume generated by six-inches of rainfall falling on the drainage area served by the basin. Statistically, a storm with a 100-year return period and having a duration of ten days will have a total precipitation amount of six inches.

The retention basin was designed with the following:

- Four horizontal to one vertical side slopes
- An average excavation depth of twenty-five feet
- No floor slope
- No permanent pumping facilities
- An anticipated percolation rate (using the net basin floor as the percolation area) of three inches in a five-day period.

The design high water elevation in the basin was taken as either two feet below the lowest gutter elevation in the collection system or the lowest fence pad elevation at the basin, whichever is lower. The Technical Appendix (Appendix 5) to this report lists the design parameters used for the design of proposed retention.

The retention basin will be located on a 20-acre parcel south of Caruthers Avenue. The top of the slope of the basin is setback 14 feet from the planned property line. The required volume of the basin is 230.1 acre-ft to retain the runoff from 6 inches of rainfall on the basin. The basin is designated as non-residential. Therefore, the side slopes of the basin are graded at a 4:1 slope and only the top 1/3 of the basin will be landscaped.

The southeast corner of the proposed basin site is 21 feet higher than the other areas of the basin. Because of this, 45,000 cubic yards of material from the southeast corner will have to be excavated to grade the top of the basin to the same elevation as the rest of the basin. The design calculations for the basin are in Appendix 3.

## COST ESTIMATES

Cost estimates provide a basis to anticipate the cost of the infrastructure and develop methods for paying for the infrastructure.

Planning level construction cost estimates were prepared for collection and disposal facilities. Quantity take-offs were prepared for the collection and disposal facilities. Planning level cost estimates are, by necessity, conservative. The master plan is a schematic level document and as such, does not have the advantage of certainty provided by a construction design as the exact quantity of an item that will be constructed or the difficulties that will be encountered during the construction.

Quantities for the pipelines, inlets, and manhole structures were taken from the hydraulic calculation sheets and the master plan drawings. Manholes were assumed to be located at a maximum of six hundred feet apart and at pipeline intersections. Inlet structures were assumed to occur at every location shown as an inlet on the Master Plan. Basin quantities were taken from the schematic basin designs. Excavation was calculated as the in-place volume between the average ground surface at the basin and the average floor. The basin location for the Selma Crossing Development is in an area that requires additional grading. The Excavation to Average Pad is the excavation required to level the site so that it can be used as a basin. Street improvements (pavement, sidewalk, curb and gutter, sewer, water, and street lights) were assumed to occur on the longest side of each basin. A cost for telemetry was provided for each basin to provide for automated basin data acquisition should the City decide to implement that feature.

Unit prices used in the planning level construction cost estimates were developed for the Fresno-Clovis area from 2004 actual construction costs, which should be sufficiently close to those costs that would be experienced in the City of Selma. These costs were inflated by 31.1 percent to update them to 2011 construction costs. The unit costs for pipeline include the cost for a limited amount of pavement restoration as most of the proposed pipe is within undeveloped areas where the pipeline and inlet construction will precede street construction. Unit prices for manhole structures anticipate an average depth of construction of ten feet. Inlet unit prices include the cost of an assumed eighteen-inch diameter lateral that is thirty feet long.

The estimated construction cost of the pipeline collection system as of May 2011, including master plan inlets is $5,554,000, including 25 percent contingencies. The estimated construction cost of the retention basin as of May 2011, not including land value, is $3,116,100, including 25-percent contingencies.

## LIST OF FIGURES

Figure 1 – Selma Crossings Development Storm Drainage Master Plan Location Map

Figure 2 – Drainage Area Facilities Map

Figure 3 – Drainage Area Land Use Map

Figure 4 – Schematic Basin Design

## APPENDIXES

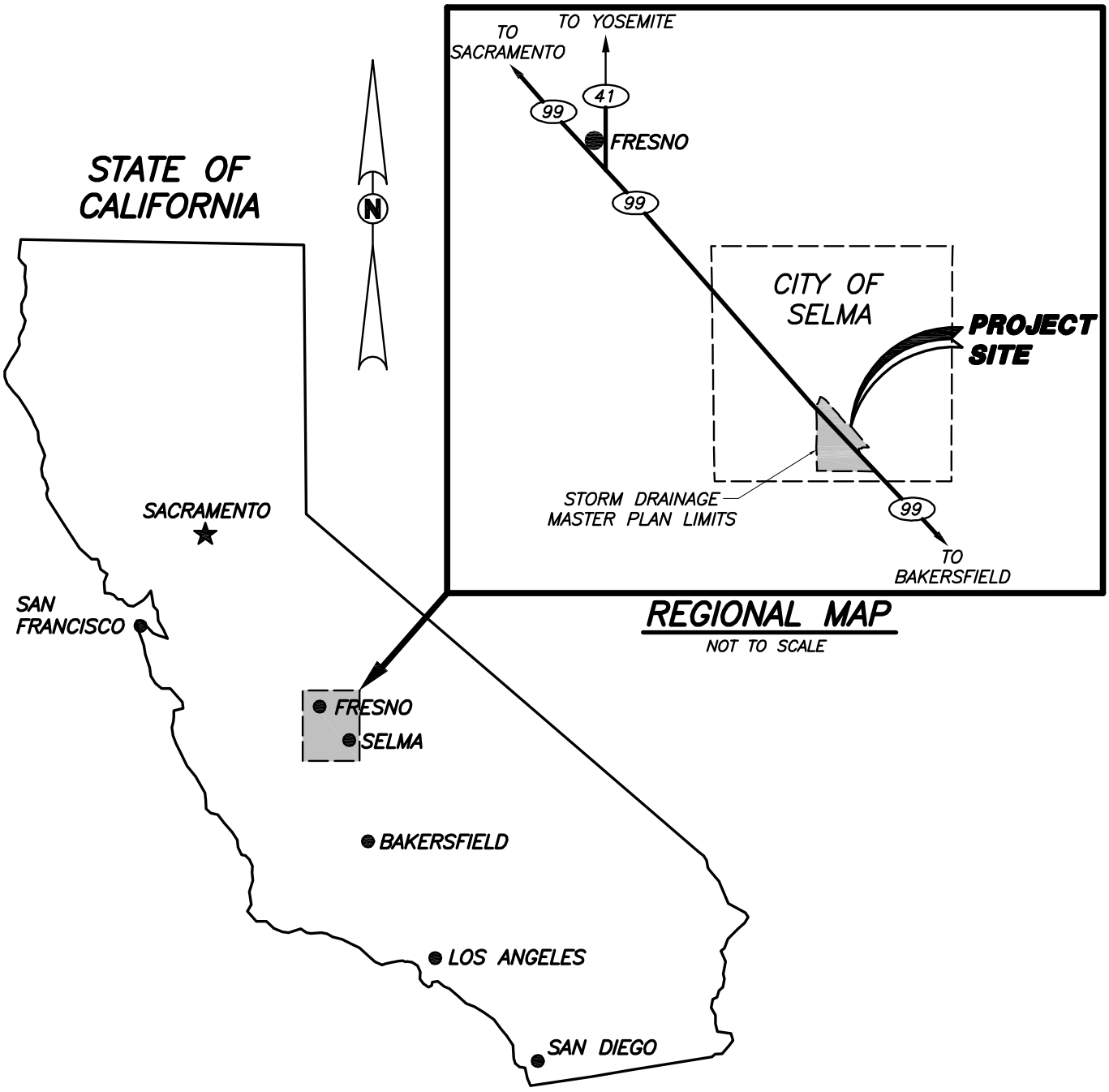
Appendix 1 – Drainage Area Hydrology Calculations

Appendix 2 – Drainage Area Hydraulic Calculations

Appendix 3 – Retention Basin Design Calculations

Appendix 4 – Drainage Facility Cost Estimates

Appendix 5 – Technical Appendix

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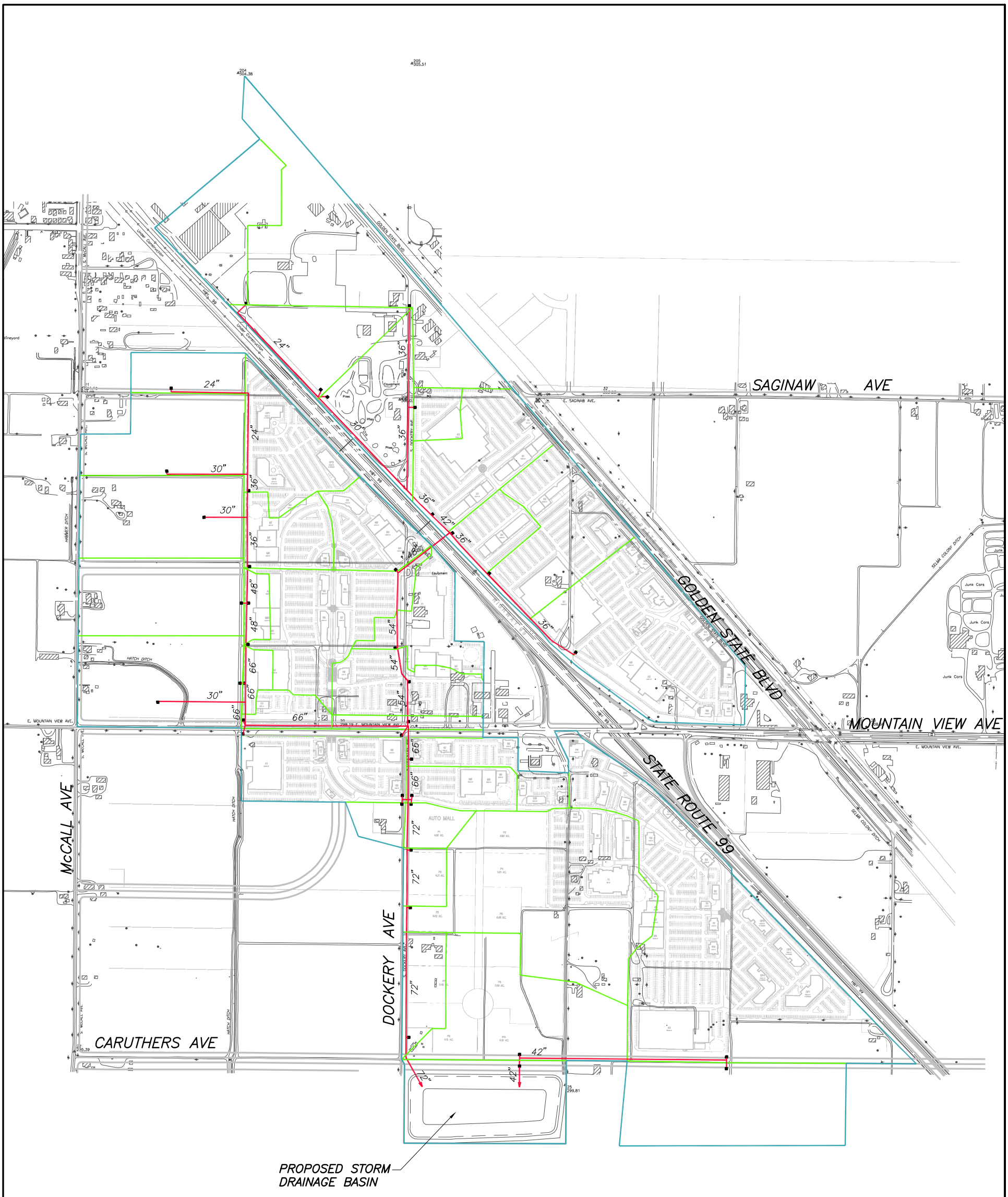
# SELMA CROSSINGS
## STORM DRAIN MASTER PLAN
PROJECT LOCATION AND REGIONAL MAP

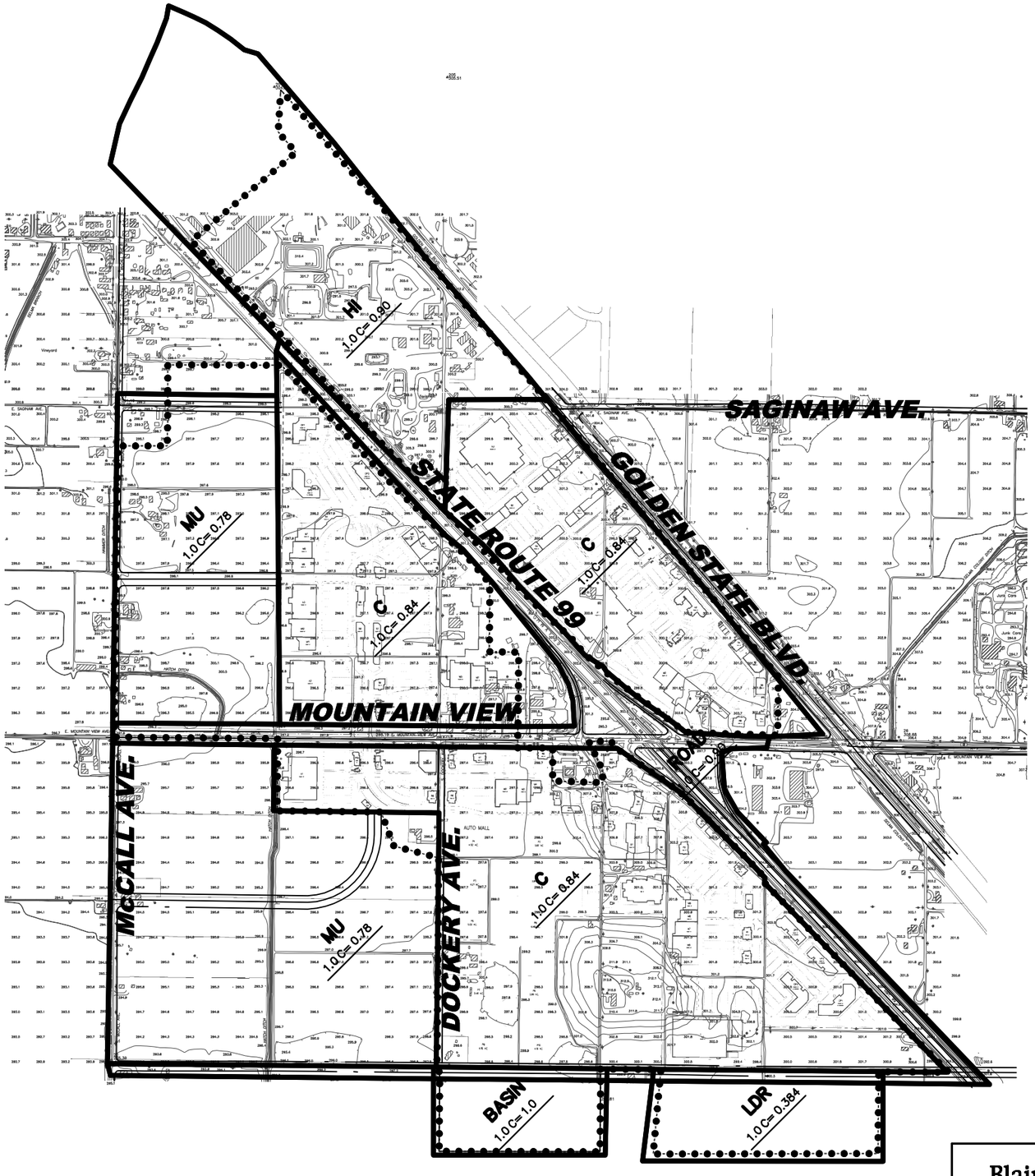
DR. BY MS
CH. BY BGM
DATE 08/07/08
SCALE: AS NOTED

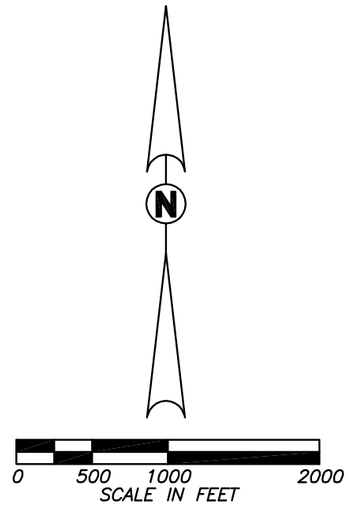
FIGURE 1

Drawing: P:\206-0413\dwg-SDMP\dwg\206413_SITEMAP.dwg; Regional Map - BCF.ctb Plot by: Beth Aug 07, 2008 - 9:28am




| | | | |
|---|---|---|---|
| Blair, Church & Flynn CONSULTING ENGINEERS | CONSULTANT<br>Blair, Church & Flynn Consulting Engineers<br>451 Clovis Avenue, Suite 200<br>Clovis, California 93612<br>Tel (559) 326-1400<br>Fax (559) 326-1500 | SELMA CROSSINGS<br>STORM DRAIN MASTER PLAN<br>FACILITIES MAP | DR. BY MS<br>CH. BY BGM<br>DATE 08/07/08<br>SCALE: AS NOTED<br>FIGURE 2 |




## *LEGEND:*

| | |
|---|---|
| BASIN | DETENTION BASIN |
| C | COMMERCIAL LAND USE |
| HI | HEAVY INDUSTRIAL LAND USE |
| LDR | LOW DENSITY RESIDENTIAL LAND USE |
| MU | MIXED LAND USE |
| ROAD | VEHICLE CORRIDOR |
| 1.0C=0.52 | C FACTOR FOR LAND USE |
| ——— | LAND USE BOUNDARY |
| -●-●-●-●- | WATERSHED BOUNDARY |

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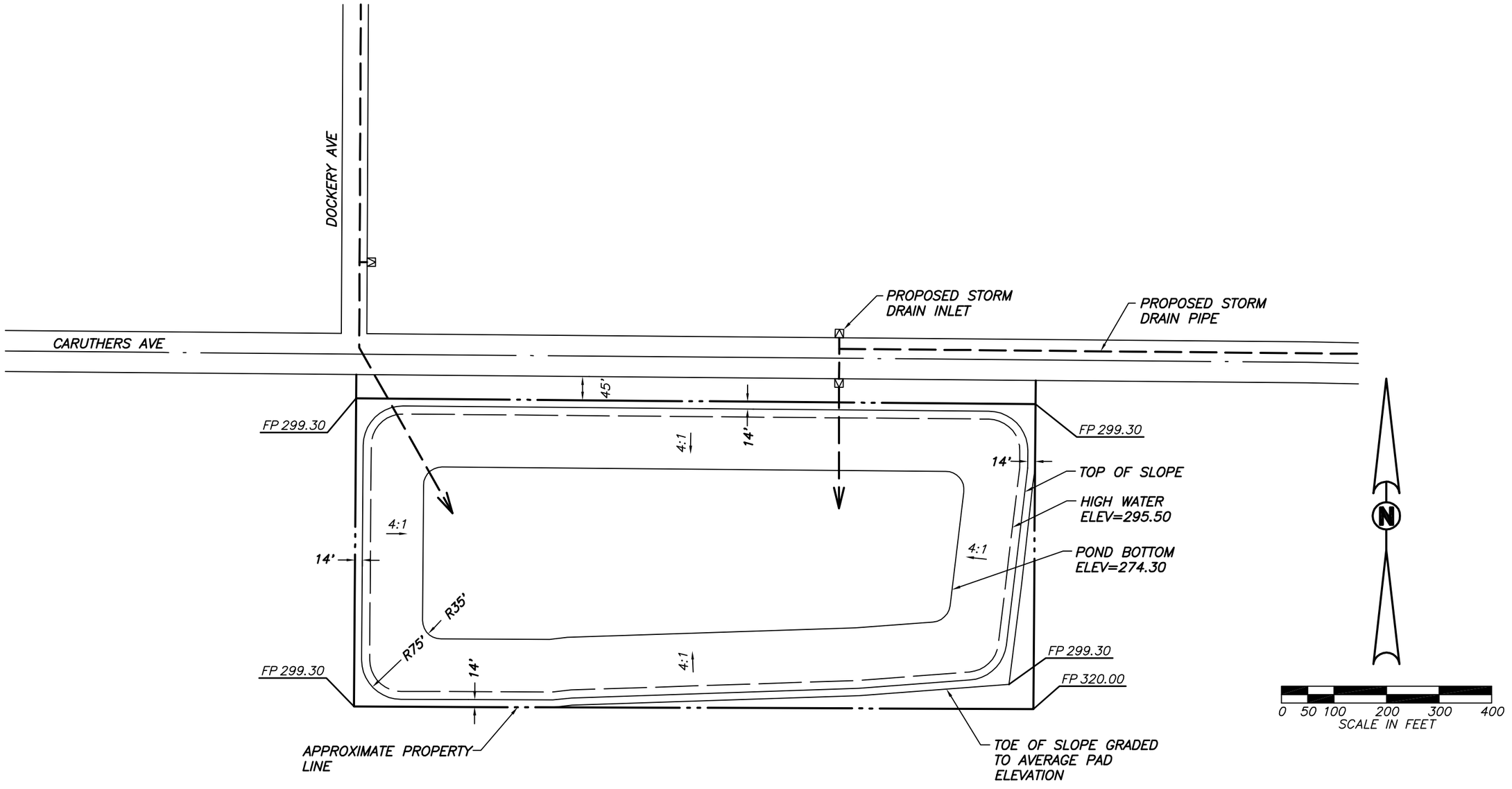
# SELMA CROSSINGS
## STORM DRAIN MASTER PLAN
### LAND USE MAP

DR. BY CDL
CH. BY BGM
DATE 08/07/08
SCALE: AS NOTED

*FIGURE 3*

*Drawing: P:\206-0413\dwg-SDMP\dwg\Selma Crossing\206413_LANDUSE.dwg; Layout1 Plot by: Beth Aug 07, 200*

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SELMA CROSSINGS
STORM DRAIN MASTER PLAN
SCHEMATIC BASIN DESIGN

DR. BY MS
CH. BY BGM
DATE 08/07/08
SCALE: AS NOTED

FIGURE 4

Drawing: P:\206-0413\dwg-SDMP\dwg\206413BasDes.dwg; Layout1 Plot by: Beth Aug 07, 2008 - 9:26am

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT**
**HYDROLOGY TABLE**

**Road "n" factor=** 0.016 **HGL CONTROL =** 289.20
**Gutter depth =** 0.42

**DRAINAGE AREA:** 13A **LAST REVISION DATE:** 08/06/08 **Pipe "n" factor=** 0.013 **P =** 5.5412
**ALTERNATE:** **BY :** BGM **Friction factor =** 1.15 **e =** -0.6262

| JCT NO | INLET NO | INLET AREA | JCT. AREA | "C" | BASE CA | BASE JCT CA | MOD. CA | MOD. JCT CA | SLOPE (Ft/Ft) | DIST. (Ft) | VEL (fps) | R/G (Min) | B/P (Min) | T/T (Min) | i (In/Hr) | Q (cfs) | DIA (In) | VEL (fps) | F/S (Ft/Ft) | LENGTH (Ft) | T/P (Min) | T/C (Min) | LOSS (Ft) | HGL ELEV | TC ELEV | FREEBRD (Ft) | SOFFIT ELEV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 15.1 | | 0.90 | 13.6 | | 13.6 | | 0.0012 | 1595 | 1.02 | 15 | 26 | 41 | 0.54 | 7.3 | | | | | | | | | | | |
| 1 | | | 15.1 | | | 13.6 | | 13.6 | | | | | | 41 | 0.54 | 7.3 | 24 | 2.33 | 0.0012 | 932 | 7 | 48 | 1.13 | 298.64 | 301.00 | 1.86 | |
| | 2 | 12.3 | | 0.90 | 11.1 | | 11.1 | | 0.0018 | 925 | 1.25 | 15 | 12 | 27 | 0.70 | 7.7 | | | | | | | | | | | |
| | 3 | 13.4 | | 0.90 | 12.0 | | 12.0 | | 0.0019 | 644 | 1.28 | 15 | 8 | 23 | 0.77 | 9.3 | | | | | | | | | | | |
| 2 | | | 40.7 | | | 36.6 | | 36.6 | | | | | | 48 | 0.49 | 18.0 | 30 | 3.68 | 0.0022 | 1028 | 5 | 52 | 2.29 | 297.52 | 301.00 | 2.98 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | 35.7 | | 0.90 | 32.2 | | 32.2 | | 0.0013 | 2266 | 1.06 | 15 | 36 | 51 | 0.47 | 15.3 | | | | | | | | | | | |
| 3 | | | 35.7 | | | 32.2 | | 32.2 | | | | | | 51 | 0.47 | 15.3 | 36 | 2.16 | 0.0006 | 804 | 6 | 57 | 0.48 | 296.13 | 299.90 | 3.27 | |
| | 5 | 3.6 | | 0.84 | 3.1 | | 3.1 | | 0.0000 | 0 | 0.00 | 15 | 1 | 16 | 0.98 | 3.0 | | | | | | | | | | | |
| 4 | | | 39.4 | | | 35.2 | | 35.2 | | | | | | 57 | 0.44 | 15.5 | 36 | 2.20 | 0.0006 | 663 | 5 | 62 | 0.41 | 295.64 | 299.90 | 3.76 | |
| 5 | | | 80.1 | | | 71.8 | | 71.8 | | | | | | 62 | 0.42 | 30.1 | 36 | 4.26 | 0.0023 | 277 | 1 | 63 | 0.65 | 295.23 | 298.31 | 2.58 | |
| | 6 | 16.7 | | 0.84 | 14.0 | | 14.0 | | 0.0000 | 0 | 0.00 | 15 | 9 | 24 | 0.76 | 10.6 | | | | | | | | | | | |
| 6 | | | 96.7 | | | 85.8 | | 85.8 | | | | | | 63 | 0.41 | 35.6 | 42 | 3.70 | 0.0014 | 202 | 1 | 64 | 0.29 | 294.58 | 299.70 | 4.62 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | 31.8 | | 0.84 | 26.7 | | 26.7 | | 0.0000 | 0 | 0.00 | 15 | 9 | 24 | 0.76 | 20.2 | | | | | | | | | | | |
| 7 | | | 31.8 | | | 26.7 | | 26.7 | | | | | | 24 | 0.76 | 20.2 | 36 | 2.86 | 0.0011 | 945 | 6 | 30 | 1.00 | 296.21 | 299.00 | 2.29 | |
| | 8 | 18.4 | | 0.84 | 15.5 | | 15.5 | | 0.0000 | 0 | 0.00 | 15 | 6 | 21 | 0.82 | 12.8 | | | | | | | | | | | |
| 8 | | | 50.3 | | | 42.2 | | 42.2 | | | | | | 30 | 0.67 | 28.1 | 36 | 3.97 | 0.0020 | 452 | 2 | 31 | 0.92 | 295.21 | 299.70 | 3.99 | |
| | 9 | 5.8 | | 0.84 | 4.9 | | 4.9 | | 0.0000 | 0 | 0.00 | 15 | 3 | 18 | 0.91 | 4.4 | | | | | | | | | | | |
| 9 | | | 152.8 | | | 132.9 | | 132.9 | | | | | | 64 | 0.41 | 54.6 | 48 | 4.34 | 0.0017 | 522 | 2 | 66 | 0.87 | 294.29 | 298.90 | 4.11 | |
| | 10 | 8.9 | | 0.84 | 7.5 | | 7.5 | | 0.0000 | 0 | 0.00 | 10 | 3 | 13 | 1.11 | 8.3 | | | | | | | | | | | |
| 10 | | | 161.7 | | | 140.4 | | 140.4 | | | | | | 66 | 0.40 | 56.5 | 54 | 3.56 | 0.0010 | 597 | 3 | 69 | 0.57 | 293.42 | 298.50 | 4.58 | |
| | 11 | 10.1 | | 0.84 | 8.5 | | 8.5 | | 0.0000 | 0 | 0.00 | 10 | 3 | 13 | 1.11 | 9.4 | | | | | | | | | | | |
| 11 | | | 171.8 | | | 148.9 | | 148.9 | | | | | | 69 | 0.39 | 58.4 | 54 | 3.67 | 0.0010 | 279 | 1 | 70 | 0.28 | 292.85 | 297.40 | 4.05 | |
| | 12 | 12.2 | | 0.84 | 10.2 | | 10.2 | | 0.0000 | 0 | 0.00 | 10 | 3 | 13 | 1.11 | 11.4 | | | | | | | | | | | |
| 12 | | | 184.0 | | | 159.1 | | 159.1 | | | | | | 70 | 0.39 | 61.7 | 54 | 3.88 | 0.0011 | 331 | 1 | 71 | 0.37 | 292.57 | 296.90 | 3.83 | |
| | 13 | 3.1 | | 0.90 | 2.8 | | 2.8 | | 0.0033 | 655 | 1.69 | 10 | 6 | 16 | 0.96 | 2.6 | | | | | | | | | | | |
| 13 | | | 187.0 | | | 161.8 | | 161.8 | | | | | | 71 | 0.38 | 62.0 | 54 | 3.90 | 0.0011 | 27 | 0 | 71 | 0.03 | 292.20 | 297.00 | 4.30 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 14 | 6.8 | | 0.78 | 5.3 | | 5.3 | | 0.0029 | 562 | 1.59 | 10 | 6 | 16 | 0.98 | 5.2 | | | | | | | | | | | |
| 14 | | | 6.8 | | | 5.3 | | 5.3 | | | | | | 16 | 0.98 | 5.2 | 24 | 1.66 | 0.0006 | 1267 | 13 | 29 | 0.77 | 295.55 | 299.00 | 2.95 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 15 | 16.8 | | 0.78 | 13.1 | | 13.1 | | 0.0023 | 918 | 1.41 | 10 | 11 | 21 | 0.83 | 10.8 | | | | | | | | | | | |
| 15 | | | 16.8 | | | 13.1 | | 13.1 | | | | | | 21 | 0.83 | 10.8 | 30 | 2.21 | 0.0008 | 645 | 5 | 26 | 0.52 | 295.29 | 297.90 | 2.11 | |
| 16 | | | 23.6 | | | 18.4 | | 18.4 | | | | | | 29 | 0.68 | 12.5 | 36 | 1.77 | 0.0004 | 139 | 1 | 30 | 0.06 | 294.77 | 298.34 | 3.07 | |
| | 16 | 14.7 | | 0.84 | 12.4 | | 12.4 | | 0.0000 | 0 | 0.00 | 10 | 6 | 16 | 0.98 | 12.1 | | | | | | | | | | | |
| 17 | | | 38.3 | | | 30.8 | | 30.8 | | | | | | 30 | 0.66 | 20.3 | 36 | 2.87 | 0.0011 | 204 | 1 | 31 | 0.22 | 294.72 | 298.00 | 2.78 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 17 | 19.9 | | 0.78 | 15.5 | | 15.5 | | 0.0035 | 1603 | 1.74 | 10 | 15 | 25 | 0.73 | 11.4 | | | | | | | | | | | |
| 18 | | | 19.9 | | | 15.5 | | 15.5 | | | | | | 25 | 0.73 | 11.4 | 30 | 2.32 | 0.0009 | 337 | 2 | 28 | 0.30 | 294.80 | 296.78 | 1.48 | |
| 19 | | | 58.2 | | | 46.3 | | 46.3 | | | | | | 31 | 0.64 | 29.8 | 36 | 4.22 | 0.0023 | 394 | 2 | 33 | 0.91 | 294.50 | 297.87 | 2.87 | |
| | 18 | 8.7 | | 0.84 | 7.3 | | 7.3 | | 0.0000 | 0 | 0.00 | 10 | 5 | 15 | 1.02 | 7.4 | | | | | | | | | | | |
| 20 | | | 66.8 | | | 53.6 | | 53.6 | | | | | | 33 | 0.62 | 33.5 | 48 | 2.66 | 0.0006 | 291 | 2 | 34 | 0.18 | 293.59 | 297.60 | 3.51 | |
| | 19 | 18.8 | | 0.78 | 14.7 | | 14.7 | | 0.0032 | 1914 | 1.68 | 10 | 19 | 29 | 0.67 | 9.8 | | | | | | | | | | | |
| | 20 | 2.6 | | 0.84 | 2.2 | | 2.2 | | 0.0020 | 304 | 1.32 | 10 | 4 | 14 | 1.07 | 2.3 | | | | | | | | | | | |
| 21 | | | 88.2 | | | 70.4 | | 70.4 | | | | | | 34 | 0.60 | 42.5 | 48 | 3.38 | 0.0010 | 331 | 2 | 36 | 0.33 | 293.41 | 296.20 | 2.29 | |
| | 21 | 19.7 | | 0.84 | 16.6 | | 16.6 | | 0.0000 | 0 | 0.00 | 10 | 9 | 19 | 0.88 | 14.5 | | | | | | | | | | | |
| 22 | | | 107.9 | | | 87.0 | | 87.0 | | | | | | 36 | 0.59 | 51.0 | 66 | 2.15 | 0.0003 | 311 | 2 | 39 | 0.08 | 293.08 | 296.80 | 3.22 | |
| | 22 | 2.3 | | 0.84 | 1.9 | | 1.9 | | 0.0019 | 507 | 1.28 | 10 | 7 | 17 | 0.95 | 1.8 | | | | | | | | | | | |
| 23 | | | 110.2 | | | 88.9 | | 88.9 | | | | | | 39 | 0.56 | 50.1 | 66 | 2.11 | 0.0003 | 150 | 1 | 40 | 0.04 | 293.00 | 296.20 | 2.70 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 23 | 22.2 | | 0.80 | 17.7 | | 17.7 | | 0.0027 | 1383 | 1.54 | 10 | 15 | 25 | 0.74 | 13.1 | | | | | | | | | | | |
| 24 | | | 22.2 | | | 17.7 | | 17.7 | | | | | | 25 | 0.74 | 13.1 | 30 | 2.66 | 0.0012 | 700 | 4 | 29 | 0.82 | 293.78 | 295.94 | 1.66 | |
| 25 | | | 132.4 | | | 106.6 | | 106.6 | | | | | | 29 | 0.67 | 71.1 | 66 | 2.99 | 0.0005 | 197 | 1 | 30 | 0.10 | 292.96 | 296.70 | 3.24 | |
| | 24 | 4.0 | | 0.87 | 3.5 | | 3.5 | | 0.0000 | 0 | 0.00 | 10 | 4 | 14 | 1.06 | 3.7 | | | | | | | | | | | |
| | 25 | 0.9 | | 0.90 | 0.8 | | 0.8 | | 0.0018 | 702 | 1.25 | 10 | 9 | 19 | 0.87 | 0.7 | | | | | | | | | | | |
| 26 | | | 137.3 | | | 111.0 | | 111.0 | | | | | | 30 | 0.65 | 72.4 | 66 | 3.05 | 0.0005 | 1292 | 7 | 38 | 0.69 | 292.86 | 297.40 | 4.04 | |
| | 26 | 1.7 | | 0.90 | 1.5 | | 1.5 | | 0.0019 | 546 | 1.28 | 10 | 7 | 17 | 0.94 | 1.4 | | | | | | | | | | | |
| 27 | | | 326.0 | | | 274.3 | | 274.3 | | | | | | 71 | 0.38 | 105.0 | 66 | 4.42 | 0.0011 | 263 | 1 | 72 | 0.30 | 292.17 | 297.30 | 4.63 | |
| | 27 | 7.7 | | 0.84 | 6.4 | | 6.4 | | 0.0000 | 0 | 0.00 | 10 | 6 | 16 | 0.98 | 6.3 | | | | | | | | | | | |
| 28 | | | 333.7 | | | 280.7 | | 280.7 | | | | | | 72 | 0.38 | 106.5 | 66 | 4.48 | 0.0012 | 323 | 1 | 74 | 0.37 | 291.87 | 296.60 | 4.23 | |
| | 28 | 15.9 | | 0.84 | 13.4 | | 13.4 | | 0.0000 | 0 | 0.00 | 10 | 6 | 16 | 0.98 | 13.0 | | | | | | | | | | | |

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT**
**HYDROLOGY TABLE**

**Road "n" factor=** 0.016 **HGL CONTROL =** 289.20
**Gutter depth =** 0.42

**DRAINAGE AREA:** 13A **LAST REVISION DATE:** 08/06/08 **Pipe "n" factor=** 0.013 **P =** 5.5412
**ALTERNATE:** **BY :** BGM **Friction factor =** 1.15 **e =** -0.6262

| JCT NO | INLET NO | INLET AREA | JCT. AREA | "C" | BASE CA | BASE JCT CA | MOD. CA | MOD. JCT CA | SLOPE (Ft/Ft) | DIST. (Ft) | VEL (fps) | R/G (Min) | B/P (Min) | T/T (Min) | i (In/Hr) | Q (cfs) | DIA (In) | VEL (fps) | F/S (Ft/Ft) | LENGTH (Ft) | T/P (Min) | T/C (Min) | LOSS (Ft) | HGL ELEV | TC ELEV | FREEBRD (Ft) | SOFFIT ELEV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29 | 3.1 | | 0.78 | 2.4 | | 2.4 | | 0.0023 | 661 | 1.41 | 25 | 8 | 33 | 0.62 | 1.5 | | | | | | | | | | | | |
| | 30 | 6.7 | | 0.84 | 5.6 | | 5.6 | | 0.0031 | 1126 | 1.64 | 10 | 11 | 21 | 0.81 | 4.6 | | | | | | | | | | | | |
| | 31 | 3.5 | | 0.84 | 2.9 | | 2.9 | | 0.0067 | 520 | 2.41 | 10 | 4 | 14 | 1.08 | 3.2 | | | | | | | | | | | | |
| 29 | | | 362.9 | | | 305.0 | | 305.0 | | | | | | 74 | 0.38 | 114.5 | 72 | 4.05 | 0.0008 | 403 | 2 | 75 | 0.34 | 291.50 | 295.90 | 3.90 | |
| | 32 | 3.5 | | 0.84 | 3.0 | | 3.0 | | 0.0021 | 710 | 1.35 | 10 | 9 | 19 | 0.88 | 2.6 | | | | | | | | | | | | |
| 30 | | | 366.4 | | | 308.0 | | 308.0 | | | | | | 75 | 0.37 | 114.0 | 72 | 4.03 | 0.0008 | 459 | 2 | 77 | 0.38 | 291.16 | 296.70 | 5.04 | |
| | 33 | 45.2 | | 0.84 | 38.0 | | 38.0 | | 0.0000 | 0 | 0.00 | 10 | 13 | 23 | 0.78 | 29.5 | | | | | | | | | | | | |
| 31 | | | 411.6 | | | 346.0 | | 346.0 | | | | | | 77 | 0.36 | 126.1 | 72 | 4.46 | 0.0010 | 1036 | 4 | 81 | 1.06 | 290.78 | 298.10 | 6.82 | |
| | 34 | 6.5 | | 0.84 | 5.5 | | 5.5 | | 0.0019 | 1106 | 1.28 | 10 | 14 | 24 | 0.75 | 4.1 | | | | | | | | | | | | |
| 32 | | | 418.1 | | | 351.4 | | 351.4 | | | | | | 81 | 0.35 | 124.2 | 72 | 4.39 | 0.0010 | 524 | 2 | 83 | 0.52 | 289.72 | 297.00 | 6.78 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 35 | 64.7 | | 0.84 | 54.4 | | 54.4 | | 0.0000 | 0 | 0.00 | 10 | 20 | 30 | 0.66 | 35.8 | | | | | | | | | | | | |
| | 36 | 27.2 | | 0.45 | 12.4 | | 12.4 | | 0.0012 | 1356 | 1.02 | 10 | 22 | 32 | 0.63 | 7.8 | | | | | | | | | | | | |
| 33 | | | 91.9 | | | 66.7 | | 66.7 | | | | | | 32 | 0.63 | 42.1 | 42 | 4.37 | 0.0020 | 1652 | 6 | 38 | 3.32 | 293.82 | 299.40 | 5.08 | |
| | 37 | 26.8 | | 0.84 | 22.5 | | 22.5 | | 0.0112 | 1657 | 3.12 | 10 | 9 | 19 | 0.88 | 19.8 | | | | | | | | | | | | |
| | 38 | 19.8 | | 0.99 | 19.6 | | 19.6 | | 0.0018 | 911 | 1.25 | 10 | 12 | 22 | 0.80 | 15.6 | | | | | | | | | | | | |
| 34 | | | 138.5 | | | 108.8 | | 108.8 | | | | | | 38 | 0.56 | 61.3 | 42 | 6.38 | 0.0043 | 303 | 1 | 39 | 1.30 | 290.50 | 296.90 | 5.90 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BASIN | | | | | | | | | | | | | | | | | | | | | | | | 289.20 | | | |

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT**
**HYDRAULICS TABLE**

**HGL CONTROL = 289.20**

**DRAINAGE AREA: 13A** **LAST REVISION DATE: 08/06/08**
**ALTERNATE: 0** **BY : BGM** **Pipe "n" factor= 0.013**

| DOWN STREAM JCT | UP STREAM JCT | STARTING HGL ELEV. | STARTING EGL ELEV. | D (In) | Q (cfs) | L (Ft) | V (fps) | V HD (Ft) | FR S (Ft/Ft) | FRIC LOSS | MINOR LOSSES TYPE | MINOR LOSSES LOSS | TOTAL MINOR LOSSES | TOTAL LOSS | ENDING HGL ELEV. | ENDING EGL ELEV. | TC ELEV | FREE BOARD | DOWNSTREAM SOFFIT ELEV. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 32 | 289.20 | 289.50 | 72 | 124.2 | 524 | 4.39 | 0.30 | 0.0009 | 0.45 | OUTFALL | 0.30 | 0.37 | 0.83 | 290.03 | 290.33 | 297.00 | 6.47 | |
| | | | | | | | | | | | ANGLE POINT | 0.07 | | | | | | | |
| 32 | 31 | 290.03 | 290.33 | 72 | 126.1 | 1036 | 4.46 | 0.31 | 0.0009 | 0.92 | | | 0.00 | 0.92 | 290.94 | 291.24 | 298.10 | 6.66 | |
| 31 | 30 | 290.94 | 291.24 | 72 | 114.0 | 459 | 4.03 | 0.25 | 0.0007 | 0.33 | INLET JUNCTION | 0.08 | 0.08 | 0.41 | 291.40 | 291.65 | 296.70 | 4.80 | |
| 30 | 29 | 291.40 | 291.65 | 72 | 114.5 | 403 | 4.05 | 0.25 | 0.0007 | 0.29 | | | 0.00 | 0.29 | 291.69 | 291.95 | 295.90 | 3.71 | |
| 29 | 28 | 291.69 | 291.95 | 66 | 106.5 | 323 | 4.48 | 0.31 | 0.0010 | 0.32 | | | 0.00 | 0.32 | 291.96 | 292.27 | 296.60 | 4.14 | |
| 28 | 27 | 291.96 | 292.27 | 66 | 105.0 | 263 | 4.42 | 0.30 | 0.0010 | 0.26 | | | 0.00 | 0.26 | 292.23 | 292.53 | 297.30 | 4.57 | |
| 27 | 26 | 292.23 | 292.53 | 66 | 72.4 | 1292 | 3.05 | 0.14 | 0.0005 | 0.60 | T-INTERSECTION | 0.22 | 0.22 | 0.82 | 293.20 | 293.20 | 297.40 | 3.70 | |
| 26 | 25 | 293.20 | 293.34 | 66 | 71.1 | 197 | 2.99 | 0.14 | 0.0004 | 0.09 | RIGHT ANGLE JCT | 0.08 | 0.08 | 0.17 | 293.37 | 293.51 | 296.70 | 2.83 | |
| 25 | 23 | 293.37 | 293.51 | 66 | 50.1 | 150 | 2.11 | 0.07 | 0.0002 | 0.03 | T-INTERSECTION | 0.10 | 0.10 | 0.14 | 293.58 | 293.58 | 296.20 | 2.12 | |
| 23 | 22 | 293.58 | 293.65 | 66 | 51.0 | 311 | 2.15 | 0.07 | 0.0002 | 0.07 | | | 0.00 | 0.07 | 293.65 | 293.72 | 296.80 | 2.65 | |
| 22 | 21 | 293.65 | 293.72 | 48 | 42.5 | 331 | 3.38 | 0.18 | 0.0009 | 0.29 | | | 0.00 | 0.29 | 293.84 | 294.01 | 296.20 | 1.86 | |
| 21 | 20 | 293.84 | 294.01 | 48 | 33.5 | 291 | 2.66 | 0.11 | 0.0005 | 0.16 | INLET JUNCTION | 0.03 | 0.03 | 0.19 | 294.09 | 294.20 | 297.60 | 3.01 | |
| 20 | 19 | 294.09 | 294.20 | 36 | 29.8 | 394 | 4.22 | 0.28 | 0.0020 | 0.79 | INLET JUNCTION | 0.08 | 0.08 | 0.87 | 294.80 | 295.07 | 297.87 | 2.57 | |
| 19 | 17 | 294.80 | 295.07 | 36 | 20.3 | 204 | 2.87 | 0.13 | 0.0009 | 0.19 | T-INTERSECTION | 0.19 | 0.19 | 0.38 | 295.33 | 295.33 | 298.00 | 2.17 | |
| 17 | 16 | 295.33 | 295.38 | 36 | 12.5 | 139 | 1.77 | 0.05 | 0.0004 | 0.05 | INLET JUNCTION | 0.01 | 0.01 | 0.06 | 295.39 | 295.44 | 298.34 | 2.45 | |
| 16 | 14 | 295.39 | 295.44 | 24 | 5.2 | 1267 | 1.66 | 0.04 | 0.0005 | 0.67 | T-INTERSECTION | 0.06 | 0.06 | 0.74 | 296.13 | 296.13 | 299.00 | 2.37 | |
| 25 | 24 | 293.37 | 293.51 | 30 | 13.1 | 700 | 2.66 | 0.11 | 0.0010 | 0.71 | T-INTERSECTION | 0.17 | 0.17 | 0.88 | 294.28 | 294.28 | 295.94 | 1.16 | |
| 19 | 18 | 294.80 | 295.07 | 30 | 11.4 | 337 | 2.32 | 0.08 | 0.0008 | 0.26 | T-INTERSECTION | 0.13 | 0.13 | 0.38 | 295.38 | 295.38 | 296.78 | 0.90 | |
| 16 | 15 | 295.39 | 295.44 | 30 | 10.8 | 645 | 2.21 | 0.08 | 0.0007 | 0.45 | T-INTERSECTION | 0.11 | 0.11 | 0.56 | 295.93 | 295.93 | 297.90 | 1.47 | |
| 27 | 13 | 292.23 | 292.53 | 54 | 62.0 | 27 | 3.90 | 0.24 | 0.0010 | 0.03 | T-INTERSECTION | 0.35 | 0.35 | 0.38 | 292.67 | 292.67 | 297.00 | 3.83 | |
| 13 | 12 | 292.67 | 292.91 | 54 | 61.7 | 331 | 3.88 | 0.23 | 0.0010 | 0.33 | | | 0.00 | 0.33 | 293.00 | 293.23 | 296.90 | 3.40 | |
| 12 | 11 | 293.00 | 293.23 | 54 | 58.4 | 279 | 3.67 | 0.21 | 0.0009 | 0.25 | ANGLE POINT | 0.05 | 0.05 | 0.30 | 293.32 | 293.53 | 297.40 | 3.58 | |
| 11 | 10 | 293.32 | 293.53 | 54 | 56.5 | 597 | 3.56 | 0.20 | 0.0008 | 0.49 | | | 0.00 | 0.49 | 293.83 | 294.03 | 298.50 | 4.17 | |
| 10 | 9 | 293.83 | 294.03 | 48 | 54.6 | 522 | 4.34 | 0.29 | 0.0014 | 0.75 | | | 0.00 | 0.75 | 294.49 | 294.78 | 298.90 | 3.91 | |
| 9 | 8 | 294.49 | 294.78 | 36 | 28.1 | 452 | 3.97 | 0.25 | 0.0018 | 0.80 | T-INTERSECTION | 0.37 | 0.37 | 1.17 | 295.70 | 295.70 | 299.70 | 3.50 | |
| 8 | 7 | 295.70 | 295.83 | 36 | 20.2 | 945 | 2.86 | 0.13 | 0.0009 | 0.87 | INLET JUNCTION | 0.04 | 0.04 | 0.91 | 296.61 | 296.74 | 299.00 | 1.89 | |

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT**
**HYDRAULICS TABLE**

**HGL CONTROL = 289.20**

**DRAINAGE AREA: 13A** **LAST REVISION DATE: 08/06/08**
**ALTERNATE: 0** **BY : BGM** **Pipe "n" factor= 0.013**

| DOWN STREAM JCT | UP STREAM JCT | STARTING HGL ELEV. | STARTING EGL ELEV. | D (In) | Q (cfs) | L (Ft) | V (fps) | V HD (Ft) | FR S (Ft/Ft) | FRIC LOSS | MINOR LOSSES TYPE | MINOR LOSSES LOSS | TOTAL MINOR LOSSES | TOTAL LOSS | ENDING HGL ELEV. | ENDING EGL ELEV. | TC ELEV | FREE BOARD | DOWNSTREAM SOFFIT ELEV. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 6 | 294.49 | 294.78 | 42 | 35.6 | 202 | 3.70 | 0.21 | 0.0012 | 0.25 | T-INTERSECTION | 0.32 | 0.32 | 0.57 | 295.14 | 295.14 | 299.70 | 4.06 | |
| 6 | 5 | 295.14 | 295.42 | 36 | 30.1 | 277 | 4.26 | 0.28 | 0.0020 | 0.56 | INLET JUNCTION | 0.08 | 0.08 | 0.65 | 295.79 | 296.07 | 298.31 | 2.02 | |
| 5 | 4 | 295.79 | 296.07 | 36 | 15.5 | 663 | 2.20 | 0.08 | 0.0005 | 0.36 | T-INTERSECTION | 0.11 | 0.11 | 0.47 | 296.46 | 296.46 | 299.90 | 2.94 | |
| 4 | 3 | 296.46 | 296.54 | 36 | 15.3 | 804 | 2.16 | 0.07 | 0.0005 | 0.42 | | | 0.00 | 0.42 | 296.89 | 296.96 | 299.90 | 2.51 | |
| 5 | 2 | 295.79 | 296.07 | 30 | 18.0 | 1028 | 3.68 | 0.21 | 0.0019 | 1.99 | T-INTERSECTION | 0.31 | 0.31 | 2.30 | 298.16 | 298.16 | 301.00 | 2.34 | |
| 2 | 1 | 298.16 | 298.25 | 24 | 7.3 | 932 | 2.33 | 0.08 | 0.0011 | 0.98 | INLET JUNCTION | 0.03 | 0.03 | 1.00 | 299.16 | 299.25 | 301.00 | 1.34 | |

**CITY OF SELMA**
**BASIN CALCULATION WORKSHEET**

B.C.& F. FILE NO.: 206-0413
COMP. NO.: 206413_SXGBasin.XLS
DATE: 08/07/08
BY: BGM

**NON-RESIDENTIAL DESIGN - BASIN** **DRAINAGE AREA** 13A

**STORAGE REQUIREMENTS**

(Runoff Volume from 6" of Rainfall Over Drainage Area Using Standard Tr = 2Yr "C" Factor)

BASE CA = 460.2

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Vreq. = | ( | 460.2 | )( | 0.5 | ) = | 230.1 | Ac-Ft |
| 0.0% Rainfall Variance Factor: | ( | 230.1 | )( | 1.00 | ) = | 230.1 | Ac-Ft |
| 1 Base = | ( | 230.1 | )( | 1.0 | ) = | 230.1 | Ac-Ft |

**HIGH WATER LEVEL**

High water elevation = **295.50**

**FREEBOARD**

Average Freeboard = 3.8 Feet

**CAPACITY CALCULATIONS**

AREAS:

| | | | | | Pad Elevations: |
|---|---|---|---|---|---|
| Site Area | | = | 16.6 | | 299.30 |
| Within Top of Slope | | = | 15.4 | TOP | 299.30 |
| High Water Elev. | 295.5 | = | 14.2 | | 299.30 |
| Entire Basin @ Elev. | 274.3 | = | 7.2 | FL | |

Average Floor Elev. = 274.3 depth= 25.0 ft (Average Ultimate Depth)
Average Pad Elev. = 299.3

**PERCOLATION CREDIT (3 INCHES PER DAY FOR FIVE DAYS)**

Volume of Credit

Vol.= (( 0.25 )x( 7.2 )x( 5 )= 9.05

Volume of Entire Basin Above Elev. 274.3

Vol. = ( ( 14.2 )+( 7.2 )+(( 14.2 )( 7.2 ))^1/2 /3)*( 295.5 - 274.3 )= 223.0 Ac-Ft

Total Volume with Percolation = 232.1 acre-feet

Total Volume = 232.1 Ac-Ft > 230.1 **ok**

**HGL CONTROL**

295.50 - 0.28 ( 21.2 ) = 289.56 use **289.60**

**EXCAVATION VOLUME**

Vol. above H.W. = ( ( 15.4 )+( 14.2 )+(( 15.4 )( 14.2 ))^1/2 /3)*( 299.3 - 295.5 )= 56.1 Ac-Ft

Total Excavation Volume = 232.1 + 56.1 = 288.2 Ac-Ft = 465,000 C.Y.

## CITY OF SELMA STORM DRAINAGE MASTER PLAN
## Planning Level Collection Facilities Cost Estimate

Drainage Area 13A Inflation Factor 31.10%

| ITEM Ref. | DESCRIPTION | BASE UNIT COST | UNIT COST | | QUANTITY | | EXTENSION |
|---|---|---|---|---|---|---|---|
| 1 | 72" Storm Drain Pipe | $214.00 | $281.00 | /LF | 2,422 | LF | $680,582 |
| 2 | 66" Storm Drain Pipe | $172.00 | $225.00 | /LF | 2,536 | LF | $570,600 |
| 3 | 60" Storm Drain Pipe | $147.00 | $193.00 | /LF | 0 | LF | $0 |
| 4 | 54" Storm Drain Pipe | $122.00 | $160.00 | /LF | 1,234 | LF | $197,440 |
| 5 | 48" Storm Drain Pipe | $103.00 | $135.00 | /LF | 1,144 | LF | $154,440 |
| 6 | 42" Storm Drain Pipe | $87.00 | $114.00 | /LF | 2,157 | LF | $245,898 |
| 7 | 36" Storm Drain Pipe | $75.00 | $98.00 | /LF | 3,878 | LF | $380,044 |
| 8 | 30" Storm Drain Pipe | $66.00 | $87.00 | /LF | 2,710 | LF | $235,770 |
| 9 | 24" Storm Drain Pipe | $58.00 | $76.00 | /LF | 2,199 | LF | $167,124 |
| 10 | 18" Storm Drain Pipe | $52.00 | $68.00 | /LF | 0 | LF | $0 |
| 11 | Manholes | $2,360.00 | $3,094.00 | /EA | 30 | EA | $92,820 |
| 12 | Inlet with Lateral | $3,600.00 | $4,720.00 | /EA | 38 | EA | $179,360 |
| 13 | Outfall Structure | $7,000.00 | $9,177.00 | /EA | 2 | EA | $18,354 |
| 14 | Pipe Easm'nt | $50,000.00 | $65,550.00 | /AC | 20 | AC | $1,311,000 |
| 15 | 60" Jacked Pipe | $800.00 | $1,049.00 | /LF | 200 | LF | $209,800 |
| | | | | | | | |
| | | | | | | Subtotal | $4,443,232 |
| | | | | | | | |
| | | | | | Contingency ± | 25% | $1,110,768 |
| | | | | | | | |
| | | | | | Collection Facilities Total | | $5,554,000 |

## CITY OF SELMA STORM DRAINAGE MASTER PLAN
## Planning Level Retention Basin Facilities Cost Estimate

Drainage Area 13A Inflation Factor 31.10%

| ITEM Ref. | DESCRIPTION | BASE UNIT COST | UNIT COST | | QUANTITY | | EXTENSION |
|---|---|---|---|---|---|---|---|
| 1 | Basin Excavation | $3.00 | $4.00 | /CY | 465,000 | CY | $1,860,000.00 |
| 2 | Excavation to Average Pad | $3.00 | $4.00 | /CY | 45,000 | CY | $180,000.00 |
| 3 | Final Grading | $122,700.00 | $160,860.00 | LS | 1 | LS | $160,860.00 |
| 4 | Fence, Pad, and Gates | $9.50 | $12.00 | /LF | 3750 | LF | $45,000.00 |
| 5 | Concrete Mowstrip | $9.00 | $12.00 | /LF | 3750 | LF | $45,000.00 |
| 6 | Street Paving | $45.00 | $59.00 | /LF | 1300 | LF | $76,700.00 |
| 7 | Curb and Gutter | $17.50 | $23.00 | /LF | 1300 | LF | $29,900.00 |
| 8 | Sidewalk | $25.00 | $33.00 | /LF | 1300 | LF | $42,900.00 |
| 9 | Street Lights | $15.00 | $20.00 | /LF | 4 | LF | $80.00 |
| 10 | City Fees | $30,000.00 | $39,330.00 | LS | 1 | LS | $39,330.00 |
| 11 | Telemetry | $10,000.00 | $13,110.00 | /EA | 1 | EA | $13,110.00 |
| | | | | | | | |
| | | | | | | Subtotal | $2,492,880 |
| | | | | | | | |
| | | | | | Contingency | 25% | $623,220 |
| | | | | | | | |
| | | | | | | Basin Total | $3,116,100 |

# CITY OF SELMA
# STORM DRAINAGE MASTER PLAN

# TECHNICAL APPENDIX

**Prepared For**
**City of Selma**
**1710 Tucker Street**
**Selma, California 93662**

**November, 2005**

**Prepared By**
**Blair, Church and Flynn**
**Consulting Engineers**
451 Clovis Avenue, Suite 200
Clovis, California 93612
(559) 326-1400

# 1.0 HYDROLOGY

## 1.1 CLIMATE

Fresno County often experiences long, hot and dry summers at the lower elevations of the valley and relatively cool at the higher elevations of the Sierra Nevada Mountains. Temperatures in the Fresno area range from lows of about 37.4 Fahrenheit to average highs of approximately 100°F. Extremes of -10°F in winter and 115°F in summer have been recorded in the Fresno area. Winter temperatures in the valley floor may dip below freezing, but do not remain there for an extended period of time.

## 1.2 RAINFALL CHARACTERISTICS

Typical yearly precipitation in the Fresno area is approximately 11 inches per year. The majority of the precipitation occurs during the months of November through April.

## 1.3 SOIL TYPES

The soil profile within the limits of the Project area is deep and can be generally described as moderately well to excessively well-drained fine sandy loam (USDA, 1971). The non-erosive velocity for this type of soil is generally in the range of 1 to 3 feet per second. The planar, gently sloping topography (generally less than one percent) of the area generates sheet flow with very mild velocities rather than concentrated flows with faster velocities, resulting in a low risk of large-scale erosion from runoff.

There are several types of soils found within the project area. These soils have been classified by the United States Department of Agriculture as; Dm, Hg, DhA, Hc, DeA, DeB, TzbA, Hm, Hsr and Ho. The Delhi and Hanford soils make up the greatest part of the soil within the project area. Small pockets of Hesperia and Tujunga can be found intermingled with the Delhi and Hanford soils. All soils within the project area are generally described by the USDA as containing high permeability rates. The USDA Soil Survey for Eastern Fresno Area describes the Hanford series (Hc, Hm, Ho) of soils as Good to fair: fine sandy loam and sandy loam. The Delhi series (DeA, DhA, DhB) of soils is described as Poor: loamy sand and sand.

## 1.4 GROUND WATER

The depth to ground water within the vicinity of the City of Selma varies from 20 feet to 40 feet below the ground surface elevation.

# 2.0 EVALUATION OF STORM RUNOFF

## 2.1 INTRODUCTION

Rainfall which occurs within the City and vicinity will generate runoff which must be conveyed and disposed of. To safely convey and dispose of runoff which occurs within the area, it is necessary to construct surface and subsurface drainage collection facilities and drainage disposal facilities. Surface drainage facilities were analyzed as curbs and gutters. Subsurface drainage works include inlets, pipelines. Disposal facilities consist of retention basins located in the topographic low area of the watershed or pump stations. Retention basins are used to dispose of runoff because the local topography does not provide other suitable means of disposal.

The design criteria for these facilities are outlined and discussed in the following Sections.

## 2.2 DESIGN CRITERIA

### 2.2.1 Controlling Inlet Spacing Criteria

The drainage system is designed to remove runoff from the paved and unpaved areas within the drainage areas. The removal of runoff requires the proper spacing of inlets to keep the spread of flow water in the gutter from encroaching into the travel way. Inlets need to be spaced according to several factors. Inlets within the proposed drainage areas are spaced along the street curbs according to watershed area and natural grade breaks.

### 2.2.2 Time of Concentration

The time of concentration (T/T) used to obtain the average rainfall intensity was determined by taking the longest path that a particle of water would travel from the most hydraulically remote point in the watershed to a point of concentration. Time of concentration is consists of two parts, the time for the runoff to across the most remote parcel of land to the street gutter, called the Roof to Gutter time, and the time for the runoff to travel in the curb and gutter from the most remote parcel of land to the inlet. A time of ten minutes was used as a minimum for the time of concentration for surface flow to curb and gutter. Refer to Figure 1 for a graphical explanation of how the T/T is calculated.

Roof to Gutter (R/G) times were taken from the Fresno Metropolitan Flood Control District design methodology. They are based on land use categories and are as follows:

Single Family Residential .....25 minutes
Multi-Family Residential .....20 minutes
Industrial .....15 minutes
Commercial.....10 minutes

Travel time in the curb and gutter was calculated using the 75-percent of the full gutter velocity for the calculated overall average slope of the curb and gutter from the upstream point to the inlet. The full curb and gutter velocity was calculated using the modified Manning's Equation (see the hydraulics section) assuming a street cross fall of 2-percent, a full depth flow of 0.42

feet and a Manning's n value for the curb, gutter and street pavement of 0.016.

### 2.2.3 Rainfall Intensity

The Rainfall Intensity - Duration Frequency (I-D-F) Equation shown below was used to calculate rainfall intensity for the calculated time of concentration at the inlet or junction.

$$I = P(T/T)^{-e}$$

Where: I = intensity (inches/hour)
P = Constant (dimensionless) = 5.5412 for this Master Plan
T/T = Time of Concentration (minutes)
e = Slope of rainfall intensity - duration curve (inches/hour-hour)
= - 0.6262 for this Master Plan

### 2.2.4 Runoff Coefficients

Runoff coefficients were obtained from the Fresno Metropolitan Flood Control District. Values were increased by twenty percent for design safety concerns. In cases where a drainage area may have multiple uses, a weighted runoff coefficient was used. The base runoff coefficients used for this report are as follows:

| Elements (Land Use) | Coefficient "C" Factor |
|---|---|
| Rural Density | 0.35 |
| Low Density | 0.35 |
| Medium-Low Density | 0.35 |
| Medium Density | 0.38 |
| Medium-High Density | 0.50 |
| High Density | 0.66 |
| Office Commercial | 0.78 |
| Light Industrial | 0.78 |
| Neighborhood Commercial | 0.84 |
| Community Commercial | 0.84 |
| Regional Shopping Center | 0.84 |
| General Heavy Strip | 0.84 |
| Heavy Industrial | 0.90 |
| Pavement | 0.90 |

Weighted runoff coefficients were calculated as follows;

$$C_w = (C_1A_1 + C_2A_2 + C_3A_3 + C_nA_n) / \sum A_{1-n}$$

### 2.2.5 Rational Method

The peak discharge rates for inlets and junctions were calculated using the Rational Method. The equation for the Rational Method is given by:

$$Q = CIA$$

Where: Q = discharge (cubic feet per second)
C = runoff coefficient (dimensionless)
I = average intensity for a given time of concentration (inches/hour)
A= drainage tributary area (acres)

2.2.6 Friction Factor

Head loss is estimated in the Hydrology section of the calculations to allow for the proper sizing of the pipelines at this phase of the work. The estimated head loss is used to calculate the hydraulic grade line in the pipeline at inlets to check for the required freeboard at the inlets. It the freeboard does not meet the design criteria, the pipe is resized. Head loss in pipelines is calculated using the friction slope times the length of the pipeline plus minor losses. In the Hydrology section of the calculations, minor losses are approximated by applying a friction factor (F/F) to the friction slope calculated by the Manning's Equation for full pipe. The value used in this Master Plan was 1.15.

Hydraulic Grade Line Calculations

The Hydraulic Grade Line (HGL) for a pipeline system is defined as the elevation to which water confined in the pipeline would rise if a piezometer were inserted into the pipeline. If the HGL is above the ground surface, water will leave the pipeline system. If the HGL is below the ground surface water can enter the pipeline system. For storm drains, it is important the HGL at the inlets be below the gutter elevation of the inlet so the runoff generated by rainfall that occurs on the inlet's watershed can enter the pipeline and be conveyed to the disposal point. Ponding at inlets occurs when the HGL is above the elevation of the gutter at an inlet.

The HGL is calculated at any particular point in a pipeline system using Bernoulli's Equation, which states that the HGL at any unknown point can be calculated if you know the HGL at any other point downstream of the point in question, the flow rate in the pipeline between the two points, and the size of the pipeline between the two points.

The equation is stated as:

$$P_1/\gamma + V^2_1/2g + Z_1 + H_l = P_2/\gamma + V^2_2/2g + Z_2$$

Which reduces to the following equation if the system is at atmospheric pressure and the starting velocity head is 0, which is the condition in the basin:

$$Z_2 = V^2_1/2g + Z_1 + H_l$$

Where: $Z_2$ = HGL at the upstream point (feet of elevation)
$V^2_1/2g$ = Velocity head at the downstream point (feet)
$V^2_2/2g$ = Velocity head at the upstream point (feet)
$Z_1$ = HGL at the downstream point (feet of elevation)
Hl = Total head loss (pipe friction plus minor losses) between the upstream and downstream point (feet)

The starting point for HGL calculations for pipeline systems in this Master Plan is the HGL control water surface elevation at retention basins or at the pump station wet well. For this Master Plan, the HGL control water surface elevation is the water surface elevation at approximately two-thirds of the volume of the retention basin. The HGL control water surface elevation for retention basin is calculated as follows:

$$HGL_c = HW - 0.28\ D$$

Where:
- $HGL_c$ = The starting HGL at the retention basin (feet of elevation)
- $HW$ = High Water elevation in the retention basin (feet of elevation)
- $D$ = Water depth within retention basin (feet)
- $0.28$ = Factor to calculate the two-thirds volume water surface elevation (dimensionless)

The HGL control elevation for pump stations was taken as six (6) feet below the ground elevation at the pump wet well.

Head loss is, as has been stated, the combination of friction loss in the pipeline due to the interaction of the flow water against the roughness of the pipe wall and minor losses, which are turbulent losses due changes in direction, pipe size, etc.

Pipe friction loss is calculated using the friction slope of the pipe times the pipe length. The friction slope is calculated using the Manning's equation (see below).

$$H_f = S_f(L)$$

Where:
- $H_f$ = Head loss due to friction in the pipe (feet)
- $Sf$ = Friction slope in the pipe due to flowing water (feet/feet)
- $L$ = Pipe length (feet)

Minor losses are calculated using a minor loss coefficient times the velocity head in the pipe. Minor losses within a particular pipe reach are summed together to calculate the total minor loss. See below for the minor loss coefficients.

$$H_m = k_m V^2/2g$$

Where:
- $H_m$ = Head loss due to minor losses in the pipe (feet)
- $k_m$ = Minor loss coefficient, depends on minor loss (dimensionless)
- $V^2/2g$ = Velocity head in the pipe (feet)

### 2.2.6 Pipeline and Gutter Hydraulics

The capacities of curbs and gutters and pipes were determined using the Manning's Equation. For pipelines, the traditional Manning's Equation was used. For gutters, the modified Manning's Equation was used.

The Manning's Equation is:

$$Q = (1.486/n)AR^{2/3}S_f^{1/2}$$

Traditionally it is written as:

$$Q = (1.486/n)AR^{2/3}S_f^{1/2}$$

Where: $Q$ = Flow Rate (feet$^3$/second)
$A$ = Cross sectional area of the closed conduit, (square feet)
$n$ = Manning's roughness coefficient (dimensionless), taken as 0.013 for pipe
$R$ = Hydraulic Radius (feet)
$S_f$ = Slope of the Energy Grade Line (foot/foot)

The modified Manning's equation was used to calculate the discharge in curbs and gutters at the allowed full depth of flow of 0.42 feet.

The modified Manning's Equation is as follows:

$$Q = 0.56(Z/n)S_b^{1/2}\, d^{8/3}$$

Where: $Q$ = Flow rate (cubic feet/second)
$S_b$ = Slope of the curb and gutter also assumed to be the slope of the Energy Grade Line (foot/foot)
$n$ = Manning's roughness coefficient (dimensionless), taken as 0.016 for combination cross section of concrete curb, gutter, and asphalt pavement
$d$ = depth of water in full flowing gutter (feet)

The velocity of flow in the full curb and gutter was calculated using the Continuity Equation:

$$Q=VA$$

Where: $Q$ = Flow rate (cubic feet/second)
$V$ = Velocity in curb and gutter (feet/second)
$A$ = Cross sectional area of flow in the curb and gutter (square feet)

Travel time in the curb and gutter is calculated as:

$$B/P = L/(V*60)$$

Where: $B/P$ = Travel time in the curb and gutter (minutes)
$V$ = 75-percent of the full depth curb and gutter flow (feet/second)
$L$ = Distance from the upstream point of the curb and gutter to the inlet (feet)

2.2.7 Minor Losses

Minor losses are losses due to turbulence in a pipeline. These losses are not attributed directly

to the friction between the pipe walls and flowing water. For the hydraulic calculations, the minor losses are calculated as a coefficient times the velocity head found in Bernoulli's Equation. Refer to Figure 2 for a visual explanation of minor losses. Minor loss coefficients used in this Master Plan are as follows:

| | |
|---|---|
| Outfall | 1.0 VH |
| Right Angle | 0.5 VH |
| Inlet Junction | 0.5 VH |
| Side Branch Junction | 0.3 VH |
| Right Angle Junction | 0.3 VH |
| Angle Point | 0.5 VH |
| T-Intersection | 1.5 VH |

2.2.7 Disposal

The retention basins are designed to meet the following design standards for storage of runoff below the basin high water elevation. This criterion is as follows:

Basin Required Storage Volume Equation:

$$V = CAP$$

Where:
- V = Volume (acre-feet)
- C = Runoff C Factor (dimensionless)
- A = Watershed area (acres)
- P = Design Event Rainfall (feet)

| | |
|---|---|
| Basin High Water | Average fence pad elevation minus Freeboard |
| Watershed Area: | The watershed for each retention basin includes that entire area tributary to the collection system that discharges to the retention basin |
| Design Event Rainfall: | Six inches of rainfall over the retention basin watershed area |
| Freeboard: | 1 foot from design high water to lowest inlet grate on the collection system that drains to the retention basin |
| Retention Basin Side Slopes: | 4 horizontal to 1 vertical preferred. As steep as 1:3 allowed |
| Average Ultimate Depth: | 15 feet |
| Runoff C Factors: | See Pipeline and Gutter Hydraulics, Section 2.2.5 |

Basin storage volume provided was calculated using the Modified Prizmoidal Formula which is herein called the Basin Storage Volume Equation.

Basin Storage Volume Equation:

$$V = D(At + Ab + (AtAb)^{1/2})/3 + PF$$

Where:
- V = Volume (acre-feet)
- At = Area at water surface (acres)
- Ab = Area of bottom of basin (acres)

- D = Water depth of basin (feet)
- A = Watershed area (acres)
- T = Time from beginning of Storm (minutes)
- PF = Percolation Factor (3-inches/5-days)

# REFERENCES

United States Department of Agriculture, Soil Conservation Service, in Cooperation with California Agricultural Experiment Station, Soil Survey Eastern Fresno Area California, 1971 (USDA, 1971).

Fresno Metropolitan Flood Control District Master Plan. Revised January, 1995 (FMFCD, 1995).

California Department of Transportation (Caltrans), Highway Design Manual, Fourth Edition. Updated July 1, 1995 (Caltrans, 1995).

Hydraulic Engineering Circular No. 12, Drainage of Highway Pavements. March 1984 converted to Imperial Units (US Department of Transportation, Federal Highway Administration, FHWA TS-84-202).

# Appendix I:
# Noise Modeling Data

# ENVIRONMENTAL NOISE ASSESSMENT

# SELMA CROSSINGS COMMERCIAL DEVELOPMENT
# SELMA, CALIFORNIA

**BBA Report 07-028**

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B Traffic Noise Modeling Assumptions

# 1. INTRODUCTION

## 1.1 Project Description and Location

The proposed Selma Crossings Commercial Development project consists of approximately 287 acres located in the southern portion of the Selma Sphere of Influence, in Fresno County, California. The project includes the development of approximately 2,092,203 square feet of retail space, 540,000 square feet of Commercial Office space, 252,000 square feet of residential mixed-use space, a 400,000 square foot auto mall, two hotels and a waterpark. At present, the project site consists primarily of agricultural and rural residential land uses. The project site location is shown by Figure 1.

## 1.2 Environmental Noise Assessment

This environmental noise assessment has been prepared by Brown-Buntin Associates, Inc. (BBA) to determine if significant noise impacts would be expected to occur within the project site or in areas outside the project site as a result of development or construction of the project, and to describe mitigation measures for noise if significant impacts are determined.

Appendix A provides a description of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported are in A-weighted decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects.

# 2. REGULATORY SETTING

The California Environmental Quality Act (CEQA) requires that significant environmental impacts be identified for proposed development projects, and that such impacts be eliminated or mitigated to the extent feasible. A significant effect from noise may exist if a project would:

- Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies,
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project,
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, or
- Result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels.

**Figure 1: Selma Crossings Specific Plan Area and Ambient Noise Monitoring Sites**



# 3. THRESHOLDS OF SIGNIFICANCE

## 3.1 Local Noise Level Standards

The project site is located along the southeastern city limits of Selma within Fresno County. The project site would be annexed to the City of Selma. Applicable local noise standards are therefore contained within the City of Selma 2035 General Plan.

### 3.1.1 City of Selma Noise Element:

The Noise Element of the 2035 Selma General Plan[1] establishes noise level standards for noise compatibility planning within the city. The noise level descriptors utilized within the noise element for transportation and non-transportation noise sources are the Day Night Average Level (DNL or $L_{dn}$) and Community Noise Equivalent Level (CNEL). The DNL represents the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The CNEL descriptor is identical the DNL except that an additional penalty of 5 dB is added to noise levels occurring during the evening hours between 7:00 p.m. and 10:00 p.m. Both descriptors represent cumulative exposure to noise over an extended period of time and are therefore calculated based upon *annual average* conditions. The CNEL is applicable only to aircraft noise exposure, as required by the State of California.

Policy 3.3 of the noise element refers to a land use compatibility table that is difficult to interpret because there are overlapping ranges of allowable exterior noise exposure. However, it is clear from Policies 3.5, 3.7 and 3.10 that exterior noise exposure is considered unacceptable if it exceeds 65 dB DNL/CNEL within outdoor activity areas of noise-sensitive uses. Outdoor activity areas include backyards of single-family residences, individual patios or decks of multi-family developments and common outdoor recreation areas for multi-family or transient lodging developments.

Policy 3.5 specifies an interior noise level standard 45 dB DNL/CNEL within noise-sensitive rooms of noise-sensitive buildings. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

### 3.1.2 Significant Increases in Ambient Noise Levels:

CEQA or the City of Selma do not define what constitutes a substantial increase in ambient noise levels. Some guidance is provided by the 1992 findings of the Federal Interagency Committee on Noise (FICON)[2], which assessed changes in ambient noise levels resulting from aircraft operations. The FICON recommendations are based upon studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. The rationale for the FICON recommendations is that it is possible to consistently describe the annoyance of people exposed to transportation noise in terms of the DNL (or CNEL). Annoyance is a summary measure of the general adverse reaction of people to noise that results in speech interference, sleep disturbance, or interference with other daily activities.

Although the FICON recommendations were specifically developed to address aircraft noise impacts, they are used in this analysis for transportation noise sources that are described in terms of cumulative noise exposure metrics such as the DNL or CNEL. Table 1 summarizes the FICON recommendations.

**TABLE 1**

**MEASURES OF SUBSTANTIAL NOISE INCREASE FOR TRANSPORTATION SOURCES**

| Ambient Noise Level Without Project (DNL/CNEL) | Significant Impact Assumed to Occur if the Project Increases Ambient Noise Levels By: |
|---|---|
| <60 dB | + 5 dB or more |
| 60-65 dB | +3 dB or more |
| >65 dB | +1.5 dB or more |

Source: FICON, 1992, as applied by Brown-Buntin Associates, Inc.

For noise sources that are not transportation related, which generally include commercial or industrial activities and other stationary noise sources, it is common to assume that a 3-5 dB increase in noise levels represents a substantial increase in ambient noise levels. This is based on laboratory tests that indicate that a 3 dB increase is the minimum change perceptible to most people, and that a 5 dB increase is perceived as a "definitely noticeable change."

### 3.1.3 Construction Noise and Vibration:

Noise due to construction activities is generally considered to be less than significant if the construction activity is temporary, use of heavy equipment and noisy activities is limited to daytime hours, pile driving or surface blasting would not occur, and all industry-standard noise abatement measures are implemented for noise-producing equipment. These general parameters acknowledge that people are not as likely to be annoyed by activities that are perceived as being necessary for normal commerce, so long as the inconveniences due to noise are of relatively short duration and all practical measures are being implemented to reduce the impacts of noise-producing activities.

Policy 3.1 of the noise element restricts the hours of operation for noise-producing devices, appliances, equipment or vehicles on public or private property abutting noise sensitive land uses. Such operations are not permitted between 7:00 p.m. and 6:00 a.m. during weekdays or between 7:00 p.m. and 9:00 a.m. during weekends.

The City of Selma does not have regulations that define acceptable levels of vibration. One reference suggesting vibration standards is the Federal Transit Administration (FTA) publication concerning noise and vibration impact assessment from transit activities[3]. Although the FTA guidelines are to be applied to transit activities, they may be reasonably applied to the assessment of the potential for annoyance or structural damage resulting from other activities. To prevent vibration annoyance in residences, a vibration velocity level of 80 VdB or less is suggested when

there are fewer than 70 vibration events per day. A level of 100 VdB or less is suggested by the FTA guidelines to prevent damage to fragile buildings.

# 4. EXISTING CONDITIONS

The predominant existing noise sources affecting the project site and surrounding area include vehicular traffic on State Highway 99 (SR 99) and local roadways, rail operations on the Union Pacific Railroad (UPRR) and noise generated by agricultural and commercial/industrial activities.

## 4.1 Ambient Noise Survey

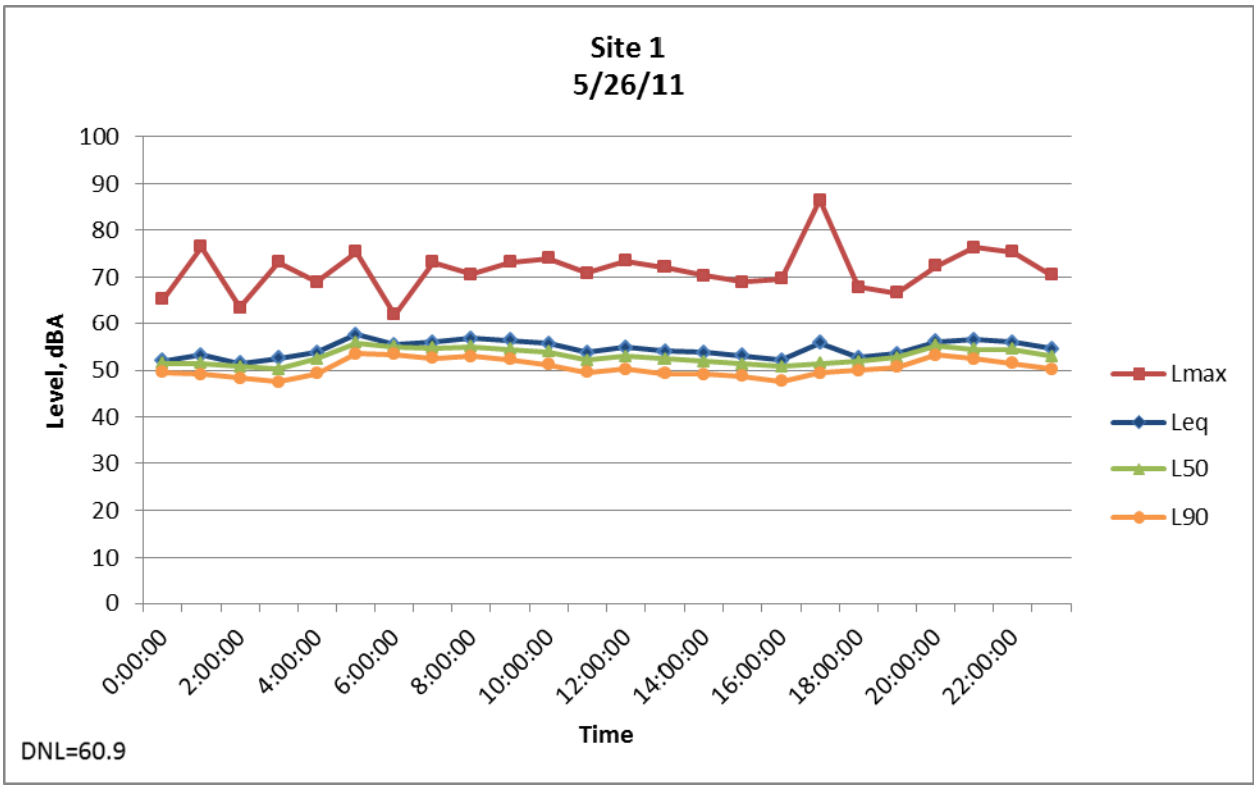
Existing ambient noise levels were measured at two locations within the project site on May 26, 2011. Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL 820 sound level analyzers equipped with Bruel & Kjaer (B&K) Type 4176 ½'' microphones. The microphones were located on tripods at approximately five (5) feet above the ground. The noise monitoring equipment was calibrated with a B&K Type 4230 acoustical calibrator to ensure the accuracy of the measurements. The equipment complies with applicable specifications of the American National Standards Institute (ANSI) for Type 1 sound measurement systems.

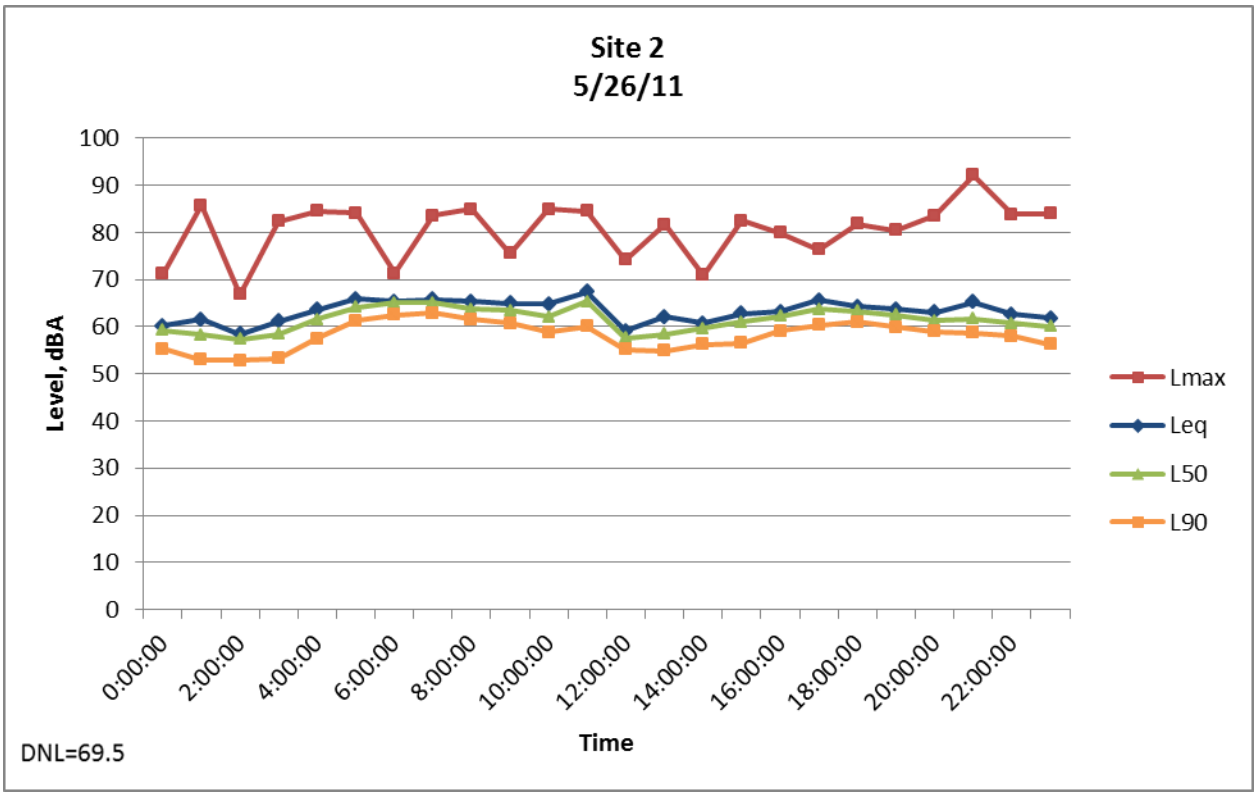
The locations of the ambient noise monitoring sites are noted on Figure 1. Site 1 was located in the southern portion of the site, approximately 225 feet from the center of S. Van Horn Avenue. Site 2 was located in the northeast portion of the site, approximately 575 feet east of the center of SR 99 and approximately 650 feet west of Golden State Blvd. Figure 2 summarizes hourly ambient noise levels measured in terms of the energy average level ($L_{eq}$), maximum level ($L_{max}$) and $L_{90}$ noise descriptors. The $L_{90}$ describes the noise level exceeded 90 percent of the time during each hour, and is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, trains, aircraft and other local noise sources.

Figure 2 shows that hourly background noise levels ($L_{90}$) at Site 1 ranged from 48-54 dBA. Hourly $L_{eq}$ values ranged from approximately 52-58 dBA and hourly maximum noise levels ranged from approximately 62-86 dBA. The highest measured $L_{max}$ value was most likely caused by farm equipment operations in close proximity to the microphone. The measured DNL for the 24-hour noise measurement period was 60.9 dB. This is below the city's 65 dB DNL standard for development of new noise-sensitive land uses.

Hourly background noise levels ($L_{90}$) at Site 2 ranged from 53-63 dBA. Hourly $L_{eq}$ values ranged from approximately 58-67 dBA and hourly maximum noise levels ranged from approximately 67-92 dBA. The cause of the highest hourly $L_{max}$ value at Site 2 is unknown. The measured DNL for the 24-hour noise measurement period was 69.5 dB. This is above the city's 65 dB DNL standard for development of new noise-sensitive land uses. Measured DNL values were higher at Site 2 than at Site 1 due to its closer proximity to SR 99.

**Figure 2: Measured Hourly Noise Levels**



## 4.2 Existing Traffic Noise Exposure

Existing traffic noise levels within and near the project site were modeled using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model[4] and traffic data obtained from the Traffic Impact Study prepared for the project by Peters Engineering Group.

The FHWA Model is an analytical method utilized by many state and local agencies, including Caltrans, for highway traffic noise prediction. The FHWA Model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavily trucks (3 or more axles), with consideration given to vehicles volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly $L_{eq}$ values for free-flowing traffic conditions, and is generally considered to be accurate within ±1.5 dB. To predict DNL values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The FHWA Model assumes a clear view of traffic with no shielding at the receiver location.

Appendix B summarizes the noise modeling assumptions used to calculate traffic noise exposure for existing conditions near the project site. The day/night distribution of traffic was estimated by BBA based upon studies performed along similar roadways. The percentage of trucks on SR 99 was obtained from the Caltrans website. The percentage of trucks on other roadways within and near the project site was estimated by BBA based upon studies performed along similar roadways. The traffic noise modeling assumptions summarized by Appendix B represent the best information known to BBA at the time this analysis was prepared.

Table II summarizes existing traffic noise exposure, as defined by the annual average DNL, for various roadways within and near the project site at a reference distance of 75 feet from the center of the roadway. For traffic on SR 99 in the project area, the distance to the 65 dB DNL contour was calculated to be 957 feet from the center of the freeway. Traffic on SR 99 is the dominant source of noise within the project area.

**TABLE II**

**SUMMARY OF EXISTING TRAFFIC NOISE EXPOSURE**
**SELMA CROSSINGS DEVELOPMENT**

| Roadway | Roadway Segment | DNL (dB) @ 75 feet[1] |
|---|---|---|
| Floral Avenue | w/o SR 99 SB Off Ramp | 64.0 |
| | e/o SR 99 SB Off Ramp | 65.1 |
| | w/o Highland Ave | 62.2 |
| | e/o Highland Ave | 61.9 |
| | w/o SR 99 NB Off Ramp | 62.3 |
| | e/o SR 99 NB Off Ramp | 62.0 |
| Highland Avenue | n/o Floral Avenue | 62.4 |
| | s/o Floral Ave | 60.9 |
| | n/o SR 99 SB On Ramp | 62.4 |
| | s/o SR 99 SB On Ramp | 62.9 |
| | n/o Rose Ave | 64.4 |
| | s/o Rose Ave | 63.7 |
| Rose Avenue | w/o Highland Ave | 47.0 |
| | e/o Highland Ave | 55.6 |
| Second Street | w/o SR 99 SB Ramps | 61.5 |
| | e/o SR 99 SB Ramps | 62.1 |
| | w/o SR 99 NB Ramps | 60.7 |
| | e/o SR 99 NB Ramps | 61.3 |
| Mountain View Avenue | w/o McCall Ave | 61.3 |
| | e/o McCall Ave | 61.7 |
| | w/o Dockery Ave | 61.9 |
| | e/o Dockery Ave | 57.8 |
| | w/o SR 99 SB Off Ramp | 58.5 |
| | e/o SR 99 SB Off Ramp | 60.9 |
| | w/o SR 99 NB On Ramp | 60.9 |
| | e/o SR 99 NB On Ramp | 62.1 |
| | w/o SR 99 NB Off Ramp | 62.0 |
| | e/o SR 99 NB Off Ramp | 61.9 |
| | w/o Golden State Blvd | 64.8 |
| | e/o Golden State Blvd | 68.5 |
| | w/o Bethel Ave | 65.8 |
| | e/o Bethel Ave | 66.1 |
| | w/o Academy Ave | 64.1 |
| | e/o Academy Ave | 64.0 |
| | w/o Mendocino Ave | 60.6 |
| | e/o Mendocino Ave | 60.7 |
| McCall Avenue | n/o Mountain View Ave | 51.2 |
| | s/o Mountain View Ave | 51.2 |
| Dockery Avenue | n/o Mountain View Ave | 41.5 |
| | s/o Mountain View Ave | 41.5 |
| Golden State Boulevard | n/o Mountain View Ave | 66.3 |
| | s/o Mountain View Ave | 66.2 |
| | w/o Bethel Ave | 61.8 |
| | e/o Bethel Ave | 60.6 |

**TABLE II (CONCLUDED)**

**SUMMARY OF EXISTING TRAFFIC NOISE EXPOSURE**
**SELMA CROSSINGS DEVELOPMENT**

| Roadway | Roadway Segment | DNL (dB) @ 75 feet[1] |
|---|---|---|
| Bethel Avenue | n/o Mountain View Ave | 53.2 |
| | s/o Mountain View Ave | 54.8 |
| | n/o Golden State Blvd | 56.9 |
| | s/o Golden State Blvd | 57.3 |
| | s/o Kamm Ave | 53.3 |
| Academy Avenue | n/o Mountain View Ave | 52.0 |
| | s/o Mountain View Ave | 52.9 |
| | n/o Kamm Ave | 53.7 |
| | s/o Kamm Ave | 56.5 |
| Mendocino Avenue | n/o Mountain View Ave | 57.3 |
| | s/o Mountain View Ave | 56.7 |
| Kamm Avenue | w/o Bethel Ave | 55.2 |
| | e/o Bethel Ave | 51.8 |
| | w/o Academy Ave | 53.1 |
| | e/o Academy Ave | 54.4 |

[1]This represents a typical residential building setback from the center of a major local roadway.

Source: Brown-Buntin Associates, Inc.

## 4.3 Existing Agricultural and Commercial/Industrial Noise Exposure

Agricultural and commercial/industrial activities represent the only existing stationary noise sources within or adjacent to the project site. Agricultural activity currently occurs throughout most of the project site. Commercial/industrial activities occur adjacent to the northern portion of the project site. Selma Disposal and Dockery Recycling are located along Dockery Avenue, between Golden State Blvd. and SR 99. Measured noise levels at 100 feet from Dockery Recycling ranged from 58-75 dBA. Noise producing activities included a bobcat, top loader, compactor and sorter.

## 4.4 Existing Aircraft Noise Exposure

The project site is located approximately 3.5 miles southwest of the Selma Airport. The airport is a small municipal airport with an average of 33 daily operations, the majority of which are single engine operations. The project site is subject to periodic aircraft over-flights, but such over-flights are not considered to be a significant source of noise within the project site.

## 4.5 Existing Railroad Noise Exposure

Portions of the project site are setback approximately 200 feet from the UPRR. According to the UPRR about 22 freight trains pass through Selma daily. Grade crossings are located at Mountain View Avenue and East Saginaw Avenue. Train engineers are required to sound the warning horn when approaching within 1,000 feet of a grade crossing.

Railroad noise exposure at the project site was calculated using the above-described operations data from UPRR and noise level data from previous studies conducted by BBA along the UPRR in the San Joaquin Valley. It was assumed for the calculations that train operations could occur at any time throughout the day or night and that operations are equally distributed over a 24-hour day. At a distance of 200 feet from the tracks, the calculated DNL ranges from 62-66 dB, depending upon proximity to the closest grade crossing.

# 5. PROJECT-RELATED NOISE IMPACTS

There are existing noise-sensitive uses located adjacent to and near the project site. Such uses include existing single-family homes on Dockery Avenue, Van Horn Avenue, and Amber Avenue. Additionally, several existing single family homes are currently located within the project site itself. It should be noted that these homes will be demolished when the project is developed.

## 5.1 Stationary Noise Source Impacts (Not Significant With Mitigation)

The proposed commercial uses have the potential to generate significant noise levels at nearby existing noise-sensitive uses and proposed mixed commercial/residential uses. The noise levels produced by such sources can be highly variable. Typical examples of commercial noise sources are:

- Fans and blowers
- Truck deliveries
- Loading Docks
- Compactors
- Voices/P.A. systems
- Waste collection activities

Noise levels from commercial land uses associated with the project cannot be predicted with any certainty at this time since detailed development plans are not yet available. However, under some circumstances there is a potential for such uses to cause annoyance to nearby noise-sensitive uses and/or exceed the city's noise standards. This may be especially true for the proposed commercial shopping center if loading docks, truck routes or mechanical equipment are to be located adjacent to or near residential uses.

Mitigation of Stationary Noise Source Impacts

Noise levels from commercial sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources, and the path of transmission between noise sources and sensitive receptors. Noise levels from proposed commercial uses should not exceed 65 dB DNL within outdoor activity areas of noise-sensitive land uses. Options for noise mitigation include the use of building setbacks and the construction of sound walls and/or equipment enclosures. Additionally, Policy 3.9 of the

noise element specifies preferred mitigation measures that should be considered during the design of new commercial uses that may affect nearby noise-sensitive uses.

## 5.2 Traffic Noise Impacts (Significant and Unavoidable)

The project would result in an increase in traffic on some roadways within the project site and near the project site. The potential for significant project-related increases in traffic noise exposure was analyzed using the above-referenced Peters Engineering Group Traffic Impact Study and the FHWA Model. Traffic noise modeling assumptions are summarized in Appendix B.

Traffic noise levels were calculated at typical residential setbacks for selected roadways for future (2035) conditions. Calculated DNL values with and without the project were compared to determine if the project would cause traffic noise levels to exceed the city's 65 dB DNL exterior standard or result in a significant increase in ambient noise levels as defined by Table 1. Existing noise barriers or other noise mitigation features were not accounted for in the calculations since the analysis is intended to demonstrate the *relative change* in traffic noise exposure that could occur as a result of the project.

Table III summarizes the findings of the traffic noise analysis. Shown by the table are future (2035) with project and future (2035) without project traffic noise levels at typical residential setbacks along roadways analyzed by the traffic impact study. Table III indicates that future (2035) traffic exposure along several nearby roadways will exceed the city's 65 dB DNL standard without the project. Table III also indicates that traffic noise levels along Second Street and Bethel Avenue could increase to above 65 dB DNL as a result of the project. This is considered a significant noise impact. Table III also shows that the project could result in significant *increases* in traffic noise exposure along Mountain View Avenue, Dockery Avenue, and Golden State Boulevard.

The project also includes the development of mixed commercial/residential uses and two hotels. Depending upon the specific designs and locations of such uses, noise exposure could exceed the city's noise standards within outdoor activity areas or noise-sensitive interior spaces.

Mitigation of Traffic Noise Impacts

The most effective form of noise mitigation for existing noise-sensitive uses *outside the project site* is usually considered to be the construction of sound walls. Sound walls may offer acoustic shielding of outdoor activity areas and reduce the amount of noise that may affect indoor uses. Another means of mitigation that only affects indoor noise exposure is the replacement of existing windows and doors with sound-rated assemblies. Due to the many complications of working with individual landowners to implement such measures, it may not be feasible to achieve successful noise mitigation for all existing noise-sensitive uses that could be impacted by the project. For that reason, this impact could remain significant and unavoidable.

With respect to the proposed hotels and mixed commercial/residential uses *within the project site*, appropriate noise mitigation measures should be incorporated into the project design in

order to comply with the city's noise standards. This means that exterior noise exposure within outdoor activity areas should not exceed 65 dB DNL and interior noise exposure within noise-sensitive rooms should not exceed 45 dB DNL.

**TABLE III**

**SUMMARY OF PROJECT-RELATED TRAFFIC NOISE IMPACTS**
**SELMA CROSSINGS DEVELOPMENT**

| Roadway | Roadway Segment | DNL (dB) @ Typical Residential Setback[1] | | | |
|---|---|---|---|---|---|
| | | 2035 No Project | 2035 Project | Change[2] | Significant? |
| Floral Avenue | w/o SR 99 SB Off Ramp | 70.1 | 70.3 | +0.2 | No |
| | e/o SR 99 SB Off Ramp | 70.3 | 70.5 | +0.2 | No |
| | w/o Highland Ave | 67.8 | 67.9 | +0.1 | No |
| | e/o Highland Ave | 67.0 | 67.3 | +0.3 | No |
| | w/o SR 99 NB Off Ramp | 65.9 | 66.3 | +0.4 | No |
| | e/o SR 99 NB Off Ramp | 65.4 | 66.0 | +0.6 | No |
| Highland Avenue | n/o Floral Avenue | 67.0 | 67.3 | +0.3 | No |
| | s/o Floral Ave | 66.2 | 66.8 | +0.6 | No |
| | n/o SR 99 SB On Ramp | 66.2 | 66.8 | +0.6 | No |
| | s/o SR 99 SB On Ramp | 65.6 | 65.9 | +0.3 | No |
| | n/o Rose Ave | 68.3 | 68.5 | +0.2 | No |
| | s/o Rose Ave | 66.8 | 67.2 | +0.4 | No |
| Rose Avenue | w/o Highland Ave | 62.3 | 62.3 | 0.0 | No |
| | e/o Highland Ave | 59.4 | 59.6 | +0.2 | No |
| Second Street | w/o SR 99 SB Ramps | 65.2 | 65.7 | +0.5 | No |
| | e/o SR 99 SB Ramps | 64.9 | 65.6 | +0.7 | **Yes** |
| Mountain View Avenue | w/o McCall Ave | 68.8 | 70.5 | +1.7 | **Yes** |
| | e/o McCall Ave | 69.0 | 72.0 | +3.0 | **Yes** |
| | w/o Dockery Ave | 69.3 | 72.1 | +2.8 | **Yes** |
| | e/o Dockery Ave | 64.9 | 69.2 | +4.3 | **Yes** |
| | w/o SR 99 SB Off Ramp | 64.2 | 70.9 | +6.7 | **Yes** |
| | e/o SR 99 SB Off Ramp | 64.6 | 72.2 | +7.6 | **Yes** |
| | w/o SR 99 NB On Ramp | 64.1 | 72.3 | +8.2 | **Yes** |
| | e/o SR 99 NB On Ramp | 64.3 | 72.3 | +8.0 | **Yes** |
| | w/o SR 99 NB Off Ramp | 65.8 | 72.4 | +6.6 | **Yes** |
| | e/o SR 99 NB Off Ramp | 65.5 | 72.1 | +6.6 | **Yes** |
| | w/o Golden State Blvd | 67.3 | 72.5 | +5.2 | **Yes** |
| | e/o Golden State Blvd | 71.4 | 75.1 | +3.7 | **Yes** |
| | w/o Bethel Ave | 67.4 | 73.8 | +6.4 | **Yes** |
| | e/o Bethel Ave | 67.8 | 73.3 | +5.5 | **Yes** |
| | w/o Academy Ave | 65.9 | 71.4 | +5.5 | **Yes** |
| | e/o Academy Ave | 66.7 | 70.8 | +4.1 | **Yes** |
| | w/o Mendocino Ave | 63.0 | 67.3 | +4.3 | **Yes** |
| | e/o Mendocino Ave | 62.3 | 65.3 | +3.0 | **Yes** |
| McCall Avenue | n/o Mountain View Ave | 59.7 | 62.3 | +2.6 | No |
| | s/o Mountain View Ave | 59.8 | 60.4 | +0.6 | No |

**TABLE III (CONCLUDED)**

**SUMMARY OF PROJECT-RELATED TRAFFIC NOISE IMPACTS`**
**SELMA CROSSINGS DEVELOPMENT**

| Roadway | Roadway Segment | DNL (dB) @ Typical Residential Setback[1] | | | |
|---|---|---|---|---|---|
| | | 2035 No Project | 2035 Project | Change[2] | Significant? |
| Dockery Avenue | n/o Mountain View Ave | 50.3 | 61.5 | +11.2 | **Yes** |
| | s/o Mountain View Ave | 58.5 | 64.4 | + 5.9 | **Yes** |
| Golden State Boulevard | n/o Mountain View Ave | 71.1 | 76.2 | +5.1 | **Yes** |
| | s/o Mountain View Ave | 72.0 | 73.6 | +1.6 | **Yes** |
| | w/o Bethel Ave | 69.9 | 70.7 | +0.8 | No |
| | e/o Bethel Ave | 68.6 | 70.1 | +1.5 | **Yes** |
| Bethel Avenue | n/o Mountain View Ave | 56.2 | 60.9 | +4.7 | No |
| | s/o Mountain View Ave | 58.7 | 60.3 | +1.6 | No |
| | n/o Golden State Blvd | 63.2 | 66.0 | +2.8 | **Yes** |
| | s/o Golden State Blvd | 62.3 | 63.9 | +1.6 | No |
| | s/o Kamm Ave | 61.3 | 63.7 | +2.4 | No |
| Academy Avenue | n/o Mountain View Ave | 59.6 | 62.4 | +2.8 | No |
| | s/o Mountain View Ave | 59.5 | 61.2 | +1.7 | No |
| Mendocino Avenue | n/o Mountain View Ave | 61.2 | 64.1 | +2.9 | No |
| | s/o Mountain View Ave | 59.7 | 61.3 | +1.6 | No |
| Kamm Avenue | w/o Bethel Ave | 61.5 | 63.6 | +2.1 | No |
| | e/o Bethel Ave | 58.8 | 59.6 | +0.8 | No |

[1]A typical residential setback was assumed to be 75 feet from the center of the roadway.

Source: Brown-Buntin Associates, Inc.

## 5.3 Construction Noise and Vibration Impacts (Not Significant With Mitigation)

During construction of the project, noise from construction activities could potentially impact noise-sensitive uses in the immediate area. Activities associated with construction would generate noise levels at 50 feet as indicated by Table V. The heavy equipment that produces the highest noise levels would be associated with project grading and excavation, roadway construction or utility construction.

Vibration from construction activities could occasionally be perceptible at the closest sensitive land uses. The primary vibratory sources during construction activities within the project area would likely be large bulldozers or excavators and loaded trucks. Typical bulldozer or loaded truck activities generate an approximate vibration level of 86-87 VdB at a distance of 25 feet. Most sensitive uses would be located at distances greater than 25 feet from major vibratory sources. Typically, vibration levels must exceed 80 VdB before annoyance occurs or 100 VdB before building damage occurs.

**TABLE IV**

**TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS**

| Type of Equipment | Maximum Level, dB (50 Ft.) |
|---|---|
| Backhoe | 78 |
| Concrete Saw | 90 |
| Crane | 81 |
| Excavator | 81 |
| Front End Loader | 79 |
| Jackhammer | 89 |
| Paver | 77 |
| Pneumatic Tools | 85 |
| Bulldozer | 82 |

Source: FHWA[6]

Mitigation of Off-site Construction Noise and Vibration Impacts

Noise or vibration from construction activities are not usually considered to be significant if construction occurring near noise-sensitive land uses is limited to the daytime hours, extraordinary noise-producing activities (e.g., pile driving) are not anticipated and construction equipment is adequately maintained and muffled. Policy 3.1 of the noise element restricts the hours of operation for noise-producing devices, appliances, equipment or vehicles on public or private property abutting noise sensitive land uses. Such operations are not permitted between 7:00 p.m. and 6:00 a.m. during weekdays or between 7:00 p.m. and 9:00 a.m. during weekends.

## 6. SOURCES CONSULTED


1. City of Selma, Noise Element of the 2035 General Plan, September 2009.

2. *Federal Agency Review of Selected Airport Noise Analysis Issues*, Federal Interagency Committee on Noise, August, 1992.

3. U.S. Department of Transportation, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, April 1995.

4. Federal Highway Administration, Traffic Noise Model, Version 2.5, April 14, 2004.

5. Peters Engineering Group, *Traffic Impact Study for Selma Crossings Specific Plan.*

6. Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

## APPENDIX A

## ACOUSTICAL TERMINOLOGY

**AMBIENT NOISE LEVEL:** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**CNEL:** Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

**DECIBEL, dB:** A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

**DNL/$L_{dn}$:** Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

**$L_{eq}$:** Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. $L_{eq}$ is typically computed over 1, 8 and 24-hour sample periods.

**NOTE:** The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while $L_{eq}$ represents the average noise exposure for a shorter time period, typically one hour.

**$L_{max}$:** The maximum noise level recorded during a noise event.

**$L_n$:** The sound level exceeded "n" percent of the time during a sample interval ($L_{90}$, $L_{50}$, $L_{10}$, etc.). For example, $L_{10}$ equals the level exceeded 10 percent of the time.

**A-2**

## ACOUSTICAL TERMINOLOGY

**NOISE EXPOSURE CONTOURS:** Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

**NOISE LEVEL REDUCTION (NLR)**: The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of Anoise level reduction@ combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

**SEL or SENEL:** Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

**SOUND LEVEL:** The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

**SOUND TRANSMISSION CLASS (STC):** The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

# APPENDIX B

# TRAFFIC NOISE MODELING ASSUMPTIONS

**Brown-Buntin Associates, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
August 16, 2011

| | |
|---|---|
| Project #: | 07-028 |
| Description: | Existing |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

| **Contour Levels (dB)** | 60 | 65 | 70 | 75 | | | | | |
|---|---|---|---|---|---|---|---|---|---|

| | | | | Day | Eve | Night | Truck % | | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Segment** | **Roadway Name** | **Segment Description** | **ADT** | **%** | **%** | **%** | **Med** | **Heavy** | **MPH** | **ft** | **dB** |
| 1 | Floral Avenue | West of SR 99 SB Off Ramp | 12420 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 2 | Floral Avenue | East of SR 99 SB Off Ramp | 16310 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 3 | SR 99 SB Off Ramp | North of Floral Avenue | 3320 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 4 | SR 99 SB Off Ramp | South of Floral Avenue | 4550 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 5 | Floral Avenue | West of Highland Avenue | 15900 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 6 | Floral Avenue | East of Highland Avenue | 15010 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 7 | Highland Avenue | North of Floral Avenue | 9340 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 8 | Highland Avenue | South of Floral Avenue | 6650 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 9 | Floral Avenue | West of SR 99 NB Off Ramp | 16340 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 10 | Floral Avenue | East of SR 99 NB Off Ramp | 15460 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 11 | SR 99 NB Off Ramp | South of Floral Avenue | 1960 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 12 | SR 99 SB On Ramp | West of Highland Avenue | 2460 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 13 | SR 99 SB On Ramp | East of Highland Avenue | 2180 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 14 | Highland Avenue | North of SR 99 SB On Ramp | 9530 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 15 | Highland Avenue | South of SR 99 SB On Ramp | 10510 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 16 | Rose Ave | West of Highland Avenue | 340 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 17 | Rose Ave | East of Highland Avenue | 2480 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 18 | Highland Avenue | North of Rose Avenue | 10250 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 19 | Highland Avenue | South of Rose Avenue | 8770 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 20 | Second Street | West of SR 99 SB Ramps | 7070 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 21 | Second Street | East of SR 99 SB Ramps | 8060 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 22 | SR 99 SB Ramps | South of Second Street | 1140 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 23 | Second Street | West of SR 99 NB Ramps | 8110 | 87 | | 13 | 2 | 1 | 35 | 75 | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | Second Street | East of SR 99 NB Ramps | 9260 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 25 | Mountain View Avenue | West of McCall Avenue | 1970 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 26 | Mountain View Avenue | East of McCall Avenue | 2160 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 27 | McCall Avenue | North of Mountain View Avenue | 900 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 28 | McCall Avenue | South of Mountain View Avenue | 910 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 29 | Mountain View Avenue | West of Dockery Avenue | 2260 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 30 | Mountain View Avenue | East of Dockery Avenue | 2280 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 31 | Dockery Avenue | North of Mountain View Avenue | 70 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 32 | Dockery Avenue | South of Mountain View Avenue | 70 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 33 | Mountain View Avenue | West of SR 99 SB Off Ramp | 2640 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 34 | Mountain View Avenue | East of SR 99 SB Off Ramp | 4630 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 35 | SR 99 SB Off Ramp | North of Mountain View Avenue | 2620 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 36 | SR 99 SB Off Ramp | South of Mountain View Avenue | 500 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 37 | Mountain View Avenue | West of SR 99 NB On Ramp | 4610 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 38 | Mountain View Avenue | East of SR 99 NB On Ramp | 6080 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 39 | SR 99 NB On Ramp | North of Mountain View Avenue | 2290 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 40 | Mountain View Avenue | West of SR 99 NB Off Ramp | 5890 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 41 | Mountain View Avenue | East of SR 99 NB Off Ramp | 5840 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 42 | SR 99 NB Off Ramp | South of Mountain View Avenue | 370 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 43 | Mountain View Avenue | West of Golden State Boulevard | 11320 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 44 | Mountain View Avenue | East of Golden State Boulevard | 10430 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 45 | Golden State Boulevard | North of Mountain View Avenue | 5660 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 46 | Golden State Boulevard | South of Mountain View Avenue | 5610 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 47 | Mountain View Avenue | West of Bethel Avenue | 5560 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 48 | Mountain View Avenue | East of Bethel Avenue | 5960 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 49 | Bethel Avenue | North of Mountain View Avenue | 780 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 50 | Bethel Avenue | South of Mountain View Avenue | 1140 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 51 | Mountain View Avenue | West of Academy Avenue | 5770 | 87 | | 13 | 2 | 1 | 55 | 75 | |
| 52 | Mountain View Avenue | East of Academy Avenue | 5730 | 87 | | 13 | 2 | 1 | 55 | 75 | |
| 53 | Academy Avenue | North of Mountain View Avenue | 790 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 54 | Academy Avenue | South of Mountain View Avenue | 970 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 55 | Mountain View Avenue | West of Mendocino Avenue | 5770 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 56 | Mountain View Avenue | East of Mendocino Avenue | 5920 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 57 | Mendocino Avenue | North of Mountain View Avenue | 2710 | 87 | | 13 | 2 | 1 | 40 | 75 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 58 | Mendocino Avenue | South of Mountain View Avenue | 2360 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 59 | Golden State Boulevard | West of Bethel Avenue | 2040 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 60 | Golden State Boulevard | East of Bethel Avenue | 1550 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 61 | Bethel Avenue | North of Goldend State Boulevard | 2420 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 62 | Bethel Avenue | South of Golden State Boulevard | 2710 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 63 | Kamm Avenue | West of Bethel Avenue | 1640 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 64 | Kamm Avenue | East of Bethel Avenue | 760 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 65 | Bethel Avenue | North of Kamm Avenue | | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 66 | Bethel Avenue | South of Kamm Avenue | 1060 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 67 | Kamm Avenue | West of Academy Avenue | 1020 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 68 | Kamm Avenue | East of Academy Avenue | 1370 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 69 | Academy Avenue | North of Kamm Avenue | 1160 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 70 | Academy Avenue | South of Kamm Avenue | 2210 | 87 | | 13 | 2 | 1 | 40 | 75 | |
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**Brown-Buntin Associates, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
August 16, 2011

Project #: 07-028
Description: 2035 No Project
Ldn/Cnel: Ldn
Site Type: Soft

**Contour Levels (dB)** 60 65 70 75

| Segment | Roadway Name | Segment Description | ADT | Day % | Eve % | Night % | Truck % Med | Truck % Heavy | Speed MPH | Distance ft | Offset dB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Floral Avenue | West of SR 99 SB Off Ramp | 51250 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 2 | Floral Avenue | East of SR 99 SB Off Ramp | 53860 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 3 | SR 99 SB Off Ramp | North of Floral Avenue | 7010 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 4 | SR 99 SB Off Ramp | South of Floral Avenue | 5820 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 5 | Floral Avenue | West of Highland Avenue | 58290 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 6 | Floral Avenue | East of Highland Avenue | 48010 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 7 | Highland Avenue | North of Floral Avenue | 26940 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 8 | Highland Avenue | South of Floral Avenue | 22800 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 9 | Floral Avenue | West of SR 99 NB Off Ramp | 37510 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 10 | Floral Avenue | East of SR 99 NB Off Ramp | 33470 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 11 | SR 99 NB Off Ramp | South of Floral Avenue | 5840 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 12 | SR 99 SB On Ramp | West of Highland Avenue | 2940 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 13 | SR 99 SB On Ramp | East of Highland Avenue | 6650 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 14 | Highland Avenue | North of SR 99 SB On Ramp | 22370 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 15 | Highland Avenue | South of SR 99 SB On Ramp | 19640 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 16 | Rose Ave | West of Highland Avenue | 11590 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 17 | Rose Ave | East of Highland Avenue | 5970 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 18 | Highland Avenue | North of Rose Avenue | 25140 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 19 | Highland Avenue | South of Rose Avenue | 17800 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 20 | Second Street | West of SR 99 SB Ramps | 16710 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 21 | Second Street | East of SR 99 SB Ramps | 15440 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 22 | SR 99 SB Ramps | South of Second Street | 3970 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 23 | Second Street | West of SR 99 NB Ramps | 14500 | 87 | | 13 | 2 | 1 | 35 | 75 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | Second Street | East of SR 99 NB Ramps | 16140 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 25 | Mountain View Avenue | West of McCall Avenue | 11150 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 26 | Mountain View Avenue | East of McCall Avenue | 11800 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 27 | McCall Avenue | North of Mountain View Avenue | 6330 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 28 | McCall Avenue | South of Mountain View Avenue | 6460 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 29 | Mountain View Avenue | West of Dockery Avenue | 12570 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 30 | Mountain View Avenue | East of Dockery Avenue | 11740 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 31 | Dockery Avenue | North of Mountain View Avenue | 540 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 32 | Dockery Avenue | South of Mountain View Avenue | 3570 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 33 | Mountain View Avenue | West of SR 99 SB Off Ramp | 9830 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 34 | Mountain View Avenue | East of SR 99 SB Off Ramp | 10840 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 35 | SR 99 SB Off Ramp | North of Mountain View Avenue | 4830 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 36 | SR 99 SB Off Ramp | South of Mountain View Avenue | 660 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 37 | Mountain View Avenue | West of SR 99 NB On Ramp | 9570 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 38 | Mountain View Avenue | East of SR 99 NB On Ramp | 10190 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 39 | SR 99 NB On Ramp | North of Mountain View Avenue | 4920 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 40 | Mountain View Avenue | West of SR 99 NB Off Ramp | 14340 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 41 | Mountain View Avenue | East of SR 99 NB Off Ramp | 13420 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 42 | SR 99 NB Off Ramp | South of Mountain View Avenue | 2440 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 43 | Mountain View Avenue | West of Golden State Boulevard | 20160 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 44 | Mountain View Avenue | East of Golden State Boulevard | 20310 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 45 | Golden State Boulevard | North of Mountain View Avenue | 17070 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 46 | Golden State Boulevard | South of Mountain View Avenue | 21260 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 47 | Mountain View Avenue | West of Bethel Avenue | 8000 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 48 | Mountain View Avenue | East of Bethel Avenue | 8960 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 49 | Bethel Avenue | North of Mountain View Avenue | 1580 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 50 | Bethel Avenue | South of Mountain View Avenue | 2790 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 51 | Mountain View Avenue | West of Academy Avenue | 8790 | 87 | | 13 | 2 | 1 | 55 | 75 | |
| 52 | Mountain View Avenue | East of Academy Avenue | 10510 | 87 | | 13 | 2 | 1 | 55 | 75 | |
| 53 | Academy Avenue | North of Mountain View Avenue | 4570 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 54 | Academy Avenue | South of Mountain View Avenue | 4490 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 55 | Mountain View Avenue | West of Mendocino Avenue | 9890 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 56 | Mountain View Avenue | East of Mendocino Avenue | 8410 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 57 | Mendocino Avenue | North of Mountain View Avenue | 6550 | 87 | | 13 | 2 | 1 | 40 | 75 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 58 | Mendocino Avenue | South of Mountain View Avenue | 4690 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 59 | Golden State Boulevard | West of Bethel Avenue | 13030 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 60 | Golden State Boulevard | East of Bethel Avenue | 9660 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 61 | Bethel Avenue | North of Goldend State Boulevard | 10460 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 62 | Bethel Avenue | South of Golden State Boulevard | 8530 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 63 | Kamm Avenue | West of Bethel Avenue | 7080 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 64 | Kamm Avenue | East of Bethel Avenue | 3790 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 65 | Bethel Avenue | North of Kamm Avenue | | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 66 | Bethel Avenue | South of Kamm Avenue | 6730 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 67 | Kamm Avenue | West of Academy Avenue | 7270 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 68 | Kamm Avenue | East of Academy Avenue | 7100 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 69 | Academy Avenue | North of Kamm Avenue | 8490 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 70 | Academy Avenue | South of Kamm Avenue | 9440 | 87 | | 13 | 2 | 1 | 40 | 75 | |
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**Brown-Buntin Associates, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
August 16, 2011

| | |
|---|---|
| Project #: | 07-028 |
| Description: | 2035 + Project |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

| **Contour Levels (dB)** | 60 | 65 | 70 | 75 | | | | | |
|---|---|---|---|---|---|---|---|---|---|

| Segment | Roadway Name | Segment Description | ADT | Day % | Eve % | Night % | Truck % Med | Truck % Heavy | Speed MPH | Distance ft | Offset dB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Floral Avenue | West of SR 99 SB Off Ramp | 52950 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 2 | Floral Avenue | East of SR 99 SB Off Ramp | 55560 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 3 | SR 99 SB Off Ramp | North of Floral Avenue | 7010 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 4 | SR 99 SB Off Ramp | South of Floral Avenue | 5820 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 5 | Floral Avenue | West of Highland Avenue | 59990 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 6 | Floral Avenue | East of Highland Avenue | 51690 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 7 | Highland Avenue | North of Floral Avenue | 29290 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 8 | Highland Avenue | South of Floral Avenue | 25870 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 9 | Floral Avenue | West of SR 99 NB Off Ramp | 41300 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 10 | Floral Avenue | East of SR 99 NB Off Ramp | 38120 | 87 | | 13 | 2 | 1 | 30 | 75 | |
| 11 | SR 99 NB Off Ramp | South of Floral Avenue | 8200 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 12 | SR 99 SB On Ramp | West of Highland Avenue | 3060 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 13 | SR 99 SB On Ramp | East of Highland Avenue | 7720 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 14 | Highland Avenue | North of SR 99 SB On Ramp | 25870 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 15 | Highland Avenue | South of SR 99 SB On Ramp | 21290 | 87 | | 13 | 3 | 2 | 35 | 75 | |
| 16 | Rose Ave | West of Highland Avenue | 11630 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 17 | Rose Ave | East of Highland Avenue | 6240 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 18 | Highland Avenue | North of Rose Avenue | 26660 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 19 | Highland Avenue | South of Rose Avenue | 19630 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 20 | Second Street | West of SR 99 SB Ramps | 18750 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 21 | Second Street | East of SR 99 SB Ramps | 18200 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 22 | SR 99 SB Ramps | South of Second Street | 4960 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 23 | Second Street | West of SR 99 NB Ramps | 20610 | 87 | | 13 | 2 | 1 | 35 | 75 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | Second Street | East of SR 99 NB Ramps | 19510 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 25 | Mountain View Avenue | West of McCall Avenue | 16350 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 26 | Mountain View Avenue | East of McCall Avenue | 23370 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 27 | McCall Avenue | North of Mountain View Avenue | 11700 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 28 | McCall Avenue | South of Mountain View Avenue | 7460 | 87 | | 13 | 2 | 1 | 35 | 75 | |
| 29 | Mountain View Avenue | West of Dockery Avenue | 23900 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 30 | Mountain View Avenue | East of Dockery Avenue | 31170 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 31 | Dockery Avenue | North of Mountain View Avenue | 7060 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 32 | Dockery Avenue | South of Mountain View Avenue | 13630 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 33 | Mountain View Avenue | West of SR 99 SB Off Ramp | 46280 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 34 | Mountain View Avenue | East of SR 99 SB Off Ramp | 62860 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 35 | SR 99 SB Off Ramp | North of Mountain View Avenue | 18180 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 36 | SR 99 SB Off Ramp | South of Mountain View Avenue | 26960 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 37 | Mountain View Avenue | West of SR 99 NB On Ramp | 64020 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 38 | Mountain View Avenue | East of SR 99 NB On Ramp | 63060 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 39 | SR 99 NB On Ramp | North of Mountain View Avenue | 17900 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 40 | Mountain View Avenue | West of SR 99 NB Off Ramp | 65290 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 41 | Mountain View Avenue | East of SR 99 NB Off Ramp | 60580 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 42 | SR 99 NB Off Ramp | South of Mountain View Avenue | 6190 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 43 | Mountain View Avenue | West of Golden State Boulevard | 67320 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 44 | Mountain View Avenue | East of Golden State Boulevard | 47270 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 45 | Golden State Boulevard | North of Mountain View Avenue | 56350 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 46 | Golden State Boulevard | South of Mountain View Avenue | 30680 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 47 | Mountain View Avenue | West of Bethel Avenue | 34900 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 48 | Mountain View Avenue | East of Bethel Avenue | 31780 | 87 | | 13 | 2 | 1 | 65 | 75 | |
| 49 | Bethel Avenue | North of Mountain View Avenue | 4660 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 50 | Bethel Avenue | South of Mountain View Avenue | 4060 | 87 | | 13 | 2 | 1 | 45 | 75 | |
| 51 | Mountain View Avenue | West of Academy Avenue | 31610 | 87 | | 13 | 2 | 1 | 55 | 75 | |
| 52 | Mountain View Avenue | East of Academy Avenue | 27170 | 87 | | 13 | 2 | 1 | 55 | 75 | |
| 53 | Academy Avenue | North of Mountain View Avenue | 8680 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 54 | Academy Avenue | South of Mountain View Avenue | 6520 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 55 | Mountain View Avenue | West of Mendocino Avenue | 26570 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 56 | Mountain View Avenue | East of Mendocino Avenue | 16840 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 57 | Mendocino Avenue | North of Mountain View Avenue | 12750 | 87 | | 13 | 2 | 1 | 40 | 75 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 58 | Mendocino Avenue | South of Mountain View Avenue | 6740 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 59 | Golden State Boulevard | West of Bethel Avenue | 15800 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 60 | Golden State Boulevard | East of Bethel Avenue | 13840 | 87 | | 13 | 3 | 2 | 65 | 75 | |
| 61 | Bethel Avenue | North of Goldend State Boulevard | 19670 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 62 | Bethel Avenue | South of Golden State Boulevard | 12270 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 63 | Kamm Avenue | West of Bethel Avenue | 11350 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 64 | Kamm Avenue | East of Bethel Avenue | 4610 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 65 | Bethel Avenue | North of Kamm Avenue | | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 66 | Bethel Avenue | South of Kamm Avenue | 11820 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 67 | Kamm Avenue | West of Academy Avenue | 12350 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 68 | Kamm Avenue | East of Academy Avenue | 11160 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 69 | Academy Avenue | North of Kamm Avenue | 11890 | 87 | | 13 | 2 | 1 | 40 | 75 | |
| 70 | Academy Avenue | South of Kamm Avenue | 12860 | 87 | | 13 | 2 | 1 | 40 | 75 | |
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# Appendix J:
# Water Supply Assessment

# SB 610 Water Supply Assessment
# For
# Selma Crossings Commercial Development

## FINAL

## January 27, 2011

**Prepared by**

**California Water Service Company**
**2042 2nd Street**
**Selma, California 93662-3741**

## Introduction

A revised Water Supply Assessment (WSA), dated April 22, 2009, was prepared by California Water Service Company (Cal Water) in response to a request by the City of Selma (lead agency) to revise the South Selma Specific plan, located immediately adjacent to the southern boundary of the City of Selma in Fresno County. The initial proposed development area was 2,650 acres and was surrounded by unincorporated areas of Fresno County to the east, south and west. The revised WSA was based on the proposed Selma Crossings Commercial Development land use plan as defined in the city's June 28, 2007 Notice of Preparation

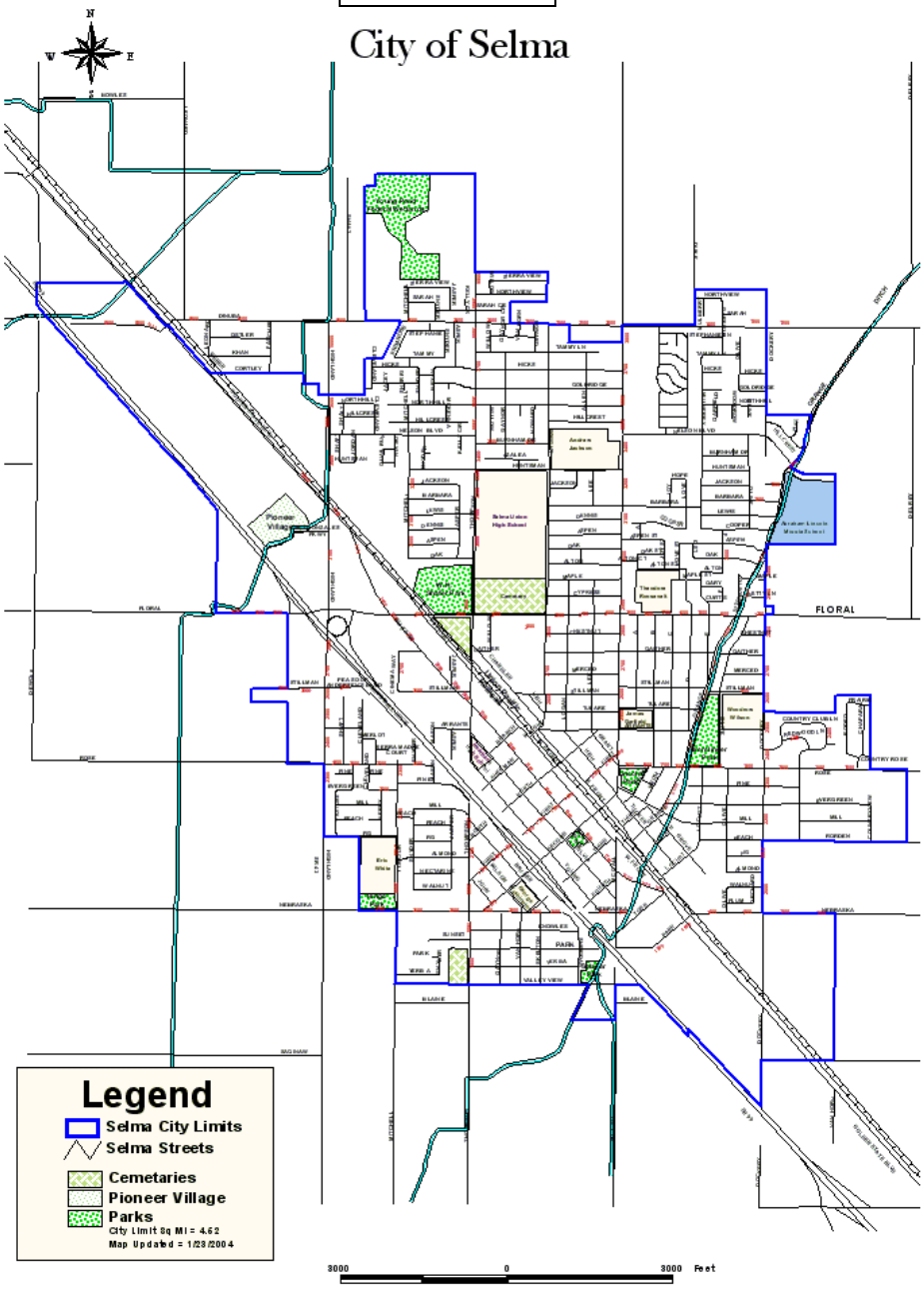
In July 2010, the City of Selma requested that Cal Water revise the April 2009 WSA due to further proposed changes in Selma Crossings Commercial Development land use plan, which result in an increase in development area.

The scale of development for the Selma Crossings Commercial Development (Selma Crossings) exceeds criteria set forth in California state law pertaining to the requirements for preparation of a WSA report (Senate Bill (SB) 610, California Water Code Section 10912); therefore, a revised WSA must be prepared

Information from this revised WSA regarding forecasted water demands and the adequacy of the water supply to meet those demands may be used in the California Environmental Quality Act Environmental Impact Report (EIR) being prepared for the development.

The City of Selma has approved and/or is reviewing other development projects including Amberwood, the Northeast Specific Plan and multiple smaller developments. These are located in the southeast, south, southwest and northwest areas. Figure 1 is a map of the City of Selma and Figure 2 shows most of the proposed developments.

**Figure 1**


City of Selma
FLORAL
Legend
Selma City Limits
Selma Streets
Cemeteries
Pioneer Village
Parks
City Limit Sq MI = 4.62
Map Updated = 1/23/2004
3000
0
3000 Feet

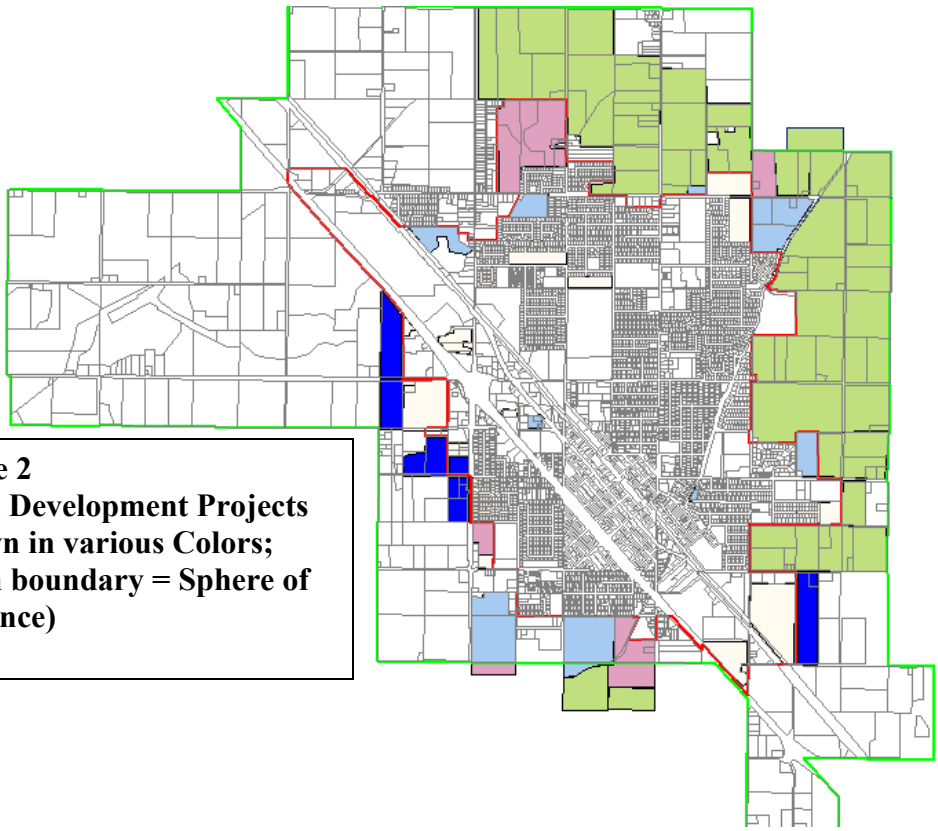


**Figure 2**
**Selma Development Projects (Shown in various Colors; Green boundary = Sphere of Influence)**

Section 5, Water Code 10910, Paragraph (c) (3) states: *"If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water supply system has no urban water management plan, the water assessment for the project shall include a discussion with regard to whether the public water supply system's total projected water supplies during normal, single dry, and multiple dry water years during a 20 year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned for future uses, including agricultural and manufacturing uses."*

In the Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001 prepared by the California Department of Water Resources (October 8, 2003) on Page 23, Section 5, Step Three: Documenting project demand (Project Demand Analysis) Definitions, 3rd Paragraph, Planned Future Uses, it states that *"Planned future uses may include: projects that are expected to be completed during the same time frame as the proposed project. These include all new demands ranging from an individual single-family home to large-scale developments."*

In July 2008, Cal Water completed its Water Supply and Facility Master Plan (WSFMP) for the Selma District. The WSFMP provides a more in-depth analysis of Selma's proposed and planned development based on its General Plan and updated information than does Cal Water's 2006 Urban Water Management Plant (UWMP). The City's 2006 population was estimated to be 22,930. Selma's current sphere of influence encompasses

about 12.9 square miles (8,281 acres) and 6,310 parcels. Selma's proposed expanded sphere of influence is about 24.7 square miles (15,821 acres).

Selma Crossings (previously called the South Selma Specific Plan) is located along the southeastern Selma city limits in Fresno County. The site is at the northeast quadrants northwest and southwest of the intersection of Mountain View Avenue and State Highway Route 99. The total area of the proposed project is 287 acres versus the previous plan for 304 acres; hence, the revised development area is 94.4% of the previous plan.

Based on information in the City of Selma's Notice of Preparation, the State of California, Department of Finance, Demograhics Division's January 2007 estimate persons per dwelling unit is 3.45. For the purposes of estimating water demands in this WSA, the Department of Finance's 2007 estimate is used.

The total projected increase in population if all anticipated development occurs within the current SOI is 48,580 people using the City's projections. Combining that with the current population estimate results in a total population of 71,510 people.

The WSFMP for the Selma District developed a population forecast based on land use plans and residential development that includes the proposed acreages for various categories of housing and the number of dwelling units per acre. The WSFMP includes a table of total dwelling units as function of development density: minimum, average and maximum. For its current sphere of influence (SOI), the WSFMP indicates for average planned dwelling unit (DU) density at ultimate build out, a total of 17,078 DUs excluding residential reserve areas and 25,380 DUs including residential reserves. Using an average of these numbers (21,229 DUs) and the number of residents per DU at 3.45, the projected population for planned areas at build out in the current SOI would be 73,240 or 1,703 more people more than the City's forecast

As a consequence of the major national and state economic recession and subsequent slow recovery, the question remains as to what the rate of growth in Selma will be during the coming years. How long before the collapsed housing market comes back to moderate growth rates? Following very rapid growth in 2004 - 2006, there was a virtual collapse of the housing market starting in 2008 and continuing to the present due to high levels of unemployment and home mortgage foreclosures.

While it will probably take several years before moderate rates of development are reestablished, it is unlikely with new mortgage lending standards that the growth rates associated with the "housing bubble" will occur again.

Prior to the 2004 - 2006 growth spurt, population growth rates from 2% to 3.8% per year were experienced in Selma.

For this WSA, an annual growth rate of 2.4% per year is used for the period from 2006 to 2010 and for the 20 year period from 2010 to 2030 a rate of 2.9% is assumed. Accordingly, the estimated population of the City of Selma in 2010 is:

$22,930 \times (1.024)^{4} = 25,212$ people.

In 2030, the estimated population within Selma's current SOI is:

$25,212 \times (1.029)^{20} = 24,421 \times 1.8775 = 44,660$

Evaluation of Selma Crossings water demand is assessed in the context of the total projected growth for the Selma existing SOI.

The Selma Crossings project is not covered in Cal Water's 2006 UWMP; therefore, its water requirements and how they are to be met are addressed in this WSA. The Selma District 2006 UWMP document (attached) provides historic and forecasted water demand and supply data and analyses and can be referenced for more detailed information on water demand by sectors. Cal Water updates its Urban Water Management Plans every 3 - 5 years.

Following is information on the proposed Selma Crossings project, its projected water demands, and a description and assessment of the proposed water supply as to its adequacy to meet those demands in accordance with the requirements of SB 610.

## Project Description

Table 1 presents a summary of the land use plan for the revised South Selma Specific Plan:

**Table 1: Selma Crossings Land Use Summary**

- Retail Commercial: Anchors, Majors, Shops: 2,092,203 square feet ($ft^2$)
- Office Commercial: 540,000 $ft^2$
- Residential Mixed Use: 252,000 $ft^2$ includes 250 Dwelling Units
- Auto mall: 400,000 $ft^2$
- Hotels (2): 155,000 $ft^2$
- Water Park/Entertainment: 10,000 $ft^2$
- Total: 3,449,203 $ft^2$

## Water Demand Forecasts

### Water Demand Forecast for South Selma Specific Plan

The following demand forecast is for the full build-out of the proposed Selma Crossings project.

*Retail Commercial/Office Commercial/Residential Mixed Use/Hotel/Auto mall/Waterpark:*

Estimating water usage for commercial, retail and office space on a gallons/square feet basis requires characterizing the type and mix of businesses that are anticipated in the development. If the commercial/retail/office space mix has a higher concentration of

higher water using businesses such as supermarkets, restaurants, coffee shops, health clubs, etc., the water use factor will be significantly higher than a mix largely comprised of dry goods retail activities such as clothing, shoes, jewelry, sporting goods, drug stores, bookstores, etc.

For another development project in Cal Water's Dominguez District in Torrance, CA, PCR Services Corporation (PCR) using data derived by the County Sanitation Districts of Los Angeles (CCDLA) developed a table of estimated water demand for a variety of commercial activities.

Since there was good agreement between the estimate of residential water usage derived from Cal Water data and those developed by PCR using CCDLA data, estimates of water demand for commercial activities developed by PCR using CCDLA factors are used for the Selma Crossings development and are summarized in below.

**Commercial Activities Water Use Factors**

| Category | Average Use gallons/sq ft/day |
|---|---|
| Retail: | |
| Shopping Center | 0.358 |
| Electronic Superstore | 0.110 |
| Home Improvement | 0.110 |
| Discount Club | 0.110 |
| Home Furnishing | 0.110 |
| Office Supplies | 0.110 |
| Pet Supply | 0.110 |
| Supermarket | 0.65 |
| Restaurants: | |
| High turnover | 1.100 |
| Fast Food | 1.100 |
| Quality | 1.100 |

Commercial office space water usage was not included in the above figures. In Cal Water's Bayshore District in the City of San Mateo, three years of sales records for the Franklin Templeton offices were obtained and analyzed along with data on the square footage of the office complex. Because these offices had more than the usual landscaped area compared to typical office complexes, consumption data for the months from June through October was excluded due to significant increases in water consumption due to irrigation. Data from 23 months of records for the nearby Siebel offices with more representative landscaped area was obtained and reviewed along with square footage. The water use factor (gallons per day/ $ft^2$) for this complex was found to be 68% of that at the Franklin Templeton complex after correcting for excessive landscape irrigation. The Franklin Templeton office factor was 0.01227 gallons per day/$ft^2$. However, both offices are used strictly used for corporate business activities and do not include any medical or

dental offices or personal services activities (hair styling, manicures and pedicures, etc.) To be conservative here, a factor 3.25 was applied to the above usage rate to account for more water using activities. The factor used for office commercial here is 0.04 gallons per day/$ft^2$.

Calculated water use for the Selma Crossings development at full build-out and occupancy follows:

Retail Commercial: 2,092,203 $ft^2$ x 0.30 gpd/$ft^2$ +
Office Commercial: 540,000 $ft^2$ x 0.04 gpd/$ft^2$ +
Residential Mixed: 30,000 $ft^2$ x 0.30 gpd/$ft^2$ + 250 DU x 3.45 persons/DU x 140 gpd/person +
Auto mall: 400,000 $ft^2$ x 0.11 gpd/$ft^2$ +
Hotels: 155,000 $ft^2$ x 0.40 gpd/$ft^2$ +
Water Park/Entertainment: 10,000 $ft^2$ x 0.8 gpd/$ft^2$

Retail Commercial: 627,610gpd +
Office Commercial: 21,600 gpd +
Residential Mixed: 9,000 gpd + 127,750 gpd +
Auto mall: 44,000 gpd +
Hotels: 77,500 gpd +
Water Park/Entertainment: 8,000 gpd = 915,460 gpd

Estimated average day water use for all of the above uses: 915,460 gallons/day or 1,026 acre-ft/yr

*Irrigated Landscaping:*

Of the total 287 acres, it is estimated that approximately 3% of the area or 8.6 acres will be irrigated landscaped area. Typical irrigation rates range from 2.0 to 4.0 acre-ft/acre/year or ft/year. The Selma WSFMP found that the average park irrigation rate was 2.5 acre-ft/acre/year. Therefore, the estimated irrigation demand is:

2.5 ft/yr x 8.6 acres = 21.5 acre-ft/yr or 19,180 gallons/day

Total Estimated Selma Crossings Average Annual Day Water Demand**:**

**934,640 gallons/day or 1,048 acre-ft/yr**

In the Selma 2008 WSFMP, water use data from selected sample commercial areas in Selma for 2005 yielded average use factors of 1.6 acre-ft/yr/acre for community commercial.

As a check, if an average rate of 1.6 acre-ft/yr/acre were used for the proposed Selma Crossings, then total water demand would be 1.6acre-ft/yr/acre x 287 acres = 459 acre-ft/yr

The preceding method used for calculating water demands results in an estimated demand that is 2.28 times greater than using a gross acreage figure.

Demand determined by the first method is used in this WSA.

Maximum day demand is based on the peaking factor determined from historic water use records. For the 26-year average (1980 – 2005) the peaking factor was 1.88. For the years from 2000 – 2008, the average was 1.83. For the Selma SOI, a conservative factor of 1.80 is used in this WSA because of the increased number of metered services and further reductions in demands due to Cal Water's conservation management program.

However, for the Selma Crossings project, a lower factor (1.50) is used since commercial retail, office, hotel and entertainment do not have a significant seasonal factor as a result of having very small areas that are irrigated.

**Selma Crossings Estimated Total Maximum Day Demand at Build Out: 1,400,000 gallons/day or 1.40 mgd**

*Reclaimed Water Demand Forecast*: None for Selma Crossings

All wastewaters generated in the plan area will be collected, conveyed and treated in the S-K-F CSD Regional Treatment Plant wastewater treatment plant, which is approximately 6 miles from the City. Currently, the S-K-F CSD plant provides secondary treatment with activated sludge and filtration with dual media filters, prior to discharge to percolation/evaporation ponds. The treated effluent is not disinfected. The S-K-F CSD Regional Treatment Plant has a capacity to treat 8 mgd but currently receives 3.1 mgd. Approximately 1.8 mgd is received from customers in Cal Water's Selma service area. For reclaimed water to be used for urban irrigation or industrial proposes, additional treatment facilities (at a minimum chlorination) would be required. In addition, storage, pumping, transmission and distribution facilities would be required to convey the reclaimed water to urban reuse sites. Consequently, at this time urban reuse is not considered economically feasible.

Use of reclaimed water from the S-K-F CSD plant by farmers for crop irrigation instead of pumped groundwater may be feasible. Irrigation canals exist near the treatment plant with the potential to supply water to over 10,000 acres of agricultural land (not within in Cal Water's service area).

## Water Demand Forecast for the Selma District

Cal Water's projected total water demand forecasts in its 2006 Urban Water Management Plan for the Selma District are based on multiplying the forecast of projected services for each customer class by the anticipated demand per service for that class. Forecasts of growth in services are based on the five-year average of growth in services by customer class for the last five years because it approximates anticipated population growth trends.

Cal Water calculates three different demand scenarios per service per customer class (low, average and high). Low demand uses the lowest recorded demand per service for each customer class during this period and represents a demand that customers could achieve if reductions in demand were required because of diminished supply conditions. Normal or average demand is calculated as the average demand per service and represents the demand most likely to occur with Cal Water's 10% conservation goal being achieved. High demand is based on the highest recorded demand per service for each customer class and represents growth with no conservation.

Because of the major decline in the development and housing markets, the rapid rate of forecasted population growth and corresponding water demand presented in the 2006 UWMP is replaced with a more realistic rate of increase as cited earlier and the overall water use rate per capita taken into account meter conversion effects and all new services being metered is estimated to be 293 gallons/person/day.

The Selma District forecasted annual average day demand is shown in Table 2.

**Table 2**
**Selma District Sphere of Influence (SOI)**
**Annual Average Day Water Demand Forecast**

| Year | Population | MGD | Acre-ft/year |
|---|---|---|---|
| 2005 | 22,930 | 5.93 | 6,648 (Actual) |
| 2010 | 25,212 | 7.38 | 8,282 (Forecast) |
| 2015 | 30,024 | 8.80 | 9,862 |
| 2020 | 34,836 | 10.21 | 11,443 |
| 2025 | 39,648 | 11.62 | 13,023 |
| 2030 | 44,460 | 13.03 | 14,604 |

As previously noted, Cal Water's 2006 UWMP population forecast for Selma is not based on a land use forecast which evaluates the location, magnitude and rate of development of approved and proposed developments that are occurring or are forecasted by the City of Selma Community Development Department Planning Division. The land use development approach, which determines a water duty factor by land use type and area and is used to forecast water demand in the Selma WSFMP. In 2026, the Selma WSFMP projected average day demand is 11.7 mgd. This compares to 11.62 mgd using the above method for 2025. So the two land use methods although computed differently yield very similar results.

## Water Supply Assessment

**Selma Crossings Project**

It is estimated that development of Selma Crossings project will begin in 2011 and will be completed by 2015 or it will take 5 years to complete build out and full occupancy. It is also assumed that development will occur linearly.

Using these assumptions, use of commercial facilities would be as follows:

2010: 0%
2015: 100%
2020: 100%
2025: 100%
2030: 100%

Estimated average annual day water demand for Selma Crossings project in five year forecast increments for the next 20 years is shown in Table 3.

**Table 3**
**Selma Crossings Water Demand Forecast**

| Year | MGD | Acre-ft/year |
|---|---|---|
| 2010 | 0.0 | 0 |
| 2015 | 0.934 | 1,048 |
| 2019 | 0.934 | 1,048 |
| 2024 | 0.934 | 1,048 |
| 2029 | 0.934 | 1,048 |

The revised Selma Crossings area is within the existing Selma SOI. It is assumed here that the Selma District water demand forecast includes the Selma Crossing project demands. Table 4 compares the demands shown in Tables 2 and 3.

**Table 4**
**Comparison of Selma District SOI and Selma Crossings Forecasted Demands**
**Average Annual Day Water (MGD)**

| Year | SOI | Selma SP |
|---|---|---|
| 2005 | 5.93 | 0 |
| 2010 | 7.38 | 0 |
| 2015 | 8.80 | 0.934 |
| 2020 | 10.21 | 0.934 |
| 2025 | 11.62 | 0.934 |
| 2030 | 13.03 | 0.934 |

For 2015: The estimated annual average day demand for the existing Selma SOI is 8.80 mgd. The projected demand for Selma Crossings is 0.934 mgd or 10.6% of the forecasted SOI water demand.

For 2020: The estimated annual average day demand for the existing Selma SOI is 10.21 mgd. The projected demand for Selma Crossings is 0.934 mgd or 9.1% of the forecasted SOI water demand.

For 2030: The estimated annual average day demand for the existing Selma SOI is 13.03 mgd. The projected demand for Selma Crossings is 0.934 mgd or 7.1% of the forecasted SOI water demand.

As shown in the preceding analysis, the Selma Crossings project does not represent a significant percentage of the projected increase in total water demand associated with other proposed and planned developments.

Table 5 provides the projected maximum day demand, which is based on using an average factor of 1.80 times the annual average day.

**Table 5**
**Selma District Existing Sphere of Influence**
**Maximum Day Water Demand Forecast**

| Year | MGD |
|---|---|
| 2010 | 13.28 |
| 2015 | 15.84 |
| 2020 | 18.38 |
| 2025 | 20.92 |
| 2030 | 23.45 |

**Selma District Water Supply**

Well Capacity:

Cal Water currently and for at least the next 25 years anticipates meeting its forecasted demand by using groundwater extracted from the Kings River fan aquifers that underlie the District. The Kings River fan is in the Fresno County sub-area of the Tulare Lake Hydrologic Region. This has been and is the sole source of water furnished to customers in the Selma District.

Groundwater is extracted by 14 active wells located throughout the District service area. Five other wells are currently inactive or non-operational. The 2008 WSFMP indicates that the pump capacity of these wells is 9,810 gallons per minute (gpm). Cal Water constructed and put into operation another new well in 2009 Station 17-02 with a production capacity of 1,700 gpm, thereby bringing total capacity to 11,510 gpm or 16.57 mgd. Presently, the Selma District is developing another new well (Station 22-01) and expects it to be in operation by 2012. Depending on Selma growth levels and water demand increases in 2011 – 2013, Cal Water will include its General Rate Case to the California Public Utility Commission (CPUC) construction of additional wells in its 2014. With installation of Station 22-01 with an estimated production capacity of 1,700 gpm, total well capacity in 2013 will be 13,210 gpm or 19.0 mgd.

Cal Water plans on providing additional wells to increase supply capacity as needed so that there is never an insufficiency of supply with respect to meeting maximum day demands. For the period 2015 to 2020, based on demand growth rates, Cal Water would add another 2 wells with an estimated production capacity of 1,700 gpm/well or 3,400 gpm combined resulting in a total system capacity of 16,610 gpm or 23.9 mgd. For the period 2020 to 2025, based on demand growth rates, it would add 1 more well with an estimated capacity of 1,700 gpm for an estimated total of 18.310 gpm or 26.37 mgd. For the period 2025 to 2030, based on demand growth rates, it would add 1 more well with an estimated capacity of 1,700 gpm for an estimated total of 20,000 gpm or 28.8 mgd.

Cal Water will monitor:

- Increases in actual demand on a year to year basis
- Actual increases in new residences and commercial activities as measured by new service connections
- Approved and permitted developments that are under construction
- New permits for construction
- Plans for new development going through the City's review and approval process
- Longer term plans submitted to the City for initial consideration

Presently, Cal Water has two 1 million gallon (mg) surface storage tanks, which provide storage for peak hour demand and thereby reduce the requirement that the wells operate in response to real time demands. Cal Water has plans for constructing other surface storage tanks to meet peak hourly demands so that well capacity will only need to meet maximum day demand.

**Groundwater Basin Management**

The Consolidated Irrigation District (CID), which was set up in September 1921 in accordance with the Water Code for Irrigation Districts, manages the groundwater basin from which water for the Selma District is pumped. The District is located mainly in Fresno County and small portions of Kings and Tulare Counties. In 1995, the irrigable acreage in the District was 145,000 acres of which 92,000 are capable of receiving surface waters from the Kings River. The balance, 53,000 acres, obtains its water solely from groundwater. In drought years, District irrigators have the capability of pumping groundwater to meet their irrigation needs. The District does not own or operate irrigation wells of which there are approximately 4,500 CID's average annual deliveries of surface water for irrigation are 238,000 acre feet (ac-ft). CID's water delivery system is comprised of about 350 miles of open channels including ditches, natural drains and sloughs. There are many lateral pipelines and piped portions of the main channel. In addition to gravity surface water deliveries, CID recharges groundwater in the underlying basin through seepage from its channels and through dedicated recharge or spreading basins. Native soils are sandy and allow for rapid infiltration. Aquifers in the groundwater basin are mostly unconfined, which means recharge provides a direct contribution to groundwater storage. CID has 46 dedicated recharge basins totaling 1,300

acres. Water is delivered to these basins through CID's existing conveyance system. Deliveries to recharge basins are based on runoff conditions and available supplies and typically occur when there are flood releases from the Kings River or the Friant-Kern Canal. In-lieu storage of groundwater is also practiced when irrigators who can irrigate with either surface or groundwater use surface water and thereby "bank" the groundwater.

The amount of annual recharge varies considerably from year to year. In 1969, it is estimated that 308,000 ac-ft were recharged; whereas, during the drought in 1978, it was estimated to be 180,000 acre-ft. In 1982, it was again about 300,000 ac-ft. CID reports that its long-term recharge rate capability is about 1,400 ac-ft/day with present facilities. So it would take about 214 days or 7 months to infiltrate 300,000 acre-ft.

The easterly and southeasterly portions of CID follow the alignment of the Kings River, which has deposited an alluvial fan throughout the area. The apex of the fan is in the northeast corner of CID. Fan deposits spread radially to the southwest covering most of CID's area. Soils are permeable to moderately permeable and comprised of sands and silt and some gravel in the Northeast. There are no confined or semi-confined layers in the basin. The USGS in a review of well driller logs reports that in the 10 to 200 foot depth, sand and gravel make up about 38% of the soil (35% sand, 3% gravel). The average specific yield (13.4%) of these deposits is quite high. Wells in the CID area vary from 80 to 400 feet deep with the average being 200 feet. The specific capacity of wells varies from 40 to 70 gallons per minute (gpm) per foot with irrigation typical wells yielding 500 to 800 gpm.

In CID's July 26, 1995 Groundwater Management Plan, it is reported that groundwater levels in basin underlying CID, have been gradually declining over a period of 50 to 60 years. The estimated annual overdraft is about 53,000 ac-ft/yr. This is based on monthly monitoring data acquired from 82 wells in a two square mile grid. CID uses this data as the basis for the actions it formulates with respect to its groundwater management plan. Its overall objective is to protect and maintain a sustainable groundwater supply for users in the CID area. As mentioned, one of CID's major means to reduce over-pumping of groundwater is through a conjunctive use program involving direct use of surface waters, active recharge of groundwater and in-lieu recharge. Although the goal of this program is to achieve a balance of recharge and extraction of groundwater over time, the decline in water levels has continued. One of CID's plans, as a correction to this trend, is to identify lands for purchase that could be used to increase the size and number of spreading basins in order to increase the rate of recharge during the wet months when runoff is high and there is minimal irrigation needs.

CID historically has recovered its operating expenses and retired capital debt for its improvement projects through annual acreage assessments on lands within its boundaries. (The City of Selma currently is contesting this assessment in a lawsuit.) CID has three primary assessment rates: 1) a gravity rate for users eligible to receive surface supplies, 2) the "Church" gravity rate for select users eligible to receive water through the Lone Tree Canal system and 3) the pump rate for users that obtain their supplies only from

groundwater. Cities, such as Selma, are within the CID area but are excluded from its boundary and pay 90% of the pump rate charged agricultural users. Assessments to the cities are based on the acreage of land annexed to them since 1979.

Because Cal Water owns and operates the water supply system for Selma, it pays a fee to CID based on the acreage within its Selma District. The City provides assessment collection services for CID. Since CID's revenue is based on assessments from a fixed acreage, its income is fixed irrespective of the amount of water delivered and recharged. Because the areas of cities within the CID area have been growing due to annexation and urban development, CID assessment revenues have slightly declined over time. So periodically, it is necessary for CID to increase assessment rates to cover its costs. Currently, Cal Water in 2008 was assessed at a rate of $6.48/acre. Pending the outcome of the City of Selma's lawsuit on CID assessments, Cal Water has not paid any assessments recently.

## Adequacy of Well Capacity

Table 6 is a comparison of forecasted total demand for the District including South Selma Specific Plan with existing and planned additional well capacity for normal hydrologic conditions.

**Table 6**
**Selma Forecasted Water Demand Versus Supply (Normal Hydrologic Conditions)**

| Year | Selma SOI Annual Ave Demand | | Max Day Demand | Well Capacity | Capacity - MDD |
|---|---|---|---|---|---|
| | MGD | Acre-ft/Yr | MGD | MGD | MGD |
| 2005 | 5.93 | 6,648 | 10.674 | 15.9 | 5.226 |
| 2010 | 7.38 | 8,274 | 13.28 | 16.57 | 3.286 |
| 2015 | 8.8 | 9,865 | 15.84 | 19 | 3.16 |
| 2020 | 10.21 | 11,446 | 18.38 | 23.92 | 5.542 |
| 2025 | 11.62 | 13,027 | 20.92 | 26.37 | 5.454 |
| 2030 | 13.03 | 14,608 | 23.45 | 28.8 | 5.346 |

If the American Water Works Association (AWWA) standard of having the largest well (1,700 gpm or 2.45 mgd) not in operation is applied to the above table, there is still extra capacity to meet maximum day demand (MDD) for the next 20 years.

With respect to the average annual day demand, 90% utilization of 2010 capacity or 14.91 mgd would be adequate to 2030 if all existing wells remained in operation at current production rates.

For 2030, with respect to forecasted maximum day demand, 2010 well capacity would need to be minimally increased to 25.9 mgd (23.45 + 2.45) using the AWWA assumption that the largest well was not in operation. On the assumption that 2 of the largest wells

(2.45 mgd x 2 = 4.90 mgd) were not operating, supply capacity would be: 23.9 mgd or still sufficient to meet MDD.

As shown, the proposed plan for adding new wells stays ahead of growth in demand and provides sufficient well capacity to MDD even with the largest 2 wells not in operation.

As the need arises, additional storage facilities with booster pumps will be added to meet peak hour flow demands.

Presently, the District has sufficient groundwater production and storage capacity to meet annual average day, maximum day demand and peak hour flow conditions.

**Adequacy of Groundwater Supply**

Measurements by Cal Water of static groundwater elevations in Selma district wells show water levels have been relatively constant for the past thirty-five years. However, groundwater levels recorded by CID for all of its wells in its two square mile area for a longer period show a gradual decline in static water levels. There have been short periods where groundwater elevations declined more rapidly and then recovered during periods of above normal precipitation. In the Selma District, the combination of increased demand due to growth coupled with the late 1980s multi-year drought, which greatly reduced availability of surface water for aquifer recharge, resulted in a 45-foot decline in static groundwater elevation. High levels of rainfall and storm runoff in the early 1990s enabled CID to supply more surface irrigation water and increase the amount of groundwater recharged. As a result, the average static water level in Cal Water's Selma wells rose to within ten feet of pre-drought elevations.

Managing the quantity of water recharged to and extracted from the aquifers in the basin is necessary to maintain adequate groundwater storage and hence supply of this resource. Most of the land that is being developed within Selma's sphere of influence is being used to grow grapes and fruit orchards such as apricots. While there are some orchards in this greater area, the preponderance of agricultural irrigation appears to be for production of grapes.

Irrigation methods include traditional flood irrigation or drip irrigation. Source of supply is either surface waters diverted mostly from the Kings River by CID when available or pumped groundwater. Normal practice results in a combination of both surface water and groundwater being used by irrigators.

The estimated annual average day water demand for South Selma Specific Plan at build out is 0.85 mgd (952 acre-ft/yr) for an area of 304 acres or about 3.12 acre-ft/yr per year or 3.12 ft/yr. The irrigated landscaping rate is estimated be 3.0 ft/year.

Based on Cal Water historical data for the Selma District, the 10 year average maximum day demand during the five month (Jan, Feb, Mar, Nov, Dec) non irrigation period is 3.46 million gallons whereas it averages 7.76 million gallons for the seven month (Apr, May,

Jun, Jul, Aug, Sep, Oct) irrigation period. If annual average day use follows a similar pattern, then the percentage of Selma District water used for irrigation is estimated as follows: (7.76 – 3.46) x 7/(3.46 x 12) = 30.1/41.32 = 72.8%. As a check, 2005 average consumption was 314 gallons per person per day and if 27.2% was used for indoor domestic consumption, then average indoor use per person was 85 gallons per person per day, which agrees with general planning estimates.

For landscape irrigation, it is assumed that 25% of applied irrigation water infiltrates below the plant root zone and vadose zone and passes into the groundwater.

In terms of the South Selma Specific Plan development, groundwater recharge would be: 0.25 x 3 ft/yr = 0.75 ft/yr

Net consumptive use is 3.12 ft/yr – 0.75 ft/yr = 2.37 ft/yr.

University of California Cooperative Extension in a Best Management Practices document dated 1998 indicates that for raisin grapes the range of irrigation rates in nearby Tulare County is 2.0 – 4.5 ac-ft/acre/year. CID, in a June 2, 2006 letter to Cal Water, believes the average agricultural irrigation rate in the Selma area is 3.05 ft/yr.

Groundwater recharge from irrigated agricultural is a function of a many variables which include weather, hydrologic conditions, irrigation practices, crops, soils, geologic conditions. One way to calculate recharge is to collect data and make estimates of monthly irrigation, monthly precipitation, runoff, plant evapo-transpiration, evaporation, initial soil moisture and soil's available water holding capacity. Recharge is the net of irrigation and precipitation minus water losses associated with other factors.

Since this data was not available and obtaining and analyzing it is beyond the scope of this assessment, a general estimate of recharge to the groundwater is provided here.

CID provided Cal Water with a Memorandum titled "Urban Versus Agricultural Water Use Comparison" prepared by Summers Engineering dated March 24, 2006. In that report, Summers Engineering estimates that 1.60 acre-ft/acre/year (1.60 ft/yr) of irrigation water is from surface water and 1.45 ft/yr is from groundwater.

If it is assumed that groundwater recharge for both flood and drip irrigation over wet and dry years on average is 25%, then the amount of recharge that agriculture provides would be: 0.25 x 3.05 ft/yr or 0.762 ft/yr. If 1.60 ft/yr of irrigated water is imported surface water, net "consumptive use" of groundwater would be 1.45 ft/yr – 0.762 ft/yr = 0.688 ft/yr.

This compares to the estimated amount of recharge per development acre of 0.75 ft/yr and net "consumptive use" of 2.37 ft/yr, which is 1.682 ft/yr more than agricultural use.

However, it might be argued that surface water not used at the South Selma Specific Plan site for agricultural irrigation would be used for the same purpose in the vicinity of Selma

and therefore there would be no area loss of the contribution of surface water. On that basis, net consumptive use of groundwater for agriculture could be calculated as 3.05 ft/yr – 0.688 ft/yr = 2.362 ft/yr.

If the estimated net consumptive use for South Selma Specific Plan is 2.37 ft/yr, and all other factors affecting recharge were the same, there would be in practical terms no change in consumptive use of groundwater since 2.362 – 2.37 = -0.008 ft/yr.

For the South Selma SP, estimated indoor water is about 900 acre-ft/yr/304 acres = 2.96 ft/yr. This becomes wastewater which is conveyed and treated in the Selma-Fowler-Kingsburg wastewater treatment facility. Treated plant effluent is applied to disposal fields in the vicinity of the plant. If it is assumed that 50% of the applied effluent recharges to groundwater since that is the agency's disposal objective, then 0.5 x 2.96 ft/yr = 1.48 ft/yr of additional recharge can be credited to the South Selma Specific Plan development.

Therefore, the net decrease in consumptive groundwater use with this additional credit would be 1.48 - 0.008 ft/yr = 1.47 ft/yr

For the development as a whole this equates to a decrease in consumptive use of groundwater: 304 acres x 1.47 ft/yr = 447 acre-ft/yr or 400,000 gallons/day – a significant benefit.

Since 1996 CID as the lead water agency has developed and continues to work on implementing a Groundwater Management Plan under the provisions of Assembly Bill 3030.

As previously mentioned, CID conveys flood flows from the Kings River and Friant-Kern Canal via its canal and distribution system to irrigators and pond areas for recharging groundwater.

It appears that due to the gradual decline in the area's groundwater table as demonstrated by CID groundwater well monitoring data that additional surface supplies and infiltration or spreading basins are needed to increase the annual quantity of groundwater recharge. It also appears that conversion of agricultural to urbanized use of land, as set forth in the Selma Crossings project, will increase groundwater consumptive use.

Cal Water believes that groundwater for the next 20 years will continue to be a reliable supply to meet forecasted demands for Selma providing measures are taken by CID and other water agencies to reduce withdrawals and/or increase recharge to the groundwater basin. With respect to increasing recharge to the groundwater basin, Cal Water plans to work with CID to develop plans for additional facilities that will accomplish that objective.

A more detailed description of the groundwater basin, supply and use is provided in an excerpted section from the Department of Water Resources Bulletin 118 and is included

here as an attachment.

*Water Quality*

Water delivered to customers in the Selma District meets all federal and state drinking water regulations.

The quality of the groundwater produced by the district's active wells can vary depending on location. Nitrates are and the pesticide, Dibromochloropropane (DBCP) (which was used for control of nematodes in vineyards), are of concern. Water samples tested from several wells were found to contain concentrations that exceed the maximum concentration limit (MCL) for DBCP. Wells with excessive DBCP are either taken out of service or well head granulated activated carbon (GAC) treatment facilities are installed to remove the contaminant.

The presence of this organic chemical contaminant in district wells means that regular monitoring of all wells is being done because of the possibility of plume migration.

*Emergency Supplies*

During an emergency situation, the Selma District can only rely on its own production facilities to serve its customers.

Cal Water has a Master Disaster Plan in place that coordinates overall company response to a disaster in any or all of its districts. In addition, the Master Plan requires each district to have a local disaster plan that coordinates emergency responses with other agencies in the area.

Cal Water also inspects its facilities annually for earthquake safety. To prevent loss of these facilities during an earthquake, auxiliary generators and improvements to our water storage facilities have been budgeted for and installed as part of our annual capital budget process.

## Demand Management

Cal Water has ongoing water demand management programs as part of its commitment to achieving more efficient uses of water and to specifically address drought conditions that might impact groundwater table levels. Cal Water actively promotes conservation through educational, informational, and customer assistance activities. Cal Water programs include distribution system water audits and leak detection, promotion of water efficient landscape guides, residential surveys, plumbing retrofits, high efficiency washing machine rebates, public education, school education and toilet retrofits.

As a result of new legislation in 2010, all utilities in California are obligated to attempt to meet the goal of a total reduction in demand of 20% by 2020. The interpretation of actual reductions to be achieved will demand in part on the base year of reference since many

utilities including Cal Water have already been implementing conservation measures to reduce demand. Cal Water anticipates that in addition to a more intensified conservation program which is supported by the California Public Utilities Commission (CPUC), it will continue to see reductions in water use as it converts flat rate residential or unmetered services to metered ones.

State measure AB2572 requires that all unmetered services be converted to metered services by 2025 as well. The forecasted Selma SOI water demand is based on an annual reduction in unmetered services of 5% per year.

Cal Water has conducted conservation programs in the Selma District for many years. It believes that demand management is an important component of water supply and is committed to promoting conservation through educational, informational, and customer assistance activities.

Management Measures to Achieve Conservation Support

In addition to its own programs, Cal Water also participates in cooperative conservation activities with area water suppliers through the Central Valley Water Awareness Committee. Committee members include the cities of Fresno, Clovis, and Kerman and the Westlands and Fresno Irrigation Districts. The table below indicates program implementation levels in Cal Water's Selma district.

| Conservation Measure | Date Implemented | Program Status |
|---|---|---|
| Public Information | 1988 | Ongoing |
| School Programs | 1990 | Ongoing |
| Conservation Demonstration Garden | 1991 | Ongoing |
| Plumbing Retrofit (showerhead, kitchen and bath aerator, toilet flapper, hose nozzle) | 1992 | Ongoing |

Distribution System Water Audit and Leak Detection Program:

Cal Water had an established in-house water audit and leak detection program for its distribution systems. The program is administered by a company employee equipped with state-of-the-art leak detection equipment and trained in accordance with the American Water Works Association's *Manual of Water Supply Practices: Water Audits and Leak Detection*. The plan is for each district to be audited every three years. In the Selma District's last audit, approximately 75 miles of main were surveyed with four leaks detected. Water loss was estimated to be 28,800 gallons per day (GPD).

Water Efficient Landscape Guidelines:

In 1992, water efficient landscape guidelines were developed and subsequently applied to all landscapes designed for Cal Water properties including renovations. For ease of adoption by districts with a multitude of climates and microclimates, the guidelines are generic and adhere to water efficient landscape (Xeriscape) principles.

Selma District Goals:

Cal Water has developed a more intensified conservation program in response to the new state mandate to achieve a 20% reduction in existing water demand by 2020. While economic and regulatory constraints of integrating conservation into supply management have been challenging, Cal Water continues to implement and evaluate various demand management strategies, standards, and criteria. Cal Water is a member of the California Urban Water Conservation Council and has signed its Memorandum of Understanding (MOU). The Council was formed to oversee the implementation of best management practices (BMPs) and to improve their effectiveness. Cal Water is committed to continuing with this process and program.

Cal Water's conservation programs are intended to assist its customers in their efforts to use water efficiently as well as to educate them about their water supply. The intent is to enable them to make informed decisions about improving water use efficiencies and better respond to required reductions should a water shortage or emergency occur. During periods of water shortages, conservation programs will be expanded and may include more restrictive measures such as mandatory reductions, rationing, and penalties.

Conservation Programs:

Based on information in the 2006 UWMP, Cal Water has run six conservation programs in the Selma District at an annual cost of $14,750. They are summarized below:

| | | | | |
|---|---|---|---|---|
| **Program** | **2002** | **2003** | **2004** | **Total** |
| BMP 01 Residential Survey | $4,860 | $4,860 | $4,860 | $14,580 |
| BMP 02 Plumbing Retrofit | $610 | $610 | $610 | $1,830 |
| BMP 06 High Efficiency Washing Machine Rebate | $5,000 | $5,000 | $5,000 | $15,000 |
| BMP 07 Public Education | $2,500 | $2,500 | $2,500 | $7,500 |
| BMP 08 School Education | $2,500 | $2,500 | $2,500 | $7,500 |
| BMP 14 Toilet Retrofit | $2,500 | $2,500 | $2,500 | $7,500 |
| **Total Per Year** | **$17,970** | **$17,970** | **$17,970** | **$53,910** |

## Groundwater Water Rights

Cal Water owns all the land on which its wells are located and would be located if future wells are to be constructed. Under state law, the use of percolating groundwater in California is governed by the doctrine of correlative rights and reasonable use, which gives the overlying property owner a common right to reasonable, beneficial use of the basin supply on the overlying land until the basin is adjudicated. Aside from the correlative water rights, Cal Water does not have any other existing water supply entitlements or water rights.

It is noted that the District' wells are located in a non-adjudicated groundwater basin. The principal concern for this basin is to manage the groundwater system in order to achieve some overall balance between the rates of extraction (pumping) and recharge.

Cal Water has completed a Water Supply and Facilities Master Plan, which more thoroughly assessed groundwater use and management issues. The plan recommends that Cal Water work with CID and the City of Selma to develop a long-term sustainable supply plan for groundwater. This includes conducting a feasibility study of a program for increasing groundwater basin storage in the Selma area through recharge of surplus wet weather surface waters via the Kings River, CID canal conveyance system and new recharge areas.

## Water Supply Permits and Approvals

For prospective new well sites and other water facilities such as storage tanks and booster pump stations, Cal Water follows a standard procedure in which it establishes interest on the part of a property owner to sell all or a designated piece of its property to Cal Water for a water supply purpose. In the case of a well site, Cal Water first determines its suitability for a production well. This includes a conducting a sanitary survey, Phase 1 environmental assessment, a right of entry agreement, design and construction of a test well, testing of the yield and water quality of the test well and evaluation of findings. If a site is determined to be suitable, Cal Water generally purchases the property from the owner. In the case of public properties, it may enter into a long-term lease or obtain a permanent easement.

After a well is constructed and before use, Cal Water is required to demonstrate to the California Department of Public Health (DPH) that water from the well complies with all drinking water standards. Cal Water also is required to file the well logs obtained by the driller with the Department of Water Resources**.**

## Design and Construction of Water Supply System

Cal Water will provide the developer with a will serve letter indicating its intention to serve as the water utility for providing water service to residents, businesses and other organizations within the development or plan area. Water system improvements may include new wells and pumps, transmission lines, storage facilities, distribution system, SCADA, meters, etc. As a developer proceeds further with the planning and preliminary design of the development, Cal Water works with its planner and engineer, the City of Selma, California Department of Health (DPH) and other agencies that may be involved in the design and construction of the required water supply facilities.

Cal Water prepares all proposed design drawings and specifications for potable water system facilities for compliance with state standards and Cal Water's standards with respect to storage capacities, pipe sizes, booster pumps, fire flows, equipment, materials, communication and control systems and interconnection with Cal Water's Selma system.

Cal Water's Selma District, supported by engineering, water quality and customer service staff in San Jose, will be responsible for providing ongoing operations and maintenance services for the water system.

Capital costs for design and construction of the water distribution system, storage and booster pump stations if required are the responsibility of the developer, who may also be responsible for per lot assessment fees to cover costs associated with development of new wells in accordance with California Public Utility Commission (CPUC) rules.

With respect to the Selma District, Cal Water has an ongoing capital improvement program to upgrade and improve the distribution system, replace wells that have reached the end of their useful life, provide treatment of groundwater due to contaminants. The capital improvement program also provides for new facilities required by growth in demand. Cal Water's Selma District capital improvement program is separate from and will not include costs associated with the design and construction of water system facilities required for the Selma Crossings project. However, upon complete transfer of ownership of the water system facilities to Cal Water by the developer, those facilities will be incorporated into Cal Water's capital improvement program.

SB 610 Section 10910 Paragraph (d)(2) requires an identification of existing water supply entitlements, water rights, or water service contracts held by the public water system shall be demonstrated by providing information related to all of the following. Information on these topics follows:

(A) *Written contracts or proof of entitlement to an identified water supply.*

Proof of entitlement to use of wells cited as the supply source for the development is demonstrated by Cal Water's ownership of its well properties and the wells and its legal right to use the underlying percolated waters. Aside from the correlative water rights, Cal Water does not have any other existing water supply entitlements, water rights or water service contracts for the property.

(B) *Copies of a capital outlay program for financing the delivery of a water supply system that has been adopted by the public water system.*

The developer of the Selma Crossings project will prepare with Cal Water a preliminary water system facilities plan.

Capital costs for design and construction of required water system facilities are the responsibility of the developer. The developer may also be responsible for per lot assessment fees in accordance with California Public Utility Commission (CPUC) rules. Either the developer's or a Cal Water selected contractor will construct the system with Cal Water providing construction oversight.

Cal Water's Selma District capital improvement program is separate from and does not include any of the fore-mentioned costs associated with the design and construction of water system facilities for the Selma Crossings project.

In 2008 Cal Water completed a Water Supply and Facilities Master Plan. The Plan provides specific recommendations for water system facility or capital improvements over a 20-year period for the Selma District. It is Cal Water's intention to update this plan and recommended capital improvements every three to five years.

(C) *Federal, state, and local permits for construction of necessary infrastructure associated with delivering the water supply.*

Cal Water is required to obtain the following permits including:

1. Water system amendment permit from DPH
2. A conditional use permit from the City of Selma Community Development Department
3. Well construction/building permit from the City Building Inspection Departments
4. An air quality permit from the Fresno County Air Pollution District

Cal Water is highly experienced in preparing applications and obtaining the necessary permits as they are needed in order to proceed with design, construction, start up and operation of required water facilities.

*Any necessary regulatory approvals that are required in order to be able to convey or deliver the water supply.*

As previously noted, Cal Water is familiar with the approvals it must obtain from the City of Selma Community Development and Building Inspection Departments, DPH and the county air pollution control agency.

## Supply Reliability Analysis

SB 610 requires an assessment as to whether the proposed water supply will meet the projected water demand of South Selma Specific Plan and existing and other anticipated future demands for the next 20 years during: 1) normal, 2) single dry and 3) multiple dry water years.

### Normal Hydrologic Conditions

Cal Water's proposed water supply (existing and additional proposed wells described in the previous section) is viewed as adequate to meet forecasted annual average day and maximum day demand for the next 20 years under normal conditions for anticipated growth within the District including the Selma Crossings project. An analysis of the existing system has been done to insure that maximum day demand can be met in all locations within the Selma water system. Cal Water developed a computerized hydraulic model of the system as part of its WSFMP to insure adequacy and reliability of supply to all customers including those that will be in the Selma Crossings project.

As shown previously in Table 6, the supply under normal hydrologic conditions is more than adequate to meet all existing and projected demands within Selma's existing SOI and for build out of the Selma Crossings project.

### Single-dry year

Cal Water estimates that the availability of groundwater supplies to the Selma District and Selma Crossings project will not be affected by a single dry year. The assumption with respect to demand for customers in Selma District is that it will most likely be higher than a normal year. In the absence of a stronger emphasis on water conservation by Cal Water and CID, many customers actually increase landscape irrigation due to reduced precipitation offsetting reductions in water use by a smaller number of customers. Since District well capacity is sized to meet maximum day demand with a minimum of the largest well down, an increase in average annual day demand by 20% would be met by pumping wells for longer durations.

Table 7 shows that the supply under one dry year hydrologic conditions with a conservative assumption of an increase in demand of 20% over normal is more than adequate to meet all existing and projected demands within Selma's existing SOI and for build out of the Selma Crossings project.

| Table 7 | | | | |
|---|---|---|---|---|
| **Selma Forecasted Water Demand Versus Supply (One Dry Year Condition)** | | | | |
| | | | | |
| | **Selma SOI** | | | |
| **Year** | **Annual Ave Demand** | | **Well Capacity** | |
| | MGD | Acre-ft/Yr | MGD | Acre-ft/Yr |
| 2005 | 5.93 | 6,648 | 15.9 | 17,825 |
| 2010 | 8.86 | 9,928 | 16.57 | 18,576 |
| 2015 | 10.56 | 11,839 | 19 | 21,300 |
| 2020 | 12.25 | 13,735 | 23.92 | 26,816 |
| 2025 | 13.94 | 15,632 | 26.37 | 29,563 |
| 2030 | 15.64 | 17,529 | 28.8 | 32,287 |

## Multiple-dry years

With respect to what would be the effect of continuing to pump groundwater supplies at above average, average or reduced demands during multiple dry years, it is very likely that groundwater levels would temporarily decline when compared to those associated with normal hydrologic conditions – as CID groundwater monitoring records demonstrate in previous droughts, but the quantity of supply would be adequate to meet demands of the Selma District and the Selma Crossings Project. Prior experience has shown that during ensuing periods of excessive annual precipitation, CID will increase the quantity of recharge to the groundwater basin, which most likely will restore static groundwater levels to near those observed prior to the drought. Cal Water has observed this cycle in hundreds of wells throughout its districts in California over the past 70 years. However, to insure a longer term sustainable groundwater supply, Cal Water has initiated discussions with CID on conducting a feasibility study in 2008 to evaluate a collaborative program to increase surface water recharge to the groundwater basin within the Selma area.

The assumption with respect to demand for customers in the Selma District is that it will be 15% less than normal due to strong conservation measures taken by Cal Water and CID. Customers will be requested and/or mandated to reduce landscape irrigation and to apply conservation measures to indoor uses. A reasonable assumption is that a drought induced decrease in groundwater levels will reduce production capacity by 10%.

As shown in Table 8, supply is forecasted to be more than adequate to meet demand using these assumptions under multiple dry year hydrologic conditions.

| Table 8 | | | | |
|---|---|---|---|---|
| **Selma Forecasted Water Demand Versus Supply (Multiple Dry Years Condition)** | | | | |
| | | | | |
| | Selma SOI | | | |
| Year | Annual Ave Demand | | Well Capacity | |
| | MGD | Acre-ft/Yr | MGD | Acre-ft/Yr |
| 2005 | 5.93 | 6,648 | 15.9 | 17,825 |
| 2010 | 6.27 | 7,033 | 14.91 | 16,719 |
| 2015 | 7.48 | 8,386 | 17.10 | 19,170 |
| 2020 | 8.68 | 9,729 | 21.53 | 24,135 |
| 2025 | 9.88 | 11,073 | 23.73 | 26,607 |
| 2030 | 11.08 | 12,416 | 25.92 | 29,058 |

If needed, to reduce overdrafting of groundwater during critically dry years, Cal Water has in place a four-stage rationing plan, which includes both voluntary and mandatory water use restrictions. Following is a summary of this program:

| Stage | Shortage | Demand Reduction Goal | Type of Program |
|---|---|---|---|
| 1 | 5 – 10% | 10% | Voluntary |
| 2 | 10 – 20% | 20% | Voluntary or Mandatory |
| 3 | 20 – 35% | 35% | Mandatory |
| 4 | 35 – 50% | 50% | Mandatory |

A description of the actions to be taken by Cal Water follows:

Stage 1: On going public information campaign consisting of distribution of literature, speaking engagements, monthly bill inserts, and conservation messages printed in local newspapers. Educational programs in area schools are ongoing.

Stage 2: Cal Water aggressively continues public information and education program. Requests customers to reduce consumption voluntarily 10% to 20%. If decision is to go to mandatory program, seek CPUC approval first. Support passage of drought ordinances by government agencies.

Stage 3: Implement mandatory reductions after receiving CPUC approval. Institute rationing programs through fixed allotments based on percentage cutbacks. Implement rate changes to penalize use over allotment. Maintain rigorous public information campaign explaining water shortage conditions. Implement water use restrictions such as those pertaining to lawn and landscape irrigation, banning the filling of pools and

fountains, etc. Monitor production weekly for compliance with reductions. Install flow restriction devices on customers who consistently exceed their allocation.

Stage 4: Intensify all of the steps in Stage 3 and monitor production daily for compliance with necessary reductions.

With respect to demand and supply for multiple dry years, if groundwater level declines impact the yield of wells, users could be required to reduce consumption.
Cal Water believes that it could achieve a 10% to 20% reduction based on a voluntary reduction program (Stage 2) and 20% to 35% reduction (Stage 3) if a mandatory program is required. As an example, a 25% reduction in demand for Selma and South Selma Specific Plan in 2020 would amount to a decrease of 3.46 mgd or 3,882 acre-ft/year.

## Conclusion

Based on Cal Water's:

- Existing and planned expansion of well production capacity in the Selma District,
- Recommended system and storage improvements set forth in its 2008 Water Supply and Facilities Master Plan
- Historical experience with being able to provide water to meet demands during single dry year and multiple dry years,
- In-place, ongoing and planned intensification of its conservation programs and best management practices for reducing customer demand during single and multi-year droughts including implementation of a water rationing program if required,
- Ongoing and planned future collaboration with CID for developing a program to increase groundwater basin storage in the Selma area through recharge of surplus wet weather surface waters,

Cal Water believes it will have adequate water supplies to meet the projected demands of the Selma Crossings project and all of those of its existing customers and other anticipated future water users in the Selma District for the 20 year period from 2010 to 2030 under normal, single dry year and multiple dry year conditions.

Cal Water schedules preparation of plans, designs and construction of new wells and related distribution and storage facilities so as to increase supply capacity ahead of projected demand growth. This planning process provides the means to maintain excess supply capacity to accommodate more rapid growth than anticipated and dry weather periods that might result in temporary declines in the groundwater table level thereby reducing yields. The goal for supply capacity in Selma will be to accommodate maximum day demand with additional capacity reserve to cover loss of the single largest source or well.

Cal Water will provide the developer of the Selma Crossings project with a letter indicating its intention to provide water service. The infrastructure required for a complete water system includes transmission lines, distribution system, meters and meter

reading system. Cal Water will design required water facilities consistent with City approved development plans and will coordinate with the developer, its engineer, the City of Selma, and DPH in the design, construction and operation of the proposed water delivery system.

Cal Water will comply with state and city standards with respect to pipe sizes, fire flows, equipment, materials, valves and appurtenances.

Cal Water's Selma District supported by its engineering, water quality and customers service staff in San Jose, will be responsible for providing ongoing operations and maintenance services for the constructed water facilities.

# Appendix K:
# Public Services and Utilities Letters

**Selma Police Department**

# Memorandum

**To:** Ave Florence, Environmental Analyst

**From:** Thomas H. Whiteside, Chief of Police
**Date:** Wednesday, December 19, 2007
**Re:** **Selma Crossings Project - EIR**

---

Thank you for your consultation with us concerning potential project impacts on our ability to deliver police services. I am responding to the questions you posed in your October 26, 2007 letter.

1. The Selma Police Department is located at 1935 East Front Street, Selma, CA 93662. This is the only and primary station we operate out of. We are currently budgeted for 37 full time sworn personnel and 16 non sworn personnel.

2. Our current average response time to priority 1 calls for service is 7 minutes. This is below industry standards. The average response time to such calls should be less than 5 minutes.

3. At project build-out we expect this project may generate up to 12,000 calls for service annually.

   Priority 1 =1200 Priority 2= 2600 Priority 3= 8200

4. Some significant challenges are the project's location as to existing patrol beats. We are currently handling approx. 44,000 calls for service annually with 37 officers. Based on the expected increase in calls for service from the build-out of the project area we may need as many as 11 additional full time sworn personnel. This of course would be phased in as the need and calls for service increase.

5. Additionally, we think having office space or storefront substation in the area from near the beginning would be beneficial for better response and to provide a work area. We suggest there be some form of mobile 24-hour security coverage. We suggest implementing video surveillance systems for the exteriors and parking lot areas of the project. We would want to run City fiber optic cable and have it installed to run applications on city networked computers. Implementing electric or golf cart type vehicle (NEV) would be a good resource for officers to have at the area and would need to be replaced as needed. Consider having a bike patrol out there or their security personnel on bikes for patrolling the shopping areas would also prove valuable.

Please be assured of my personal and staff assistance if you have any additional questions or concerns.

Pacific Gas and Electric Company®

Fresno Division
1745 Second Street
Selma, CA 93662

November 5, 2007

REC'D NOV 07 2007

Ms. Ave Florance
Michael Brandman Associates
2633 Camino Ramon, Suite 460
San Ramon, California 94583

Dear Ms. Florance:

This is in response to your letter of October 26, 2007 concerning the proposed Selma Crossings Commercial Development Project located at Hwy 99 and Mt. View Avenue in Selma, Ca. Pacific Gas and Electric Company will serve this development with electricity but you will need to contact the Southern California Gas Company out of Visalia, California for gas service. The customer must meet any and all PG&E's rules and regulations for service. PG&E's normal time frame for service is 24 to 28 weeks after receipt of all required information. A large load increase in this area may cause PG&E's facilities to be inadequate and thus cause us to reconductor our existing electric facilities which could result in an increase in our time line to serve any new customer.

If you have any questions, please call me at (559) 891-2150.

Sincerely,

Ray Swift
Industrial Power Engineer

Southern California
Gas Company
404 N. Tipton Street
Visalia, CA 93292

The Gas Company

A Sempra Energy company

November 28, 2007

**Michael Brandman Associates**
**Bishop Ranch 3**
2633 Camino Ramon, Suite 460
San Ramon, CA, 94583

Attention: Ave Florance

**Subject: Will Serve Letter –Selma Crossings Commercial Development Project, between E. Saginaw Ave, E. Kamm and Hwy 99 bisects, Selma California**

We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from existing gas mains located in and around the area. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project, but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affects gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Contact the New Business Project Manager for your area, Rod Jurbina, @ (559) 739-2328, or visit our web site SCGMapping@SempraUtilities.com for information on current energy efficiency programs, gas equipment, or to find out how to get your line extension project started.

Thank you again for choosing clean, reliable natural gas, your best energy value.

Sincerely,

Louise Brown/RV

Louise Brown/RV
Pipeline Planning Assistant

LB/rv

xc: Larry Jacquez
Rod Jurbina (attachment(s))

# Appendix L:
# Traffic Impact Study

# Traffic Impact Study

## *Proposed Selma Crossings Project*

### *Mountain View Avenue and State Route 99*

### *Selma, California*

***Prepared For:***

Michael Brandman Associates
244 Main Street, Suite 105
Fresno, California 93721

***Date:***

February 2012

***Job No.:***

07-022.01

PETERS ENGINEERING GROUP
A California Corporation

952 Pollasky Avenue
Clovis, California 93612

Phone (559) 299-1544
Fax (559) 299-1722

PETERS ENGINEERING GROUP
A California Corporation

952 Pollasky Avenue
Clovis, California 93612

Phone (559) 299-1544
Fax (559) 299-1722

Mr. Dave Mitchell
Michael Brandman Associates
2444 Main Street, Suite 150
Fresno, California 93721

February 2012

Subject: Traffic Impact Study
Proposed Selma Crossings Project
Mountain View Avenue and State Route 99
Selma, California

Dear Mr. Mitchell:

We are pleased to submit this Traffic Impact Study report for the proposed Selma Crossings Project. This report was prepared in accordance with the requirements of the City of Selma and identifies deficiencies in the existing and/or planned transportation system as well as Project and cumulative impacts. Recommendations are provided to mitigate Project and cumulative impacts.

Thank you for the opportunity to perform this traffic impact study and to provide you with this report. Please feel free to contact our office if you have any questions or comments regarding this report, or if we can be of further assistance.

Sincerely,

**PETERS ENGINEERING GROUP**

John Rowland, PE, TE

# EXECUTIVE SUMMARY

This traffic impact study has been prepared to study the potential traffic impacts related to the proposed Selma Crossings Project in Selma, California, hereinafter referred to as the "Project." The traffic impact study will be utilized in the preparation of an environmental impact report (EIR) for the Project.

The traffic impact study was prepared to investigate potential traffic impacts resulting from the Project at each phase of the development. The analysis focuses on the anticipated effect of vehicle traffic on study area intersections and roadway segments. Additional discussions are included related to transit facilities, bicycle facilities, pedestrian facilities, and regional transportation concepts that are not yet planned and funded.

The Project consists of the development of approximately 287 acres with a mix of commercial, office, and residential uses in three phases within three general regions near the Mountain View Avenue / State Route (SR) 99 interchange (northeast, northwest, and southwest of the interchange). The site also includes a 20-acre drainage/retention basin, bringing the total site area to approximately 307 acres.

The development will include the following major use categories:

| | |
|---|---|
| Retail: | 2,092,203 square feet |
| Office Park: | 540,000 square feet |
| Residential: | 252,000 square feet (250 dwelling units) |
| Auto Mall: | 400,000 square feet (ten 3.6-acre parcels) |
| Hotels (2): | 155,000 square feet (three stories) |
| Water Park: | 10,000 square feet |

Phase 1 of the Project is located in the northeast area, which consists of approximately gross 84.5 acres bounded by SR 99 and Dockery Avenue to the west, Golden State Boulevard to the east, Mountain View Avenue to the south, and residences (approximately the Saginaw Avenue alignment) to the north. Phase 1 will consist of 882,003 square feet of retail uses (anchors, majors, shops, and restaurants).

Site access to Phase 1 is proposed via five driveways connecting to Golden State Boulevard.

Phase 2 of the Project is located in south area, which consists of approximately 135.4 gross acres bounded by Dockery Avenue to the west, SR 99 to the east, Mountain View Avenue to the north, and the Caruthers Avenue alignment to the south. Phase 2 will consist of the following development:

| | |
|---|---|
| Retail: | 606,200 square feet (anchors, majors, shops, restaurants, fuel) |
| Office Park: | 260,000 square feet |
| Auto Mall: | 400,000 square feet (ten 3.6-acre parcels) |
| Hotels (2): | 155,000 square feet (three stories) |
| Water Park: | 10,000 square feet |

Site access to Phase 2 is proposed via Van Horn Avenue at Mountain View Avenue, a driveway connecting to Mountain View Avenue, and three driveways connecting to Dockery Avenue.

## EXECUTIVE SUMMARY (Continued)

Phase 3 of the Project is located in northwest area, which consists of approximately 68.1 gross acres bounded by Dockery Avenue to the east, SR 99 to the north, and Mountain View Avenue to the south. Phase 3 will consist of the following development:

| | |
|---|---|
| Retail: | 604,000 square feet (anchors, majors, shops, lifestyle retail, restaurants) |
| Residential: | 252,000 square feet (250 dwelling units above lifestyle retail) |
| Office Park: | 280,000 square feet (above lifestyle retail) |

Site access to Phase 3 is proposed via one driveway connecting to Mountain View Avenue and three driveways connecting to a proposed street along the western edge of the Project site.

The study intersections and road segments were determined based on the anticipated volume and distribution of Project traffic in consultation with staff of the following agencies: City of Selma, City of Kingsburg, Fresno County, and the California Department of Transportation (Caltrans). This report includes analysis of the following intersections:

1. Floral Avenue / SR 99 southbound off ramp
2. Floral Avenue / Highland Avenue
3. Floral-Highland Avenues / SR 99 northbound on loop ramp
4. Floral Avenue / SR 99 northbound off ramp
5. Highland Avenue / SR 99 southbound on ramp
6. Highland Avenue / Rose Avenue
7. Highland Avenue / Nebraska Avenue
8. Nebraska Avenue / Thompson Avenue
9. Second Street / SR 99 southbound ramps
10. Second Street / SR 99 northbound ramps
11. Second Street / Whitson Street
12. Mountain View Avenue / Highland Avenue
13. Mountain View Avenue / Thompson Avenue
14. Mountain View Avenue / McCall Avenue
15. Mountain View Avenue / Dockery Avenue
16. Mountain View Avenue / SR 99 southbound off ramp
17. Mountain View Avenue / SR 99 southbound on ramp
18. Mountain View Avenue / SR 99 northbound on ramp
19. Mountain View Avenue / SR 99 northbound off ramp
20. Mountain View Avenue / Golden State Boulevard
21. Mountain View Avenue / Bethel Avenue
22. Mountain View Avenue / Academy Avenue
23. Mountain View Avenue / Mendocino Avenue
24. Caruthers Avenue / Dockery Avenue
25. Golden State Boulevard / Amber Avenue
26. Kamm Avenue / Thompson Avenue
27. Kamm Avenue / McCall Avenue
28. Kamm Avenue / Dockery Avenue
29. Kamm Avenue / Van Horn Avenue
30. Kamm Avenue / SR 99 southbound off ramp
31. Bethel Avenue / SR 99 northbound on ramp

32. Bethel Avenue / Golden State Boulevard
33. Bethel Avenue / Kamm Avenue
34. Kamm Avenue / Academy Avenue
35. Bethel Avenue / SR 99 northbound off ramp
36. Bethel Avenue / Parkway Drive-SR 99 southbound on ramp
37. Phase 1 Site Access / Golden State Boulevard (City of Selma after annexation)
38. Phase 2 Site Access / Dockery Avenue (City of Selma after annexation)
39. Phase 3 Site Access / Mountain View Avenue (City of Selma after annexation)

This report includes analysis of the following road segments with the agency currently having jurisdiction over the intersection shown in parentheses:

1. Mountain View Avenue between Highland Avenue and Thompson Avenue
2. Mountain View Avenue between Thompson Avenue and McCall Avenue
3. Mountain View Avenue between McCall Avenue and Dockery Avenue
4. Mountain View Avenue between Dockery Avenue and SR 99
5. Mountain View Avenue between SR 99 and Golden State Boulevard
6. Mountain View Avenue between Golden State Boulevard and Bethel Avenue
7. Mountain View Avenue between Bethel Avenue and Academy Avenue
8. Mountain View Avenue between Academy Avenue and Mendocino Avenue
9. Mountain View Avenue between Mendocino Avenue and Madsen Avenue
10. Mountain View Avenue between Madsen Avenue and Zediker Avenue
11. Mountain View Avenue between Zediker Avenue and Fresno County Line
12. Kamm Avenue between Highland Avenue and Thompson Avenue
13. Kamm Avenue between Thompson Avenue and McCall Avenue
14. Kamm Avenue between McCall Avenue and Dockery Avenue
15. Kamm Avenue between Dockery Avenue and Van Horn Avenue
16. Kamm Avenue between Van Horn Avenue and SR 99
17. Kamm Avenue between SR 99 and Academy Avenue
18. McCall Avenue between Valley View Street and Mountain View Avenue
19. McCall Avenue between Mountain View Avenue and Caruthers Avenue
20. Dockery Avenue between Mountain View Avenue and Caruthers Avenue
21. Golden State Boulevard between Nebraska Avenue and Saginaw Avenue
22. Golden State Boulevard between Saginaw Avenue and Phase 1 main site access
23. Golden State Boulevard between Phase 1 main site access and Mountain View Avenue
24. Golden State Boulevard between Mountain View Avenue and Amber Avenue
25. Golden State Boulevard between Amber Avenue and Bethel Avenue

It should be noted that Golden State Boulevard is also known as Whitson Street within the City of Selma and Simpson Street within the City of Kingsburg.

## EXECUTIVE SUMMARY (Continued)

This report includes analysis of the following at-grade railroad crossings:

1. Highland Avenue north of Golden State Boulevard
2. Floral Avenue east of Front Street
3. Thompson Avenue north of Front Street
4. First Street east of Front Street
5. Second Street east of Front Street
6. Third Street east of Front Street
7. Nebraska Avenue east of Golden State Boulevard
8. Saginaw Avenue east of Golden State Boulevard
9. Mountain View Avenue east of Golden State Boulevard
10. Bethel Avenue east of Golden State Boulevard
11. Stroud Avenue east of Golden State Boulevard (Simpson Street).

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project and to analyze the traffic conditions expected to exist in the future.

The traffic impact study concludes that deficiencies are expected to occur at several of the study intersections and road segments without the Project as development progresses in the Selma area.

The Project is expected to create significant impacts at many of the roadway segments and intersections studied. The Project will be required to mitigate the significant impacts as described in the report.

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# 1.0 - INTRODUCTION

This traffic impact study has been prepared to study the potential traffic impacts related to the proposed Selma Crossings Project in Selma, California, hereinafter referred to as the "Project." The traffic impact study will be utilized in the preparation of an environmental impact report (EIR) for the Project.

## 1.1 - Purpose

The traffic impact study was prepared to investigate potential traffic impacts resulting from the Project at each phase of the development. The analysis focuses on the anticipated effect of vehicle traffic on study area intersections and roadway segments. Additional discussions are included related to transit facilities, bicycle facilities, pedestrian facilities, and regional transportation concepts that are not yet planned and funded.

## 1.2 - Project Description

The Project consists of the development of approximately 287 acres with a mix of commercial, office, and residential uses in three phases within three general regions near the Mountain View Avenue / State Route (SR) 99 interchange (northeast, northwest, and southwest of the interchange). The site also includes a 20-acre drainage/retention basin, bringing the total site area to approximately 307 acres. A Site Vicinity Map is presented in the attached Figure 1 and a Site Plan is presented in the attached Figure 2.

The development will include the following major use categories:

| | |
|---|---|
| Retail: | 2,092,203 square feet |
| Office Park: | 540,000 square feet |
| Residential: | 252,000 square feet (250 dwelling units) |
| Auto Mall: | 400,000 square feet (ten 3.6-acre parcels) |
| Hotels (2): | 155,000 square feet (three stories) |
| Water Park: | 10,000 square feet |

Phase 1 of the Project is located in the northeast area, which consists of approximately gross 84.5 acres bounded by SR 99 and Dockery Avenue to the west, Golden State Boulevard to the east, Mountain View Avenue to the south, and residences (approximately the Saginaw Avenue alignment) to the north. Phase 1 will consist of 882,003 square feet of retail uses (anchors, majors, shops, and restaurants).

Site access to Phase 1 is proposed via five driveways connecting to Golden State Boulevard.

Phase 2 of the Project is located in south area, which consists of approximately 135.4 gross acres bounded by Dockery Avenue to the west, SR 99 to the east, Mountain View Avenue to the north, and the Caruthers Avenue alignment to the south. Phase 2 will consist of the following development:

| | |
|---|---|
| Retail: | 606,200 square feet (anchors, majors, shops, restaurants, fuel) |
| Office Park: | 260,000 square feet |
| Auto Mall: | 400,000 square feet (ten 3.6-acre parcels) |
| Hotels (2): | 155,000 square feet (three stories) |
| Water Park: | 10,000 square feet |

Site access to Phase 2 is proposed via Van Horn Avenue at Mountain View Avenue, a driveway connecting to Mountain View Avenue, and three driveways connecting to Dockery Avenue.

Phase 3 of the Project is located in northwest area, which consists of approximately 68.1 gross acres bounded by Dockery Avenue to the east, SR 99 to the north, and Mountain View Avenue to the south. Phase 3 will consist of the following development:

| | |
|---|---|
| Retail: | 604,000 square feet (anchors, majors, shops, lifestyle retail, restaurants) |
| Residential: | 252,000 square feet (250 dwelling units above lifestyle retail) |
| Office Park: | 280,000 square feet (above lifestyle retail) |

Site access to Phase 3 is proposed via one driveway connecting to Mountain View Avenue and three driveways connecting to a proposed street along the western edge of the Project site.

## 1.3 - Study Area and Time Period

The study intersections and road segments were determined based on the anticipated volume and distribution of Project traffic in consultation with staff of the following agencies: City of Selma, City of Kingsburg, Fresno County, and the California Department of Transportation (Caltrans). This report includes analysis of the following intersections with the agency currently having jurisdiction over the intersection shown in parentheses:

1. Floral Avenue / SR 99 southbound off ramp (Caltrans)
2. Floral Avenue / Highland Avenue (City of Selma)
3. Floral-Highland Avenues / SR 99 northbound on loop ramp (Caltrans)
4. Floral Avenue / SR 99 northbound off ramp (Caltrans)
5. Highland Avenue / SR 99 southbound on ramp (Caltrans)
6. Highland Avenue / Rose Avenue (Caltrans)
7. Highland Avenue / Nebraska Avenue (Caltrans)
8. Nebraska Avenue / Thompson Avenue (City of Selma)
9. Second Street / SR 99 southbound ramps (Caltrans)
10. Second Street / SR 99 northbound ramps (Caltrans)
11. Second Street / Whitson Street (City of Selma)
12. Mountain View Avenue / Highland Avenue (Caltrans)
13. Mountain View Avenue / Thompson Avenue (County of Fresno)
14. Mountain View Avenue / McCall Avenue (County of Fresno)
15. Mountain View Avenue / Dockery Avenue (County of Fresno)
16. Mountain View Avenue / SR 99 southbound off ramp (Caltrans)
17. Mountain View Avenue / SR 99 southbound on ramp (Caltrans)
18. Mountain View Avenue / SR 99 northbound on ramp (Caltrans)
19. Mountain View Avenue / SR 99 northbound off ramp (Caltrans)
20. Mountain View Avenue / Golden State Boulevard (County of Fresno)
21. Mountain View Avenue / Bethel Avenue (County of Fresno)
22. Mountain View Avenue / Academy Avenue (County of Fresno)
23. Mountain View Avenue / Mendocino Avenue (County of Fresno)
24. Caruthers Avenue / Dockery Avenue (City of Selma)
25. Golden State Boulevard / Amber Avenue (County of Fresno)
26. Kamm Avenue / Thompson Avenue (County of Fresno)

27. Kamm Avenue / McCall Avenue (County of Fresno)
28. Kamm Avenue / Dockery Avenue (County of Fresno)
29. Kamm Avenue / Van Horn Avenue (County of Fresno)
30. Kamm Avenue / SR 99 southbound off ramp (Caltrans)
31. Bethel Avenue / SR 99 northbound on ramp (Caltrans)
32. Bethel Avenue / Golden State Boulevard (City of Kingsburg)
33. Bethel Avenue / Kamm Avenue (City of Kingsburg)
34. Kamm Avenue / Academy Avenue (County of Fresno)
35. Bethel Avenue / SR 99 northbound off ramp (Caltrans)
36. Bethel Avenue / Parkway Drive-SR 99 southbound on ramp (Caltrans)
37. Phase 1 Site Access / Golden State Boulevard (City of Selma after annexation)
38. Phase 2 Site Access / Dockery Avenue (City of Selma after annexation)
39. Phase 3 Site Access / Mountain View Avenue (City of Selma after annexation)

This report includes analysis of the following road segments with the agency currently having jurisdiction over the intersection shown in parentheses:

1. Mountain View Avenue between Highland Avenue and Thompson Avenue (County of Fresno)
2. Mountain View Avenue between Thompson Avenue and McCall Avenue (County of Fresno)
3. Mountain View Avenue between McCall Avenue and Dockery Avenue (County of Fresno)
4. Mountain View Avenue between Dockery Avenue and SR 99 (County of Fresno)
5. Mountain View Avenue between SR 99 and Golden State Boulevard (County of Fresno)
6. Mountain View Avenue between Golden State Boulevard and Bethel Avenue (County of Fresno)
7. Mountain View Avenue between Bethel Avenue and Academy Avenue (County of Fresno)
8. Mountain View Avenue between Academy Avenue and Mendocino Avenue (County of Fresno)
9. Mountain View Avenue between Mendocino Avenue and Madsen Avenue (County of Fresno)
10. Mountain View Avenue between Madsen Avenue and Zediker Avenue (County of Fresno)
11. Mountain View Avenue between Zediker Avenue and Fresno County Line (County of Fresno)
12. Kamm Avenue between Highland Avenue and Thompson Avenue (County of Fresno)
13. Kamm Avenue between Thompson Avenue and McCall Avenue (County of Fresno)
14. Kamm Avenue between McCall Avenue and Dockery Avenue (County of Fresno)
15. Kamm Avenue between Dockery Avenue and Van Horn Avenue (County of Fresno)
16. Kamm Avenue between Van Horn Avenue and SR 99 (County of Fresno)
17. Kamm Avenue between SR 99 and Academy Avenue (County of Fresno)
18. McCall Avenue between Valley View Street and Mountain View Avenue (City of Selma and County of Fresno)
19. McCall Avenue between Mountain View Avenue and Caruthers Avenue (County of Fresno)

20. Dockery Avenue between Mountain View Avenue and Caruthers Avenue (County of Fresno)
21. Golden State Boulevard between Nebraska Avenue and Saginaw Avenue (City of Selma)
22. Golden State Boulevard between Saginaw Avenue and Phase 1 main site access (City of Selma after annexation)
23. Golden State Boulevard between Phase 1 main site access and Mountain View Avenue (City of Selma after annexation)
24. Golden State Boulevard between Mountain View Avenue and Amber Avenue (County of Fresno)
25. Golden State Boulevard between Amber Avenue and Bethel Avenue (County of Fresno)

It should be noted that Golden State Boulevard is also known as Whitson Street within the City of Selma and Simpson Street within the City of Kingsburg. The locations of the study intersections and road segments are presented in Figure 3, Study Intersections and Road Segments.

This report includes analysis of the following at-grade railroad crossings:

1. Highland Avenue north of Golden State Boulevard
2. Floral Avenue east of Front Street
3. Thompson Avenue north of Front Street
4. First Street east of Front Street
5. Second Street east of Front Street
6. Third Street east of Front Street
7. Nebraska Avenue east of Golden State Boulevard
8. Saginaw Avenue east of Golden State Boulevard
9. Mountain View Avenue east of Golden State Boulevard
10. Bethel Avenue east of Golden State Boulevard
11. Stroud Avenue east of Golden State Boulevard (Simpson Street).

## 1.4 - Study Scenarios

The intersection and road segment operational analyses were performed in general conformance with the most recent version of the Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002. The following time periods were studied:

- Weekday a.m. peak hour (one hour between 7:00 and 9:00 a.m.)
- Weekday p.m. peak hour (one hour between 4:00 and 6:00 p.m.)
- Weekend peak hour (one hour on Saturday between 12:00 and 2:00 p.m.)

The peak hours were analyzed for the following scenarios without the Project:

- Existing Conditions;
- Year 2020 No-Project Conditions (assumes project site is undeveloped and pending projects are constructed); and
- Year 2035 No-Project Conditions (assumes project site is undeveloped).

The peak hours were analyzed for the following scenarios without the Project:

- Existing Plus Project Phase 1 Conditions;
- Year 2020 With Project Phases 1 and 2 Conditions; and
- Year 2035 With Project Phases 1, 2, and 3 Conditions.

## 1.5 - List of Abbreviations

The following is a list of abbreviations that may be used the text of this report.

NB – Northbound
EB – Eastbound
NBL – Northbound left
NBR – Northbound right
SBL – Southbound left
SBR – Southbound right
EBL – Eastbound left
EBR – Eastbound right
WBL – Westbound left
WBR – Westbound right
SR – State Route
TGH – Trip Generation Handbook
ITE – Institute of Transportation Engineers
Int – Interchange
FAR – Floor Area Ratio
sq. ft. – square feet
ft - foot or feet
Round. – Roundabout
COG – Council of Fresno County Governments
CMUTCD – California Manual on Uniform Traffic Control Devices
SB – Southbound
WB – Westbound
LOS – Level of service
OWS – One-way stop control
TWS – Two-way stop control
AWS – All-way stop control
HCM – Highway Capacity Manual
PHF – Peak Hour Factor
sec – seconds
TWLTL – Two-way left-turn lane
SOI – Sphere of Influence
TAZ – Traffic Analysis Zone
n/r – Analysis not required
U – Undivided
DU – dwelling units
DNE – Does not exist
ADT - Average daily traffic volume

## 2.0 - IMPACT SIGNIFICANCE CRITERIA

### 2.1 - Level of Service

The Transportation Research Board *Highway Capacity Manual*, 2000, (HCM) defines level of service (LOS) as a qualitative measure describing operational characteristics within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS characteristics for both unsignalized and signalized intersections are presented in Tables 2.1 and 2.2. LOS characteristics for road segments are presented in Table 2.3.

**Table 2.1**
**Level of Service Characteristics for Unsignalized Intersections**

| Level of Service | Description | Average Vehicle Delay (seconds) |
|---|---|---|
| A | Little or no delay. | 0-10 |
| B | Short delays. | >10-15 |
| C | Average delays. | >15-25 |
| D | Long delays. | >25-35 |
| E | Very long delays. | >35-50 |
| F | Extremely long delays. | >50 |

Reference: *Highway Capacity Manual,* Transportation Research Board

**Table 2.2**
**Level of Service Characteristics for Signalized Intersections**

| Level of Service | Description | Average Vehicle Delay (seconds) |
|---|---|---|
| A | Extremely favorable progression. Most vehicles arrive during green phase. Many vehicles do not stop. | ≤10 |
| B | Good progression. | >10-20 |
| C | Fair progression. Significant number of vehicles stopped. Some queues do not clear. | >20-35 |
| D | Noticeable congestion. Many vehicles stop. Individual cycle failures are noticeable. Queues often do not clear. | >35-55 |
| E | Poor progression. Individual cycle failures are frequent. Queues frequently do not clear. | >55-80 |
| F | Poor progression. Oversaturation. Many individual cycle failures and queues not cleared. | >80 |

Reference: *Highway Capacity Manual,* Transportation Research Board

**Table 2.3**
**Level of Service Characteristics for Roadways**

| Level of Service | Description |
|---|---|
| A | Primarily free flow operations |
| B | Reasonably unimpeded operations, ability to maneuver only slightly restricted |
| C | Stable operations, ability to maneuver and select operating speed affected |
| D | Unstable flow, speeds and ability to maneuver restricted |
| E | Significant delays, flow quite unstable |
| F | Extremely slow speeds |

Reference: 1998 *Highway Capacity Manual,* Transportation Research Board

The City of Selma, County of Fresno, and Caltrans require that a LOS C or better be maintained. It should be noted that the City of Selma General Plan Update was adopted by the City and modifies the City of Selma's minimum acceptable LOS from LOS C to LOS D. However, due to litigation against the City, City staff has indicated that the General Plan Update does not yet apply. The City of Kingsburg *Traffic Impact Study Report Guidelines* dated April 10, 2007 indicates that intersections and road segments in Kingsburg are required to operate at LOS D or better.

A Project traffic impact will be recognized if the proposed Project will decrease the LOS below the target LOS at an intersection or road segment as compared to the no-Project condition. A Project traffic impact will also be recognized if the Project will exacerbate an intersection already operating below the target LOS by increasing the average delay at the intersection by 5.0 seconds or more. Finally, a Project traffic impact will be recognized if the Project will exacerbate a road segment already operating below the target LOS by increasing the volume-to-capacity ratio (v/c) of the road segment by 0.15 or more.

## 2.2 - Transit, Bicycle, and Pedestrian Facilities

A significant impact is determined if a proposed Project would disrupt or impede existing or planned transit, bicycle, or pedestrian facilities.

## 2.3 - At-Grade Railroad Crossings

A Project traffic impact will be recognized if the proposed Project will increase the predicted accident frequency above the threshold accident frequency of 0.02 accidents per year at an at-grade railroad crossing. A Project traffic impact will also be recognized if the Project will increase a predicted accident frequency at a crossing already operating above the threshold predicted accident frequency of 0.02 accidents per year by five percent or more.

## 3.0 - TRAFFIC ANALYSIS METHODOLOGY

This section describes the methods and criteria used to evaluate LOS and traffic signal warrants.

### 3.1 - Intersection Analysis Methodology

The levels of service and 95$^{th}$-percentile queues at the study intersections were determined using the computer program Synchro 6 (Build 614), which is based on the HCM procedures for calculating levels of service. For signalized intersections and all-way-stop-controlled intersections, the overall intersection LOS and the average delay per vehicle are presented. For one-way and two-way stop-controlled intersections, an overall intersection LOS is not defined in the HCM. Therefore, for one-way and two-way stop-controlled intersections the LOS and average delay per vehicle for the movement with the greatest delay is reported.

Although peak-hour traffic volumes are typically utilized in the operational analysis of intersections, the HCM actually utilizes the peak 15-minute period as the basis for operational analyses by incorporating the peak hour factor (PHF) into the analyses. The PHF is the relationship between peak-hour volumes and peak 15-minute volumes calculated by dividing the peak-hour volume by four times the peak 15-minute volume. PHFs for the existing-conditions and existing-plus-Project Phase 1 conditions analyses were determined based on the existing traffic volumes. The HCM suggests that a PHF of 0.92 in urban areas and 0.88 in rural areas may be used in the absence of field data. For purposes of the cumulative year 2020 and 2035 analyses performed for this study, in which field data is not available and traffic volumes are projected, a PHF of 0.88 is used for rural intersections and a PHF of 0.92 is used for urban intersections. Adjacent to schools, a PHF no greater than the existing PHF was used during the a.m. peak hour to account for more intense peak periods resulting from school traffic.

For mitigated scenarios at signalized intersections, queue lengths are analyzed using the Synchro computer program to verify that the proposed mitigation is feasible and that the recommended design will accommodate the anticipated queues.

### 3.2 - Traffic Signal Warrants

The California Department of Transportation *California Manual on Uniform Traffic Control Devices for Streets and Highways* (CMUTCD) dated January 21, 2010 presents various warrant analyses to assist in evaluating the need for traffic signals at an intersection. Traffic signal warrants are a series of standards that provide guidelines for determining if a traffic signal is appropriate consideration at an intersection that is currently not signalized. If one or more of the signal warrants are met, signalization of the intersection may be an appropriate mitigation. However, a signal likely should not be installed if none or few of the warrants are met since the installation of signals may increase delays on the previously uncontrolled major street and may contribute to an increase in accidents.

The potential need for a traffic signal is considered at each unsignalized intersection at which the project contributes to a significant impact. Since the analyses presented herein are based on peak hour traffic volumes, Figure 4C-4, Warrant 3, Peak Hour (70% Factor) as presented in the CMUTCD was utilized to evaluate the possibility that traffic signals may be warranted at study intersections not currently signalized.

For cases in which the Project creates a significant impact by causing or exacerbating a deficiency but traffic signal warrants are not met, traffic signals are not considered to be a feasible mitigation.

## 3.3 - Road Segment Analysis Methodology

Road segment analyses were based on the Florida Department of Transportation Generalized Q/LOS Tables. The Florida road segment tables were developed based on procedures outlined in the HCM and are commonly utilized in the San Joaquin Valley for road segment analyses. The 1997 City of Selma General Plan Circulation Element utilized Florida tables, and other local agencies also refer to the Florida tables for road segment analyses. For example, the Florida tables are specified in the City of Fresno Traffic Impact Study Report Guidelines dated February 2, 2009 as an acceptable method for analysis of road segments in the City of Fresno.

The Florida tables present LOS criteria based on the type of roadway being analyzed and the regional setting (i.e., urban areas or transitioning areas). The appropriate Florida table is dependent upon the setting. Table 4, Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas (with adjustments for Non-State Roadways, Major City/County Roadways) was utilized in the analysis. The table is attached in Appendix A. Tables 3.1 and 3.2 present the specific volume thresholds used in the analyses.

**Table 3.1**
**Volume Thresholds for Road Segment Levels of Service**
**Less Than 2 Signalized Intersections Per Mile**

| Lanes | Median | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| 2 | Undivided - No LT lanes | - | ≤669 | 670 – 1,080 | 1,081 – 1,152 | >1,152 | * |
| 2 | Undivided with LT lanes | - | ≤837 | 838 – 1,350 | 1,351 – 1,440 | >1,440 | * |
| 2 | Divided with LT lanes | - | ≤878 | 879 – 1,417 | 1,418 – 1,512 | >1,512 | * |
| 4 | Undivided - No LT lanes | - | ≤1,917 | 1,918 – 2,322 | 2,323 – 2,403 | >2,403 | * |
| 4 | Undivided with LT lanes | - | ≤2,428 | 2,429 – 2,941 | 2,941 – 3,043 | >3,043 | * |
| 4 | Divided with LT lanes | - | ≤2,556 | 2,557 – 3,096 | 3,097 – 3,204 | >3,204 | * |
| 6 | Divided with LT lanes | - | ≤3,933 | 3,934 – 4,680 | 4,680 – 4,824 | >4,824 | * |

Reference: Florida Department of Transportation Table 4, Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas

**Table 3.2**
**Volume Thresholds for Road Segment Levels of Service**
**2.00 to 4.50 Signalized Intersections Per Mile**

| Lanes | Median | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| 2 | Undivided - No LT lanes | - | - | ≤734 | 735 – 1,065 | 1,066 – 1,130 | >1,130 |
| 2 | Undivided with LT lanes | - | - | ≤918 | 919 – 1,332 | 1,333 – 1,413 | >1,413 |
| 2 | Divided with LT lanes | - | - | ≤963 | 964 – 1,398 | 1,399 – 1,483 | >1,483 |
| 4 | Undivided - No LT lanes | - | - | ≤1,633 | 1,634 – 2,173 | 2,174 – 2,295 | >2,295 |
| 4 | Undivided with LT lanes | - | - | ≤2,069 | 2,070– 2,753 | 2,754 – 2,907 | >2,907 |
| 4 | Divided with LT lanes | - | - | ≤2,178 | 2,179 – 2,898 | 3,899 – 3,060 | >3,060 |
| 6 | Divided with LT lanes | - | - | ≤3,411 | 3,412 – 4,392 | 4,393 – 4,635 | >4,635 |

Reference: Florida Department of Transportation Table 4, Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas

## 3.4 - At-Grade Railroad Crossing Analysis Methodology

The at-grade railroad crossings analysis includes a description of the existing facilities. The Federal Highway Administration (FHA) *Railroad-Highway Grade Crossing Handbook* dated August 2007 (Appendix E) includes a description of the National Cooperative Highway Research Program (NCHRP) Report 50 Accident Prediction Formula. The expected number of accidents per year is calculated herein based on the NCHRP procedures as described in the Hazard index analyses are presented FHA handbook. FHA indicates that an at-grade crossing with a predicted accident frequency greater than 0.02 accidents per year warrants an improvement to a higher level of traffic control devices and warning devices.

The Federal Highway Administration *Manual on Uniform Traffic Control Devices* dated December 2009 (MUTCD) presents various traffic signal warrants, including a warrant to determine the need for signalization of intersections near railroad crossings when none of the other traffic signal warrants is met (Warrant 9, Intersection Near a Grade Crossing). The *Draft 2011 California Manual on Uniform Traffic Control Devices* has not yet been adopted, but also includes the new Warrant 9. For purposes of this study, Warrant 9 will be analyzed for all of the minor-street unsignalized study at-grade railroad crossings during the weekday peak hour. Warrant 9 is not applicable to locations that are already signalized or where traffic on the crossing is not required to stop at the adjacent intersection. Warrant 9 will be utilized to assist in determining appropriate mitigations, but will not specifically be utilized to determine impacts.

# 4.0 - EXISTING CONDITIONS

## 4.1 - Existing Roadway Network

The Project study area includes 39 intersections and 25 road segments. The Project location, study intersections, and study road segments are illustrated in Figure 3, Study Intersections and Road Segments. The existing lane configurations and intersection control at the study intersections are illustrated in Figure 4, Existing Lane Configurations and Intersection Control. Descriptions of the major roadways in the vicinity of the Project site are presented below.

**Golden State Boulevard** generally trends north and south, east of and parallel to the SR 99 freeway. The City of Selma General Plan 1997 Update Circulation Element identifies Golden State Boulevard as an expressway adjacent to the Project site and an arterial north of Nebraska Avenue. The Fresno County General Plan identifies Golden State Boulevard as a super arterial adjacent to the Project site. It is currently a four-lane divided highway located primarily under the jurisdiction of Fresno County, but also extending into the City of Selma and the City of Kingsburg.

**Mountain View Avenue** is an east-west roadway designated in the City of Selma General Plan 1997 Update Circulation Element and the Fresno County General Plan as an arterial street west of SR 99 and an expressway east of SR 99. It is a two-lane undivided highway west of Golden State Boulevard and east of Bethel Avenue. Between Golden State Boulevard and Bethel Avenue it is currently a four-lane divided highway.

**Dockery Avenue** is a north-south roadway designated in the City of Selma General Plan 1997 Update Circulation Element as a collector in the vicinity of the Project site, where it is currently a narrow two-lane country road.

**McCall Avenue** is a north-south roadway designated in the City of Selma General Plan 1997 Update Circulation Element as an arterial and designated in the Fresno County General Plan as a collector south of Valley View Street, where it is currently a two-lane country highway.

**Kamm Avenue** is an east-west roadway designated in the Fresno County General Plan as an arterial east of Golden State Boulevard. It is not designated west of Golden State Boulevard, where it is currently a narrow two-lane country road.

## 4.2 - Existing Transit Service

Selma Transit provides scheduled fixed-route service and demand-responsive service to the community of Selma. The scheduled service occurs Monday through Friday from 8:00 a.m. to 5:00 p.m. The fixed route is generally located along Floral Avenue, McCall Avenue, Whitson Street, and in the downtown Selma area. Demand-responsive service is provided Monday through Friday from 7:00 a.m. to 5:30 p.m. and on Saturdays from 8:00 a.m. to 5:00 p.m.

Southeast Transit provides scheduled, multiple round-trip, intercity service from Kingsburg, Selma, and Fowler to the Fresno-Clovis Metropolitan Area. Southeast Transit has three round trips, Monday through Friday, from Kingsburg to downtown Fresno and back, stopping at two locations in Selma in each direction and one in Kingsburg.

## 4.3 - Existing Bicycle and Pedestrian Facilities

Bike lanes exist on Golden State Boulevard on both directions along the frontage of the Project site. With the exception of crosswalks at the intersection of Mountain View Avenue and Golden State Boulevard, pedestrian facilities do not currently exist in the vicinity of the Project site.

## 4.4 - Existing Traffic Volumes

Existing traffic volumes were determined by performing manual turning movement counts at each of the study intersections. The traffic counts included a determination of the number of heavy vehicles on each turning movement, the number of pedestrians crossing each leg, the number of right turns on red at signalized intersections, and observation of the cycle length at signalized intersections. The traffic count data sheets are attached in Appendix B. Existing peak hour turning movement volumes at the study intersections are presented in Figure 5, Existing Weekday Peak Hour Traffic Volumes and Figure 6, Existing Saturday Peak Hour Traffic Volumes.

## 4.5 - Existing-Conditions Intersection LOS Analysis

The results of the existing-conditions intersection LOS analyses are summarized in Table 4.1. Substandard conditions are identified in bold type. The intersection analysis sheets are presented in Appendix C.

**Table 4.1**
**Intersection Analysis Summary – Existing Conditions**

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Floral / SR 99 SB off | Signal | 12.6 | B | 17.9 | B | 18.1 | B |
| Floral / Highland | Signal | 15.3 | B | 20.7 | C | 22.7 | C |
| Floral / SR 99 NB off | Signal | 7.1 | B | 6.7 | A | 7.2 | A |
| Highland / SR 99 SB on | Signal | 11.0 | B | 11.8 | B | 12.0 | B |
| Highland / Rose | TWS | 14.5 | B | 19.7 | C | 15.8 | C |
| Highland / Nebraska | Signal | 11.1 | B | 11.3 | B | 11.8 | B |
| Nebraska / Thompson | AWS | 9.5 | A | 9.1 | A | 8.7 | A |
| Second / SR 99 SB | OWS | **34.1** | **D** | **68.3** | **F** | 19.3 | C |
| Second / SR 99 NB | OWS | 14.2 | B | 14.0 | B | 12.5 | B |
| Second / Whitson | Signal | 14.0 | B | 18.2 | B | 15.8 | B |
| Mountain View / Highland | Signal | 17.1 | B | 13.7 | B | 14.0 | B |
| Mountain View / Thompson | TWS | 10.2 | B | 11.0 | B | 10.5 | B |
| Mountain View / McCall | AWS | 8.1 | A | 8.7 | A | 7.9 | A |
| Mountain View / Dockery | TWS | 10.0 | B | 10.6 | B | 10.2 | B |
| Mountain View / SR 99 SB off | TWS | 22.3 | C | **25.3** | **D** | 15.8 | C |
| Mountain View / SR 99 SB on | Yield | 1.4 | A | 1.6 | A | 0.8 | A |
| Mountain View / SR 99 NB on | Yield | 1.2 | A | 0.9 | A | 1.4 | A |
| Mountain View / SR 99 NB off | OWS | 14.7 | B | 15.5 | C | 12.3 | B |
| Mountain View / Golden State | Signal | 12.2 | B | 14.7 | B | 17.8 | B |
| Mountain View / Bethel | TWS | 18.6 | C | 22.2 | C | 15.8 | C |
| Mountain View / Academy | TWS | 16.7 | C | 22.5 | C | 16.6 | C |
| Mountain View / Mendocino | Signal | 8.8 | A | 17.0 | B | 7.4 | A |
| Caruthers / Dockery | OWS | 8.6 | A | 8.6 | A | 8.7 | A |
| Golden State / Amber | OWS | 9.8 | A | 10.2 | B | 9.8 | A |
| Kamm / Thompson | OWS | 9.0 | A | 9.2 | A | 9.1 | A |
| Kamm / McCall | TWS | 9.8 | A | 9.6 | A | 9.3 | A |
| Kamm / Dockery | TWS | 8.9 | A | 8.9 | A | 8.9 | A |
| Kamm / Van Horn | TWS | 8.9 | A | 9.0 | A | 8.9 | A |
| Kamm / SR 99 SB off | TWS | 7.4 | A | 7.9 | A | 7.5 | A |
| Bethel / SR 99 NB on | OWS | 11.8 | B | 10.8 | B | 10.3 | B |
| Bethel / Golden State | AWS | 9.3 | A | 8.4 | A | 7.8 | A |
| Bethel / Kamm | AWS | 8.4 | A | 7.9 | A | 7.4 | A |
| Kamm / Academy | AWS | 8.4 | A | 8.1 | A | 7.6 | A |
| Bethel / SR 99 NB off | OWS | 10.8 | B | 10.3 | B | 9.4 | A |
| Bethel / Parkway-SR 99 SB on | OWS | 12.4 | B | 11.0 | B | 9.4 | A |

The following study intersections are currently operating at substandard levels of service:

- Second Street / SR 99 Southbound ramps (LOS D on the southbound approach during the a.m. peak hour and LOS F on the southbound approach during the p.m. peak hour);
- Mountain View Avenue / SR 99 Southbound off ramp-Van Horn Avenue (LOS D on the southbound approach during the p.m. peak hour).

The other study intersections are currently operating at acceptable levels of service.

## 4.6 - Existing Conditions Road Segment Analyses

The results of the existing-conditions road segment analyses are summarized in Table 4.2. Substandard conditions are identified in bold type.

**Table 4.2**
**Road Segment Analysis Summary – Existing Conditions**

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 200 | B | 240 | B | 200 | B |
| Thompson to McCall | 2U (<2) | 189 | B | 235 | B | 197 | B |
| McCall to Dockery | 2U (<2) | 231 | B | 302 | B | 226 | B |
| Dockery to SR 99 | 2U (<2) | 325 | B | 386 | B | 265 | B |
| SR 99 to Golden State | 2U (<2) | 758 | C | 813 | C | 584 | B |
| Golden State to Bethel | 4D-LT (<2) | 665 | B | 769 | B | 1,043 | B |
| Bethel to Academy | 2U (<2) | 659 | B | 793 | C | 596 | B |
| Academy to Mendocino | 2U (<2) | 702 | C | 789 | C | 577 | B |
| Mendocino to Madsen | 2U (<2) | 721 | C | 797 | C | 592 | B |
| Madsen to Zediker | 2U (<2) | 700 | C | 791 | C | 608 | B |
| Zediker to Fresno County Line | 2U (<2) | 719 | C | 771 | C | 601 | B |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 15 | B | 23 | B | 10 | B |
| Thompson to McCall | 2U (<2) | 12 | B | 19 | B | 12 | B |
| McCall to Dockery | 2U (<2) | 21 | B | 23 | B | 22 | B |
| Dockery to Van Horn | 2U (<2) | 21 | B | 24 | B | 22 | B |
| Van Horn to SR 99 | 2U (<2) | 24 | B | 40 | B | 39 | B |
| SR 99 to Academy | 2U (<2) | 175 | B | 169 | B | 102 | B |
| **McCall Avenue** | | | | | | | |
| Valley View to Mountain View | 2U (<2) | 74 | B | 182 | B | 90 | B |
| Mountain View to Caruthers | 2U (<2) | 106 | B | 225 | B | 91 | B |
| **Dockery Avenue** | | | | | | | |
| Mountain View to Caruthers | 2U (<2) | 9 | B | 12 | B | 7 | B |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 299 | B | 420 | B | 368 | B |
| Saginaw to Phase 1 main site access | 4D-LT (<2) | 261 | B | 403 | B | 566 | B |
| Phase 1 main site access to Mountain View | 4D-LT (<2) | 261 | B | 403 | B | 566 | B |
| Mountain View to Amber | 4D-LT (<2) | 222 | B | 342 | B | 561 | B |
| Amber to Bethel | 4D-LT (<2) | 263 | B | 335 | B | 269 | B |

2U - 2-lane undivided 4D-LT - 4-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

The study road segments are currently operating at acceptable levels of service.

## 4.7 - Existing At-Grade Railroad Crossings

Existing traffic volumes at intersections adjacent to at-grade railroad crossings were determined by performing manual turning movement counts at each of the study intersections. The traffic counts included a determination of the number of heavy vehicles on each turning movement, the number of pedestrians crossing each leg, the number of right

turns on red at signalized intersections, and observation of the cycle length at signalized intersections. The traffic count data sheets are attached in Appendix B.

Twelve-hour video surveillance of each side of each crossing was performed on a Tuesday and on a Thursday during typical weekday conditions.

A description of each study crossing is provided below.

**Highland Avenue north of Golden State Boulevard**

The Union Pacific Railroad (UPRR) at-grade crossing at Highland Avenue in Selma, California is located approximately 70 feet north of Golden State Boulevard. Highland Avenue has double yellow lines separating northbound and southbound traffic. The intersection of Highland Avenue and Golden State Boulevard is signalized. The crossing is equipped with post-mounted flashing lights and automatic gates with "Railroad Crossing" crossbucks (R15-1 signs) and Highway-Rail Grade Crossing Advance Warning signs (W10-1 signs) on both approaches. Railroad crossing pavement markings exist on the southbound approach but not on the northbound approach due to space limitations. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on Golden State Boulevard to alert drivers to the crossing on the side street or the W10-11 sign indicating the storage space available between the tracks and the stop bar. No pedestrian facilities exist along Highland Avenue.

According to data available on the Federal Highway Administration (FRA) web site (http://safetydata.fra.dot.gov/OfficeofSafety/), the crossing has experienced two train-related accidents in the last 10 years.

Video surveillance of the crossing was performed on Thursday March 10, 2011 and Tuesday March 22, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations southbound queues from the intersection of Highland Avenue and Golden State Boulevard often extend beyond the crossing. The surveillance captured five trains on March 10 and seven trains on March 22 with durations that the gates were closed ranging from 35 seconds to two minutes 14 seconds. Observed queues resulting from the trains included more than nine vehicles in the southbound direction and up to three vehicles in the northbound direction.

**Floral Avenue east of Front Street**

The UPRR at-grade crossing at Floral Avenue in Selma, California is located approximately 80 feet east of Front Street. Traffic on Front Street is controlled by stop signs; traffic on Floral Avenue is not required to stop unless vehicles are yielding to oncoming traffic while making a westbound-to-southbound left turn. Floral Avenue has a painted median separating eastbound and westbound traffic. The crossing is equipped with cantilevered overhead flashing light signals, R15-1 crossbucks, automatic gates, railroad crossing pavement markings, and W10-1 signs on both approaches. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on Front Street to alert drivers to the crossing on the side street. A sidewalk exists along the north side of Floral Avenue, with an asphalt concrete surface adjacent to the concrete crossing panels.

According to data available on the FRA web site, the crossing has experienced no train-related accidents in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues do not develop in the vicinity of the crossing. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 25 seconds to one minute and 14 seconds. Observed queues resulting from the trains included more than 15 vehicles in the eastbound direction and up to 11 vehicles in the westbound direction.

**Thompson Avenue north of Front Street**

The UPRR at-grade crossing at Thompson Avenue in Selma, California is located approximately 70 feet north of Front Street. Traffic at the intersection of Thompson Avenue and Front Street is controlled by stop signs in all four directions. Thompson Avenue has double yellow lines separating northbound and southbound traffic. The crossing is equipped with cantilevered overhead flashing light signals, R15-1 crossbucks, automatic gates, and a W10-1 sign on both approaches, although the W10-1 sign on the northbound approach is located at the stop bar and is not in advance of the crossing. Railroad crossing pavement markings exist on the southbound approach but not on the northbound approach due to space limitations. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on Front Street to alert drivers to the crossing on the side street or the W10-11 sign indicating the storage space available between the tracks and the stop bar. No pedestrian facilities exist along Thompson Avenue at the crossing.

According to data available on the FRA web site, the crossing has experienced no train-related accidents in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations southbound queues from the intersection of Thompson Avenue and Front Street occasionally extend beyond the crossing. A substantial number of pedestrians were observed, primarily on the east side of Thompson Avenue. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 55 seconds to one minute and 40 seconds. Observed queues resulting from the trains included up to eight vehicles in the southbound direction and more than eight vehicles in the northbound direction.

**1st Street east of Front Street**

The UPRR at-grade crossing at 1st Street in Selma, California is located approximately 125 feet northeast of West Front Street and approximately 105 feet southwest of East Front Street. Traffic on East Front Street is controlled by stop signs, while traffic on 1st Street at East Front Street is not required to stop unless vehicles are yielding to oncoming traffic while making a left turn. The intersection of 1st Street and East Front Street is controlled by stop signs in all four directions. 1st Street has double yellow lines separating traffic. The crossing is equipped with post-mounted flashing lights, R15-1 crossbucks, automatic gates, railroad crossing pavement markings, and W10-1 signs on both approaches. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on East Front Street and West Front Street to alert drivers to the crossing on the side street. Sidewalks exist along both sides of 1st Street, with an asphalt concrete surface adjacent to the concrete crossing panels.

According to data available on the FRA web site, the crossing has experienced one train-related accident in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues do not develop near the crossing. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 35 seconds to one minute and 55 seconds. Observed queues resulting from the trains included up to three vehicles in the southbound direction and more than six vehicles in the northbound direction.

**2nd Street east of Front Street**

The UPRR at-grade crossing at 2nd Street in Selma, California is located approximately 140 feet northeast of West Front Street and approximately 100 feet southwest of East Front Street. Traffic on East Front Street and West Front Street is controlled by stop signs, while traffic on 2nd Street is not required to stop unless vehicles are yielding to oncoming traffic while making a left turn. 2nd Street has double yellow lines separating traffic. The crossing is equipped with cantilevered overhead flashing light signals, R15-1 crossbucks, automatic gates, railroad crossing pavement markings, and W10-1 signs on both approaches. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on East Front Street and West Front Street to alert drivers to the crossing on the side street. Sidewalks exist along both sides of 2nd Street, with an asphalt concrete surface adjacent to the concrete crossing panels.

According to data available on the FRA web site, the crossing has experienced no train-related accidents in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues do not develop near the crossing. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 35 seconds to one minute and 40 seconds. Observed queues resulting from the trains included more than 10 vehicles in both the northbound and southbound directions.

**3rd Street east of Front Street**

The UPRR at-grade crossing at 3rd Street in Selma, California is located within approximately 90 feet of the intersection of 3rd Street, West Front Street, and McCall Avenue, which is an awkward intersection with five different approaches. Traffic proceeding south on 3rd Street is required to stop at West Front Street. The crossing is located approximately 70 feet southwest of East Front Street, where traffic on 3rd Street is not required to stop unless vehicles are yielding to oncoming traffic while making a left turn. 3rd Street has double yellow lines separating traffic. The crossing is equipped with post-mounted flashing lights, R15-1 crossbucks, automatic gates, railroad crossing pavement markings, and W10-1 signs on both approaches. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on East Front Street and West Front Street to alert drivers to the crossing on the side street. No pedestrian facilities exist along 3rd Street.

According to data available on the FRA web site, the crossing has experienced no train-related accidents in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues do not develop near the crossing. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 35 seconds to one minute and 45 seconds. Observed queues resulting from the trains included up to six vehicles in the southbound direction and up to four vehicles in the northbound direction.

**Nebraska Avenue east of Golden State Boulevard**

The UPRR at-grade crossing at Nebraska Avenue in Selma, California is located approximately 60 feet northeast of Golden State Boulevard and within 40 feet of the southern terminus of East Front Street. Nebraska Avenue has double yellow lines separating eastbound and westbound traffic. The intersection of Nebraska Avenue and Golden State Boulevard is controlled by stop signs on Nebraska Avenue. Traffic on Golden State Boulevard is not required to stop. The crossing is equipped with post-mounted flashing lights, R15-1 crossbucks, automatic gates, and W10-1 signs on both approaches. R15-1 crossbucks also exist on East Front Street. Railroad crossing pavement markings exist on the westbound approach but not on the eastbound approach due to space limitations. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on Golden State Boulevard and East Front Street to alert drivers to the crossing on the side street or the W10-11 sign indicating the storage space available between the tracks and the stop bar. No pedestrian facilities exist along Nebraska Avenue.

According to data available on the FRA web site, the crossing has experienced one train-related accident in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues from the intersection of Nebraska Avenue and Golden State Boulevard occasionally extend to the crossing. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 30 seconds to one minute and 45 seconds. Observed queues resulting from the trains included up to three vehicles in the southbound direction and up to three vehicles in the northbound direction.

**Saginaw Avenue east of Golden State Boulevard**

The UPRR at-grade crossing at Saginaw Avenue in Selma, California is located approximately 90 feet east of Golden State Boulevard. Saginaw Avenue does not have pavement delineation separating eastbound and westbound traffic. The intersection of Saginaw Avenue and Golden State Boulevard is controlled by a stop sign on Saginaw Avenue. Traffic on Golden State Boulevard is not required to stop. The crossing is equipped with post-mounted flashing lights, R15-1 crossbucks, automatic gates, and W10-1 signs on both approaches. At the time of the site visit, railroad crossing pavement markings did not exist on relatively new pavement. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on Golden State Boulevard to alert drivers to the crossing on the side street or the W10-11 sign indicating the storage space

available between the tracks and the stop bar. No pedestrian facilities exist along Saginaw Avenue.

According to data available on the FRA web site, the crossing has experienced no train-related accidents in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues do not develop near the crossing. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 25 seconds to one minute and 50 seconds. Observed queues resulting from the trains included up to one vehicle in the westbound direction and up to two vehicles in the eastbound direction.

**Mountain View Avenue east of Golden State Boulevard**

The UPRR at-grade crossing at Mountain View Avenue in Selma, California is located approximately 60 feet east of Golden State Boulevard. Mountain View Avenue has a raised median separating eastbound and westbound traffic. The intersection of Mountain View Avenue and Golden State Boulevard is signalized. On the westbound approach, the median is equipped with post-mounted flashing lights, R15-1 crossbucks, automatic gates, R8-8 (DO NOT STOP ON TRACKS) sign, and W10-1 signs. On the westbound approach the right side of Mountain View Avenue is equipped with cantilevered overhead flashing light signals, R15-1 crossbucks, automatic gates, R8-8 sign, and W10-1 signs.

On the eastbound approach, the median is equipped with post-mounted flashing lights, R15-1 crossbucks, and automatic gates. On the eastbound approach the right side of Mountain View Avenue is equipped with separate post-mounted flashing lights, R15-1 crossbucks, automatic gates, and W10-1 signs for traffic proceeding through on Mountain View Avenue and for traffic turning right from Golden State Boulevard.

Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on Golden State Boulevard to alert drivers to the crossing on the side street or the W10-11 sign indicating the storage space available between the tracks and the stop bar. No pedestrian facilities exist along Mountain View Avenue.

According to data available on the FRA web site, the crossing has experienced no train-related accidents in the last 10 years. However, a fatal accident not yet included in the data occurred on April 19, 2011 when a vehicle stopped on the tracks in the early morning and was hit by a train.

Video surveillance of the crossing was performed on Thursday March 10, 2011, Tuesday March 22, 2011, and Sunday March 13, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues from the intersection of Mountain View Avenue and Golden State Boulevard extend beyond the crossing. The surveillance captured five trains on March 10, six trains on March 22, and four trains on March 13 with durations that the gates were closed ranging from 25 seconds to two minutes and 45 seconds. Observed queues resulting from the trains included more than 20 vehicles in the westbound direction and up to 14 vehicles in the eastbound direction.

The surveillance performed on Sundays revealed that many patrons of the nearby Selma Flea Market parked vehicles in an area south of Mountain View Avenue and east of the railroad tracks, generating a considerable volume of pedestrians at the crossing.

**Bethel Avenue east of Golden State Boulevard**

The UPRR at-grade crossing at Bethel Avenue in Kingsburg, California is located approximately 55 feet northeast of Golden State Boulevard and within 25 feet of the intersection of Kamm and Bethel Avenues. Bethel Avenue has double yellow lines separating traffic. The intersection of Bethel Avenue and Golden State Boulevard is controlled by stop signs on Bethel Avenue. Traffic on Golden State Boulevard is not required to stop. The intersection of Bethel Avenue and Kamm Avenue is controlled by a stop sign on Kamm Avenue. Traffic on Bethel Avenue is not required to stop.

The crossing is equipped with post-mounted flashing lights, R15-1 crossbucks, automatic gates, and a W10-1 sign on both approaches, although the W10-1 sign on the northbound approach is located at the stop bar and is not in advance of the crossing. Railroad crossing pavement markings exist on the westbound approach but not on the eastbound approach due to space limitations. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on Golden State Boulevard and Kamm Avenue to alert drivers to the crossing on the side street or the W10-11 sign indicating the storage space available between the tracks and the stop bar. No pedestrian facilities exist along Bethel Avenue.

According to data available on the FRA web site, the crossing has experienced no train-related accidents in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues rarely develop near the crossing. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 50 seconds to two minutes and 50 seconds. Observed queues resulting from the trains included up to six vehicles in the southbound direction and up to five vehicles in the northbound direction.

**Stroud Avenue east of Golden State Boulevard (Simpson Street)**

The UPRR at-grade crossing at Stroud Avenue in Kingsburg, California is located approximately 75 feet east of Golden State Boulevard. Stroud Avenue has double yellow lines separating traffic. The intersection of Stroud Avenue and Golden State Boulevard is controlled by stop signs on Stroud Avenue. Traffic on Golden State Boulevard is not required to stop.

The crossing is equipped with post-mounted flashing lights, R15-1 crossbucks, and automatic gates on both approaches Railroad crossing pavement markings and a W10-1 sign exist on the westbound approach only due to space limitations. Additional warning signs are not present, such as the W10-2 advance warning sign which would be placed on Golden State Boulevard to alert drivers to the crossing on the side street or the W10-11 sign indicating the storage space available between the tracks and the stop bar. No pedestrian facilities exist along Stroud Avenue.

According to data available on the FRA web site, the crossing has experienced no train-related accidents in the last 10 years.

Video surveillance of the crossing was performed on Tuesday March 8, 2011 and Thursday March 10, 2011 between 6:00 a.m. and 6:00 p.m. During typical peak hour operations queues do not develop near the crossing. The surveillance captured seven trains on March 8 and five trains on March 10 and with durations that the gates were closed ranging from 41 seconds to 24 minutes and 30 seconds. Observed queues resulting from the trains included up to three vehicles in the westbound direction and more than six vehicles in the eastbound direction.

## 4.8 - Existing At-Grade Railroad Crossing Analyses

The results of the existing-conditions at-grade railroad crossing analyses are summarized in Table 4.3. Average daily traffic volumes were estimated based on peak hour volumes. Data available on the FRA web site suggest that up to 29 trains per day pass through Selma. However, the video surveillance revealed only seven trains on March 8, 2011 and five trains on March 10, 2011. The number of trains per day used in the analyses was determined by doubling the maximum number of trains observed during the video surveillance.

**Table 4.3**
**Railroad Crossing Analysis Summary – Existing Conditions**

| Crossing | Trains Per Day | ADT | Predicted Accident Frequency per Year | Warrant 9 |
|---|---|---|---|---|
| Highland north of Golden State | 14 | 6,690 | 0.010 | n/r |
| Floral east of Front Street | 14 | 11,390 | 0.017 | n/r |
| Thompson north of Front Street | 14 | 2,920 | 0.005 | Met |
| First Street east of Front Street | 14 | 2,840 | 0.005 | n/r |
| Second Street east of Front Street | 14 | 9,590 | 0.014 | n/r |
| Third Street east of Front Street | 14 | 2,900 | 0.005 | Not met |
| Nebraska east of Golden State | 14 | 2,040 | 0.003 | Met |
| Saginaw east of Golden State | 14 | 280 | 0.000 | Not met |
| Mountain View east of Golden State | 14 | 7,690 | 0.012 | n/r |
| Bethel east of Golden State | 14 | 2,590 | 0.005 | Met |
| Stroud east of Golden State | 14 | 1,800 | 0.003 | Met |

The accident frequency prediction analyses suggest that the study crossings currently operate within acceptable safety expectations.

Although not identified as a deficiency based on the analyses above, the observed conditions at the Highland Avenue crossing and the Mountain View Avenue crossing suggest that pre-signals for traffic in the westbound direction would enhance the safety for queues that often extend beyond the crossing.

In addition, the volume of pedestrian traffic observed at the Mountain View Avenue crossing and the Thompson Avenue crossing suggest that pedestrian facilities should be included with any upgrades performed at the crossings.

# 5.0 - BASELINE TRAFFIC PROJECTIONS – YEARS 2020 AND 2035

## 5.1 - Traffic Modeling and Baseline Traffic Volumes

The Council of Fresno County Governments (COG) maintains a travel model that is typically used to forecast traffic volumes. To provide a worst-case analysis scenario, the travel model assumptions utilized for the City of Selma General Plan Update were also utilized in these analyses. The baseline traffic volumes for the year 2035 no-Project conditions were determined using the travel model data obtained from the COG and using the COG Increment Method, which is described in a document available from the COG entitled *"Model Steering Committee Recommended Procedures for Using Traffic Projections from the Fresno COG Travel Model"* dated December 2002. The Increment Method forecasts future traffic volumes by determining the growth projected by the model between the base year and the horizon year. This growth is then added to the existing traffic volumes. The projected year 2020 no-Project travel volumes were interpolated between the existing traffic volumes and the year 2035 traffic volumes.

Future turning movements were forecasted based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design."* The baseline 2020 no-Project traffic volumes are presented in Figure 7, Year 2020 No-Project Weekday Peak Hour Traffic Volumes and Figure 8, Year 2020 No-Project Saturday Peak Hour Traffic Volumes. The baseline 2035 no-Project traffic volumes are presented in Figure 9, 2035 No-Project Weekday Peak Hour Traffic Volumes and Figure 10, 2035 No-Project Saturday Peak Hour Traffic Volumes.

## 5.2 - Pending Projects

The land uses associated with known pending projects were included in the year 2035 traffic model utilized for the Selma General Plan Update and are summarized in Table 5.1.

**Table 5.1**
**Pending Projects**

| Project | Location |
|---|---|
| Walmart Supercenter | South side of Floral, west of SR 99 |
| Gill Motel and Commercial | North of Floral, west of SR 99 SB off ramp |
| Bratton single-family residential | South of Rose, west of Highland |
| Comfort Suites | West of Whitson, north of Stillman |
| Raven Map 5296 | South of Dinuba, east of Dockery |
| Valley View Map 5303 | South of Valley View between Thompson and McCall |
| Canales Map 5217 | East of Highland, south of Nebraska |
| Eye Q II | West of Whitson, north of Stillman |
| Graham Commercial | North of Rose, west of SR 99 |
| Raven Commercial | Manning east of McCall |
| Amberwood Commercial | East of Orange Avenue between Floral and Dinuba |
| 3-MD Industrial Park | Nebraska Avenue east of Dockery |
| Golden State Industrial Park | Park Street east of SR 99 |
| Rockwell Pond | North side of Floral, west of SR 99 |
| Brandywine | Southwest of Manning and McCall |
| Other Residential | Various locations – Cambridge, Country Rose, Heritage, Synergy, R.J. Hill, Amberwood, Hinesley, Merigian |

## 5.3 - Baseline Lane Configurations and Intersection Control

The baseline lane configurations for the years 2020 and 2035 are identical to the existing conditions.

## 5.4 - Funding for Transportation Projects

The City of Selma collects development impact fees for circulation system improvements based on the following document: *Schedule of Development Impact Fees for Circulation System (Streets, Signals and Bridges) Revised & Updated February 1, 2008*. The City of Selma Master Facilities Plan Master Project List includes the following projects within the study area:

- Whitson Street (Golden State Boulevard) from Nebraska to Mountain View Avenues (ST-12 for $2,235,725)
- Traffic signals at Rose and Highland Avenues (ST-31 for $281,250)
- Traffic signals at Thompson and Nebraska Avenues (ST-41 for $312,500)
- Interchange Improvements at Floral Avenue / SR 99 (ST-50 for $3,000,000)
- Interchange Improvements at Second Street / SR 99 (ST-51 for $1,500,000)

## 5.5 - Measure C

The following is provided for informational purposes. The 2006 Measure C Extension Plan includes a half-cent sales tax throughout Fresno County for a 20-year extension period to fund freeway extensions, improve roads, and enhance public safety. Information related to Measure C can be found on the Measure C web site (www.measurec.com). Funding for the Regional Transportation Program Extension Projects comes from three sources:

- 50 percent from Measure C;
- 20 percent from the State Transportation Improvement Program (STIP); and
- 30 percent from the Regional Transportation Impact Fee Program (RTMF).

The proposed RTMF Program is summarized in a report entitled Fresno Regional Transportation Mitigation Fee Final Report dated August 2008 by PB Americas, Inc.

The projects included in the Measure C Extension within the Project study area are:

- Rural Project F: Golden State Boulevard, American Ave. to Tulare County Line. A Tier 1 Rural Project to study and design improvements to Golden State Boulevard in the short term. The construction phase is to be programmed in the Mid- or Long-Term Program). Studies are underway but designs have not been established.
- Rural Project I: Mountain View Avenue, Bethel Avenue to Tulare County Line. A Tier 1 Rural Project to widen Mountain View Avenue to a four-lane divided highway. The project is funded and is currently in the design phase. Right of way acquisition will be required. The construction phase is currently scheduled to begin in 2013 and end in 2014. The County of Fresno has retained a consultant to perform traffic signal design for three intersections along Mountain View Avenue at Academy Avenue, Mendocino Avenue (already signalized), and Zediker Avenue.

The Measure C projects within the study area are not assumed to be in place in the 2020 and 2035 scenarios analyzed in this study, but will be considered if mitigations are required.

## 5.6 - Conceptual Regional Transportation Projects

Several transportation projects of regional importance are in various stages of conceptual study but have not yet been planned or funded and are therefore not assumed to be in place in the 2020 and 2035 scenarios analyzed in this study. The following is provided for informational purposes. The Metro Rural Loop is a conceptual idea to link the various cities located within the Fresno-Madera Metropolitan Area by a multi-modal transportation corridor. The Metro Rural Loop considers various highway alternatives providing connectivity in a generally circular pattern around the Fresno metropolitan area. The proposed alignments are not expected to be located within the Project study area.

The California High Speed Rail project includes alternatives that pass through Selma. However, these alternatives have been determined to be incompatible with the selected full-length alignment alternative (www.cahighspeedrail.ca.gov). Therefore, it is not anticipated that the high-speed rail alignment would be located within the Project study area.

The Fresno-Madera Metropolitan Freeway/Interchange Deficiency Study Phase II dated November 24, 2008 by Fehr & Peers was commissioned by the Council of Fresno County Governments to identify interchange improvements expected to be required to achieve level of service D in the year 2030. The study included the SR 99 interchanges at Mountain View Avenue and at Floral Avenue. Both interchanges were identified as Tier 3 priority. The improvements described in the report will be considered when developing required mitigations for the Project.

# 6.0 - YEAR 2020 NO-PROJECT CONDITIONS

## 6.1 - Year 2020 No-Project Intersection LOS Analysis

The results of the year 2020 no-Project intersection LOS analyses are summarized in Table 6.1. Substandard conditions are identified in bold type. The intersection analysis sheets are presented in Appendix D.

**Table 6.1**
**Intersection Analysis Summary – 2020 No-Project Conditions**

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Floral / SR 99 SB off | Signal | 12.2 | B | 22.0 | C | 21.8 | C |
| Floral / Highland | Signal | 20.0 | B | 26.7 | C | 33.9 | C |
| Floral / SR 99 NB off | Signal | 9.0 | A | 10.5 | B | 11.5 | B |
| Highland / SR 99 SB on | Signal | 13.9 | B | 15.6 | B | 16.0 | B |
| Highland / Rose | TWS | 23.6 | C | **558.7** | **F** | **246.7** | **F** |
| Highland / Nebraska | Signal | 13.8 | B | 19.8 | B | 17.2 | B |
| Nebraska / Thompson | AWS | 13.6 | B | 14.9 | B | 12.7 | B |
| Second / SR 99 SB | OWS | **273.0** | **F** | **276.3** | **F** | **25.9** | **D** |
| Second / SR 99 NB | OWS | 23.1 | C | 19.0 | C | 14.6 | B |
| Second / Whitson | Signal | 19.7 | B | 29.2 | C | 24.1 | C |
| Mountain View / Highland | Signal | 17.1 | B | 21.1 | C | 17.6 | B |
| Mountain View / Thompson | TWS | 11.9 | B | 13.6 | B | 13.0 | B |
| Mountain View / McCall | AWS | 9.4 | A | 14.9 | B | 9.2 | A |
| Mountain View / Dockery | TWS | 15.1 | C | 18.8 | C | 14.4 | B |
| Mountain View / SR 99 SB off | TWS | **37.8** | **E** | **247.6** | **F** | 22.4 | C |
| Mountain View / SR 99 SB on | Yield | 1.1 | A | 1.6 | A | 0.7 | A |
| Mountain View / SR 99 NB on | Yield | 1.7 | A | 1.6 | A | 2.0 | A |
| Mountain View / SR 99 NB off | OWS | 22.1 | C | **40.5** | **E** | 19.5 | C |
| Mountain View / Golden State | Signal | 13.8 | B | 16.7 | B | 26.0 | C |
| Mountain View / Bethel | TWS | 22.5 | C | **30.1** | **D** | 17.5 | C |
| Mountain View / Academy | TWS | **30.6** | **D** | **162.2** | **F** | **26.4** | **D** |
| Mountain View / Mendocino | Signal | 10.0 | A | 9.4 | A | 7.6 | A |
| Caruthers / Dockery | OWS | 8.7 | A | 8.6 | A | 8.7 | A |
| Golden State / Amber | OWS | 10.2 | B | 11.0 | B | 10.2 | B |
| Kamm / Thompson | OWS | 9.0 | A | 9.3 | A | 9.1 | A |
| Kamm / McCall | TWS | 10.2 | B | 10.6 | B | 9.5 | A |
| Kamm / Dockery | TWS | 9.0 | A | 9.0 | A | 9.0 | A |
| Kamm / Van Horn | TWS | 8.9 | A | 9.1 | A | 8.9 | A |
| Kamm / SR 99 SB off | TWS | 7.4 | A | 8.4 | A | 7.6 | A |
| Bethel / SR 99 NB on | OWS | 12.4 | B | 11.4 | B | 10.6 | B |
| Bethel / Golden State | AWS | 9.6 | A | 10.8 | B | 8.5 | A |
| Bethel / Kamm | AWS | 8.6 | A | 8.5 | A | 7.8 | A |
| Kamm / Academy | AWS | 10.6 | B | 9.3 | A | 8.3 | A |
| Bethel / SR 99 NB off | OWS | 10.6 | B | 12.5 | B | 10.3 | B |
| Bethel / Parkway-SR 99 SB on | OWS | 12.4 | B | 11.2 | B | 9.6 | A |

The following study intersections are expected to operate at substandard levels of service in the year 2020 no-Project scenario:

- Rose Avenue / Highland Avenue (LOS F on the eastbound and westbound approaches during the p.m. peak hour, LOS F on the eastbound approach during the Saturday peak hour);
- Second Street / SR 99 Southbound ramps (LOS F on the southbound approach during the a.m. and p.m. peak hours, LOS D on the southbound approach during the Saturday peak hour);
- Mountain View Avenue / SR 99 Southbound off ramp-Van Horn Avenue (LOS E on the southbound approach during the a.m. peak hour, LOS F on the southbound approach during the p.m. peak hour);
- Mountain View Avenue / SR 99 Northbound off ramp (LOS E on the northbound approach during the p.m. peak hour);
- Mountain View Avenue / Bethel Avenue (LOS D on the northbound and southbound approaches during the p.m. peak hour);
- Mountain View Avenue / Academy Avenue (LOS D on the southbound approach during the a.m. peak hour, LOS F on the northbound and southbound approaches during the p.m. peak hour, LOS D on the northbound approach during the Saturday peak hour).

The other study intersections not listed above are expected to operate at acceptable levels of service.

## 6.2 - Year 2020 No-Project Road Segment Analyses

The results of the year 2020 no-Project road segment analyses are summarized in Table 6.2. Substandard conditions are identified in bold type.

**Table 6.2**
**Road Segment Analysis Summary – 2020 No-Project Conditions**

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 364 | B | 480 | B | 420 | B |
| Thompson to McCall | 2U (<2) | 334 | B | 457 | B | 359 | B |
| McCall to Dockery | 2U (<2) | 297 | B | 465 | B | 314 | B |
| Dockery to SR 99 | 2U (<2) | 672 | C | 791 | C | 550 | B |
| SR 99 to Golden State | 2U (<2) | 1,035 | C | **1,179** | **E** | 854 | C |
| Golden State to Bethel | 4D-LT (<2) | 894 | B | 1,038 | B | 1,486 | B |
| Bethel to Academy | 2U (<2) | 801 | C | 949 | C | 710 | C |
| Academy to Mendocino | 2U (<2) | 818 | C | 1,005 | C | 723 | C |
| Mendocino to Madsen | 2U (<2) | 877 | C | 953 | C | 706 | C |
| Madsen to Zediker | 2U (<2) | 851 | C | 943 | C | 727 | C |
| Zediker to Fresno County Line | 2U (<2) | 874 | C | 924 | C | 713 | C |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 20 | B | 30 | B | 12 | B |
| Thompson to McCall | 2U (<2) | 16 | B | 25 | B | 15 | B |
| McCall to Dockery | 2U (<2) | 26 | B | 29 | B | 27 | B |
| Dockery to Van Horn | 2U (<2) | 26 | B | 30 | B | 27 | B |
| Van Horn to SR 99 | 2U (<2) | 31 | B | 52 | B | 51 | B |
| SR 99 to Academy | 2U (<2) | 281 | B | 226 | B | 141 | B |
| **McCall Avenue** | | | | | | | |
| Valley View to Mountain View | 2U (<2) | 249 | B | 461 | B | 220 | B |
| Mountain View to Caruthers | 2U (<2) | 286 | B | 581 | B | 255 | B |
| **Dockery Avenue** | | | | | | | |
| Mountain View to Caruthers | 2U (<2) | 115 | B | 136 | B | 67 | B |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 419 | B | 816 | B | 785 | B |
| Saginaw to Phase 1 main site access | 4D-LT (<2) | 368 | B | 785 | B | 1,046 | B |
| Phase 1 main site access to Mountain View | 4D-LT (<2) | 368 | B | 785 | B | 1,046 | B |
| Mountain View to Amber | 4D-LT (<2) | 315 | B | 697 | B | 1,145 | B |
| Amber to Bethel | 4D-LT (<2) | 343 | B | 437 | B | 350 | B |

2U - 2-lane undivided 4D-LT - 4-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

The following road segment is expected to operate at substandard levels of service:

- Mountain View Avenue between the SR 99 and Golden State Boulevard (LOS E during the p.m. peak hour).

The other study road segments are expected to operate at acceptable levels of service.

## 6.3 - Year 2020 No-Project At-Grade Railroad Crossing Analyses

The results of the year 2020 no-Project at-grade railroad crossing analyses are summarized in Table 6.3. Average daily traffic volumes were estimated based on peak hour volumes. The number of trains per day was estimated by doubling the maximum number of trains observed during the video surveillance. Substandard conditions are identified in bold type.

**Table 6.3**
**Railroad Crossing Analysis Summary – 2020 No-Project Conditions**

| Crossing | Trains Per Day | ADT | Predicted Accident Frequency per Year | Warrant 9 |
|---|---|---|---|---|
| Highland north of Golden State | 14 | 9,900 | 0.014 | n/r |
| Floral east of Front Street | 14 | 15,130 | **0.022** | n/r |
| Thompson north of Front Street | 14 | 3,645 | 0.006 | Met |
| First Street east of Front Street | 14 | 3,546 | 0.006 | n/r |
| Second Street east of Front Street | 14 | 11,980 | 0.017 | n/r |
| Third Street east of Front Street | 14 | 3,621 | 0.006 | Not met |
| Nebraska east of Golden State | 14 | 2,547 | 0.005 | Met |
| Saginaw east of Golden State | 14 | 487 | 0.001 | Met |
| Mountain View east of Golden State | 14 | 10,385 | 0.014 | n/r |
| Bethel east of Golden State | 14 | 3,450 | 0.005 | Met |
| Stroud east of Golden State | 14 | 2,248 | 0.003 | Met |

The accident frequency prediction analyses suggest that the increased traffic volumes on the Floral Avenue crossing will cause upgrades to the crossing to be warranted. Construction of a raised median to prevent vehicles from weaving between the automatic gates is recommended.

Although not identified as a deficiency based on the analyses above, the observed conditions at the Highland Avenue crossing and the Mountain View Avenue crossing suggest that pre-signals for traffic in the westbound direction would enhance the safety for queues that often extend beyond the crossing.

In addition, the volume of pedestrian traffic observed at the Mountain View Avenue crossing and the Thompson Avenue crossing suggest that pedestrian facilities should be included with any upgrades performed at the crossings.

# 7.0 - YEAR 2035 NO-PROJECT CONDITIONS

## 7.1 - Year 2035 No-Project Intersection LOS Analysis

The results of the year 2035 no-Project intersection LOS analyses are summarized in Table 7.1. Substandard conditions are identified in bold type. The intersection analysis sheets are presented in Appendix E.

**Table 7.1**
**Intersection Analysis Summary – 2035 No-Project Conditions**

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Floral / SR 99 SB off | Signal | 18.0 | B | **141.3** | **F** | **153.9** | **F** |
| Floral / Highland | Signal | 34.0 | C | **116.4** | **F** | **166.6** | **F** |
| Floral / SR 99 NB off | Signal | 15.5 | B | 26.6 | C | **41.9** | **D** |
| Highland / SR 99 SB on | Signal | 15.8 | B | 23.9 | C | 23.2 | C |
| Highland / Rose | TWS | * | **F** | * | **F** | * | **F** |
| Highland / Nebraska | Signal | 24.7 | C | **91.6** | **F** | **48.5** | **D** |
| Nebraska / Thompson | AWS | **94.9** | **F** | **167.1** | **F** | **118.5** | **F** |
| Second / SR 99 SB | OWS | * | **F** | * | **F** | **104.1** | **F** |
| Second / SR 99 NB | OWS | **167.3** | **F** | **48.0** | **E** | 22.8 | C |
| Second / Whitson | Signal | 31.6 | C | **107.1** | **F** | **63.4** | **E** |
| Mountain View / Highland | Signal | **44.4** | **D** | **126.0** | **F** | **60.6** | **E** |
| Mountain View / Thompson | TWS | **315.5** | **F** | * | **F** | * | **F** |
| Mountain View / McCall | AWS | **179.5** | **F** | **458.2** | **F** | **232.4** | **F** |
| Mountain View / Dockery | TWS | **51.1** | **F** | * | **F** | **203.3** | **F** |
| Mountain View / SR 99 SB off | TWS | **579.8** | **F** | * | **F** | **273.0** | **F** |
| Mountain View / SR 99 SB on | Yield | 1.9 | A | 7.2 | A | 2.3 | A |
| Mountain View / SR 99 NB on | Yield | 3.4 | A | 4.8 | A | 4.4 | A |
| Mountain View / SR 99 NB off | OWS | **383.7** | **F** | * | **F** | **388.5** | **F** |
| Mountain View / Golden State | Signal | 20.1 | C | 31.4 | C | **48.1** | **D** |
| Mountain View / Bethel | TWS | **67.2** | **F** | **312.4** | **F** | **27.8** | **D** |
| Mountain View / Academy | TWS | * | **F** | * | **F** | * | **F** |
| Mountain View / Mendocino | Signal | 18.1 | B | 16.0 | B | 9.0 | A |
| Caruthers / Dockery | OWS | 8.7 | A | 8.7 | A | 8.7 | A |
| Golden State / Amber | OWS | 15.1 | C | * | **F** | * | **F** |
| Kamm / Thompson | OWS | 9.1 | A | 9.4 | A | 9.2 | A |
| Kamm / McCall | TWS | 10.9 | B | 11.6 | B | 10.0 | A |
| Kamm / Dockery | TWS | 9.0 | A | 9.0 | A | 9.0 | A |
| Kamm / Van Horn | TWS | 9.1 | A | 9.3 | A | 9.1 | A |
| Kamm / SR 99 SB off | TWS | 7.5 | A | 11.0 | B | 8.0 | A |
| Bethel / SR 99 NB on | OWS | 16.2 | C | **25.2** | **D** | 16.4 | C |
| Bethel / Golden State | AWS | 18.8 | C | **188.5** | **F** | **137.7** | **F** |
| Bethel / Kamm | AWS | 13.5 | B | 33.7 | D | 14.6 | B |
| Kamm / Academy | AWS | **25.3** | **D** | **215.5** | **F** | **115.9** | **F** |
| Bethel / SR 99 NB off | OWS | 13.0 | B | **42.6** | **E** | 14.2 | B |
| Bethel / Parkway-SR 99 SB on | OWS | 15.2 | C | **367.2** | **F** | 16.3 | C |

* Delay exceeds calculation limits.

The following study intersections are expected to operate at substandard levels of service in the year 2035 no-Project scenario:

- Floral Avenue / SR 99 Southbound off ramp (LOS F during the p.m. and Saturday peak hours);
- Floral Avenue / Highland Avenue (LOS F during the p.m. and Saturday peak hours);
- Floral Avenue / SR 99 Northbound off ramp (LOS D during the Saturday peak hour);
- Rose Avenue / Highland Avenue (LOS F on the eastbound and westbound approaches during the a.m., p.m., and Saturday peak hours);
- Nebraska Avenue / Highland Avenue (LOS F during the p.m. peak hour, LOS D during the Saturday peak hour);
- Nebraska Avenue / Thompson Avenue (LOS F during the a.m., p.m., and Saturday peak hours);
- Second Street / SR 99 Southbound ramps (LOS F on the southbound approach during the a.m., p.m., and Saturday peak hours);
- Second Street / SR 99 Northbound ramps (LOS F on the northbound approach during the a.m. peak hour, LOS E on the northbound approach during the p.m. peak hour);
- Second Street / Whitson Street (LOS F during the p.m. peak hour, LOS E during the Saturday peak hour);
- Mountain View Avenue / Highland Avenue (LOS D during the a.m. peak hour, LOS F during the p.m. peak hour, LOS E during the Saturday peak hour);
- Mountain View Avenue / Thompson Avenue (LOS F on the northbound and southbound approaches during the a.m., p.m., and Saturday peak hours);
- Mountain View Avenue / McCall Avenue (LOS F during the a.m., p.m., and Saturday peak hours);
- Mountain View Avenue / Dockery Avenue (LOS F on the northbound approach and LOS E on the southbound approach during the a.m. peak hour, LOS F on the northbound and southbound approaches during the p.m. peak hour, LOS F on the northbound approach and LOS D on the southbound approach during the Saturday peak hour);
- Mountain View Avenue / SR 99 Southbound off ramp-Van Horn Avenue (LOS F on the southbound approach during the a.m., p.m., and Saturday peak hours);
- Mountain View Avenue / SR 99 Northbound off ramp (LOS F on the northbound approach during the a.m., p.m., and Saturday peak hours);
- Mountain View Avenue / Golden State Boulevard (LOS D during the Saturday peak hour);
- Mountain View Avenue / Bethel Avenue (LOS E on the northbound approach and LOS F on the southbound approach during the a.m. peak hour, LOS F on the

northbound and southbound approaches during the p.m. peak hour, LOS D on the northbound and southbound approaches during the Saturday peak hour);

- Mountain View Avenue / Academy Avenue (LOS F on the northbound and southbound approaches during the a.m., p.m., and Saturday peak hours);
- Amber Avenue / Golden State Boulevard (LOS F on the eastbound approach during the p.m. and Saturday peak hours);
- SR 99 Northbound on ramp / Bethel Avenue (LOS D on the eastbound approach during the p.m. peak hour);
- Bethel Avenue / Golden State Boulevard (LOS F during the p.m. and Saturday peak hours);
- Kamm Avenue / Academy Avenue (LOS D during the a.m. peak hour, LOS F during the p.m. and Saturday peak hours);
- Bethel Avenue / SR 99 Northbound off ramp (LOS E on the westbound approach during the p.m. peak hour);
- Bethel Avenue / Parkway Drive-SR 99 Southbound on ramp (LOS F on the eastbound approach during the p.m. peak hour).

The other study intersections not listed above are expected to operate at acceptable levels of service.

## 7.2 - Year 2035 No-Project Road Segment Analyses

The results of the year 2035 no-Project road segment analyses are summarized in Table 7.2. Substandard conditions are identified in bold type.

**Table 7.2**
**Road Segment Analysis Summary – 2035 No-Project Conditions**

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 815 | C | **1,179** | **E** | **1,188** | **E** |
| Thompson to McCall | 2U (<2) | 921 | C | **1,424** | **E** | **1,115** | **D** |
| McCall to Dockery | 2U (<2) | 1,015 | C | **1,481** | **E** | **1,180** | **E** |
| Dockery to SR 99 | 2U (<2) | **1,178** | **E** | **1,403** | **E** | 983 | C |
| SR 99 to Golden State | 2U (<2) | **1,502** | **E** | **1,828** | **E** | **1,342** | **E** |
| Golden State to Bethel | 4D-LT (<2) | 1,407 | B | 1,687 | B | 2,031 | B |
| Bethel to Academy | 2U (<2) | **1,118** | **D** | **1,199** | **E** | 896 | C |
| Academy to Mendocino | 2U (<2) | **1,200** | **E** | **1,415** | **E** | 1,049 | C |
| Mendocino to Madsen | 2U (<2) | 1,046 | C | **1,145** | **D** | 841 | C |
| Madsen to Zediker | 2U (<2) | 1,014 | C | **1,133** | **D** | 866 | C |
| Zediker to Fresno County Line | 2U (<2) | 1,043 | C | **1,110** | **D** | 849 | C |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 30 | B | 47 | B | 20 | B |
| Thompson to McCall | 2U (<2) | 24 | B | 39 | B | 24 | B |
| McCall to Dockery | 2U (<2) | 39 | B | 43 | B | 40 | B |
| Dockery to Van Horn | 2U (<2) | 39 | B | 44 | B | 40 | B |
| Van Horn to SR 99 | 2U (<2) | 49 | B | 81 | B | 79 | B |
| SR 99 to Academy | 2U (<2) | 668 | B | 987 | C | 727 | C |
| **McCall Avenue** | | | | | | | |
| Valley View to Mountain View | 2U (<2) | 756 | C | **1,231** | **E** | 633 | B |
| Mountain View to Caruthers | 2U (<2) | 725 | C | **1,233** | **E** | 646 | B |
| **Dockery Avenue** | | | | | | | |
| Mountain View to Caruthers | 2U (<2) | 332 | B | 523 | B | 357 | B |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 951 | B | 1,500 | B | 1,280 | B |
| Saginaw to Phase 1 main site access | 4D-LT (<2) | 835 | B | 1,444 | B | 1,707 | B |
| Phase 1 main site access to Mountain View | 4D-LT (<2) | 835 | B | 1,444 | B | 1,707 | B |
| Mountain View to Amber | 4D-LT (<2) | 745 | B | 1,536 | B | 2,126 | B |
| Amber to Bethel | 4D-LT (<2) | 730 | B | 1,407 | B | 1,424 | B |

2U - 2-lane undivided 4D-LT - 4-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

The following road segments are expected to operate at substandard levels of service:

- Mountain View Avenue between Highland and Thompson Avenues (LOS E during the p.m. and Saturday peak hours);
- Mountain View Avenue between Thompson and McCall Avenues (LOS E during the p.m. peak hour and LOS D during the Saturday peak hour);

- Mountain View Avenue between McCall and Dockery Avenues (LOS E during the p.m. and Saturday peak hours);
- Mountain View Avenue between Dockery Avenue and SR 99 (LOS E during the a.m. and p.m. peak hours);
- Mountain View Avenue between Dockery Avenue and SR 99 (LOS E during the a.m. and p.m. peak hours);
- Mountain View Avenue between the SR 99 and Golden State Boulevard (LOS E during the a.m., p.m., and Saturday peak hours on the two-lane portions);
- Mountain View Avenue between Bethel and Academy Avenues (LOS D during the a.m. peak hour and LOS E during the p.m. peak hour);
- Mountain View Avenue between Academy and Mendocino Avenues (LOS E during the a.m. and p.m. peak hours);
- Mountain View Avenue between Mendocino and Madsen Avenues (LOS D during the p.m. peak hour);
- Mountain View Avenue between Madsen and Zediker Avenues (LOS D during the p.m. peak hour);
- Mountain View Avenue between Zediker Avenue and the Fresno County line (LOS D during the p.m. peak hour);
- McCall Avenue between Valley View Street and Mountain View Avenue (LOS E during the p.m. peak hour);
- McCall Avenue between Mountain View and Caruthers Avenues (LOS E during the p.m. peak hour).

The other study road segments are expected to operate at acceptable levels of service.

## 7.3 - Year 2035 No-Project At-Grade Railroad Crossing Analyses

The results of the year 2035 no-Project at-grade railroad crossing analyses are summarized in Table 7.3. Average daily traffic volumes were estimated based on peak hour volumes. The number of trains per day was estimated by doubling the maximum number of trains observed during the video surveillance. Substandard conditions are identified in bold type.

**Table 7.3**
**Railroad Crossing Analysis Summary – 2035 No-Project Conditions**

| Crossing | Trains Per Day | ADT | Predicted Accident Frequency per Year | Warrant 9 |
|---|---|---|---|---|
| Highland north of Golden State | 14 | 19,000 | **0.027** | n/r |
| Floral east of Front Street | 14 | 24,300 | **0.033** | n/r |
| Thompson north of Front Street | 14 | 5,280 | 0.007 | Met |
| First Street east of Front Street | 14 | 5,150 | 0.007 | n/r |
| Second Street east of Front Street | 14 | 15,940 | **0.022** | n/r |
| Third Street east of Front Street | 14 | 5,250 | 0.007 | Met |
| Nebraska east of Golden State | 14 | 3,690 | 0.006 | Met |
| Saginaw east of Golden State | 14 | 1,100 | 0.002 | Met |
| Mountain View east of Golden State | 14 | 16,870 | **0.022** | n/r |
| Bethel east of Golden State | 14 | 11,400 | 0.017 | Met |
| Stroud east of Golden State | 14 | 3,255 | 0.005 | Met |

The accident frequency prediction analyses suggest that the increased traffic volumes on the following crossings will cause upgrades to the crossing to be warranted:

- Floral Avenue
- Highland Avenue
- Second Street
- Mountain View Avenue

Construction of a pre-signal is recommended at the Highland Avenue crossing and the Mountain View Avenue crossing.

Construction of a raised median to prevent vehicles from weaving between the automatic gates is recommended at the Floral Avenue crossing and the Second Street crossing.

In addition, the volume of pedestrian traffic observed at the Mountain View Avenue crossing and the Thompson Avenue crossing suggest that pedestrian facilities should be included with any upgrades performed at the crossings.

# 8.0 - PROJECT TRAFFIC

## 8.1 - Project Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, is typically used to estimate the number of trips anticipated to be generated by proposed projects. Tables 8.1 through 8.6 present the trip generation estimates for the Project.

**Table 8.1**
**Weekday Project Trip Generation: Phase 1**

| Land Use | Size | Weekday | | A.M. Peak Hour | | | | P.M. Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Rate | In:Out | In | Out |
| Shopping Center 820 | 882 ksf | 42.94 | 37,874 | 1.00 | 61:39 | 538 | 344 | 3.73 | 49:51 | 1,612 | 1,678 |

Reference: *Trip Generation, 8th Edition*, Institute of Transportation Engineers 2008
Rates are reported in trips per 1,000 square feet
Splits are reported as Entering/Exiting as a percentage of the total

**Table 8.2**
**Weekend Project Trip Generation: Phase 1**

| Land Use | Size | Saturday | | Saturday Peak Hour | | | | Sunday | | Sunday Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Rate | Total | Rate | In:Out | In | Out |
| Shopping Center 820 | 882 ksf | 49.97 | 44,074 | 4.89 | 52:48 | 2,243 | 2,070 | 25.24 | 22,262 | 3.12 | 49:51 | 1,349 | 1,403 |

Reference: *Trip Generation, 8th Edition*, Institute of Transportation Engineers 2008
Rates are reported in trips per 1,000 square feet
Splits are reported as Entering/Exiting as a percentage of the total

**Table 8.3**
**Weekday Project Trip Generation: Phase 2**

| Land Use | Size | Weekday | | A.M. Peak Hour | | | | P.M. Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Rate | In:Out | In | Out |
| Shopping Center 820 | 606.2 ksf | 42.94 | 26,031 | 1.00 | 61:39 | 370 | 237 | 3.73 | 49:51 | 1,108 | 1,154 |
| Hotel 310 | 166 rooms | 8.17 | 1,357 | 0.56 | 61:39 | 57 | 36 | 0.59 | 53:47 | 52 | 46 |
| Water Slide Park 414 | 200 stalls | 2.27 | 454 | 0.08 | 70:30 | 11 | 5 | 0.28 | 21:79 | 12 | 44 |
| Office 710 | 260 ksf | 11.01 | 2,863 | 1.55 | 88:12 | 355 | 48 | 1.49 | 17:83 | 66 | 322 |
| New Car Sales 841 | 400 ksf | 33.34 | 13,336 | 2.03 | 74:26 | 601 | 211 | 2.59 | 39:61 | 404 | 632 |
| **TOTALS** | | - | **44,041** | - | - | **1,394** | **537** | - | - | **1,642** | **2,198** |

Reference: *Trip Generation, 8th Edition*, Institute of Transportation Engineers 2008
Rates are reported in trips per unit as applicable
Splits are reported as Entering/Exiting as a percentage of the total

## Table 8.4
## Weekend Project Trip Generation: Phase 2

| Land Use | Size | Saturday | | Saturday Peak Hour | | | | Sunday | | Sunday Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Rate | Total | Rate | In:Out | In | Out |
| Shopping Center 820 | 606.2 ksf | 49.97 | 30,292 | 4.89 | 52:48 | 1,542 | 1,423 | 25.24 | 15,301 | 3.12 | 49:51 | 927 | 965 |
| Hotel 310 | 166 rooms | 8.19 | 1,359 | 0.72 | 56:44 | 67 | 53 | 5.95 | 988 | 0.56 | 46:54 | 43 | 50 |
| Water Slide Park 414 | 200 stalls | 2.91 | 582 | 0.39 | 13:87 | 10 | 68 | 2.28 | 456 | 0.33 | 21:79 | 14 | 52 |
| Office 710 | 260 ksf | 2.37 | 617 | 0.41 | 54:46 | 58 | 49 | 0.98 | 255 | 0.14 | 58:42 | 21 | 16 |
| New Car Sales 841 | 400 ksf | 21.03 | 8,412 | 2.97 | 51:49 | 606 | 582 | 10.48 | 4,192 | *1.48* | *51:49* | *302* | *290* |
| **TOTALS** | | - | **41,262** | - | - | **2,283** | **2,175** | - | **21,192** | - | - | **1,307** | **1,373** |

Reference: *Trip Generation, 8th Edition*, Institute of Transportation Engineers 2008
Rates are reported in trips per unit as applicable
Splits are reported as Entering/Exiting as a percentage of the total
Values in italic type were estimated based on correlation between Saturday and Sunday daily values; ITE does not include Sunday peak hour data.

## Table 8.5
## Weekday Project Trip Generation: Phase 3

| Land Use | Size | Weekday | | A.M. Peak Hour | | | | P.M. Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Rate | In:Out | In | Out |
| Shopping Center 820 | 604 ksf | 42.94 | 25,936 | 1.00 | 61:39 | 368 | 236 | 3.73 | 49:51 | 1,104 | 1,149 |
| Apartment 220 | 250 units | 6.65 | 1,663 | 0.51 | 20:80 | 26 | 102 | 0.62 | 65:35 | 101 | 54 |
| Office 710 | 280 ksf | 11.01 | 3,083 | 1.55 | 88:12 | 382 | 52 | 1.49 | 17:83 | 71 | 347 |
| **TOTALS** | | - | **30,682** | - | - | **776** | **390** | - | - | **1,276** | **1,550** |

Reference: *Trip Generation, 8th Edition*, Institute of Transportation Engineers 2008
Rates are reported in trips per unit as applicable
Splits are reported as Entering/Exiting as a percentage of the total

## Table 8.6
## Weekend Project Trip Generation: Phase 3

| Land Use | Size | Saturday | | Saturday Peak Hour | | | | Sunday | | Sunday Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Rate | Total | Rate | In:Out | In | Out |
| Shopping Center 820 | 604 ksf | 49.97 | 30,182 | 4.89 | 52:48 | 1,536 | 1,418 | 25.24 | 15,245 | 3.12 | 49:51 | 923 | 961 |
| Apartment 220 | 250 units | 6.39 | 1,598 | 0.52 | 61:39 | 79 | 51 | 5.86 | 1,465 | 0.51 | 61:39 | 78 | 50 |
| Office 710 | 280 ksf | 2.37 | 664 | 0.41 | 54:46 | 62 | 53 | 0.98 | 275 | 0.14 | 58:42 | 23 | 17 |
| **TOTALS** | | - | **32,444** | - | - | **1,677** | **1,522** | - | **16,985** | - | - | **1,024** | **1,028** |

Reference: *Trip Generation, 8th Edition*, Institute of Transportation Engineers 2008
Rates are reported in trips per unit as applicable
Splits are reported as Entering/Exiting as a percentage of the total

## 8.2 - Captured Trips

Data presented in the ITE *Trip Generation Handbook* dated June 2004 (TGH) suggest that captured-trip reductions are applicable to the proposed Project after Phase 2 and Phase 3 have been constructed. (Since Phase 1 is analyzed with only one land use, Shopping Center, captured-trip reductions are not applicable to Phase 1.) Captured-trip reductions were calculated as described by ITE and the calculations are attached. Capture rates between individual uses were taken from Tables 7.1 and 7.2 of the TGH. Data is not presented in

Tables 7.1 and 7.2 of the TGH for the a.m. peak hour; therefore, the a.m. peak hour capture rates were assumed to be no more than five percent, which is the maximum allowed without additional supporting information as described in the Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002. Capture rates less than five percent were used if the values in Tables 7.1 and 7.2 are less than five percent. Table 8.7 presents the results of the captured-trip analyses. The internal capture analyses are presented in Appendix F.

**Table 8.7**
**Captured-Trip Reductions**

| Time Period | Phase 2 | | Phase 3 | |
|---|---|---|---|---|
| | Entering Site | Exiting Site | Entering Site | Exiting Site |
| Weekday | -530 | -530 | -1,186 | -1,186 |
| Weekday A.M. Peak Hour | -10 | -10 | -17 | -17 |
| Weekday P.M. Peak Hour | -43 | -43 | -88 | -88 |
| Saturday | -31 | -31 | -120 | -120 |
| Saturday Peak Hour | -5 | -5 | -13 | -13 |
| Sunday | -13 | -13 | -90 | -90 |
| Sunday Peak Hour | -2 | -2 | -9 | -9 |

The Project traffic volumes with captured-trip reductions applied are presented in Table 8.8. These values represent the Project traffic that would be expected to occur, and would be observable, at the site entrances and exits.

**Table 8.8**
**External Project Traffic**

| Time Period | Phase 1 | | Phase 2 | | Phase 3 | |
|---|---|---|---|---|---|---|
| | Entering | Exiting | Entering | Exiting | Entering | Exiting |
| Weekday | 18,937 | 18,937 | 21,491 | 21,491 | 14,155 | 14,155 |
| Weekday A.M. Peak Hour | 538 | 344 | 1,384 | 527 | 759 | 373 |
| Weekday P.M. Peak Hour | 1,612 | 1,678 | 1599 | 2155 | 1,188 | 1,462 |
| Saturday | 22,037 | 22,037 | 20,600 | 20,600 | 16,102 | 16,102 |
| Saturday Peak Hour | 2,243 | 2,070 | 2278 | 2170 | 1,664 | 1,509 |
| Sunday | 11,131 | 11,131 | 10,583 | 10,583 | 8,403 | 8,403 |
| Sunday Peak Hour | 1,349 | 1,403 | 1,305 | 1,371 | 1,015 | 1,019 |

## 8.3 - Pass-By Trips

The TGH presents information suggesting that pass-by reductions are applicable to the Project. The TGH states: "There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. For example, retail-oriented developments such as shopping centers…are often located adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site… These retail trips may not add new traffic to the adjacent street system."

A pass-by reduction of 15 percent was applied to the Project traffic volumes in accordance with the procedures outlined in Chapter 5 of the TGH. The reduction was only applied to shopping center portions of the Project since the other land uses are typically primary trip generators and draw a negligible amount of trips from the adjacent traffic stream passing by the site. The pass-by reductions are presented in Table 8.9.

**Table 8.9**
**Pass-By Reductions**

| Time Period | Phase 1 | | Phase 2 | | Phase 3 | |
|---|---|---|---|---|---|---|
| | Entering | Exiting | Entering | Exiting | Entering | Exiting |
| Weekday | -2,840 | -2,840 | -1,912 | -1,912 | -1,858 | -1,858 |
| Weekday A.M. Peak Hour | -81 | -51 | -55 | -34 | -54 | -34 |
| Weekday P.M. Peak Hour | -242 | -252 | -163 | -170 | -160 | -164 |
| Saturday | -3,305 | -3,305 | -2,269 | -2,269 | -2,255 | -2,255 |
| Saturday Peak Hour | -336 | -310 | -231 | -213 | -229 | -211 |
| Sunday | -1,670 | -1,670 | -1,146 | -1,146 | -1,137 | -1,137 |
| Sunday Peak Hour | -202 | -210 | -139 | -144 | -138 | -143 |

The pass-by trip corrections were applied to the external Project trips using procedures similar to those outlined in the TGH. The values presented in Table 8.10 represent the external non-pass-by trips generated by the Project. The totals are summarized in Table 8.11.

Figure 11, Phase 1 Weekday Peak Hour Pass-By Trips
Figure 12, Phase 1 Saturday Peak Hour Pass-By Trips
Figure 13, Phase 2 Weekday Peak Hour Pass-By Trips
Figure 14, Phase 2 Saturday Peak Hour Pass-By Trips
Figure 15, Phase 3 Weekday Peak Hour Pass-By Trips
Figure 16, Phase 3 Saturday Peak Hour Pass-By Trips

**Table 8.10**
**External Non-Pass-By Trips**

| Time Period | Phase 1 | | Phase 2 | | Phase 3 | |
|---|---|---|---|---|---|---|
| | Entering | Exiting | Entering | Exiting | Entering | Exiting |
| Weekday | 16,097 | 16,097 | 19,579 | 19,579 | 12,297 | 12,297 |
| Weekday A.M. Peak Hour | 457 | 293 | 1,329 | 493 | 705 | 339 |
| Weekday P.M. Peak Hour | 1,370 | 1,426 | 1,436 | 1,985 | 1,028 | 1,298 |
| Saturday | 18,732 | 18,732 | 18,331 | 18,331 | 13,847 | 13,847 |
| Saturday Peak Hour | 1,907 | 1,760 | 2,047 | 1,957 | 1,435 | 1,298 |
| Sunday | 9,461 | 9,461 | 9,437 | 9,437 | 7,266 | 7,266 |
| Sunday Peak Hour | 1,147 | 1,193 | 1,166 | 1,227 | 877 | 876 |

**Table 8.11**
**Combined External Non-Pass-By Trips**

| Time Period | Phases 1, 2, and 3 | |
|---|---|---|
| | Entering | Exiting |
| Weekday | 47,979 | 47,979 |
| Weekday A.M. Peak Hour | 2,491 | 1,125 |
| Weekday P.M. Peak Hour | 3,834 | 4,709 |
| Saturday | 50,910 | 50,910 |
| Saturday Peak Hour | 5,389 | 5,015 |
| Sunday | 26,164 | 26,164 |
| Sunday Peak Hour | 3,190 | 3,296 |

## 8.4 - Project Trip Distribution and Assignment

The regional distribution of Project traffic can be estimated by performing select zone analyses using available traffic models. The trip generation information and other relevant Project data were provided to the COG to perform a Project-specific select zone analysis.

The select zone analyses were performed using the year 2010 Fresno County travel model to estimate the Project traffic distribution for the existing-plus-Project conditions. Additional select zone analyses were performed using the year 2035 Fresno County travel model that the COG developed for the Selma General Plan Update. It should be noted that the COG travel model provides a basis for the regional distribution of Project traffic; however, the Project traffic volumes are adjusted manually using engineering judgment to reflect expected driver behavior not accommodated by the travel model considering the locations of alternate routes and local roads, existing traffic patterns, complementary land uses, and the population of Selma and surrounding areas.

The peak-hour Project traffic volumes presented in Table 8.10 were assigned to the study intersections and road segments based on the results of the select zone analyses. The Project traffic volumes at the study intersections are presented in the following figures:

Figure 17, Phase 1 Weekday Peak Hour Project Traffic Volumes
Figure 18, Phase 1 Saturday Peak Hour Project Traffic Volumes
Figure 19, Phase 2 Weekday Peak Hour Project Traffic Volumes
Figure 20, Phase 2 Saturday Peak Hour Project Traffic Volumes
Figure 21, Phase 3 Weekday Peak Hour Project Traffic Volumes
Figure 22, Phase 3 Saturday Peak Hour Project Traffic Volumes

The peak-hour Project traffic volumes presented in Figures 17 through 22 incorporate the pass-by corrections illustrated in Figures 11 through 16. It should be noted that pass-by reductions are not applied to trips entering and exiting the Project site. As such, the trip generation volumes presented at the Project driveways are based on the values presented in Table 8.8, while the volumes presented at all other intersections are based on the values presented in Table 8.10.

# 9.0 - EXISTING-PLUS-PROJECT PHASE 1 CONDITIONS

## 9.1 - Existing-Plus-Project Phase 1 Lane Configurations and Intersection Control

The existing-plus-Project conditions lane configurations and intersection control are presented in Figure 23, Existing-Plus-Project Phase 1 Lane Configurations and Intersection Control. The lane configurations are essentially the same as the baseline conditions with the exception of improvements to be constructed by the Project along the frontage of the Project site.

## 9.2 - Existing-Plus-Project Phase 1 Traffic Volumes

The existing-plus-Project conditions peak-hour traffic volumes are determined by adding the existing traffic volumes and the Project traffic volumes. The existing-plus-Project Phase 1 conditions peak-hour traffic volumes are presented in Figure 24, Existing-Plus-Project Phase 1 Weekday Peak Hour Traffic Volumes and Figure 25, Existing-Plus-Project Phase 1 Saturday Peak Hour Traffic Volumes.

## 9.3 - Existing-Plus-Project Phase 1 Intersection LOS Analysis

The results of the existing-plus-Project Phase 1 conditions intersection LOS analyses are summarized in Table 9.1. The intersection analysis sheets are presented in Appendix G. Project impacts are identified in bold type.

## Table 9.1
## Intersection Analysis Summary – Existing-Plus-Project Phase 1 Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Floral / SR 99 SB off | Signal | 12.6 | B | 18.0 | B | 18.3 | B |
| Floral / Highland | Signal | 15.4 | B | 21.0 | C | 23.2 | C |
| Floral / SR 99 NB off | Signal | 7.1 | A | 6.9 | A | 8.5 | A |
| Highland / SR 99 SB on | Signal | 11.0 | B | 11.8 | B | 12.0 | B |
| Highland / Rose | TWS | 14.6 | B | 20.3 | C | 16.3 | C |
| Highland / Nebraska | Signal | 11.1 | B | 11.4 | B | 11.9 | B |
| Nebraska / Thompson | AWS | 9.7 | A | 10.1 | B | 9.2 | A |
| Second / SR 99 SB | OWS | **39.4** | **E** | **138.7** | **F** | **31.2** | **D** |
| Second / SR 99 NB | OWS | 14.6 | B | 15.3 | C | 13.9 | B |
| Second / Whitson | Signal | 15.4 | B | 22.8 | C | 21.4 | C |
| Mountain View / Highland | Signal | 16.1 | B | 17.7 | B | 18.2 | B |
| Mountain View / Thompson | TWS | 10.5 | B | 12.2 | B | 12.1 | B |
| Mountain View / McCall | AWS | 8.4 | A | 10.4 | B | 9.6 | A |
| Mountain View / Dockery | TWS | 11.2 | B | 12.7 | B | 12.8 | B |
| Mountain View / SR 99 SB off | TWS | **103.9** | **F** | **629.5** | **F** | **879.4** | **F** |
| Mountain View / SR 99 SB on | Yield | 2.5 | A | 6.3 | A | 7.7 | A |
| Mountain View / SR 99 NB on | Yield | 1.2 | A | 1.7 | A | 2.6 | A |
| Mountain View / SR 99 NB off | OWS | 18.1 | C | **142.2** | **F** | **159.7** | **F** |
| Mountain View / Golden State | Signal | 26.2 | C | **271.0** | **F** | **471.5** | **F** |
| Mountain View / Bethel | TWS | 22.1 | C | **417.6** | **F** | **407.6** | **F** |
| Mountain View / Academy | TWS | 23.4 | C | **494.8** | **F** | **858.7** | **F** |
| Mountain View / Mendocino | Signal | 9.4 | A | **101.2** | **F** | 8.7 | A |
| Caruthers / Dockery | OWS | 8.6 | A | 8.6 | A | 8.7 | A |
| Golden State / Amber | OWS | 10.3 | B | 11.9 | B | 13.0 | B |
| Kamm / Thompson | OWS | 9.0 | A | 9.2 | A | 9.1 | A |
| Kamm / McCall | TWS | 9.9 | A | 10.3 | B | 9.7 | A |
| Kamm / Dockery | TWS | 8.9 | A | 8.9 | A | 8.9 | A |
| Kamm / Van Horn | TWS | 8.9 | A | 9.0 | A | 8.9 | A |
| Kamm / SR 99 SB off | TWS | 7.4 | A | 7.9 | A | 7.5 | A |
| Bethel / SR 99 NB on | OWS | 12.2 | B | 12.0 | B | 12.1 | B |
| Bethel / Golden State | AWS | 9.9 | A | 10.3 | B | 9.8 | A |
| Bethel / Kamm | AWS | 8.6 | A | 8.7 | A | 8.2 | A |
| Kamm / Academy | AWS | 8.8 | A | 9.6 | A | 9.3 | A |
| Bethel / SR 99 NB off | OWS | 11.1 | B | 11.0 | B | 10.0 | A |
| Bethel / Parkway-SR 99 SB on | OWS | 12.9 | B | 13.1 | B | 10.5 | B |
| Golden State / Phase 1 Access | OWS | **98.0** | **F** | * | **F** | * | **F** |

* Delay exceeds calculation limits.

The Project causes significant impacts based on intersection LOS criteria at the following intersections:

- Second Street / SR 99 southbound ramps
- Mountain View Avenue / SR 99 southbound off ramp
- Mountain View Avenue / SR 99 northbound off ramp
- Mountain View Avenue / Golden State Boulevard
- Mountain View Avenue / Bethel Avenue
- Mountain View Avenue / Academy Avenue
- Mountain View Avenue / Mendocino Avenue
- Phase 1 Site Access / Golden State Boulevard

## 9.4 - Existing-Plus-Project Phase 1 Road Segment Analyses

The results of the existing-plus-Project Phase 1 road segment analyses are summarized in Table 9.2. Project impacts are identified in bold type.

**Table 9.2**
**Road Segment Analysis Summary – Existing-Plus-Project Phase 1 Conditions**

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 231 | B | 354 | B | 349 | B |
| Thompson to McCall | 2U (<2) | 227 | B | 376 | B | 381 | B |
| McCall to Dockery | 2U (<2) | 290 | B | 525 | B | 508 | B |
| Dockery to SR 99 | 2U (<2) | 384 | B | 609 | B | 557 | B |
| SR 99 to Golden State | 2U (<2) | 1,063 | C | **1,959** | **E** | **2,083** | **E** |
| Golden State to Bethel | 4D-LT (<2) | 859 | B | 1,495 | B | 1,993 | B |
| Bethel to Academy | 2U (<2) | 823 | C | **1,407** | **E** | **1,399** | **E** |
| Academy to Mendocino | 2U (<2) | 815 | C | **1,237** | **E** | **1,163** | **E** |
| Mendocino to Madsen | 2U (<2) | 775 | C | 1,023 | C | 888 | C |
| Madsen to Zediker | 2U (<2) | 752 | C | 986 | C | 864 | C |
| Zediker to Fresno County Line | 2U (<2) | 764 | C | 938 | C | 821 | C |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 16 | B | 27 | B | 15 | B |
| Thompson to McCall | 2U (<2) | 13 | B | 23 | B | 17 | B |
| McCall to Dockery | 2U (<2) | 21 | B | 23 | B | 22 | B |
| Dockery to Van Horn | 2U (<2) | 21 | B | 24 | B | 22 | B |
| Van Horn to SR 99 | 2U (<2) | 24 | B | 40 | B | 39 | B |
| SR 99 to Academy | 2U (<2) | 207 | B | 293 | B | 264 | B |
| **McCall Avenue** | | | | | | | |
| Valley View to Mountain View | 2U (<2) | 88 | B | 237 | B | 162 | B |
| Mountain View to Caruthers | 2U (<2) | 113 | B | 252 | B | 126 | B |
| **Dockery Avenue** | | | | | | | |
| Mountain View to Caruthers | 2U (<2) | 9 | B | 12 | B | 7 | B |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 434 | B | 923 | B | 1,028 | B |
| Saginaw to Phase 1 main site access | 4D-LT (<2) | 411 | B | 962 | B | 1,299 | B |
| Phase 1 main site access to Mountain View | 4D-LT (<2) | 857 | B | 2,637 | C | **3,489** | **E** |
| Mountain View to Amber | 4D-LT (<2) | 319 | B | 705 | B | 1,036 | B |
| Amber to Bethel | 4D-LT (<2) | 360 | B | 698 | B | 744 | B |

2U - 2-lane undivided 4D-LT - 4-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

Phase 1 of the Project causes significant impacts based on road segment LOS criteria at the following road segments:

- Mountain View Avenue between SR 99 and Golden State Boulevard;
- Mountain View Avenue between Bethel and Academy Avenues;
- Mountain View Avenue between Academy and Mendocino Avenues;
- Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue.

## 9.5 - Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

## 9.6 - Existing Plus-Project Phase 1 Conditions At-Grade Railroad Crossing Analyses

The results of the existing-plus-Project Phase 1 at-grade railroad crossing analyses are summarized in Table 9.3. Average daily traffic volumes were estimated based on peak hour volumes. The number of trains per day was estimated by doubling the maximum number of trains observed during the video surveillance. Project impacts are identified in bold type.

**Table 9.3**
**Railroad Crossing Analysis Summary – Existing-Plus-Project Phase 1 Conditions**

| Crossing | Trains Per Day | ADT | Predicted Accident Frequency per Year | Warrant 9 |
|---|---|---|---|---|
| Highland north of Golden State | 14 | 8,621 | 0.013 | n/r |
| Floral east of Front Street | 14 | 12,356 | 0.017 | n/r |
| Thompson north of Front Street | 14 | 3,564 | 0.006 | Met |
| First Street east of Front Street | 14 | 3,162 | 0.005 | n/r |
| Second Street east of Front Street | 14 | 9,912 | 0.014 | n/r |
| Third Street east of Front Street | 14 | 3,222 | 0.005 | Not met |
| Nebraska east of Golden State | 14 | 3,006 | 0.005 | Met |
| Saginaw east of Golden State | 14 | 602 | 0.001 | Not met |
| Mountain View east of Golden State | 14 | 16,060 | **0.022** | n/r |
| Bethel east of Golden State | 14 | 3,878 | 0.006 | Met |
| Stroud east of Golden State | 14 | 2,122 | 0.003 | Met |

Phase 1 of the Project causes a significant impact based on predicted accident frequency criteria at the following at-grade railroad crossing:

- Mountain View Avenue east of Golden State Boulevard.

## 9.7 - Existing-Plus-Project Phase 1 Conditions Impacts and Mitigations

Traffic impacts identified in the Existing-Plus-Project Phase 1 conditions analyses are stated below, followed by discussion of the recommended mitigation. Recommended turn lane lengths shall be per the standards of the agency having jurisdiction unless otherwise noted. The mitigated intersection analysis sheets are included in Appendix H.

### Impact TR1-1

At the intersection of Second Street and the SR 99 southbound ramps, the Project will:

- exacerbate a substandard condition from LOS D to LOS E during the a.m. peak hour
- exacerbate a substandard LOS F during the p.m. peak hour
- cause a substandard LOS D during the Saturday peak hour

### Mitigation TR1-1

The addition of lanes at the intersection of Second Street and the SR 99 southbound ramps will not mitigate the substandard levels of service. Traffic signal warrants are not satisfied. Therefore, there is no feasible mitigation. The impact would remain significant until traffic signal warrants are satisfied and traffic signals are installed. The City of Selma development impact fee program includes $1,500,000 for improvements at the Second Street / SR 99 interchange.

**Impact TR1-2**

At the intersection of Mountain View Avenue and the SR 99 southbound off ramp, the Project will:

- cause a substandard LOS F during the a.m. peak hour
- exacerbate a substandard condition from LOS D to LOS F during the p.m. peak hour
- cause a substandard LOS F during the Saturday peak hour

**Mitigation TR1-2**

Traffic signal warrants are expected to be met at the intersection. To accommodate signalization of the intersection with protected left-turn phasing, the SR 99 on ramp and off ramp shall be modified to align with each other. The connection to Van Horn Avenue at Mountain View Avenue will be eliminated, resulting in a cul-de-sac or realignment of Van Horn Avenue south of Mountain View Avenue. This will also require a revision of the Project site plan.

The configuration of the intersection of Mountain View Avenue and the SR 99 southbound on and off ramps would be as follows:

Eastbound: one through lane and one right-turn lane
Westbound: one left-turn lane (minimum 160 feet) and one through lane
Northbound: none
Southbound: one left-turn lane and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS B during the a.m. peak hour, LOS C during the p.m. peak hour, and LOS D during the Saturday peak hour. The LOS D in the mitigated conditions is considered acceptable since the intersection currently operates at LOS D during the worst-case peak hour. These improvements are not included in a transportation impact fee program. The bridge structure would need to be widened to accommodate this improvement, and preliminary studies suggest that it will be difficult to incorporate the new bridge widening into the ultimate interchange configuration. Therefore, an alternative roundabout mitigation that does not require bridge widening is recommended as described below.

The proposed roundabout would be constructed in a “teardrop” configuration with two lanes on the eastbound approach and one lane on the westbound approach. There would be two lanes within the roundabout, except along the north side where only one lane would be required. Two exiting lanes in the eastbound direction would drop to one lane across the bridge structure. A conceptual layout is presented in Figure H-1, Opening Day Interchange Layout, in Appendix H. This alternative requires minimal modification of the existing ramps. However, Van Horn Avenue on the south side of Mountain View Avenue would need to be relocated to the west side of the existing gas station. This configuration is considered preliminary and modifications of the lane configurations during design may be required and should be allowed for in the mitigation monitoring program. With implementation of these improvements the intersection is expected to operate at LOS A during the a.m. peak hour, LOS B during the p.m. peak hour, and LOS B during the Saturday peak hour.

**Impact TR1-3**

At the intersection of Mountain View Avenue and the SR 99 northbound off ramp, the Project will cause a substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR1-3**

Traffic signal warrants are expected to be met at the intersection. To accommodate signalization of the intersection with protected left-turn phasing, the SR 99 on ramp and off ramp shall be modified to align with each other. The configuration of the intersection of Mountain View Avenue and the SR 99 northbound on and off ramps would be as follows:

Eastbound: one left-turn lane (minimum 50 feet) and one through lane
Westbound: one through lane and one right-turn lane
Northbound: one left-turn lane and one right-turn lane
Southbound: none

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program. The bridge structure would need to be widened to accommodate this improvement, and preliminary studies suggest that it will be difficult to incorporate the new bridge widening into the ultimate interchange configuration. Therefore, an alternative roundabout mitigation that does not require bridge widening is recommended as described below.

The proposed roundabout would be constructed in a "teardrop" configuration with one lane on the eastbound approach and two lanes on the westbound approach. There would be two lanes within the roundabout, except along the east leg where only one circulating lane would be required. Two circulating lanes in the westbound direction would divide such that the outer lane would be trapped to the northbound on ramp and the inner lane would proceed westbound across the bridge structure. A conceptual layout is presented in Figure H-1, Opening Interchange Layout, in Appendix H. This alternative requires minimal modification of the existing ramps. This configuration is considered preliminary and modifications of the lane configurations during design may be required and should be allowed for in the mitigation monitoring program. With implementation of these improvements the intersection is expected to operate at LOS A during the a.m. peak hour, LOS B during the p.m. peak hour, and LOS B during the Saturday peak hour.

**Impact TR1-4**

At the intersection of Mountain View Avenue and Golden State Boulevard, the Project will cause a substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR1-4**

The intersection is currently signalized and is adjacent to a railroad track. The intersection shall be widened to provide a second left-turn lane on all four approaches, two dedicated right-turn lanes on the westbound and southbound approaches, and one dedicated right-turn lane on the eastbound approach. The configuration of the intersection of Mountain View Avenue and Golden State Boulevard would be as follows:

Eastbound: two left-turn lanes (minimum 400 feet), two through lanes, and one right-turn lane
Westbound: two left-turn lanes, two through lanes, and two right-turn lanes
Northbound: two left-turn lanes, two through lanes, and one right-turn lane
Southbound: two left-turn lanes, two through lanes, and two right-turn lanes

Modification of the traffic signal system at the intersection shall include installation of pre-signals at the existing at-grade railroad crossing.

With implementation of these improvements the intersection is expected to operate at LOS B during the a.m. peak hour, LOS C during the p.m. peak hour, and LOS D during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The calculated LOS D during the weekend peak hour is considered to be the best-case scenario because additional lanes provide only marginal improvements in delay, are not warranted based on the traffic volumes in the lanes, and reduce ease of access for pedestrians by increasing the width of the intersection. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard only until the General Plan Update is in force and the intersection is annexed into the City of Selma.

**Impact TR1-5**

At the intersection of Mountain View Avenue and Bethel Avenue, the Project will cause a substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR1-5**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on the northbound and southbound approaches. The configuration of the intersection of Mountain View Avenue and Bethel Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane and one through lane with a shared right turn
Southbound: one left-turn lane and one through lane with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program. Measure C Rural Project I is currently in the design phase and is funded to construct widening of Mountain View Avenue from Bethel Avenue to the Tulare County line.

**Impact TR1-6**

At the intersection of Mountain View Avenue and Academy Avenue, the Project will cause a substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR1-6**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on all approaches and a second through lane in each direction on Mountain View Avenue. The configuration of the intersection of Mountain View Avenue and Academy Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane and one through lane with a shared right turn
Southbound: one left-turn lane and one through lane with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR1-7**

At the intersection of Mountain View Avenue and Mendocino Avenue, the Project will cause a substandard LOS F during the p.m. peak hour.

**Mitigation TR1-7**

The intersection is currently signalized. The intersection shall be widened to provide a second through lane in each direction on Mountain View Avenue and a dedicated right-turn lane on the southbound approach. The configuration of the intersection of Mountain View Avenue and Mendocino Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane and one through lane with a shared right turn
Southbound: one left-turn lane, one through lane, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR1-8**

At the intersection of the Phase 1 Site Access and Golden State Boulevard, the Project driveway will operate at LOS F during all peak hours if one-way stop sign control is installed.

**Mitigation TR1-8**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing. The opening-day configuration of the intersection of the Phase 1 Site Access and Golden State Boulevard would be as follows:

Eastbound: two left-turn lanes and two right-turn lanes
Westbound: none
Northbound: two left-turn lanes (minimum 800 feet) and two through lanes
Southbound: two through lanes and a right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS B during the a.m. peak hour, LOS C during the p.m. peak hour, and LOS D during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The calculated LOS D during the weekend peak hour is considered to be the best-case scenario because additional lanes provide only marginal improvements in delay, are not warranted based on the traffic volumes in the lanes, and reduce ease of access for pedestrians by increasing the width of the intersection. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard only until the General Plan Update is in force and the intersection is annexed into the City of Selma.

**Impact TR1-9**

On Mountain View Avenue between SR 99 and Golden State Boulevard, the Project will cause a substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR1-9**

The existing two-lane portion of Mountain View Avenue between the SR 99 northbound ramps and Golden State Boulevard shall be widened to four lanes with a median. Transitions to the two-lane portion within the interchange may be accomplished east of the northbound ramps. In the westbound direction, one of the lanes may be trapped as a right-turn lane to northbound SR 99.

With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR1-10**

On Mountain View Avenue between Bethel and Academy Avenues, the Project will cause a substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR1-10**

Mountain View Avenue between Bethel and Academy Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR1-11**

On Mountain View Avenue between Academy and Mendocino Avenues, the Project will cause a substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR1-11**

Mountain View Avenue between Academy and Mendocino Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR1-12**

On Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue, the Project will cause a substandard LOS E during the Saturday peak hour.

**Mitigation TR1-12**

Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue shall be widened to six lanes with a median. In the northbound direction, the required third northbound lane may be constructed as a trapped extension of a northbound left-turn lane at the Phase 1 site entrance. In the southbound direction, the required third southbound lane may be constructed as a trapped extension of a southbound right-turn lane at the intersection of Mountain View Avenue and Golden State Boulevard.

With implementation of these improvements the road segment is expected to operate at LOS C during the weekday peak hours, but would operate at substandard LOS D during the worst-case weekend peak hour.

The calculated LOS D during the weekend peak hour is considered to be the best-case scenario because additional lanes (an eight-lane arterial) provide only marginal improvements because lanes are not typically evenly utilized near site access locations, reduce ease of access for pedestrians by increasing the widths of intersections, and create substantial additional ongoing maintenance costs to the City. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard only until the General Plan Update is in force and the roadway is annexed into the City of Selma.

The City of Selma development impact fee program includes $2,235,725 for improvements on Golden State Boulevard between Nebraska Avenue and Mountain View Avenue.

**Impact TR1-13**

At the Mountain View Avenue at-grade railroad crossing east of Golden State Boulevard, the Project will cause the predicted accident frequency to exceed 0.02 accidents per year.

**Mitigation TR1-13**

In conjunction with the mitigations required at the adjacent intersection of Mountain View Avenue and Golden State Boulevard, the crossing shall be equipped with a pre-signal and pedestrian access. With implementation of this improvement the predicted accident

frequency is expected to be reduced to pre-Project levels. These improvements are not included in a transportation impact fee program.

## 9.8 - Mitigated Existing-Plus-Project Phase 1 Conditions

Tables 9.4 and 9.5 presents levels of service for the mitigated conditions, with the mitigated locations presented in italics.

**Table 9.4**
**Intersection Analysis Summary – Mitigated Existing-Plus-Project Phase 1 Conditions**

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Floral / SR 99 SB off | Signal | 12.6 | B | 18.0 | B | 18.3 | B |
| Floral / Highland | Signal | 15.4 | B | 21.0 | C | 23.2 | C |
| Floral / SR 99 NB off | Signal | 7.1 | A | 6.9 | A | 8.5 | A |
| Highland / SR 99 SB on | Signal | 11.0 | B | 11.8 | B | 12.0 | B |
| Highland / Rose | TWS | 14.6 | B | 20.3 | C | 16.3 | C |
| Highland / Nebraska | Signal | 11.1 | B | 11.4 | B | 11.9 | B |
| Nebraska / Thompson | AWS | 9.7 | A | 10.1 | B | 9.2 | A |
| Second / SR 99 SB | OWS | 39.4 | E* | 138.7 | F* | 31.2 | D* |
| Second / SR 99 NB | OWS | 14.6 | B | 15.3 | C | 13.9 | B |
| Second / Whitson | Signal | 15.4 | B | 22.8 | C | 21.4 | C |
| Mountain View / Highland | Signal | 16.1 | B | 17.7 | B | 18.2 | B |
| Mountain View / Thompson | TWS | 10.5 | B | 12.2 | B | 12.1 | B |
| Mountain View / McCall | AWS | 8.4 | A | 10.4 | B | 9.6 | A |
| Mountain View / Dockery | TWS | 11.2 | B | 12.7 | B | 12.8 | B |
| *Mountain View / SR 99 SB off*<br>*Mountain View / SR 99 SB on* | *Round.* | *7.5* | *A* | *11.0* | *B* | *14.1* | *B* |
| *Mountain View / SR 99 NB on*<br>*Mountain View / SR 99 NB off* | *Round.* | *6.8* | *A* | *10.1* | *B* | *11.0* | *B* |
| *Mountain View / Golden State* | *Signal* | *17.7* | *B* | *29.2* | *C* | *39.3* | *D* |
| *Mountain View / Bethel* | *Signal* | *14.5* | *B* | *15.2* | *B* | *15.5* | *B* |
| *Mountain View / Academy* | *Signal* | *13.7* | *B* | *15.0* | *B* | *16.9* | *B* |
| *Mountain View / Mendocino* | *Signal* | *17.0* | *B* | *31.5* | *C* | *18.7* | *B* |
| Caruthers / Dockery | OWS | 8.6 | A | 8.6 | A | 8.7 | A |
| Golden State / Amber | OWS | 10.3 | B | 11.9 | B | 13.0 | B |
| Kamm / Thompson | OWS | 9.0 | A | 9.2 | A | 9.1 | A |
| Kamm / McCall | TWS | 9.9 | A | 10.3 | B | 9.7 | A |
| Kamm / Dockery | TWS | 8.9 | A | 8.9 | A | 8.9 | A |
| Kamm / Van Horn | TWS | 8.9 | A | 9.0 | A | 8.9 | A |
| Kamm / SR 99 SB off | TWS | 7.4 | A | 7.9 | A | 7.5 | A |
| Bethel / SR 99 NB on | OWS | 12.2 | B | 12.0 | B | 12.1 | B |
| Bethel / Golden State | AWS | 9.9 | A | 10.3 | B | 9.8 | A |
| Bethel / Kamm | AWS | 8.6 | A | 8.7 | A | 8.2 | A |
| Kamm / Academy | AWS | 8.8 | A | 9.6 | A | 9.3 | A |
| Bethel / SR 99 NB off | OWS | 11.1 | B | 11.0 | B | 10.0 | A |
| Bethel / Parkway-SR 99 SB on | OWS | 12.9 | B | 13.1 | B | 10.5 | B |
| *Golden State / Phase 1 Access* | *Signal* | *11.8* | *B* | *29.4* | *C* | *50.1* | *D* |

* No feasible mitigation.

## Table 9.5
## Road Segment Analysis Summary – Mitigated Existing-Plus-Project Phase 1 Conditions

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 231 | B | 354 | B | 349 | B |
| Thompson to McCall | 2U (<2) | 227 | B | 376 | B | 381 | B |
| McCall to Dockery | 2U (<2) | 290 | B | 525 | B | 508 | B |
| Dockery to SR 99 | 2U (<2) | 384 | B | 609 | B | 557 | B |
| *SR 99 to Golden State* | *4D-LT (>2)* | *1,063* | *C* | *1,959* | *C* | *2,083* | *C* |
| Golden State to Bethel | 4D-LT (<2) | 859 | B | 1,495 | B | 1,993 | B |
| *Bethel to Academy* | *4D-LT (<2)* | *823* | *B* | *1,407* | *B* | *1,399* | *B* |
| *Academy to Mendocino* | *4D-LT (<2)* | *815* | *B* | *1,237* | *B* | *1,163* | *B* |
| Mendocino to Madsen | 2U (<2) | 775 | C | 1,023 | C | 888 | C |
| Madsen to Zediker | 2U (<2) | 752 | C | 986 | C | 864 | C |
| Zediker to Fresno County Line | 2U (<2) | 764 | C | 938 | C | 821 | C |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 16 | B | 27 | B | 15 | B |
| Thompson to McCall | 2U (<2) | 13 | B | 23 | B | 17 | B |
| McCall to Dockery | 2U (<2) | 21 | B | 23 | B | 22 | B |
| Dockery to Van Horn | 2U (<2) | 21 | B | 24 | B | 22 | B |
| Van Horn to SR 99 | 2U (<2) | 24 | B | 40 | B | 39 | B |
| SR 99 to Academy | 2U (<2) | 207 | B | 293 | B | 264 | B |
| **McCall Avenue** | | | | | | | |
| Valley View to Mountain View | 2U (<2) | 88 | B | 237 | B | 162 | B |
| Mountain View to Caruthers | 2U (<2) | 113 | B | 252 | B | 126 | B |
| **Dockery Avenue** | | | | | | | |
| Mountain View to Caruthers | 2U (<2) | 9 | B | 12 | B | 7 | B |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 434 | B | 923 | B | 1,028 | B |
| Saginaw to Phase 1 main site access | 4D-LT (<2) | 411 | B | 962 | B | 1,299 | B |
| *Phase 1 main site access to Mountain View* | *6D-LT (>2)* | *857* | *C* | *2,637* | *C* | *3,489* | *D* |
| Mountain View to Amber | 4D-LT (<2) | 319 | B | 705 | B | 1,036 | B |
| Amber to Bethel | 4D-LT (<2) | 360 | B | 698 | B | 744 | B |

2U - 2-lane undivided 4D-LT - 4-lane divided with left-turn lanes
6D-LT - 6-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

# 10.0 - YEAR 2020 WITH-PROJECT PHASES 1 AND 2 CONDITIONS

## 10.1 - Year 2020 With-Project Phases 1 and 2 Lane Configurations and Intersection Control

The year 2020 with-Project Phases 1 and 2 conditions lane configurations and intersection control are presented in Figure 26, 2020 With-Project Phases 1 and 2 Lane Configurations and Intersection Control. The lane configurations are essentially the same as the existing conditions with the exception of improvements to be constructed by the Project along the frontage of the Project site.

## 10.2 - Year 2020 With-Project Phases 1 and 2 Traffic Volumes

The year 2020 with-Project Phases 1 and 2 conditions peak-hour traffic volumes are determined by adding the year 2020 baseline traffic volumes and the Phase 1 and Phase 2 Project traffic volumes. The year 2020 with-Project Phases 1 and 2 conditions peak-hour traffic volumes are presented in Figure 27, 2020 With Project Phases 1 and 2 Weekday Peak Hour Traffic Volumes and Figure 28, 2020 With Project Phases 1 and 2 Saturday Peak Hour Traffic Volumes.

## 10.3 - Year 2020 With-Project Phases 1 and 2 Intersection LOS Analysis

The results of the year 2020 with-Project Phases 1 and 2 conditions intersection LOS analyses are summarized in Table 10.1. The intersection analysis sheets are presented in Appendix I. Project impacts are identified in bold type.

## Table 10.1
## Intersection Analysis Summary – 2020 With-Project Phases 1 and 2 Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Floral / SR 99 SB off | Signal | 12.2 | B | 22.6 | C | 22.4 | C |
| Floral / Highland | Signal | 20.6 | C | **35.0** | **D** | **42.6** | **D** |
| Floral / SR 99 NB off | Signal | 9.9 | A | 14.4 | B | 16.0 | B |
| Highland / SR 99 SB on | Signal | 16.2 | B | 18.5 | B | 24.0 | C |
| Highland / Rose | TWS | 24.1 | C | **711.7** | **F** | **316.1** | **F** |
| Highland / Nebraska | Signal | 14.0 | B | 21.5 | C | 18.2 | B |
| Nebraska / Thompson | AWS | 15.0 | C | 19.7 | C | 16.5 | C |
| Second / SR 99 SB | OWS | **477.2** | **F** | **715.2** | **F** | **110.1** | **F** |
| Second / SR 99 NB | OWS | **26.1** | **D** | **26.3** | **D** | 19.3 | C |
| Second / Whitson | Signal | 22.4 | C | **51.0** | **D** | **43.2** | **D** |
| Mountain View / Highland | Signal | 19.4 | B | 28.8 | C | 26.7 | C |
| Mountain View / Thompson | TWS | 13.5 | B | 20.9 | C | 22.0 | C |
| Mountain View / McCall | AWS | 12.5 | B | **152.1** | **F** | **68.8** | **F** |
| Mountain View / Dockery | TWS | **139.3** | **F** | * | **F** | * | **F** |
| Mountain View / SR 99 SB off | TWS | * | **F** | * | **F** | * | **F** |
| Mountain View / SR 99 SB on | Yield | 3.0 | A | **297.9** | **F** | **253.6** | **F** |
| Mountain View / SR 99 NB on | Yield | 19.4 | C | **144.2** | **F** | **266.7** | **F** |
| Mountain View / SR 99 NB off | OWS | * | **F** | * | **F** | * | **F** |
| Mountain View / Golden State | Signal | **54.2** | **D** | **441.5** | **F** | **756.0** | **F** |
| Mountain View / Bethel | TWS | **131.1** | **F** | * | **F** | * | **F** |
| Mountain View / Academy | TWS | * | **F** | * | **F** | * | **F** |
| Mountain View / Mendocino | Signal | 13.4 | B | **39.8** | **D** | 34.6 | C |
| Caruthers / Dockery | OWS | 8.7 | A | 8.7 | A | 8.9 | A |
| Golden State / Amber | OWS | 11.4 | B | 14.6 | B | 16.9 | C |
| Kamm / Thompson | OWS | 9.0 | A | 9.3 | A | 9.2 | A |
| Kamm / McCall | TWS | 10.4 | B | 11.2 | B | 10.4 | B |
| Kamm / Dockery | TWS | 9.0 | A | 9.0 | A | 9.0 | A |
| Kamm / Van Horn | TWS | 9.5 | A | 10.4 | B | 10.6 | B |
| Kamm / SR 99 SB off | TWS | 8.0 | A | 8.7 | A | 8.9 | A |
| Bethel / SR 99 NB on | OWS | 13.1 | B | 13.4 | B | 13.0 | B |
| Bethel / Golden State | AWS | 11.6 | B | 31.2 | D | 16.2 | C |
| Bethel / Kamm | AWS | 9.6 | A | 11.7 | B | 11.6 | B |
| Kamm / Academy | AWS | 13.4 | B | 17.7 | C | 15.3 | C |
| Bethel / SR 99 NB off | OWS | 12.0 | B | 17.1 | C | 13.2 | B |
| Bethel / Parkway-SR 99 SB on | OWS | 14.2 | B | 17.4 | C | 13.3 | B |
| Golden State / Phase 1 Access | OWS | **294.6** | **F** | * | **F** | * | **F** |
| Dockery / Phase 2 Access | OWS | 9.1 | A | 13.1 | B | 12.9 | B |

* Delay exceeds calculation limits.

The combination of Phases 1 and 2 of the Project is expected to cause significant impacts based on intersection LOS criteria at the following intersections:

- Floral Avenue / Highland Avenue
- Highland Avenue / Rose Avenue
- Second Street / SR 99 southbound ramps
- Second Street / SR 99 northbound ramps
- Second Street / Whitson Street
- Mountain View Avenue / McCall Avenue
- Mountain View Avenue / Dockery Avenue
- Mountain View Avenue / SR 99 southbound off ramp
- Mountain View Avenue / SR 99 southbound on ramp
- Mountain View Avenue / SR 99 northbound on ramp
- Mountain View Avenue / SR 99 northbound off ramp
- Mountain View Avenue / Golden State Boulevard
- Mountain View Avenue / Bethel Avenue
- Mountain View Avenue / Academy Avenue
- Mountain View Avenue / Mendocino Avenue
- Phase 1 Site Access / Golden State Boulevard
- Phase 2 Site Access / Dockery Avenue

## 10.4 - Year 2020 With-Project Phases 1 and 2 Road Segment Analyses

The results of the year 2020 with-Project Phases 1 and 2 road segment analyses are summarized in Table 10.2. Project impacts are identified in bold type.

## Table 10.2
## Road Segment Analysis Summary – 2020 With-Project Phases 1 and 2 Conditions

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 472 | B | 733 | C | 730 | C |
| Thompson to McCall | 2U (<2) | 465 | B | 770 | C | 743 | C |
| McCall to Dockery | 2U (<2) | 592 | B | **1,131** | **D** | **1,121** | **D** |
| Dockery to SR 99 | 2U (<2) | **1,278** | **E** | **1,992** | **E** | **1,882** | **E** |
| SR 99 to Golden State | 2U (<2) | **2,213** | **E** | **3,966** | **E** | **4,265** | **E** |
| Golden State to Bethel | 4D-LT (<2) | 1,561 | B | 2,655 | C | **3,474** | **E** |
| Bethel to Academy | 2U (<2) | 1,367 | **E** | **2,319** | **E** | **2,394** | **E** |
| Academy to Mendocino | 2U (<2) | 1,226 | **E** | **2,006** | **E** | **1,953** | **E** |
| Mendocino to Madsen | 2U (<2) | 1,082 | **D** | **1,459** | **E** | **1,328** | **E** |
| Madsen to Zediker | 2U (<2) | 1,030 | C | **1,372** | **E** | **1,263** | **E** |
| Zediker to Fresno County Line | 2U (<2) | 1,028 | C | **1,296** | **E** | **1,173** | **E** |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 22 | B | 38 | B | 22 | B |
| Thompson to McCall | 2U (<2) | 18 | B | 33 | B | 25 | B |
| McCall to Dockery | 2U (<2) | 29 | B | 37 | B | 37 | B |
| Dockery to Van Horn | 2U (<2) | 29 | B | 38 | B | 37 | B |
| Van Horn to SR 99 | 2U (<2) | 161 | B | 267 | B | 313 | B |
| SR 99 to Academy | 2U (<2) | 407 | B | 529 | B | 509 | B |
| **McCall Avenue** | | | | | | | |
| Valley View to Mountain View | 2U (<2) | 390 | B | 754 | C | 569 | B |
| Mountain View to Caruthers | 2U (<2) | 309 | B | 641 | B | 329 | B |
| **Dockery Avenue** | | | | | | | |
| Mountain View to Caruthers | 2U (<2) | 577 | B | 998 | C | 1,073 | C |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 809 | B | 1,747 | B | 2,005 | B |
| Saginaw to Phase 1 main site access | 4D-LT (<2) | 791 | B | 1,859 | B | 2,375 | B |
| Phase 1 main site access to Mountain View | 4D-LT (<2) | 1,237 | B | **3,531** | **E** | **4,565** | **E** |
| Mountain View to Amber | 4D-LT (<2) | 539 | B | 1,298 | B | 1,897 | B |
| Amber to Bethel | 4D-LT (<2) | 567 | B | 1,038 | B | 1,102 | B |

2U - 2-lane undivided 4D-LT - 4-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

The combination of Phases 1 and 2 of the Project is expected to cause significant impacts based on road segment LOS criteria at the following road segments:

- Mountain View Avenue between McCall and Dockery Avenues;
- Mountain View Avenue between Dockery Avenue and SR 99;
- Mountain View Avenue between SR 99 and Golden State Boulevard;
- Mountain View Avenue between Golden State Boulevard and Bethel Avenue;
- Mountain View Avenue between Bethel and Academy Avenues;
- Mountain View Avenue between Academy and Mendocino Avenues;
- Mountain View Avenue between Mendocino and Madsen Avenues;
- Mountain View Avenue between Madsen and Zediker Avenues;
- Mountain View Avenue between Zediker Avenue and the Fresno County line;
- Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue.

## 10.5 - Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

## 10.6 - Year 2020 With-Project Phases 1 and 2 Conditions At-Grade Railroad Crossing Analyses

The results of the year 2020 with-Project Phases 1 and 2 at-grade railroad crossing analyses are summarized in Table 10.3. Average daily traffic volumes were estimated based on peak hour volumes. The number of trains per day was estimated by doubling the maximum number of trains observed during the video surveillance. Project impacts are identified in bold type.

**Table 10.3**
**Railroad Crossing Analysis Summary – 2020 With-Project Phases 1 and 2 Conditions**

| Crossing | Trains Per Day | ADT | Predicted Accident Frequency per Year | Warrant 9 |
|---|---|---|---|---|
| Highland north of Golden State | 14 | 13,789 | 0.019 | n/r |
| Floral east of Front Street | 14 | 17,271 | **0.024** | n/r |
| Thompson north of Front Street | 14 | 5,072 | 0.007 | Met |
| First Street east of Front Street | 14 | 4,260 | 0.006 | n/r |
| Second Street east of Front Street | 14 | 13,477 | 0.019 | n/r |
| Third Street east of Front Street | 14 | 4,335 | 0.006 | Not met |
| Nebraska east of Golden State | 14 | 4,688 | 0.007 | Met |
| Saginaw east of Golden State | 14 | 1,201 | 0.002 | Met |
| Mountain View east of Golden State | 14 | 28,936 | **0.039** | n/r |
| Bethel east of Golden State | 14 | 6,304 | 0.009 | Met |
| Stroud east of Golden State | 14 | 2,962 | 0.005 | Met |

The combination of Phases 1 and 2 of the Project is expected to cause significant impacts based on predicted accident frequency criteria at the following at-grade railroad crossings:

- Floral Avenue east of Front Street
- Mountain View Avenue east of Golden State Boulevard

## 10.7 - Year 2020 With-Project Phases 1 and 2 Conditions Impacts and Mitigations

Traffic impacts identified in the year 2020 With-Project conditions analyses are stated below, followed by the recommended mitigation. Recommended turn lane lengths shall be per The standards of the agency having jurisdiction unless otherwise noted. The mitigated intersection analysis sheets are included in Appendix J.

### Impact TR2-1

At the intersection of Floral Avenue and Highland Avenue, the Project will contribute to a cumulative substandard LOS D during the p.m. peak hour and the Saturday peak hour. The City of Selma's pending General Plan Update considers LOS D as acceptable; therefore, this would not be considered an impact after the General Plan Update is in force.

### Mitigation TR2-1

The intersection is currently signalized. The intersection shall be widened to provide a second left-turn lane on the eastbound approach. The configuration of the intersection of Floral Avenue and Highland Avenue would be as follows:

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane
Westbound: two left-turn lanes and two through lanes with a shared right turn
Northbound: two left-turn lanes, two through lanes, and one right-turn lane
Southbound: one left-turn lane, two through lanes, and two right-turn lanes

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

Due to physical constraints, roadway alignment constraints, and right-of-way constraints, it is possible that the improvements recommended above will not be feasible. In the event that design reveals the recommended improvements, or portions thereof, are not feasible, the impact will not be fully mitigated.

### Impact TR2-2

At the intersection of Highland Avenue and Rose Avenue, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

### Mitigation TR2-2

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on the eastbound and westbound approaches. The configuration of the intersection of Highland Avenue and Rose Avenue would be as follows:

Eastbound: one left-turn lane and one through lane with a shared right turn
Westbound: one left-turn lane and one through lane with a shared right turn
Northbound: one left-turn lane, two through lanes, and one right-turn lane
Southbound: one left-turn lane, two through lanes, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. The City of Selma development impact fee program

includes $281,250 for traffic signals at the intersection of Highland Avenue and Rose Avenue.

**Impact TR2-3**

At the intersection of Second Street and the SR 99 southbound ramps, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR2-3**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing. The existing configuration of the intersection will remain. With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. The City of Selma development impact fee program includes $1,500,000 for improvements at the Second Street / SR 99 interchange.

**Impact TR2-4**

At the intersection of Second Street and the SR 99 northbound ramps, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-4**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on the eastbound approach. The configuration of the intersection of Second Street and the SR 99 northbound ramps would be as follows:

Eastbound: one left-turn lane and two through lanes
Westbound: two through lanes with a shared right turn
Northbound: one shared left-turn/through lane and one right-turn lane
Southbound: none

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. The City of Selma development impact fee program includes $1,500,000 for improvements at the Second Street / SR 99 interchange.

**Impact TR2-5**

At the intersection of Second Street and Whitson Street, the Project will contribute to a cumulative substandard LOS D during the p.m. peak hour and the Saturday peak hour. The City of Selma's pending General Plan Update considers LOS D as acceptable; therefore, this would not be considered an impact after the General Plan Update is in force.

**Mitigation TR2-5**

The intersection is currently signalized. The intersection shall be widened to provide a second left-turn lane on the northbound approach and a dedicated right-turn lane on the eastbound approach. The configuration of the intersection of Second Street and Whitson Street would be as follows (assuming Whitson Street is the north-south street):

Eastbound: one left-turn lane, two through lanes, and one right-turn lane
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: two left-turn lanes and two through lanes with a shared right turn
Southbound: one left-turn lane and two through lanes with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

Due to physical constraints, roadway alignment constraints, and right-of-way constraints, it is possible that the improvements recommended above will not be feasible. In the event that design reveals the recommended improvements, or portions thereof, are not feasible, the impact will not be fully mitigated.

**Impact TR2-6**

At the intersection of Mountain View Avenue and McCall Avenue, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-6**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on all approaches and a dedicated right-turn lane on the westbound approach. The dedicated right-turn lane on the westbound approach may be utilized to trap the second westbound through lane on Mountain View Avenue approaching McCall Avenue. The configuration of the intersection of Mountain View Avenue and McCall Avenue would be as follows:

Eastbound: one left-turn lane and one through lane with a shared right turn
Westbound: one left-turn lane, one through lane, and one right-turn lane
Northbound: one left-turn lane and one through lane with a shared right turn
Southbound: one left-turn lane and one through lane with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR2-7**

At the intersection of Mountain View Avenue and Dockery Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR2-7**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened. The configuration of the intersection of Mountain View Avenue and Dockery Avenue would be as follows:

Eastbound: one left-turn lane, two through lanes, and one right-turn lane
Westbound: two left-turn lanes (minimum 850 feet) and two through lanes with a shared right turn
Northbound: two left-turn lanes, one through lane, and one right-turn lane
Southbound: one left-turn lane and one through lane with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS D during the p.m. and Saturday peak hours. These improvements are not included in a transportation impact fee program.

The calculated LOS D during the p.m. and weekend peak hour is considered to be the best-case scenario because additional lanes provide only marginal improvements in delay, are not warranted based on the traffic volumes in the lanes, and reduce ease of access for pedestrians by increasing the width of the intersection. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard only until the General Plan Update is in force and the intersection is annexed into the City of Selma.

**Impact TR2-8**

At the intersection of Mountain View Avenue and the SR 99 southbound off ramp, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR2-8**

Traffic signal warrants are expected to be met at the intersection. To accommodate signalization of the intersection with protected left-turn phasing, the SR 99 on ramp and off ramp shall be modified to align with each other. The bridge over SR 99 will require widening. The connection to Van Horn Avenue at Mountain View Avenue will be eliminated, resulting in a cul-de-sac or realignment of Van Horn Avenue south of Mountain View Avenue. This will also require a revision of the Project site plan.

The configuration of the intersection of Mountain View Avenue and the SR 99 southbound on and off ramps would be as follows:

Eastbound: three through lanes and one right-turn lane
Westbound: one left-turn lane and one two through lanes
Northbound: none
Southbound: two left-turn lanes and two right-turn lanes

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR2-9**

At the intersection of Mountain View Avenue and the SR 99 southbound on ramp, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-9**

See Mitigation TR2-8.

**Impact TR2-10**

At the intersection of Mountain View Avenue and the SR 99 northbound on ramp, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-10**

Traffic signal warrants are expected to be met at the intersection. To accommodate signalization of the intersection with protected left-turn phasing, the SR 99 on ramp and off ramp shall be modified to align with each other. The bridge over SR 99 will require widening. The configuration of the intersection of Mountain View Avenue and the SR 99 northbound on and off ramps would be as follows:

| | |
|---|---|
| Eastbound: | two left-turn lanes (minimum 190 feet) and three through lanes |
| Westbound: | two through lanes and one right-turn lane |
| Northbound: | one left-turn lane and one right-turn lane |
| Southbound: | none |

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR2-11**

At the intersection of Mountain View Avenue and the SR 99 northbound off ramp, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR2-11**

See Mitigation TR2-10.

**Impact TR2-12**

At the intersection of Mountain View Avenue and Golden State Boulevard, the Project will contribute to a cumulative substandard LOS D during the a.m. peak hour and a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-12**

The intersection is currently signalized and is adjacent to a railroad track. In addition to the improvements required for Phase 1 of the Project, the intersection shall be widened to provide a third through lane and a second right-turn lane on all four approaches. The configuration of the intersection of Mountain View Avenue and Golden State Boulevard would be as follows:

| | |
|---|---|
| Eastbound: | two left-turn lanes (minimum 825 feet), three through lanes, and two right-turn lanes |
| Westbound: | two left-turn lanes, three through lanes, and two right-turn lanes |
| Northbound: | two left-turn lanes, three through lanes, and two right-turn lanes |
| Southbound: | two left-turn lanes (minimum 400 feet), three through lanes, and two right-turn lanes (minimum 425 feet) |

Modification of the traffic signal system at the intersection shall include installation of pre-signals at the existing at-grade railroad crossing.

With implementation of these improvements the intersection is expected to operate at LOS B during the a.m. peak hour, LOS D during the p.m. peak hour, and LOS E during the Saturday peak hour. The proposed intersection configuration is considered to be the maximum feasible intersection configuration. These improvements are not included in a transportation impact fee program. Further improvements could be achieved by implementing the ultimate mitigation as described.

**Ultimate Mitigation**

To alleviate the severe congestion and long queues associated with the mitigation described above at the intersection of Mountain View Avenue and Golden State Boulevard, especially when trains pass by, an ultimate solution involving a grade separation should be considered. Such a project would require a substantial amount of engineering study to investigate feasible alternatives. A similar process is underway in Fresno, California for the proposed SR 99 interchange at Veterans Boulevard, which is also adjacent to Golden State Boulevard and the UPRR railroad. Potential alternatives for the Veterans Boulevard interchange project are similar to those that may be considered at the Mountain View Avenue / Golden State Boulevard intersection and can be reviewed on the following web site:

www.fresno.gov/Government/DepartmentDirectory/PublicWorks/TrafficEngineering/

**Impact TR2-13**

At the intersection of Mountain View Avenue and Bethel Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR2-13**

This mitigation is identical to that required for Phase 1 of the Project. Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on the northbound and southbound approaches. The configuration of the intersection of Mountain View Avenue and Bethel Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane and one through lane with a shared right turn
Southbound: one left-turn lane and one through lane with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program. Measure C Rural Project I is currently in the design phase and is funded to construct widening of Mountain View Avenue from Bethel Avenue to the Tulare County line.

**Impact TR2-14**

At the intersection of Mountain View Avenue and Academy Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR2-14**

This mitigation is identical to that required for Phase 1 of the Project. Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on all approaches and a second through lane in each direction on Mountain View Avenue. The configuration of the intersection of Mountain View Avenue and Academy Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane and one through lane with a shared right turn
Southbound: one left-turn lane and one through lane with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR2-15**

At the intersection of Mountain View Avenue and Mendocino Avenue, the Project will contribute to a cumulative substandard LOS D during the p.m. peak hour.

**Mitigation TR2-15**

This mitigation is identical to that required for Phase 1 of the Project. The intersection is currently signalized. The intersection shall be widened to provide a second through lane in each direction on Mountain View Avenue and a dedicated right-turn lane on the southbound

approach. The configuration of the intersection of Mountain View Avenue and Mendocino Avenue would be as follows:

Eastbound: one left-turn lane (minimum 325 feet) and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane and one through lane with a shared right turn
Southbound: one left-turn lane, one through lane, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR2-16**

At the intersection of the Phase 1 Site Access and Golden State Boulevard, the Project driveway will operate at LOS F during all peak hours if one-way stop sign control is installed.

**Mitigation TR2-16**

This mitigation is identical to that required for Phase 1 of the Project with the exception of the length of the northbound left-turn lanes. Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing. The configuration of the intersection of the Phase 1 Site Access and Golden State Boulevard would be as follows:

Eastbound: two left-turn lanes (minimum 350 feet) and two right-turn lanes
Westbound: none
Northbound: two left-turn lanes (minimum 1,125 feet) and two through lanes
Southbound: two through lanes and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS B during the a.m. peak hour, LOS D during the p.m. peak hour, and LOS F during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The mitigation recommended above reflects our opinion of the most practical approach to the intersection configuration. If the City of Selma considers triple left-turn lanes acceptable, the intersection could operate at LOS C during the Saturday peak hour if the northbound approach is constructed with three left-turn lanes and three through lanes. One of the northbound through lanes could be dropped immediately north of the intersection.

As a second alternative, the site plan could be modified to provide a second signalized main access so that northbound left turns from Golden State Boulevard into the Project are not concentrated at one location.

**Impact TR2-17**

The Project mitigations required along Mountain View Avenue will cause a secondary impact at the intersection of the Phase 2 Site Access and Dockery Avenue. The intersection of the Phase 2 Site Access and Dockery Avenue will operate at LOS F during all peak hours if stop sign control is installed.

**Mitigation TR2-17**

Traffic signal warrants are expected to be met at the intersection (assuming that the Project will construct Dockery Avenue along the entire frontage of the site). The intersection shall be signalized with protected left-turn phasing. The configuration of the intersection of the Phase 2 Site Access and Dockery Avenue would be as follows:

| | |
|---|---|
| Eastbound: | none |
| Westbound: | one left-turn lane and one right-turn lane |
| Northbound: | one through lane and one right-turn lane |
| Southbound: | two left-turn lanes (minimum 450 feet) and one through lane |

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR2-18**

On Mountain View Avenue between McCall and Dockery Avenues, the Project will contribute to a cumulative substandard LOS D during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-18**

Mountain View Avenue between McCall and Dockery Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR2-19**

On Mountain View Avenue between Dockery Avenue and SR 99, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR2-19**

Mountain View Avenue between Dockery Avenue and SR 99 shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR2-20**

On Mountain View Avenue between SR 99 and Golden State Boulevard, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR2-20**

Mountain View Avenue between the SR 99 northbound ramps and Golden State Boulevard shall be widened to six lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the a.m. peak hour and LOS D during the p.m. and Saturday peak hours. These improvements are not included in a transportation impact fee program.

The calculated LOS D during the p.m. and weekend peak hours is considered to be the best-case scenario because additional lanes (an eight-lane arterial) provide only marginal improvements because lanes are not typically evenly utilized near site access locations, reduce ease of access for pedestrians by increasing the widths of intersections, and create substantial additional ongoing maintenance costs to the City. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard only until the General Plan Update is in force and the roadway is annexed into the City of Selma.

**Impact TR2-21**

On Mountain View Avenue between Golden State Boulevard and Bethel Avenue, the Project will contribute to a cumulative substandard LOS E during the Saturday peak hour.

**Mitigation TR2-21**

Mountain View Avenue between Golden State Boulevard and Bethel Avenue shall be widened to six lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR2-22**

On Mountain View Avenue between Bethel and Academy Avenues, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR2-22**

This mitigation is identical to that required for Phase 1 of the Project. Mountain View Avenue between Bethel and Academy Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR2-23**

On Mountain View Avenue between Academy and Mendocino Avenues, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR2-23**

This mitigation is identical to that required for Phase 1 of the Project. Mountain View Avenue between Academy and Mendocino Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR2-24**

On Mountain View Avenue between Mendocino and Madsen Avenues, the Project will contribute to a cumulative substandard LOS D during the a.m. peak hour and a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-24**

Mountain View Avenue between Mendocino and Madsen Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR2-25**

On Mountain View Avenue between Madsen and Zediker Avenues, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-25**

Mountain View Avenue between Madsen and Zediker Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR2-26**

On Mountain View Avenue between Zediker Avenue and the Fresno County line, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-26**

Mountain View Avenue between Zediker Avenue and the Fresno County line shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR2-27**

On Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR2-27**

This mitigation is identical to that required for Phase 1 of the Project. Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue shall be widened to six lanes with a median. In the northbound direction, the required third northbound lane may be constructed as a trapped extension of a northbound left-turn lane at

the Phase 1 site entrance. In the southbound direction, the required third southbound lane may be constructed as a trapped extension of a southbound right-turn lane at the intersection of Mountain View Avenue and Golden State Boulevard.

With implementation of these improvements the road segment is expected to operate at LOS C during the a.m. peak hour, but would operate at substandard LOS D during the p.m. peak hour and substandard LOS E during the weekend peak hour.

The calculated LOS D during the p.m. and weekend peak hours is considered to be the best-case scenario because additional lanes (an eight-lane arterial) provide only marginal improvements because lanes are not typically evenly utilized near site access locations, reduce ease of access for pedestrians by increasing the widths of intersections, and create substantial additional ongoing maintenance costs to the City. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard only until the General Plan Update is in force and the roadway is annexed into the City of Selma.

The City of Selma development impact fee program includes $2,235,725 for improvements on Golden State Boulevard between Nebraska Avenue and Mountain View Avenue.

**Impact TR2-28**

At the Floral Avenue at-grade railroad crossing east of Front Street, the Project will exacerbate a predicted accident frequency that exceeds 0.02 accidents per year without the Project.

**Mitigation TR2-28**

The crossing shall be equipped with a raised median. With implementation of this improvement the predicted accident frequency is expected to be reduced to pre-Project levels. These improvements are not included in a transportation impact fee program.

**Impact TR2-29**

At the Mountain View Avenue at-grade railroad crossing east of Golden State Boulevard, the Project will cause the predicted accident frequency to exceed 0.02 accidents per year.

**Mitigation TR2-29**

This mitigation is identical to that required for Phase 1 of the Project. In conjunction with the mitigations required at the adjacent intersection of Mountain View Avenue and Golden State Boulevard, the crossing shall be equipped with a pre-signal and pedestrian access. With implementation of this improvement the predicted accident frequency is expected to be reduced to pre-Project levels. These improvements are not included in a transportation impact fee program.

## 10.8 - Mitigated Year 2020 With-Project Phases 1 and 2 Conditions

Tables 10.4 and 10.5 present levels of service for the mitigated conditions, with the mitigated locations presented in italics.

## Table 10.4
## Intersection Analysis Summary – Mitigated 2020 With-Project
## Phases 1 and 2 Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Floral / SR 99 SB off | Signal | 12.2 | B | 22.6 | C | 22.4 | C |
| *Floral / Highland* | *Signal* | *19.2* | *B* | *27.8* | *C* | *31.8* | *C* |
| Floral / SR 99 NB off | Signal | 9.9 | A | 14.4 | B | 16.0 | B |
| Highland / SR 99 SB on | Signal | 16.2 | B | 18.5 | B | 24.0 | C |
| *Highland / Rose* | *Signal* | *14.6* | *B* | *19.5* | *B* | *20.6* | *C* |
| Highland / Nebraska | Signal | 14.0 | B | 21.5 | C | 18.2 | B |
| Nebraska / Thompson | AWS | 15.0 | C | 19.7 | C | 16.5 | C |
| *Second / SR 99 SB* | *Signal* | *14.8* | *B* | *17.5* | *B* | *17.3* | *B* |
| *Second / SR 99 NB* | *Signal* | *10.2* | *B* | *18.7* | *B* | *10.6* | *B* |
| *Second / Whitson* | *Signal* | *20.3* | *C* | *30.7* | *C* | *29.2* | *C* |
| Mountain View / Highland | Signal | 19.4 | B | 28.8 | C | 26.7 | C |
| Mountain View / Thompson | TWS | 13.5 | B | 20.9 | C | 22.0 | C |
| *Mountain View / McCall* | *Signal* | *16.4* | *B* | *27.4* | *C* | *22.1* | *C* |
| *Mountain View / Dockery* | *Signal* | *31.4* | *C* | *48.7* | *D* | *44.7* | *D* |
| *Mountain View / SR 99 SB off*<br>*Mountain View / SR 99 SB on* | *Signal* | *17.7* | *B* | *22.9* | *C* | *26.4* | *C* |
| *Mountain View / SR 99 NB on*<br>*Mountain View / SR 99 NB off* | *Signal* | *17.6* | *B* | *12.5* | *B* | *24.5* | *C* |
| *Mountain View / Golden State* | *Signal* | *19.0* | *B* | *35.4* | *D* | *79.6* | *E* |
| *Mountain View / Bethel* | *Signal* | *14.9* | *B* | *19.8* | *B* | *19.8* | *B* |
| *Mountain View / Academy* | *Signal* | *17.5* | *B* | *23.8* | *C* | *22.7* | *C* |
| *Mountain View / Mendocino* | *Signal* | *20.3* | *C* | *27.5* | *C* | *24.8* | *C* |
| Caruthers / Dockery | OWS | 8.7 | A | 8.7 | A | 8.9 | A |
| Golden State / Amber | OWS | 11.4 | B | 14.6 | B | 16.9 | C |
| Kamm / Thompson | OWS | 9.0 | A | 9.3 | A | 9.2 | A |
| Kamm / McCall | TWS | 10.4 | B | 11.2 | B | 10.4 | B |
| Kamm / Dockery | TWS | 9.0 | A | 9.0 | A | 9.0 | A |
| Kamm / Van Horn | TWS | 9.5 | A | 10.4 | B | 10.6 | B |
| Kamm / SR 99 SB off | TWS | 8.0 | A | 8.7 | A | 8.9 | A |
| Bethel / SR 99 NB on | OWS | 13.1 | B | 13.4 | B | 13.0 | B |
| Bethel / Golden State | AWS | 11.6 | B | 31.2 | D | 16.2 | C |
| Bethel / Kamm | AWS | 9.6 | A | 11.7 | B | 11.6 | B |
| Kamm / Academy | AWS | 13.4 | B | 17.7 | C | 15.3 | C |
| Bethel / SR 99 NB off | OWS | 12.0 | B | 17.1 | C | 13.2 | B |
| Bethel / Parkway-SR 99 SB on | OWS | 14.2 | B | 17.4 | C | 13.3 | B |
| *Golden State / Phase 1 Access* | *Signal* | *11.8* | *B* | *39.0* | *D* | *80.8* | *F* |
| *Dockery / Phase 2 Access* | *Signal* | *12.1* | *B* | *15.8* | *B* | *12.2* | *B* |

## Table 10.5
## Road Segment Analysis Summary – Mitigated 2020 With-Project
## Phases 1 and 2 Conditions

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 472 | B | 733 | C | 730 | C |
| Thompson to McCall | 2U (<2) | 465 | B | 770 | C | 743 | C |
| *McCall to Dockery* | *4D-LT (>2)* | *592* | *C* | *1,131* | *C* | *1,121* | *C* |
| *Dockery to SR 99* | *4D-LT (>2)* | *1,278* | *C* | *1,992* | *C* | *1,882* | *C* |
| *SR 99 to Golden State* | *6D-LT (>2)* | *2,213* | *C* | *3,966* | *D* | *4,265* | *D* |
| *Golden State to Bethel* | *6D-LT (<2)* | *1,561* | *B* | *2,655* | *B* | *3,474* | *B* |
| *Bethel to Academy* | *4D-LT (<2)* | *1,367* | *B* | *2,319* | *B* | *2,394* | *B* |
| *Academy to Mendocino* | *4D-LT (<2)* | *1,226* | *B* | *2,006* | *B* | *1,953* | *B* |
| *Mendocino to Madsen* | *4D-LT (<2)* | *1,082* | *B* | *1,459* | *B* | *1,328* | *B* |
| *Madsen to Zediker* | *4D-LT (<2)* | *1,030* | *B* | *1,372* | *B* | *1,263* | *B* |
| *Zediker to Fresno County Line* | *4D-LT (<2)* | *1,028* | *B* | *1,296* | *B* | *1,173* | *B* |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 22 | B | 38 | B | 22 | B |
| Thompson to McCall | 2U (<2) | 18 | B | 33 | B | 25 | B |
| McCall to Dockery | 2U (<2) | 29 | B | 37 | B | 37 | B |
| Dockery to Van Horn | 2U (<2) | 29 | B | 38 | B | 37 | B |
| Van Horn to SR 99 | 2U (<2) | 161 | B | 267 | B | 313 | B |
| SR 99 to Academy | 2U (<2) | 407 | B | 529 | B | 509 | B |
| **McCall Avenue** | | | | | | | |
| Valley View to Mountain View | 2U (<2) | 390 | B | 754 | C | 569 | B |
| Mountain View to Caruthers | 2U (<2) | 309 | B | 641 | B | 329 | B |
| **Dockery Avenue** | | | | | | | |
| Mountain View to Caruthers | 2U (<2) | 577 | B | 998 | C | 1,073 | C |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 809 | B | 1,747 | B | 2,005 | B |
| Saginaw to Phase 1 main site access | 4D-LT (<2) | 791 | B | 1,859 | B | 2,375 | B |
| *Phase 1 main site access to Mountain View* | *6D-LT (>2)* | *1,237* | *C* | *3,531* | *D* | *4,565* | *E* |
| Mountain View to Amber | 4D-LT (<2) | 539 | B | 1,298 | B | 1,897 | B |
| Amber to Bethel | 4D-LT (<2) | 567 | B | 1,038 | B | 1,102 | B |

2U - 2-lane undivided 4D-LT - 4-lane divided with left-turn lanes
6D-LT - 6-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

# 11.0 - YEAR 2035 WITH-PROJECT CONDITIONS

## 11.1 - Year 2035 With-Project Lane Configurations and Intersection Control

The year 2035 with-Project conditions lane configurations and intersection control are presented in Figure 29, 2035 With Project Lane Configurations and Intersection Control. The lane configurations are essentially the same as the existing conditions with the exception of improvements to be constructed by the Project along the frontage of the Project site.

## 11.2 - Year 2035 With-Project Traffic Volumes

The year 2035 with-Project conditions peak-hour traffic volumes are determined by adding the 2035 baseline traffic volumes and the Project traffic volumes. The year 2035 with-Project conditions peak-hour traffic volumes are presented in Figure 30, 2035 With Project Weekday Peak Hour Traffic Volumes and Figure 31, 2035 With Project Saturday Peak Hour Traffic Volumes.

## 11.3 - Year 2035 With-Project Intersection LOS Analysis

The results of the year 2035 with-Project conditions intersection LOS analyses are summarized in Table 11.1. The intersection analysis sheets are presented in Appendix K. Project impacts are identified in bold type.

## Table 11.1
## Intersection Analysis Summary – 2035 With-Project Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Floral / SR 99 SB off | Signal | 18.3 | B | **148.9** | **F** | **166.9** | **F** |
| Floral / Highland | Signal | **37.4** | **D** | **146.6** | **F** | **198.9** | **F** |
| Floral / SR 99 NB off | Signal | 18.4 | B | **65.7** | **E** | **95.9** | **F** |
| Highland / SR 99 SB on | Signal | 26.9 | C | **43.2** | **D** | **51.4** | **D** |
| Highland / Rose | TWS | * | **F** | * | **F** | * | **F** |
| Highland / Nebraska | Signal | 26.4 | C | **116.8** | **F** | **62.3** | **E** |
| Nebraska / Thompson | AWS | **116.7** | **F** | **234.8** | **F** | **193.7** | **F** |
| Second / SR 99 SB | OWS | * | **F** | * | **F** | * | **F** |
| Second / SR 99 NB | OWS | **569.7** | **F** | **140.5** | **F** | **59.4** | **F** |
| Second / Whitson | Signal | **44.6** | **D** | **202.1** | **F** | **175.3** | **F** |
| Mountain View / Highland | Signal | **58.2** | **E** | **191.5** | **F** | **128.1** | **F** |
| Mountain View / Thompson | TWS | **924.6** | **F** | * | **F** | * | **F** |
| Mountain View / McCall | AWS | **324.9** | **F** | **837.9** | **F** | **726.8** | **F** |
| Mountain View / Dockery | TWS | * | **F** | * | **F** | * | **F** |
| Mountain View / SR 99 SB off | TWS | * | **F** | * | **F** | * | **F** |
| Mountain View / SR 99 SB on | Yield | 19.8 | C | **504.7** | **F** | **193.1** | **F** |
| Mountain View / SR 99 NB on | Yield | **247.8** | **F** | **1257.7** | **F** | **2409.5** | **F** |
| Mountain View / SR 99 NB off | OWS | * | **F** | * | **F** | * | **F** |
| Mountain View / Golden State | Signal | **165.3** | **F** | **711.3** | **F** | **948.9** | **F** |
| Mountain View / Bethel | TWS | * | **F** | * | **F** | * | **F** |
| Mountain View / Academy | TWS | * | **F** | * | **F** | * | **F** |
| Mountain View / Mendocino | Signal | **63.1** | **E** | **342.0** | **F** | **257.5** | **F** |
| Caruthers / Dockery | OWS | 8.7 | A | 8.7 | A | 8.9 | A |
| Golden State / Amber | OWS | 17.9 | C | * | **F** | * | **F** |
| Kamm / Thompson | OWS | 9.1 | A | 9.4 | A | 9.3 | A |
| Kamm / McCall | TWS | 11.3 | B | 12.7 | B | 11.2 | B |
| Kamm / Dockery | TWS | 9.0 | A | 9.1 | A | 9.1 | A |
| Kamm / Van Horn | TWS | 10.0 | B | 12.5 | B | 13.1 | B |
| Kamm / SR 99 SB off | TWS | 8.5 | A | 13.7 | B | 10.7 | B |
| Bethel / SR 99 NB on | OWS | 17.6 | C | **33.4** | **D** | 22.3 | C |
| Bethel / Golden State | AWS | 48.2 | **E** | **305.6** | **F** | **285.7** | **F** |
| Bethel / Kamm | AWS | 22.0 | C | **134.9** | **F** | **89.5** | **F** |
| Kamm / Academy | AWS | **69.1** | **F** | **416.5** | **F** | **328.0** | **F** |
| Bethel / SR 99 NB off | OWS | 16.5 | C | **187.5** | **F** | **36.5** | **E** |
| Bethel / Parkway-SR 99 SB on | OWS | 20.1 | C | * | **F** | **298.8** | **F** |
| Golden State / Phase 1 Access | OWS | * | **F** | * | **F** | * | **F** |
| Dockery / Phase 2 Access | OWS | 9.2 | A | 13.5 | B | 12.9 | B |
| Mountain View / Phase 3 Access | OWS | * | **F** | * | **F** | * | **F** |

* Delay exceeds calculation limits.

The Project causes significant impacts based on intersection LOS criteria at the following intersections:

- Floral Avenue / SR 99 southbound off ramp
- Floral Avenue / Highland Avenue
- Floral Avenue / SR 99 northbound off ramp
- Highland Avenue / SR 99 southbound on ramp
- Highland Avenue / Rose Avenue
- Highland Avenue / Nebraska Avenue
- Nebraska Avenue / Thompson Avenue
- Second Street / SR 99 southbound ramps
- Second Street / SR 99 northbound ramps
- Second Street / Whitson Street
- Mountain View Avenue / Highland Avenue
- Mountain View Avenue / Thompson Avenue
- Mountain View Avenue / McCall Avenue
- Mountain View Avenue / Dockery Avenue
- Mountain View Avenue / SR 99 southbound off ramp
- Mountain View Avenue / SR 99 southbound on ramp
- Mountain View Avenue / SR 99 northbound on ramp
- Mountain View Avenue / SR 99 northbound off ramp
- Mountain View Avenue / Golden State Boulevard
- Mountain View Avenue / Bethel Avenue
- Mountain View Avenue / Academy Avenue
- Mountain View Avenue / Mendocino Avenue
- Golden State Boulevard / Amber Avenue
- Bethel Avenue / SR 99 northbound on ramp
- Bethel Avenue / Golden State Boulevard
- Bethel Avenue / Kamm Avenue
- Kamm Avenue / Academy Avenue
- Bethel Avenue / SR 99 northbound off ramp
- Bethel Avenue / Parkway Drive-SR 99 southbound on ramp
- Phase 1 Site Access / Golden State Boulevard
- Phase 2 Site Access / Dockery Avenue
- Phase 3 Site Access / Mountain View Avenue

## 11.4 - Year 2035 With-Project Road Segment Analyses

The results of the year 2035 with-Project road segment analyses are summarized in Table 11.2. Project impacts are identified in bold type.

## Table 11.2
## Road Segment Analysis Summary – 2035 With-Project Conditions

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 967 | C | **1,526** | **E** | **1,608** | **E** |
| Thompson to McCall | 2U (<2) | **1,105** | **D** | **1,853** | **E** | **1,635** | **E** |
| McCall to Dockery | 2U (<2) | **1,445** | **E** | **2,446** | **E** | **2,338** | **E** |
| Dockery to SR 99 | 2U (<2) | **2,619** | **E** | **4,572** | **E** | **4,627** | **E** |
| SR 99 to Golden State | 2U (<2) | **3,129** | **E** | **5,729** | **E** | **6,059** | **E** |
| Golden State to Bethel | 4D-LT (<2) | 2,345 | B | **3,908** | **E** | **4,727** | **E** |
| Bethel to Academy | 2U (<2) | **1,913** | **E** | **3,080** | **E** | **3,178** | **E** |
| Academy to Mendocino | 2U (<2) | **1,800** | **E** | **2,817** | **E** | **2,717** | **E** |
| Mendocino to Madsen | 2U (<2) | **1,337** | **E** | **1,840** | **E** | **1,684** | **E** |
| Madsen to Zediker | 2U (<2) | **1,266** | **E** | **1,724** | **E** | **1,593** | **E** |
| Zediker to Fresno County Line | 2U (<2) | **1,259** | **E** | **1,621** | **E** | **1,472** | **E** |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 33 | B | 57 | B | 33 | B |
| Thompson to McCall | 2U (<2) | 27 | B | 49 | B | 37 | B |
| McCall to Dockery | 2U (<2) | 43 | B | 56 | B | 56 | B |
| Dockery to Van Horn | 2U (<2) | 43 | B | 57 | B | 56 | B |
| Van Horn to SR 99 | 2U (<2) | 251 | B | 443 | B | 520 | B |
| SR 99 to Academy | 2U (<2) | 848 | C | **1,411** | **E** | **1,235** | **E** |
| **McCall Avenue** | | | | | | | |
| Valley View to Mountain View | 2U (<2) | 969 | C | **1,685** | **E** | **1,171** | **E** |
| Mountain View to Caruthers | 2U (<2) | 757 | C | **1,315** | **E** | 746 | C |
| **Dockery Avenue** | | | | | | | |
| Mountain View to Caruthers | 2U (<2) | 794 | C | **1,385** | **E** | **1,363** | **E** |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 1,487 | B | 2,806 | C | 2,882 | C |
| Saginaw to Phase 1 main site access | 4D-LT (<2) | 1,413 | B | 2,866 | C | **3,444** | **E** |
| Phase 1 main site access to Mountain View | 4D-LT (<2) | 1,859 | B | **4,538** | **E** | **5,634** | **E** |
| Mountain View to Amber | 4D-LT (<2) | 1,041 | B | 2,299 | B | 3,068 | C |
| Amber to Bethel | 4D-LT (<2) | 1,026 | B | 2,169 | B | 2,365 | B |

2U - 2-lane undivided 4D-LT - 4-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

The Project is expected to cause significant impacts based on road segment LOS criteria at the following road segments:

- Mountain View Avenue between Highland and Thompson Avenues;
- Mountain View Avenue between Thompson and McCall Avenues;
- Mountain View Avenue between McCall and Dockery Avenues;
- Mountain View Avenue between Dockery Avenue and SR 99;
- Mountain View Avenue between SR 99 and Golden State Boulevard;
- Mountain View Avenue between Golden State Boulevard and Bethel Avenue;
- Mountain View Avenue between Bethel and Academy Avenues;
- Mountain View Avenue between Academy and Mendocino Avenues;
- Mountain View Avenue between Mendocino and Madsen Avenues;
- Mountain View Avenue between Madsen and Zediker Avenues;
- Mountain View Avenue between Zediker Avenue and the Fresno County line;
- Kamm Avenue between SR 99 and Academy Avenue;
- McCall Avenue between Valley View Street and Mountain View Avenue;
- McCall Avenue between Mountain View and Caruthers Avenues;
- Dockery Avenue between Mountain View and Caruthers Avenues;
- Golden State Boulevard between the Saginaw Avenue and the Phase 1 main site access;
- Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue.

## 11.5 - Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

## 11.6 - Year 2035 With-Project Conditions At-Grade Railroad Crossing Analyses

The results of the year 2035 with-Project at-grade railroad crossing analyses are summarized in Table 11.3. Average daily traffic volumes were estimated based on peak hour volumes. The number of trains per day was estimated by doubling the maximum number of trains observed during the video surveillance. Project impacts are identified in bold type.

**Table 11.3**
**Railroad Crossing Analysis Summary – 2035 With-Project Conditions**

| Crossing | Trains Per Day | ADT | Predicted Accident Frequency per Year | Warrant 9 |
|---|---|---|---|---|
| Highland north of Golden State | 14 | 24,119 | **0.033** | n/r |
| Floral east of Front Street | 14 | 27,179 | 0.033 | n/r |
| Thompson north of Front Street | 14 | 7,198 | 0.010 | Met |
| First Street east of Front Street | 14 | 6,110 | 0.009 | n/r |
| Second Street east of Front Street | 14 | 18,175 | **0.024** | n/r |
| Third Street east of Front Street | 14 | 6,210 | 0.009 | Met |
| Nebraska east of Golden State | 14 | 6,569 | 0.010 | Met |
| Saginaw east of Golden State | 14 | 2,060 | 0.003 | Met |
| Mountain View east of Golden State | 14 | 41,815 | **0.039** | n/r |
| Bethel east of Golden State | 14 | 15,238 | **0.022** | Met |
| Stroud east of Golden State | 14 | 4,215 | 0.006 | Met |

The combination of Phases 1 and 2 of the Project is expected to cause significant impacts based on predicted accident frequency criteria at the following at-grade railroad crossings:

- Highland Avenue north of Golden State Boulevard
- Second Street east of West Front Street
- Mountain View Avenue east of Golden State Boulevard
- Bethel Avenue east of Golden State Boulevard

## 11.7 - Year 2035 With-Project Conditions Impacts and Mitigations

Traffic impacts identified in the year 2035 With-Project conditions analyses are stated below, followed by the recommended mitigation. Recommended turn lane lengths shall be per the standards of the agency having jurisdiction unless otherwise noted. The mitigated intersection analysis sheets are included in Appendix L.

### Impact TR3-1

At the intersection of Floral Avenue and the SR 99 southbound off ramp, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

### Mitigation TR3-1

The intersection is currently signalized. The intersection shall be widened to provide a second left-turn lane on the westbound approach, a third through lane on the eastbound and westbound approaches, a second right-turn lane on the northbound approach, and a second right-turn lane on the southbound approach. The configuration of the intersection of Floral Avenue and the SR 99 southbound off ramp would be as follows:

Eastbound: three through lanes and one right-turn lane
Westbound: two left-turn lanes and three through lanes
Northbound: two right-turn lanes
Southbound: two left-turn lanes, one through lane, and two right-turn lanes

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. The City of Selma development impact fee program includes $3,000,000 for improvements at the Floral Avenue / SR 99 interchange.

Due to physical constraints, roadway alignment constraints, and right-of-way constraints, it is possible that the improvements recommended above will not be feasible. In the event that design reveals the recommended improvements, or portions thereof, are not feasible, the impact will not be fully mitigated.

### Impact TR3-2

At the intersection of Floral Avenue and Highland Avenue, the Project will contribute to a cumulative substandard LOS D during the a.m. peak hour and a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

### Mitigation TR3-2

The intersection is currently signalized. The intersection shall be widened to provide a second left-turn lane, a third through lane, and a second right-turn lane on the eastbound

approach, a third through lane and a dedicated right-turn lane on the westbound approach, and a second left-turn lane on the southbound approach. The configuration of the intersection of Floral Avenue and Highland Avenue would be as follows:

Eastbound: two left-turn lanes, three through lanes, and two right-turn lanes
Westbound: two left-turn lanes, three through lanes, and one right-turn lane
Northbound: two left-turn lanes, two through lanes, and one right-turn lane
Southbound: two left-turn lanes, two through lanes, and two right-turn lanes

With implementation of these improvements the intersection is expected to operate at LOS C during the a.m. peak hour, LOS D during the p.m. peak hour, and LOS E during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The calculated LOS D during the p.m. peak hour and LOS E during the weekend peak hour are considered to be the best-case scenario because additional lanes provide only marginal improvements in delay, are not warranted based on the traffic volumes in the lanes, and reduce ease of access for pedestrians by increasing the width of the intersection. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard during the p.m. peak hour only until the General Plan Update is in force.

Due to physical constraints, roadway alignment constraints, and right-of-way constraints, it is possible that the improvements recommended above may not be feasible. In the event that design reveals the recommended improvements, or portions thereof, are not feasible, the impact will not be fully mitigated.

**Impact TR3-3**

At the intersection of Floral Avenue and the SR 99 northbound off ramp, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and a cumulative substandard LOS F during the Saturday peak hour.

**Mitigation TR3-3**

The intersection is currently signalized. The intersection shall be widened to provide a second left-turn lane on the northbound approach. The configuration of the intersection of Floral Avenue and the SR 99 northbound off ramp would be as follows:

Eastbound: two through lanes
Westbound: two through lanes
Northbound: two left-turn lanes and one right-turn lane
Southbound: none

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. The City of Selma development impact fee program includes $3,000,000 for improvements at the Floral Avenue / SR 99 interchange.

**Impact TR3-4**

At the intersection of Highland Avenue and the SR 99 southbound on ramp, the Project will contribute to a cumulative substandard LOS D during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-4**

The intersection is currently signalized. The intersection shall be widened to provide a second left-turn lane on the southbound approach. The configuration of the intersection of Highland Avenue and the SR 99 southbound on ramp would be as follows:

Eastbound: two right-turn lanes
Westbound: none
Northbound: two through lanes and one right-turn lane
Southbound: two left-turn lanes (minimum 275 feet) and two through lanes

This configuration requires widening of the on ramp to receive traffic from the two southbound left-turn lanes.

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-5**

At the intersection of Highland Avenue and Rose Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-5**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide two left-turn lanes and a right-turn lane on the eastbound approach and a left-turn lane and a right-turn lane on the westbound approach. The configuration of the intersection of Highland Avenue and Rose Avenue would be as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane
Westbound: one left-turn lane, one through lane, and one right-turn lane
Northbound: one left-turn lane, two through lanes, and one right-turn lane
Southbound: one left-turn lane, two through lanes, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. The City of Selma development impact fee program includes $281,250 for traffic signals at the intersection of Highland Avenue and Rose Avenue.

**Impact TR3-6**

At the intersection of Highland Avenue and Nebraska Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-6**

The intersection is currently signalized. The intersection shall be widened to provide two left-turn lanes and a right-turn lane on the eastbound approach and a left-turn lane and a right-turn lane on the westbound approach. The configuration of the intersection of Highland Avenue and Nebraska Avenue would be as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane
Westbound: one left-turn lane, one through lane, and one right-turn lane
Northbound: one left-turn lane, two through lanes, and one right-turn lane
Southbound: one left-turn lane, two through lanes, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-7**

At the intersection of Nebraska Avenue and Thompson Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-7**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a left-turn lane on all four approaches and right-turn lanes on the eastbound and northbound approaches. The configuration of the intersection of Nebraska Avenue and Thompson Avenue would be as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane
Westbound: one left-turn lane (minimum 275 feet) and one through lane with a shared right turn
Northbound: one left-turn lane, one through lane, and one right-turn lane
Southbound: one left-turn lane and one through lane with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. The City of Selma development impact fee program includes $312,500 for traffic signals at the intersection of Nebraska Avenue and Thompson Avenue.

Due to physical constraints, roadway alignment constraints, and right-of-way constraints, it is possible that the improvements recommended above may not be feasible. In the event that design reveals the recommended improvements, or portions thereof, are not feasible, the impact will not be fully mitigated.

Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, the following configuration is recommended after the General Plan Update is in force:

Eastbound: one left-turn lane and, one through lane with a shared right turn
Westbound: one left-turn lane (minimum 275 feet) and one through lane with a shared right turn
Northbound: one left-turn lane, one through lane, and one right-turn lane
Southbound: one left-turn lane and one through lane with a shared right turn

**Impact TR3-8**

At the intersection of Second Street and the SR 99 southbound ramps, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-8**

This mitigation is identical to that required for Phase 2 of the Project. Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing. The existing configuration of the intersection will remain. With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. The City of Selma development impact fee program includes $1,500,000 for improvements at the Second Street / SR 99 interchange.

**Impact TR3-9**

At the intersection of Second Street and the SR 99 northbound ramps, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-9**

This mitigation is identical to that required for Phase 2 of the Project. Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on the eastbound approach. The configuration of the intersection of Second Street and the SR 99 northbound ramps would be as follows:

Eastbound: one left-turn lane and two through lanes
Westbound: two through lanes with a shared right turn
Northbound: one shared left-turn/through lane and one right-turn lane
Southbound: none

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. The City of Selma development impact fee program includes $1,500,000 for improvements at the Second Street / SR 99 interchange.

**Impact TR3-10**

At the intersection of Second Street and Whitson Street, the Project will contribute to a cumulative substandard LOS D during the a.m. peak hour and a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-10**

The intersection is currently signalized. The intersection shall be widened to provide a second left-turn lane and one right-turn lane on all four approaches and a third through lane on the northbound and southbound approaches. The configuration of the intersection of Second Street and Whitson Street would be as follows (assuming Whitson Street is the north-south street):

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane
Westbound: two left-turn lanes, two through lanes, and one right-turn lane
Northbound: two left-turn lanes, three through lanes, and one right-turn lane
Southbound: one left-turn lane and three through lanes with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS C during the a.m. peak hour and LOS D during the p.m. and Saturday peak hours. These improvements are not included in a transportation impact fee program.

The calculated LOS D during the p.m. and weekend peak hour is considered to be the best-case scenario because additional lanes provide only marginal improvements in delay, are not warranted based on the traffic volumes in the lanes, and reduce ease of access for pedestrians by increasing the width of the intersection. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard (by the City's standards) only until the General Plan Update is in force.

Due to physical constraints, roadway alignment constraints, and right-of-way constraints, it is possible that the improvements recommended above may not be feasible. In the event that design reveals the recommended improvements, or portions thereof, are not feasible, the impact will not be fully mitigated.

**Impact TR3-11**

At the intersection of Mountain View Avenue and Highland Avenue, the Project will contribute to a cumulative substandard LOS E during the a.m. peak hour and a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-11**

The intersection is currently signalized. The intersection shall be widened to provide a second through lane on all four approaches and a right-turn lane on the northbound and southbound approaches. The configuration of the intersection of Mountain View Avenue and Highland Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane, two through lanes, and one right-turn lane
Southbound: one left-turn lane, two through lanes, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-12**

At the intersection of Mountain View Avenue and Thompson Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-12**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide one left-turn lane and two through lanes on all four approaches. The configuration of the intersection of Mountain View Avenue and Thompson Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane and two through lanes with a shared right turn
Southbound: one left-turn lane and two through lanes with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-13**

At the intersection of Mountain View Avenue and McCall Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-13**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated left-turn lane on all approaches, two left-turn lanes on the southbound approach, and a dedicated right-turn lane on the westbound approach. The configuration of the intersection of Mountain View Avenue and McCall Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane (minimum 300 feet), two through lanes, and one right-turn lane
Northbound: one left-turn lane and two through lanes with a shared right turn
Southbound: two left-turn lanes and two through lanes with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-14**

At the intersection of Mountain View Avenue and Dockery Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-14**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened. The configuration of the intersection of Mountain View Avenue and Dockery Avenue would be as follows:

Eastbound: two left-turn lanes, three through lanes, and one right-turn lane
Westbound: two left-turn lanes (minimum 1,225 feet), three through lanes, and one right-turn lane
Northbound: two left-turn lanes (minimum 350 feet), one through lane, and two right-turn lanes
Southbound: two left-turn lanes, one through lane, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the a.m. peak hour, LOS E during the p.m. peak hour, and LOS F during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The mitigation recommended above reflects our opinion of the most practical approach to the intersection configuration. If the City of Selma considers triple left-turn lanes acceptable, the intersection could operate at LOS D during the Saturday peak hour if the westbound approach is constructed with three left-turn lanes and three through lanes.

**Impact TR3-15**

At the intersection of Mountain View Avenue and the SR 99 southbound off ramp, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-15**

The Mountain View Avenue interchange on SR 99 should be reconstructed as a Type L-9 interchange is described in Chapter 500 of the Caltrans *Highway Design Manual* dated September 1, 2006. The Type L-9 interchange eliminates left turns from Mountain View Avenue to the freeway on ramps and replaces them with loop on ramps that are entered from the right lane of Mountain View Avenue. (For reference purposes, the existing interchange on SR 180 at Marks Avenue in Fresno, California is a relatively new and nearby example of a Type L-9 interchange.)

The configuration of the intersection of Mountain View Avenue and the SR 99 southbound on and off ramps would be as follows:

Eastbound: three through lanes and one right-turn lane or slip ramp to SR 99 southbound direct on ramp
Westbound: three through lanes and one right-turn lane or slip ramp to SR 99 southbound loop on ramp
Northbound: none
Southbound: two left-turn lanes and three right-turn lanes

With implementation of these improvements the intersection is expected to operate at LOS B during the a.m. peak hour, LOS C during the p.m. peak hour, and LOS D during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The calculated LOS D during the weekend peak hour is considered to be the best-case scenario because additional lanes provide only marginal improvements in delay, are not

warranted based on the traffic volumes in the lanes, and reduce ease of access for pedestrians by increasing the width of the intersection. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard (by the City's standards) only until the General Plan Update is in force and the intersection is annexed into the City of Selma.

**Impact TR3-16**

At the intersection of Mountain View Avenue and the SR 99 southbound on ramp, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-16**

See Mitigation TR3-15.

**Impact TR3-17**

At the intersection of Mountain View Avenue and the SR 99 northbound on ramp, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-17**

See Mitigation TR3-15.

The configuration of the intersection of Mountain View Avenue and the SR 99 northbound on and off ramps would be as follows:

| | |
|---|---|
| Eastbound: | three through lanes and one right-turn lane or slip ramp to SR 99 northbound loop on ramp |
| Westbound: | three through lanes and one right-turn lane or slip ramp to SR 99 northbound direct on ramp |
| Northbound: | two left-turn lanes and one right-turn lane |
| Southbound: | none |

With implementation of these improvements the intersection is expected to operate at LOS A during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-18**

At the intersection of Mountain View Avenue and the SR 99 northbound off ramp, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-18**

See Mitigation TR3-17.

**Impact TR3-19**

At the intersection of Mountain View Avenue and Golden State Boulevard, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-19**

This mitigation is identical to that required for Phase 2 of the Project with the exception of the length of the turn lanes. The intersection is currently signalized and is adjacent to a

railroad track. In addition to the improvements required for Phase 1 of the Project, the intersection shall be widened to provide a third through lane and a second right-turn lane on all four approaches. The configuration of the intersection of Mountain View Avenue and Golden State Boulevard would be as follows:

| | |
|---|---|
| Eastbound: | two left-turn lanes (minimum 825 feet), three through lanes, and two right-turn lanes |
| Westbound: | two left-turn lanes, three through lanes, and two right-turn lanes |
| Northbound: | two left-turn lanes (minimum 350 feet), three through lanes, and two right-turn lanes |
| Southbound: | two left-turn lanes (minimum 450 feet), three through lanes, and two right-turn lanes |

Modification of the traffic signal system at the intersection shall include installation of pre-signals at the existing at-grade railroad crossing.

With implementation of these improvements the intersection is expected to operate at LOS C during the a.m. peak hour, LOS E during the p.m. peak hour, and LOS F during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The proposed intersection configuration is considered to be the maximum feasible intersection configuration. Further improvements could be achieved by implementing the ultimate mitigation as described.

**Ultimate Mitigation**

To alleviate the severe congestion and long queues associated with the mitigation described above at the intersection of Mountain View Avenue and Golden State Boulevard, especially when trains pass by, an ultimate solution involving a grade separation should be considered. Such a project would require a substantial amount of engineering study to investigate feasible alternatives. A similar process is underway in Fresno, California for the proposed SR 99 interchange at Veterans Boulevard, which is also adjacent to Golden State Boulevard and the UPRR railroad. Potential alternatives for the Veterans Boulevard interchange project are similar to those that may be considered at the Mountain View Avenue / Golden State Boulevard intersection and can be reviewed on the following web site:

www.fresno.gov/Government/DepartmentDirectory/PublicWorks/TrafficEngineering/

**Impact TR3-20**

At the intersection of Mountain View Avenue and Bethel Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-20**

Traffic signal warrants are expected to be met at the intersection. In addition to the mitigations required for Phase 2 of the Project (signalization and widening), the intersection shall be widened to provide a second through lane on the northbound and southbound approaches. The configuration of the intersection of Mountain View Avenue and Bethel Avenue would be as follows:

Eastbound: one left-turn lane and two through lanes with a shared right turn
Westbound: one left-turn lane and two through lanes with a shared right turn
Northbound: one left-turn lane and two through lanes with a shared right turn
Southbound: one left-turn lane and two through lanes with a shared right turn

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program. Measure C Rural Project I is currently in the design phase and is funded to construct widening of Mountain View Avenue from Bethel Avenue to the Tulare County line.

**Impact TR3-21**

At the intersection of Mountain View Avenue and Academy Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-21**

Traffic signal warrants are expected to be met at the intersection. In addition to the mitigations required for Phase 2 of the Project (signalization and widening), the intersection shall be widened to provide a second left-turn lane on the eastbound approach and a dedicated right-turn lane on all approaches. The configuration of the intersection of Mountain View Avenue and Academy Avenue would be as follows:

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane
Westbound: one left-turn lane, two through lanes, and one right-turn lane
Northbound: one left-turn lane, one through lane, and one right-turn lane
Southbound: one left-turn lane, one through lane, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct the portion of this improvement required as a mitigation for Phase 2 of the Project. The second left-turn lane and dedicated right-turn lanes are not expected to be included in the Measure C project.

**Impact TR3-22**

At the intersection of Mountain View Avenue and Mendocino Avenue, the Project will contribute to a cumulative substandard LOS E during the a.m. peak hour and a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-22**

The intersection is currently signalized. In addition to the mitigations required for Phase 2 of the Project (widening), the intersection shall be widened to provide a second left-turn lane on the eastbound approach and dedicated right-turn lanes on all four approaches. The configuration of the intersection of Mountain View Avenue and Mendocino Avenue would be as follows:

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane
Westbound: one left-turn lane, two through lanes, and one right-turn lane
Northbound: one left-turn lane, one through lane, and one right-turn lane
Southbound: one left-turn lane, one through lane, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct the portion of this improvement required as a mitigation for Phase 2 of the Project. The second left-turn lane and dedicated right-turn lanes are not expected to be included in the Measure C project.

**Impact TR3-23**

At the intersection of Golden State Boulevard and Amber Avenue, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-23**

The intersection shall be modified to allow right-in/right-out access only. Left turns movements will not be permitted at the intersection. With implementation of these improvements the intersection is expected to operate at LOS C during the p.m. peak hour and LOS F during the weekend peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-24**

At the intersection of Bethel Avenue and the SR 99 northbound on ramp, the Project will contribute to a cumulative substandard LOS D during the p.m. peak hour.

**Mitigation TR3-24**

The addition of lanes at the intersection of Bethel Avenue and the SR 99 northbound on ramp will not mitigate the substandard levels of service. Traffic signal warrants are not expected to be satisfied. The substandard level of service is experienced by only a few vehicles. Therefore, there is no feasible mitigation.

**Impact TR3-25**

At the intersection of Bethel Avenue and Golden State Boulevard, the Project will contribute to a cumulative substandard LOS E during the a.m. peak hour and a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-25**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide the following configuration (assuming Golden State Boulevard is the north-south street):

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane
Westbound: one left-turn lane, two through lanes, and one right-turn lane
Northbound: one left-turn lane, two through lanes, and one right-turn lane
Southbound: two left-turn lanes, two through lanes, and one right-turn lane

The traffic signal system at the intersection shall include installation of pre-signals at the existing at-grade railroad crossing or should be coordinated with traffic signals at the intersection of Bethel and Kamm Avenues.

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

Due to physical constraints (including the existing railroad), roadway alignment constraints, and right-of-way constraints, it is possible that the improvements recommended above may not be feasible. In the event that design reveals the recommended improvements, or portions thereof, are not feasible, the impact will not be fully mitigated.

**Impact TR3-26**

At the intersection of Bethel Avenue and Kamm Avenue, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-26**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide the following configuration (assuming for the descriptions below that Kamm Avenue is the north-south street):

Eastbound: one through lane and one right-turn lane
Westbound: one left-turn lane and one through lane
Northbound: one left-turn lane and one right-turn lane
Southbound: none

The traffic signal system at the intersection shall include installation of pre-signals at the existing at-grade railroad crossing or should be coordinated with traffic signals at the intersection of Bethel Avenue and Golden State Boulevard.

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

Due to physical constraints (including the existing railroad), roadway alignment constraints, and right-of-way constraints, it is possible that the improvements recommended above may not be feasible. In the event that design reveals the recommended improvements, or portions thereof, are not feasible, the impact will not be fully mitigated.

**Impact TR3-27**

At the intersection of Kamm Avenue and Academy Avenue, the Project will contribute to a cumulative substandard LOS F during all peak hours.

**Mitigation TR3-27**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide the following configuration:

Eastbound: one left-turn lane, two through lanes, and one right-turn lane
Westbound: one left-turn lane, two through lanes, and one right-turn lane
Northbound: one left-turn lane, two through lanes, and one right-turn lane
Southbound: one left-turn lane, two through lanes, and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-28**

At the intersection of Bethel Avenue and the SR 99 northbound off ramp, the Project will contribute to a cumulative substandard LOS F during the p.m. peak hour and a cumulative substandard LOS E during the Saturday peak hour.

**Mitigation TR3-28**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide a dedicated right-turn lane on the westbound approach. The configuration of the intersection of Bethel Avenue and the SR 99 northbound off ramp would be as follows:

Eastbound: none
Westbound: one left-turn lane and one right-turn lane
Northbound: one through lane
Southbound: one through lane

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-29**

At the intersection of Bethel Avenue and Parkway Drive/SR 99 southbound on ramp, the Project will contribute to a cumulative substandard LOS F during the p.m. and Saturday peak hours.

**Mitigation TR3-29**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing and widened to provide the following configuration:

Eastbound: one left-turn lane, one through lane, and one right-turn lane
Westbound: none
Northbound: one left-turn lane and one through lane
Southbound: two left-turn lanes and one through lane with a shared right turn

This configuration requires widening of the on ramp to receive traffic from the two southbound left-turn lanes.

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-30**

At the intersection of the Phase 1 Site Access and Golden State Boulevard, the Project driveway will operate at LOS F during all peak hours if one-way stop sign control is installed.

**Mitigation TR3-30**

In addition to the mitigations required for Phases 1 and 2 of the Project (signalization and widening), the intersection shall be widened to provide a third through lane on the northbound and southbound approaches. The configuration of the intersection of the Phase 1 Site Access and Golden State Boulevard would be as follows:

Eastbound: two left-turn lanes and two right-turn lanes
Westbound: none
Northbound: two left-turn lanes (minimum 525 feet) and three through lanes
Southbound: three through lanes and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS B during the a.m. peak hour, LOS D during the p.m. peak hour, and LOS E during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The mitigation recommended above reflects our opinion of the most practical approach to the intersection configuration. If the City of Selma considers triple left-turn lanes acceptable, the intersection could operate at LOS D during the Saturday peak hour if the northbound approach is constructed with three left-turn lanes and three through lanes.

As a second alternative, the site plan could be modified to provide a second signalized main access so that northbound left turns from Golden State Boulevard into the Project are not concentrated at one location.

**Impact TR3-31**

The Project mitigations required along Mountain View Avenue will cause a secondary impact at the intersection of the Phase 2 Site Access and Dockery Avenue. The intersection

of the Phase 2 Site Access and Dockery Avenue will operate at LOS F during all peak hours if stop sign control is installed.

**Mitigation TR3-31**

This mitigation is identical to that required for Phase 2 of the Project with the exception of the length of the turn lanes. Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing. The configuration of the intersection of the Phase 2 Site Access and Dockery Avenue would be as follows:

Eastbound: none
Westbound: one left-turn lane and one right-turn lane
Northbound: one through lane and one right-turn lane
Southbound: two left-turn lanes (minimum 500 feet) and one through lane

With implementation of these improvements the intersection is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-32**

At the intersection of the Phase 3 Site Access and Mountain View Avenue, the Project driveway will operate at LOS F during all peak hours if one-way stop sign control is installed.

**Mitigation TR3-32**

Traffic signal warrants are expected to be met at the intersection. The intersection shall be signalized with protected left-turn phasing. The configuration of the intersection of the Phase 3 Site Access and Mountain View Avenue would be as follows:

Eastbound: one left-turn lane and three through lanes
Westbound: three through lanes and one right-turn lane (minimum 475 feet)
Northbound: none
Southbound: two left-turn lanes (minimum 325 feet) and one right-turn lane

With implementation of these improvements the intersection is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-33**

On Mountain View Avenue between Highland and Thompson Avenues, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-33**

Mountain View Avenue between Highland and Thompson Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-34**

On Mountain View Avenue between Thompson and McCall Avenues, the Project will contribute to a cumulative substandard LOS D during the a.m. peak hour and a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-34**

Mountain View Avenue between Thompson and McCall Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-35**

On Mountain View Avenue between McCall and Dockery Avenues, the Project will contribute to a cumulative substandard LOS E during the all peak hours.

**Mitigation TR3-35**

Mountain View Avenue between McCall and Dockery Avenues shall be widened to six lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-36**

On Mountain View Avenue between Dockery Avenue and SR 99, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR3-36**

Mountain View Avenue between Dockery Avenue and SR 99 shall be widened to six lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the a.m. peak hour and LOS E during the p.m. and Saturday peak hours. These improvements are not included in a transportation impact fee program.

The calculated LOS E during the p.m. and weekend peak hours is considered to be the best-case scenario because, with the construction of long westbound left-turn lanes as required at the intersection of Mountain View Avenue and Dockery Avenue and a free right turn to the southbound SR 99 on ramp, the road segment will actually have more than six lanes and is likely to function as an eight-lane arterial with respect to the Florida tables. Since the road segment is relatively short, intersection operations are expected to govern the LOS that is experienced by drivers. Furthermore, additional through lanes provide only marginal improvements because lanes are not typically evenly utilized near site access locations, reduce ease of access for pedestrians by increasing the widths of intersections, and create substantial additional ongoing maintenance costs to the City.

**Impact TR3-37**

On Mountain View Avenue between SR 99 and Golden State Boulevard, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR3-37**

Mountain View Avenue between the SR 99 northbound ramps and Golden State Boulevard shall be widened to six lanes with a median. With implementation of these improvements and other required intersection mitigations the road segment is expected to operate at LOS C during the a.m. peak hour and LOS F during the p.m. and Saturday peak hours. These improvements are not included in a transportation impact fee program.

The calculated LOS F during the p.m. and weekend peak hours is considered to be the best-case scenario because, with the construction of long eastbound left-turn lanes as required at the intersection of Mountain View Avenue and Golden State Boulevard and a free right turn to the northbound SR 99 on ramp, the road segment will actually have more than six lanes and is likely to function as an eight-lane arterial with respect to the Florida tables. Since the road segment is relatively short, intersection operations are expected to govern the LOS that is experienced by drivers. Furthermore, additional through lanes provide only marginal improvements because lanes are not typically evenly utilized near site access locations, reduce ease of access for pedestrians by increasing the widths of intersections, and create substantial additional ongoing maintenance costs to the City.

**Impact TR3-38**

On Mountain View Avenue between Golden State Boulevard and Bethel Avenue, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-38**

Mountain View Avenue between Golden State Boulevard and Bethel Avenue shall be widened to six lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the a.m. and p.m. peak hours and LOS D during the Saturday peak hour. These improvements are not included in a transportation impact fee program.

The calculated LOS D during the weekend peak hours is considered to be the best-case scenario because additional lanes (an eight-lane arterial) provide only marginal improvements because lanes are not typically evenly utilized near site access locations, reduce ease of access for pedestrians by increasing the widths of intersections, and create substantial additional ongoing maintenance costs to the City. Considering that the City of Selma's pending General Plan Update considers LOS D as acceptable, this mitigation would be substandard only until the General Plan Update is in force and the roadway is annexed into the City of Selma.

**Impact TR3-39**

On Mountain View Avenue between Bethel and Academy Avenues, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR3-39**

Mountain View Avenue between Bethel and Academy Avenues shall be widened to six lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to widen Mountain View Avenue to four lanes. Therefore, the Project would be responsible for a fair share of only the two outside lanes.

**Impact TR3-40**

On Mountain View Avenue between Academy and Mendocino Avenues, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR3-40**

This mitigation is identical to that required for Phase 1 and Phase 2 of the Project. Mountain View Avenue between Academy and Mendocino Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS C during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR3-41**

On Mountain View Avenue between Mendocino and Madsen Avenues, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR3-41**

This mitigation is identical to that required for Phase 2 of the Project. Mountain View Avenue between Mendocino and Madsen Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR3-42**

On Mountain View Avenue between Madsen and Zediker Avenues, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR3-42**

This mitigation is identical to that required for Phase 2 of the Project. Mountain View Avenue between Madsen and Zediker Avenues shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR3-43**

On Mountain View Avenue between Zediker Avenue and the Fresno County line, the Project will contribute to a cumulative substandard LOS E during all peak hours.

**Mitigation TR3-43**

This mitigation is identical to that required for Phase 2 of the Project. Mountain View Avenue between Zediker Avenue and the Fresno County line shall be widened to four lanes with a median. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

Measure C Rural Project I is currently in the design phase and is funded to construct this improvement. Therefore, the Project will not be required to implement this mitigation.

**Impact TR3-44**

On Kamm Avenue between SR 99 and Academy Avenue, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-44**

Kamm Avenue between SR 99 and Academy Avenue shall be widened to four lanes. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-45**

On McCall Avenue between Valley View Street and Mountain View Avenue, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-45**

McCall Avenue between Valley View Street and Mountain View Avenue shall be widened to four lanes. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-46**

On McCall Avenue between Mountain View and Caruthers Avenues, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour.

**Mitigation TR3-46**

McCall Avenue between Mountain View and Caruthers Avenues shall be widened to four lanes. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-47**

On Dockery Avenue between Mountain View and Caruthers Avenues, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-47**

Dockery Avenue between Mountain View and Caruthers Avenues shall be widened to four lanes. With implementation of these improvements the road segment is expected to operate

at LOS B during the worst-case peak hour. These improvements are not included in a transportation impact fee program.

**Impact TR3-48**

On Golden State Boulevard between Saginaw Avenue and the Phase 1 main site access, the Project will contribute to a cumulative substandard LOS E during the Saturday peak hour.

**Mitigation TR3-48**

Golden State Boulevard between Saginaw Avenue and the Phase 1 main site access shall be widened to six lanes. With implementation of these improvements the road segment is expected to operate at LOS B during the worst-case peak hour.

The City of Selma development impact fee program includes $2,235,725 for improvements on Golden State Boulevard between Nebraska Avenue and Mountain View Avenue.

**Impact TR3-49**

On Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue, the Project will contribute to a cumulative substandard LOS E during the p.m. peak hour and the Saturday peak hour.

**Mitigation TR3-49**

Golden State Boulevard between the Phase 1 main site access and Mountain View Avenue shall be widened to six lanes with a median. In the southbound direction, the required third southbound lane may be constructed as a trapped extension of a southbound right-turn lane at the intersection of Mountain View Avenue and Golden State Boulevard.

With implementation of these improvements the road segment is expected to operate at LOS C during the a.m. peak hour, but would operate at substandard LOS E during the p.m. peak hour and substandard LOS F during the Saturday peak hour.

The calculated LOS E during the p.m. peak hour and LOS F during the weekend peak hour is considered to be the best-case scenario because, with the construction of long northbound left-turn lanes as required at the intersection of Golden State Boulevard and the Phase 1 main site access long southbound right-turn lanes at the intersection of Mountain View Avenue and Golden State Boulevard, the road segment will actually have more than six lanes and is likely to function as an eight-lane arterial with respect to the Florida tables. Since the road segment is relatively short, intersection operations are expected to govern the LOS that is experienced by drivers. Furthermore, additional through lanes provide only marginal improvements because lanes are not typically evenly utilized near site access locations, reduce ease of access for pedestrians by increasing the widths of intersections, and create substantial additional ongoing maintenance costs to the City.

The City of Selma development impact fee program includes $2,235,725 for improvements on Golden State Boulevard between Nebraska Avenue and Mountain View Avenue.

**Impact TR3-50**

At the Highland Avenue at-grade railroad crossing north of Golden State Avenue, the Project will exacerbate a predicted accident frequency that exceeds 0.02 accidents per year without the Project.

**Mitigation TR3-50**

The crossing shall be equipped with a pre-signal. With implementation of this improvement the predicted accident frequency is expected to be reduced to pre-Project levels. These improvements are not included in a transportation impact fee program.

**Impact TR3-51**

At the Second Street at-grade railroad crossing east of West Front Street, the Project will exacerbate a predicted accident frequency that exceeds 0.02 accidents per year without the Project.

**Mitigation TR3-51**

The crossing shall be equipped with a raised median. With implementation of this improvement the predicted accident frequency is expected to be reduced to pre-Project levels. These improvements are not included in a transportation impact fee program.

**Impact TR3-52**

At the Mountain View Avenue at-grade railroad crossing east of Golden State Boulevard, the Project will cause the predicted accident frequency to exceed 0.02 accidents per year.

**Mitigation TR3-52**

This mitigation is identical to that required for Phase 1 and Phase 2 of the Project. In conjunction with the mitigations required at the adjacent intersection of Mountain View Avenue and Golden State Boulevard, the crossing shall be equipped with a pre-signal and pedestrian access. With implementation of this improvement the predicted accident frequency is expected to be reduced to pre-Project levels. These improvements are not included in a transportation impact fee program.

**Impact TR3-53**

At the Bethel Avenue at-grade railroad crossing east of Golden State Boulevard, the Project will cause the predicted accident frequency to exceed 0.02 accidents per year.

**Mitigation TR3-53**

The crossing shall be equipped with a raised median. With implementation of this improvement the predicted accident frequency is expected to be reduced to pre-Project levels. These improvements are not included in a transportation impact fee program.

## 11.8 – Mitigated Year 2035 With-Project Conditions

Tables 11.4 and 11.5 present levels of service for the mitigated conditions, with the mitigated locations presented in italics.

## Table 11.4
## Intersection Analysis Summary – Mitigated 2035 With-Project Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| *Floral / SR 99 SB off* | *Signal* | *14.1* | *B* | *31.5* | *C* | *32.3* | *C* |
| *Floral / Highland* | *Signal* | *24.3* | *C* | *48.2* | *D* | *56.4* | *E* |
| *Floral / SR 99 NB off* | *Signal* | *9.6* | *A* | *15.0* | *B* | *19.6* | *B* |
| *Highland / SR 99 SB on* | *Signal* | *14.6* | *B* | *19.7* | *B* | *18.3* | *B* |
| *Highland / Rose* | *Signal* | *17.0* | *B* | *28.8* | *C* | *26.1* | *C* |
| *Highland / Nebraska* | *Signal* | *14.1* | *B* | *23.4* | *C* | *17.9* | *B* |
| *Nebraska / Thompson* | *Signal* | *22.3* | *C* | *32.9* | *C* | *27.4* | *C* |
| *Second / SR 99 SB* | *Signal* | *21.2* | *C* | *26.1* | *C* | *29.0* | *C* |
| *Second / SR 99 NB* | *Signal* | *18.8* | *B* | *21.0* | *C* | *18.3* | *B* |
| *Second / Whitson* | *Signal* | *22.7* | *C* | *38.1* | *D* | *38.9* | *D* |
| *Mountain View / Highland* | *Signal* | *21.3* | *C* | *31.2* | *C* | *29.9* | *C* |
| *Mountain View / Thompson* | *Signal* | *18.5* | *B* | *24.3* | *C* | *26.6* | *C* |
| *Mountain View / McCall* | *Signal* | *23.9* | *C* | *33.8* | *C* | *25.9* | *C* |
| *Mountain View / Dockery* | *Signal* | *30.3* | *C* | *67.2* | *E* | *81.1* | *F* |
| *Mountain View / SR 99 SB off*<br>*Mountain View / SR 99 SB on* | *Signal* | *11.6* | *B* | *34.6* | *C* | *41.7* | *D* |
| *Mountain View / SR 99 NB on*<br>*Mountain View / SR 99 NB off* | *Signal* | *7.9* | *A* | *8.0* | *A* | *9.0* | *A* |
| *Mountain View / Golden State* | *Signal* | *25.3* | *C* | *77.6* | *E* | *164.8* | *F* |
| *Mountain View / Bethel* | *Signal* | *17.5* | *B* | *29.4* | *C* | *29.7* | *C* |
| *Mountain View / Academy* | *Signal* | *20.1* | *C* | *34.9* | *C* | *27.9* | *C* |
| *Mountain View / Mendocino* | *Signal* | *23.3* | *C* | *31.3* | *C* | *30.3* | *C* |
| Caruthers / Dockery | OWS | 8.7 | A | 8.7 | A | 8.9 | A |
| *Golden State / Amber* | *OWS* | *10.0* | *B* | *23.9* | *C* | *52.6* | *F* |
| Kamm / Thompson | OWS | 9.1 | A | 9.4 | A | 9.3 | A |
| Kamm / McCall | TWS | 11.3 | B | 12.7 | B | 11.2 | B |
| Kamm / Dockery | TWS | 9.0 | A | 9.1 | A | 9.1 | A |
| Kamm / Van Horn | TWS | 10.0 | B | 12.5 | B | 13.1 | B |
| Kamm / SR 99 SB off | TWS | 8.5 | A | 13.7 | B | 10.7 | B |
| Bethel / SR 99 NB on | OWS | 17.6 | C | 33.4 | D* | 22.3 | C |
| *Bethel / Golden State* | *Signal* | *25.9* | *C* | *36.3* | *D* | *33.5* | *D* |
| *Bethel / Kamm* | *Signal* | *22.6* | *C* | *35.7* | *D* | *28.0* | *C* |
| *Kamm / Academy* | *Signal* | *19.3* | *B* | *27.2* | *C* | *24.3* | *C* |
| *Bethel / SR 99 NB off* | *Signal* | *6.8* | *A* | *14.6* | *B* | *8.0* | *A* |
| *Bethel / Parkway-SR 99 SB on* | *Signal* | *11.5* | *B* | *17.5* | *B* | *14.9* | *B* |
| *Golden State / Phase 1 Access* | *Signal* | *11.1* | *B* | *38.0* | *D* | *70.8* | *E* |
| *Dockery / Phase 2 Access* | *Signal* | *12.4* | *B* | *13.1* | *B* | *17.8* | *B* |
| *Mountain View / Phase 3 Access* | *Signal* | *9.8* | *A* | *18.4* | *B* | *24.3* | *C* |

* No feasible mitigation.

## Table 11.5
## Road Segment Analysis Summary – Mitigated 2035 With-Project Conditions

| Road Segment | Lanes and Median | A.M. Peak Hour | | P.M. Peak Hour | | Weekend | |
|---|---|---|---|---|---|---|---|
| | | Volume | LOS | Volume | LOS | Volume | LOS |
| **Mountain View Avenue** | | | | | | | |
| *Highland to Thompson* | *4D-LT (>2)* | *967* | *C* | *1,526* | *C* | *1,608* | *C* |
| *Thompson to McCall* | *4D-LT (>2)* | *1,105* | *C* | *1,853* | *C* | *1,635* | *C* |
| *McCall to Dockery* | *6D-LT (>2)* | *1,445* | *C* | *2,446* | *C* | *2,338* | *C* |
| *Dockery to SR 99* | *6D-LT (>2)* | *2,619* | *C* | *4,572* | *E* | *4,627* | *E* |
| *SR 99 to Golden State* | *6D-LT (>2)* | *3,129* | *C* | *5,729* | *F* | *6,059* | *F* |
| *Golden State to Bethel* | *6D-LT (<2)* | *2,345* | *B* | *3,908* | *B* | *4,727* | *D* |
| *Bethel to Academy* | *6D-LT (<2)* | *1,913* | *B* | *3,080* | *B* | *3,178* | *B* |
| *Academy to Mendocino* | *4D-LT (<2)* | *1,800* | *B* | *2,817* | *C* | *2,717* | *C* |
| *Mendocino to Madsen* | *4D-LT (<2)* | *1,337* | *B* | *1,840* | *B* | *1,684* | *B* |
| *Madsen to Zediker* | *4D-LT (<2)* | *1,266* | *B* | *1,724* | *B* | *1,593* | *B* |
| *Zediker to Fresno County Line* | *4D-LT (<2)* | *1,259* | *B* | *1,621* | *B* | *1,472* | *B* |
| **Kamm Avenue** | | | | | | | |
| Highland to Thompson | 2U (<2) | 33 | B | 57 | B | 33 | B |
| Thompson to McCall | 2U (<2) | 27 | B | 49 | B | 37 | B |
| McCall to Dockery | 2U (<2) | 43 | B | 56 | B | 56 | B |
| Dockery to Van Horn | 2U (<2) | 43 | B | 57 | B | 56 | B |
| Van Horn to SR 99 | 2U (<2) | 251 | B | 443 | B | 520 | B |
| *SR 99 to Academy* | *4 (<2)* | *848* | *B* | *1,411* | *B* | *1,235* | *B* |
| **McCall Avenue** | | | | | | | |
| *Valley View to Mountain View* | *4 (<2)* | *969* | *B* | *1,685* | *B* | *1,171* | *B* |
| *Mountain View to Caruthers* | *4 (<2)* | *757* | *B* | *1,315* | *B* | *746* | *B* |
| **Dockery Avenue** | | | | | | | |
| *Mountain View to Caruthers* | *4 (<2)* | *794* | *B* | *1,385* | *B* | *1,363* | *B* |
| **Golden State Boulevard** | | | | | | | |
| Nebraska to Saginaw | 4D-LT (<2) | 1,487 | B | 2,806 | C | 2,882 | C |
| *Saginaw to Phase 1 main site access* | *6D-LT (<2)* | *1,413* | *B* | *2,866* | *B* | *3,444* | *B* |
| *Phase 1 main site access to Mountain View* | *6D-LT (>2)* | *1,859* | *C* | *4,538* | *E* | *5,634* | *F* |
| Mountain View to Amber | 4D-LT (<2) | 1,041 | B | 2,299 | B | 3,068 | C |
| Amber to Bethel | 4D-LT (<2) | 1,026 | B | 2,169 | B | 2,365 | B |

2U - 2-lane undivided
4 - 4 lane (divided or undivided)
4D-LT - 4-lane divided with left-turn lanes
6D-LT - 6-lane divided with left-turn lanes
Values in parentheses indicate number of signalized intersections per mile

## 12.0 - CONCLUSIONS

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project and to analyze the traffic conditions expected to exist in the future.

The traffic impact study concludes that deficiencies are expected to occur at several of the study intersections and road segments without the Project as development progresses in the Selma area.

The Project is expected to create significant impacts at many of the roadway segments and intersections studied. The Project will be required to mitigate the significant impacts as described herein.

# FIGURES



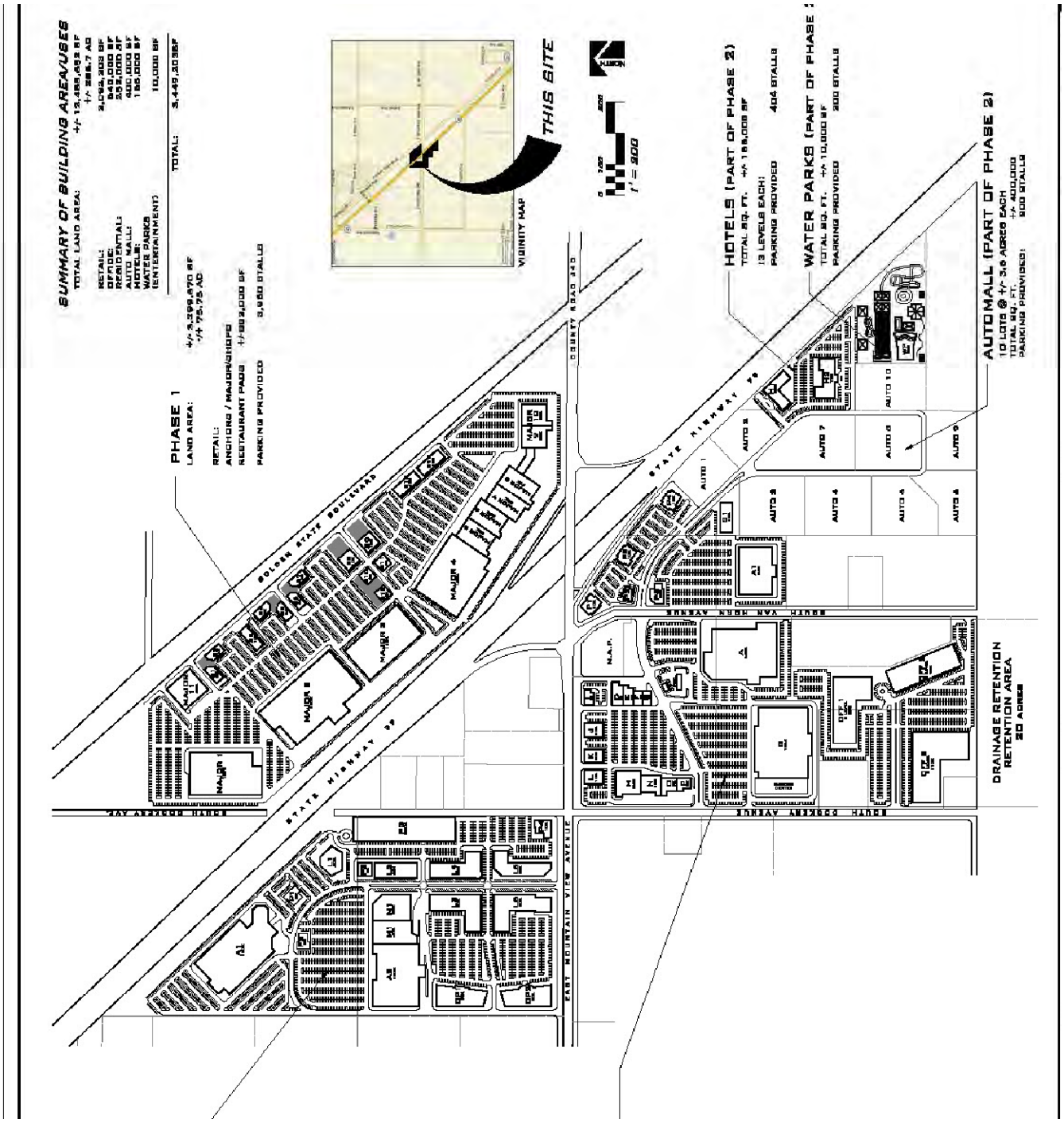

Proposed Selma Crossings
Selma, California

# VICINITY MAP

Not to Scale

PETERS ENGINEERING GROUP

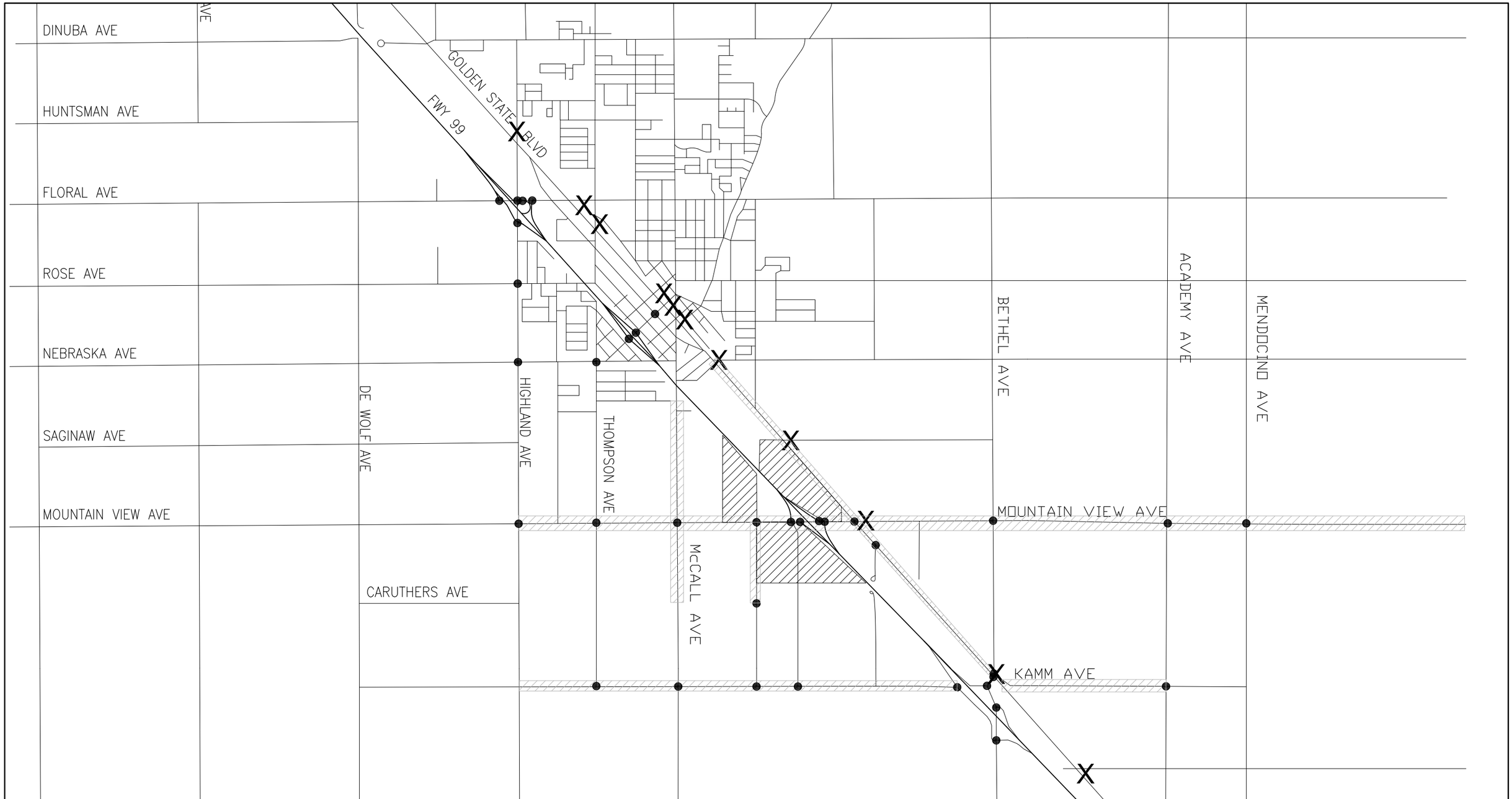
Figure 1




Proposed Selma Crossings
Selma, California

SITE PLAN

Not to Scale



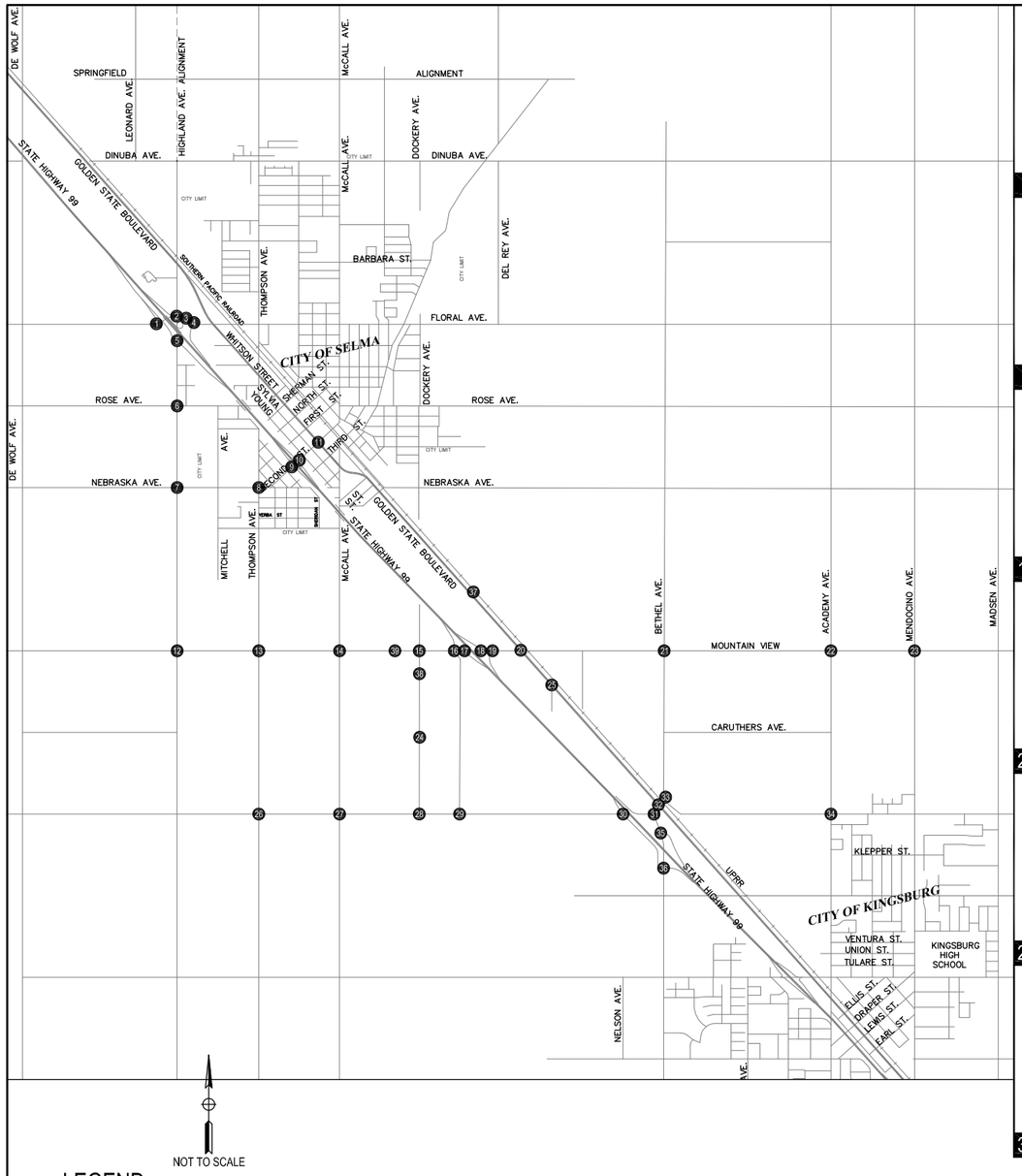

LEGEND

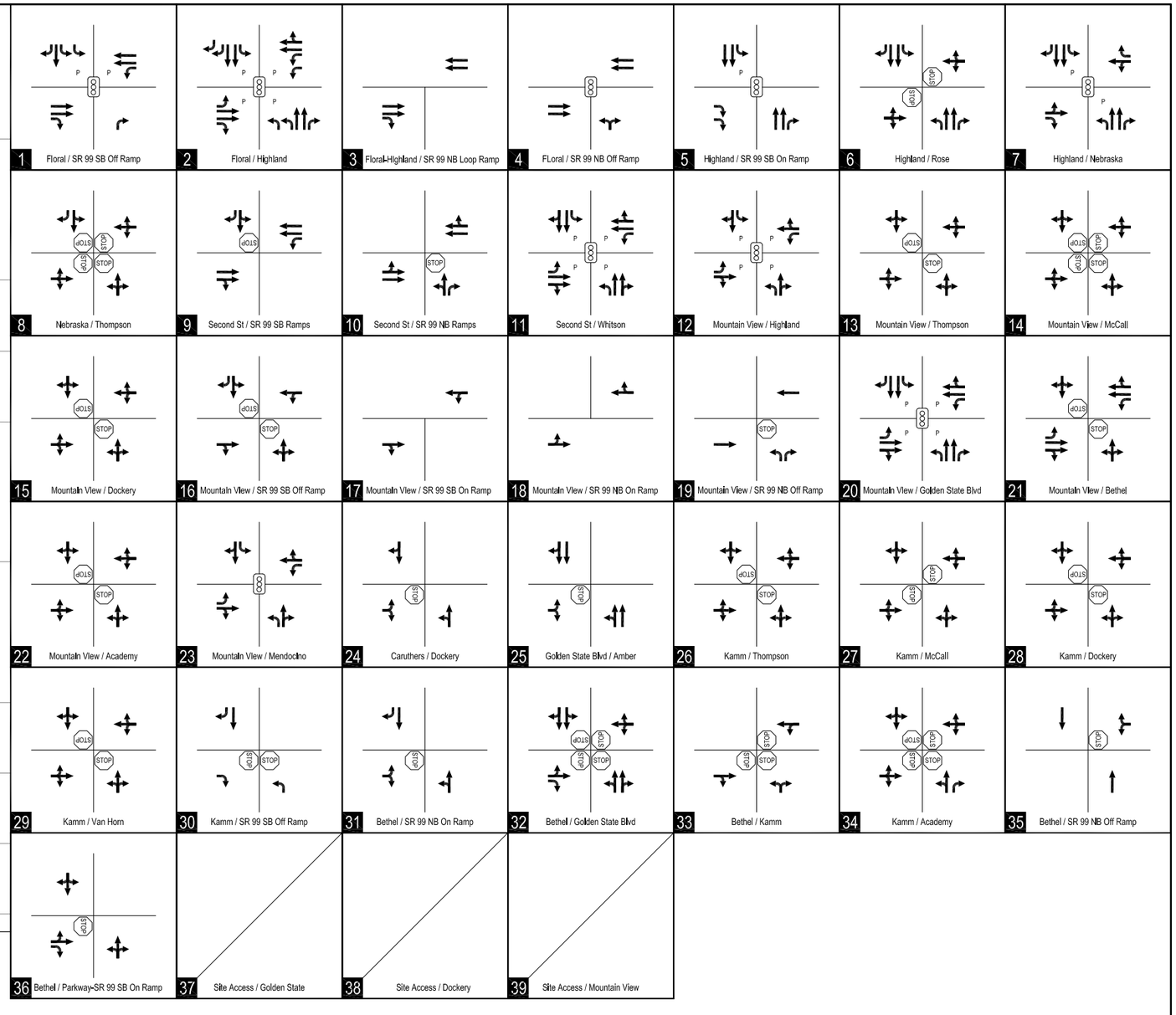
- ● STUDY INTERSECTIONS
- ▨ STUDY ROAD SEGMENTS
- X STUDY RAILROAD CROSSINGS

Proposed Selma Crossings
Selma, California

STUDY AREA AND LOCATIONS

NOT TO SCALE



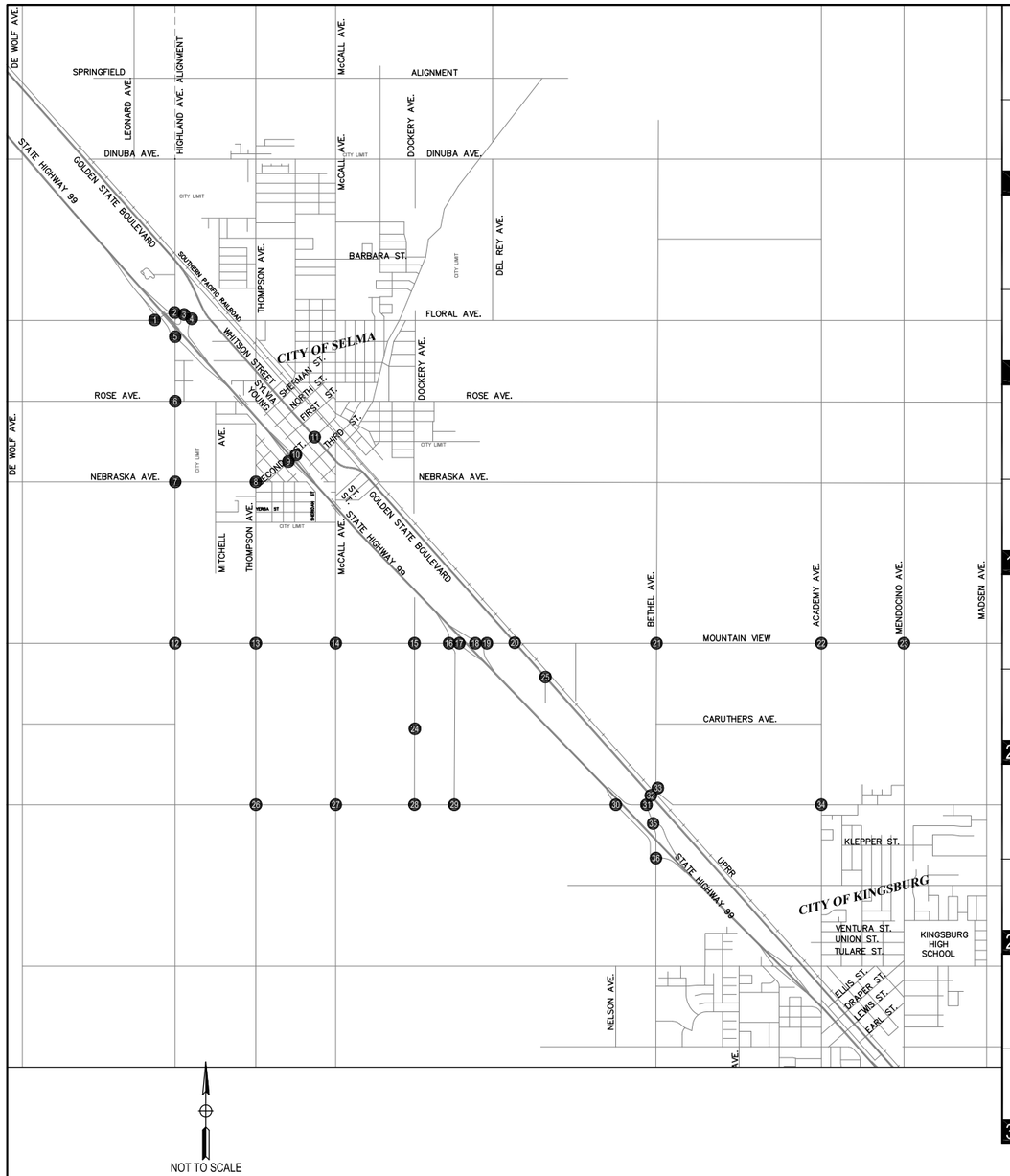




LEGEND

- STUDY AREA INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL

Proposed Selma Crossings
Selma, California

# EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL

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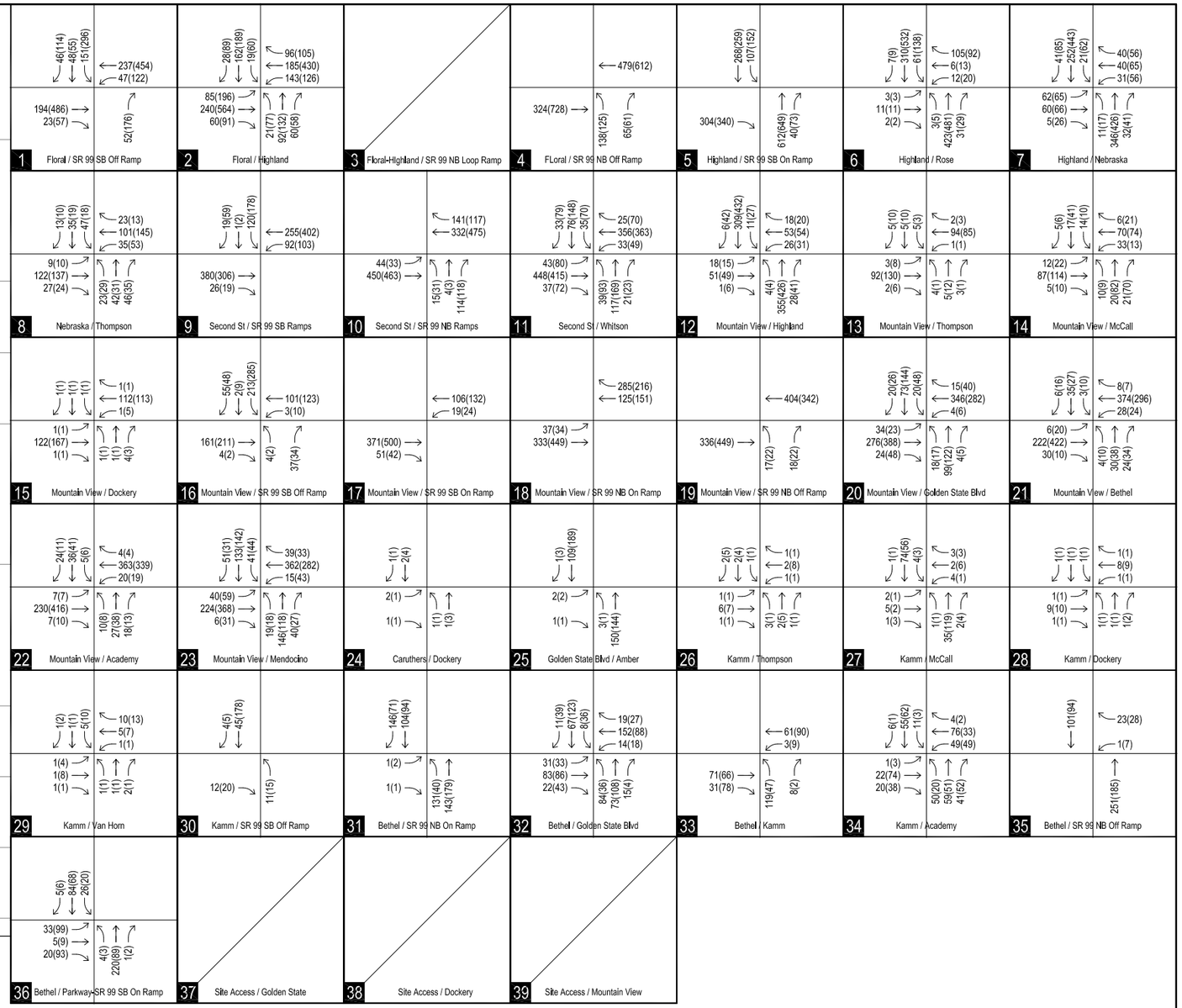
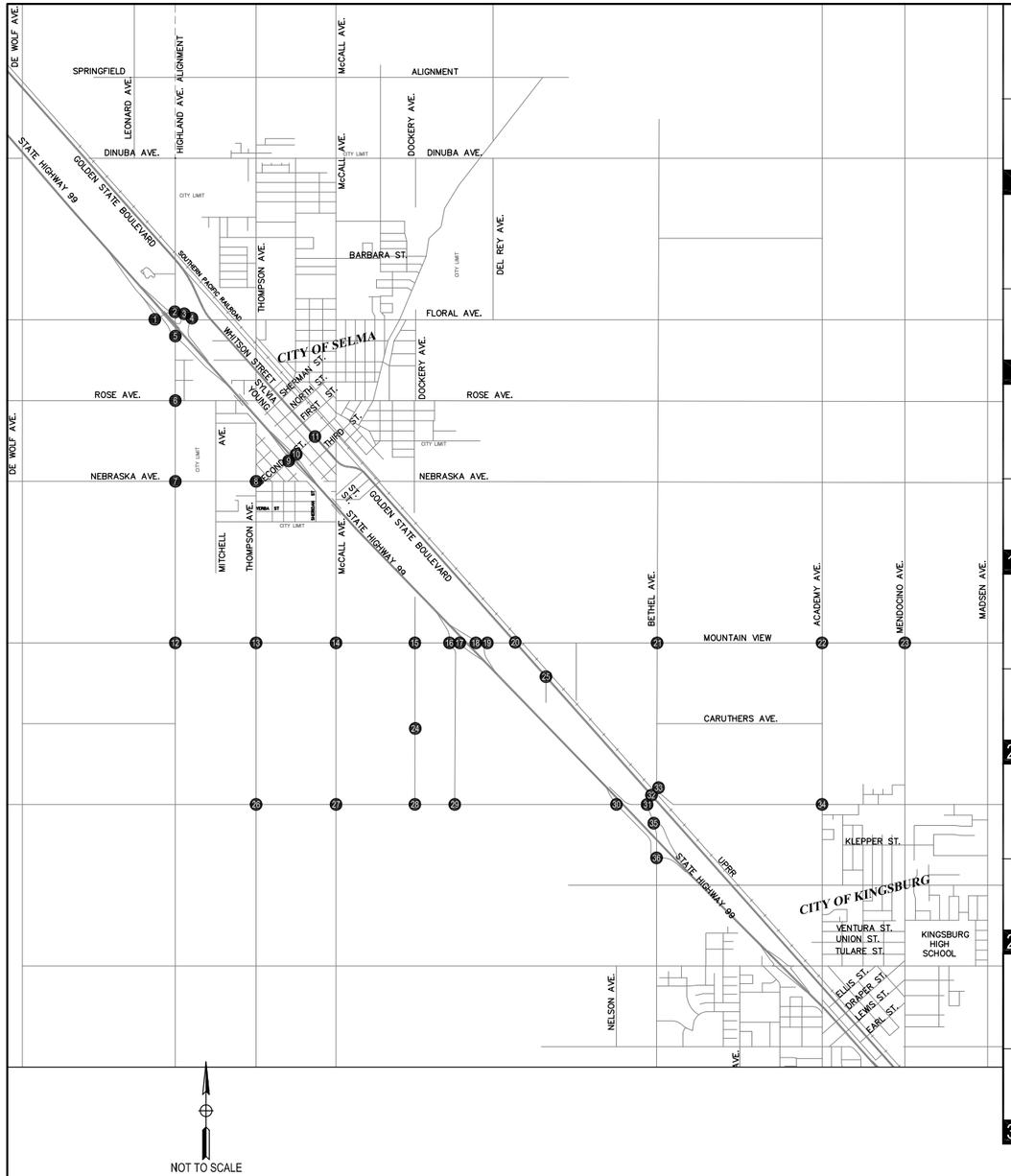


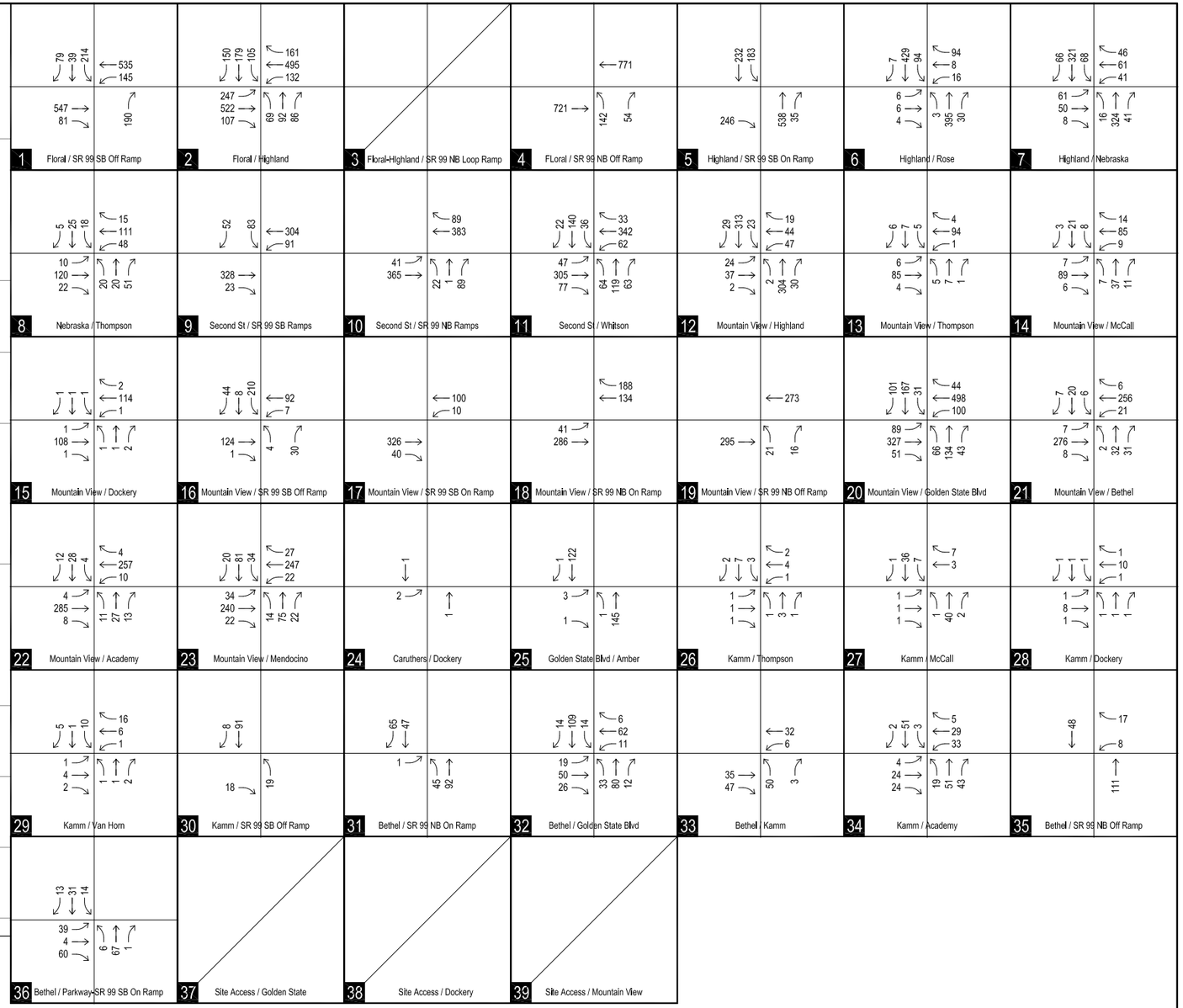

## LEGEND

| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# EXISTING WEEKDAY PEAK-HOUR TRAFFIC VOLUMES



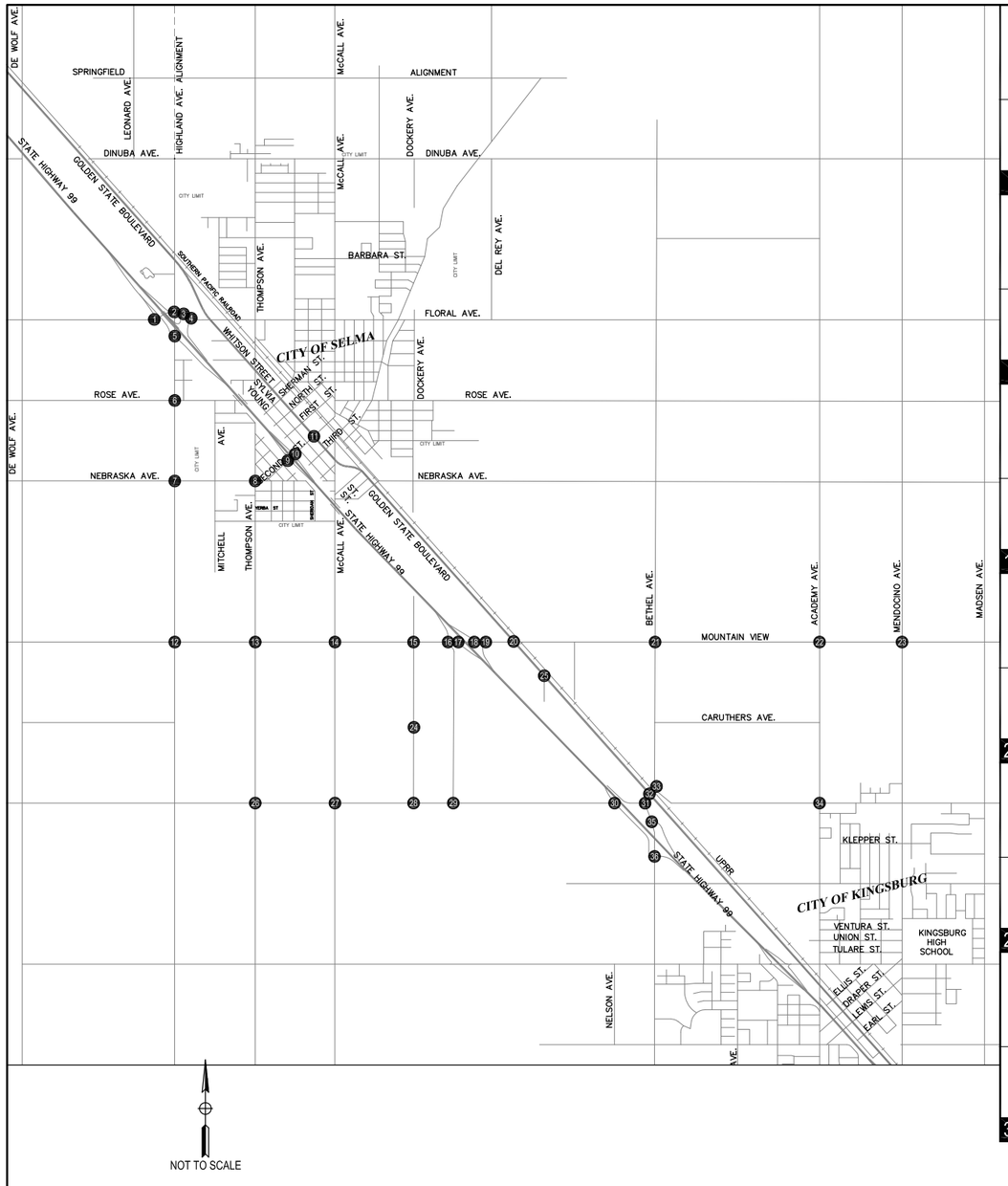




LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- ▨ PROJECT SITE

Proposed Selma Crossings
Selma, California

# EXISTING SATURDAY PEAK-HOUR TRAFFIC VOLUMES




1 Floral / SR 99 SB Off Ramp: 109(139), 52(80), 168(310), 532(668), 51(133), 366(877), 25(62), 67(228)

2 Floral / Highland: 78(105), 306(316), 23(77), 130(146), 383(579), 201(240), 158(268), 300(816), 115(171), 60(135), 171(239), 75(111)

3 Floral-Highland / SR 99 NB Loop Ramp

4 FLoral / SR 99 NB Off Ramp: 661(787), 388(999), 242(241), 70(75)

5 Highland / SR 99 SB On Ramp: 384(424), 248(285), 355(365), 774(924), 52(88)

6 Highland / Rose: 94(88), 390(670), 80(180), 112(98), 48(55), 16(26), 24(92), 41(117), 11(31), 31(27), 570(663), 67(63)

7 Highland / Nebraska: 63(133), 319(518), 27(91), 52(65), 114(121), 73(78), 95(173), 104(266), 14(83), 33(32), 466(498), 49(72)

8 Nebraska / Thompson: 17(13), 46(25), 54(23), 26(15), 193(228), 51(114), 12(13), 187(335), 29(43), 36(38), 55(40), 80(85)

9 Second St / SR 99 SB Ramps: 28(117), 1(5), 150(181), 347(467), 111(146), 465(488), 33(73)

10 Second St / SR 99 NB Ramps: 160(169), 425(578), 81(55), 526(623), 31(35), 7(4), 132(130)

11 Second St / Whitson: 43(105), 208(430), 36(102), 28(79), 428(382), 83(112), 53(94), 476(499), 104(171), 98(225), 271(439), 42(61)

12 Mountain View / Highland: 16(62), 367(452), 29(55), 46(48), 126(146), 27(45), 46(35), 117(137), 2(9), 4(5), 398(448), 28(51)

13 Mountain View / Thompson: 9(17), 7(30), 8(5), 3(6), 159(211), 2(4), 6(10), 170(222), 2(17), 17(2), 21(21), 12(2)

14 Mountain View / McCall: 20(42), 77(139), 20(10), 6(27), 75(131), 39(17), 48(62), 127(129), 23(38), 40(55), 77(181), 29(151)

15 Mountain View / Dockery: 1(1), 8(2), 2(2), 2(5), 248(318), 43(65), 1(1), 240(327), 7(3), 3(6), 2(9), 53(51)

16 Mountain View / SR 99 SB Off Ramp: 116(123), 2(10), 233(312), 191(262), 3(11), 357(402), 4(2), 4(2), 48(44)

17 Mountain View / SR 99 SB On Ramp: 194(273), 21(36), 547(658), 91(100)

18 Mountain View / SR 99 NB On Ramp: 300(236), 215(309), 58(55), 489(603)

19 Mountain View / SR 99 NB Off Ramp: 515(545), 489(603), 47(76), 31(31)

20 Mountain View / Golden State Blvd: 26(44), 105(299), 26(91), 26(52), 441(385), 7(10), 56(30), 385(486), 41(66), 23(39), 130(270), 9(13)

21 Mountain View / Bethel: 8(21), 46(35), 4(13), 10(9), 457(311), 38(39), 8(26), 246(520), 43(22), 9(19), 39(50), 46(56)

22 Mountain View / Academy: 31(14), 79(71), 13(18), 11(30), 456(366), 49(49), 9(15), 257(513), 9(13), 13(10), 47(144), 32(29)

23 Mountain View / Mendocino: 109(71), 174(185), 44(48), 51(43), 428(317), 20(56), 72(134), 248(431), 6(32), 23(26), 147(158), 86(58)

24 Caruthers / Dockery: 1(1), 3(5), 3(1), 1(1), 1(1), 1(4)

25 Golden State Blvd / Amber: 1(4), 142(247), 3(3), 1(1), 4(1), 196(188)

26 Kamm / Thompson: 3(7), 3(5), 1(1), 1(1), 3(10), 1(1), 1(1), 8(9), 1(1), 4(1), 3(7), 1(1)

27 Kamm / McCall: 1(1), 97(73), 5(4), 4(4), 3(8), 5(1), 3(1), 7(3), 1(4), 1(1), 46(155), 3(5)

28 Kamm / Dockery: 1(1), 1(1), 1(1), 1(1), 10(12), 1(1), 1(1), 12(13), 1(1), 1(1), 1(1), 1(2)

29 Kamm / Van Horn: 1(3), 1(1), 7(13), 13(17), 7(9), 1(1), 1(5), 1(10), 1(1), 1(1), 1(1), 3(1)

30 Kamm / SR 99 SB Off Ramp: 5(7), 54(213), 16(26), 14(20)

31 Bethel / SR 99 NB On Ramp: 174(85), 124(112), 1(3), 1(1), 157(48), 171(214)

32 Bethel / Golden State Blvd: 18(156), 99(169), 12(42), 20(32), 160(110), 18(23), 38(159), 94(129), 25(75), 109(52), 92(148), 17(9)

33 Bethel / Kamm: 80(117), 4(12), 93(86), 41(105), 140(95), 17(4)

34 Kamm / Academy: 32(2), 63(103), 21(16), 79(3), 99(43), 64(64), 30(9), 29(97), 26(50), 65(26), 148(133), 88(112)

35 Bethel / SR 99 NB Off Ramp: 140(250), 30(175), 2(17), 274(242)

36 Bethel / Parkway-SR 99 SB On Ramp: 6(7), 100(81), 31(24), 39(118), 6(11), 24(111), 5(4), 263(106), 1(2)

37 Site Access / Golden State

38 Site Access / Dockery

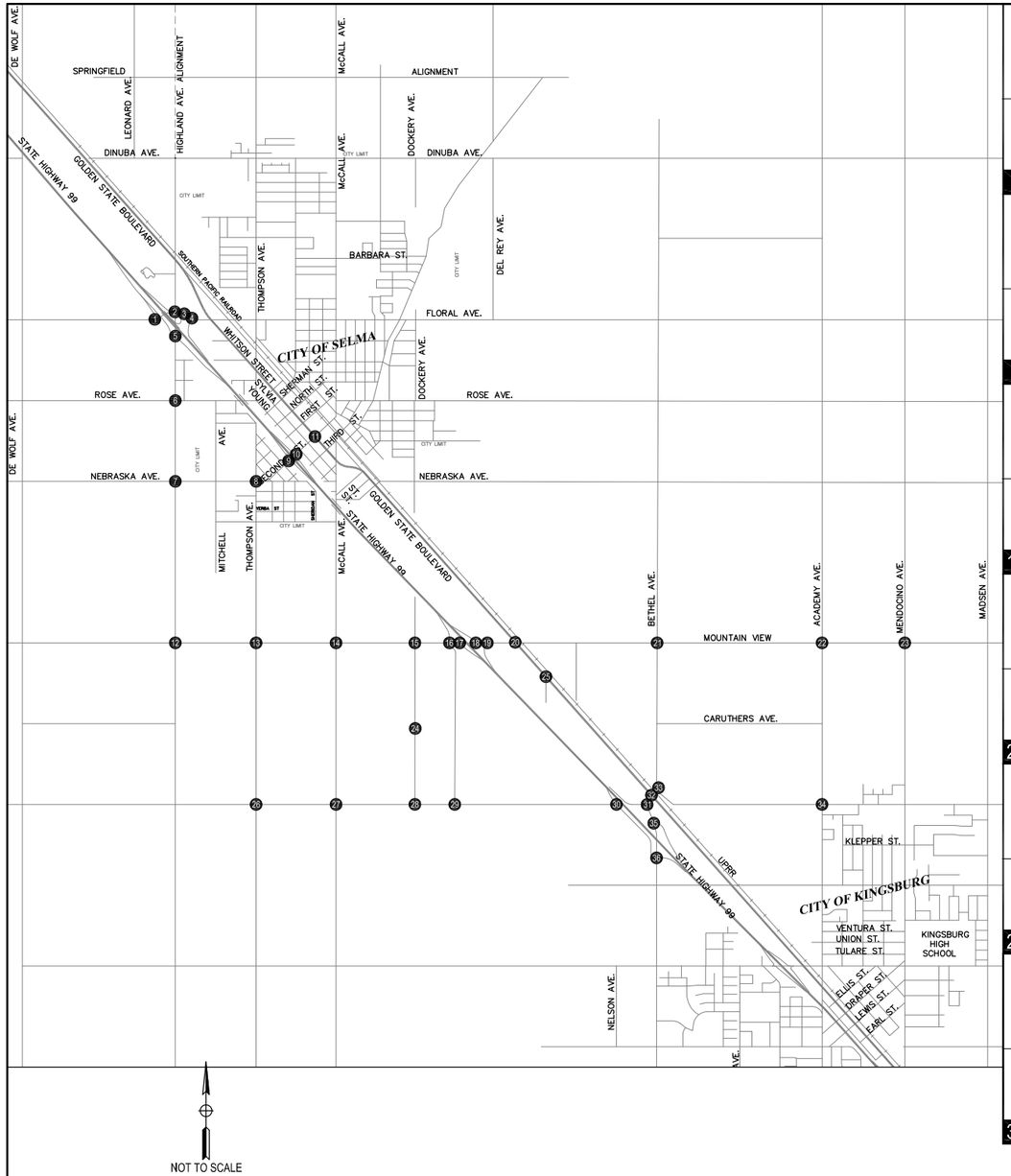
39 Site Access / Mountain View

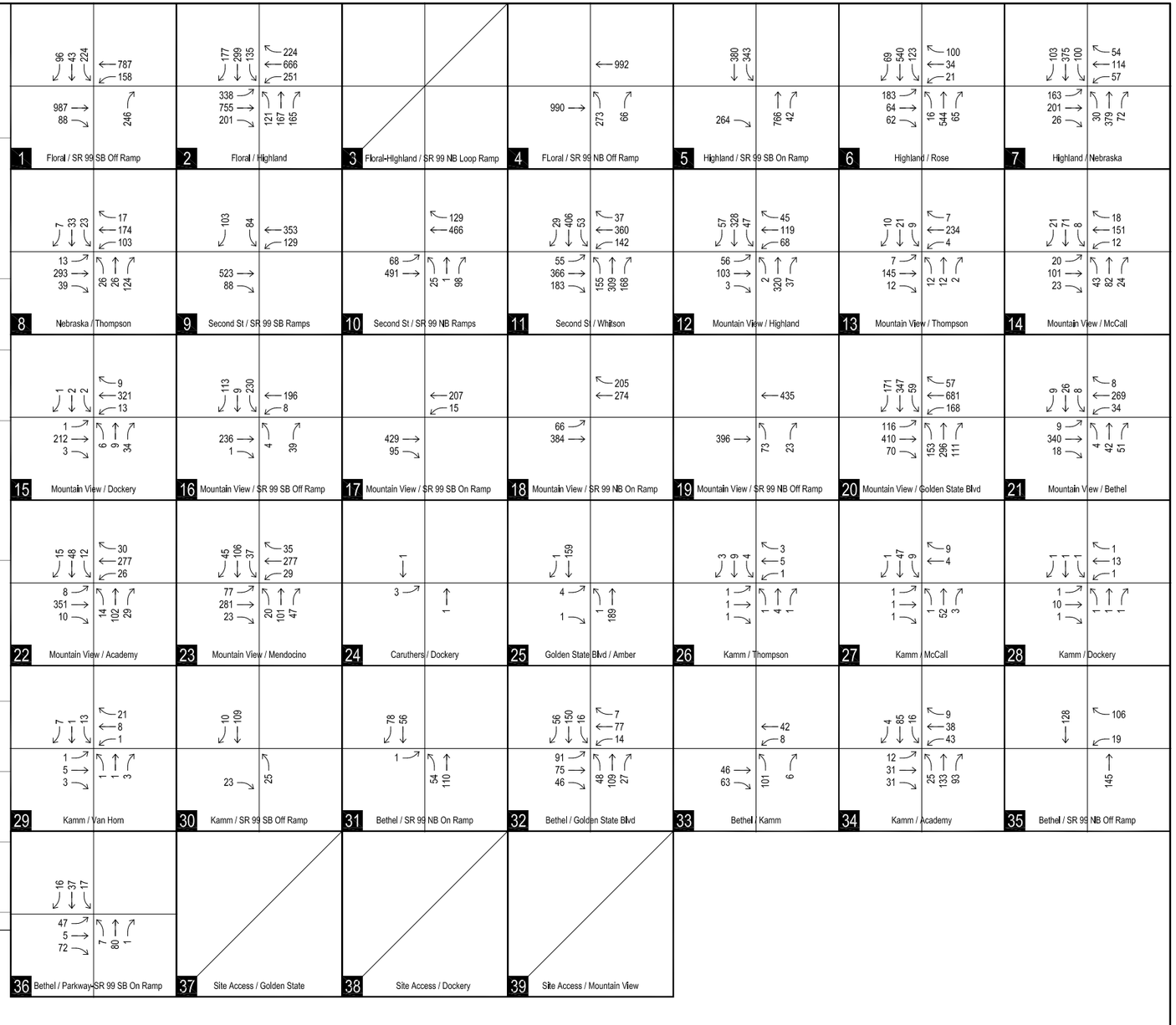
## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

Proposed Selma Crossings
Selma, California

# YEAR 2020 NO PROJECT WEEKDAY PEAK-HOUR TRAFFIC VOLUMES




## LEGEND

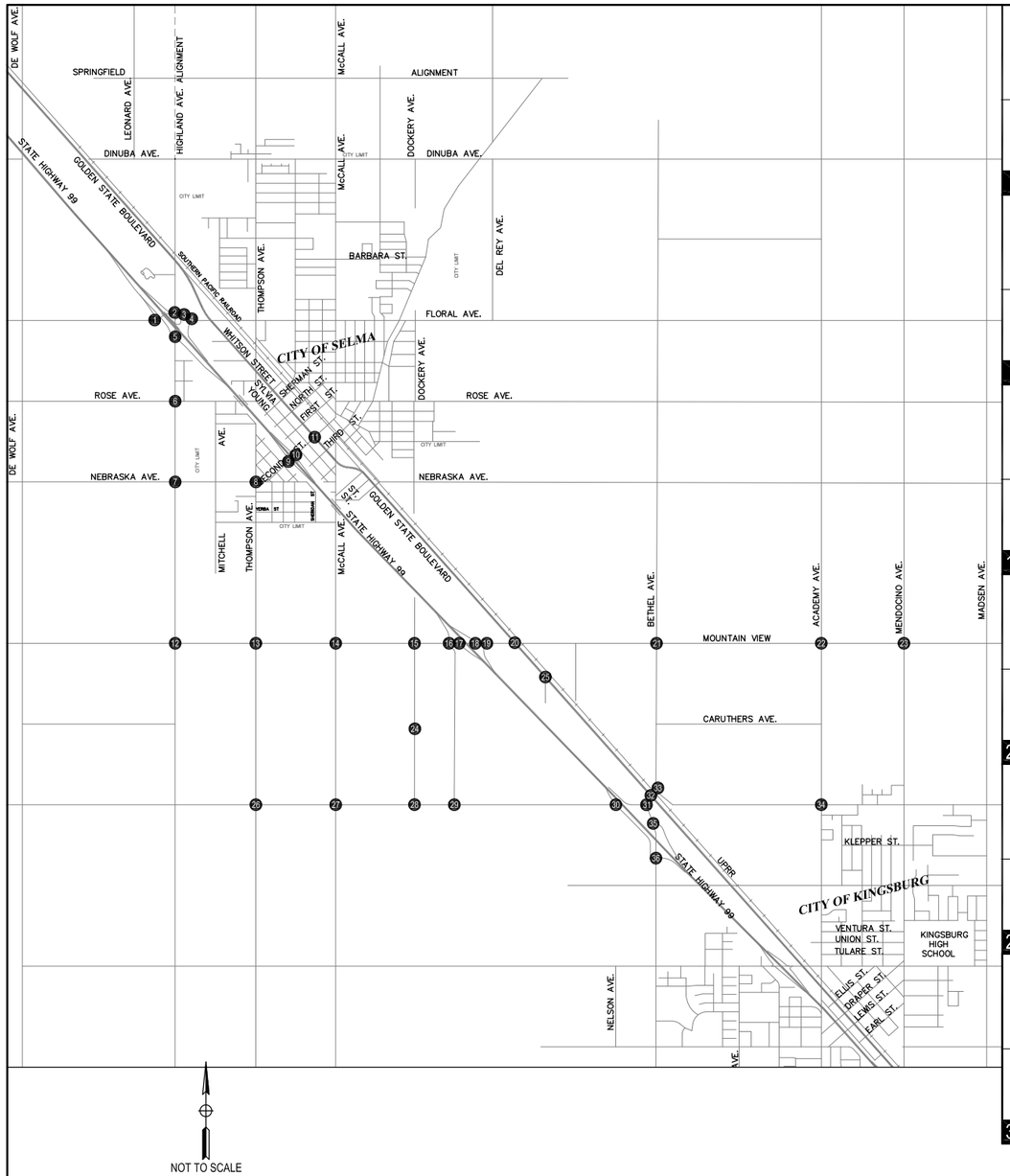
| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX | SATURDAY VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

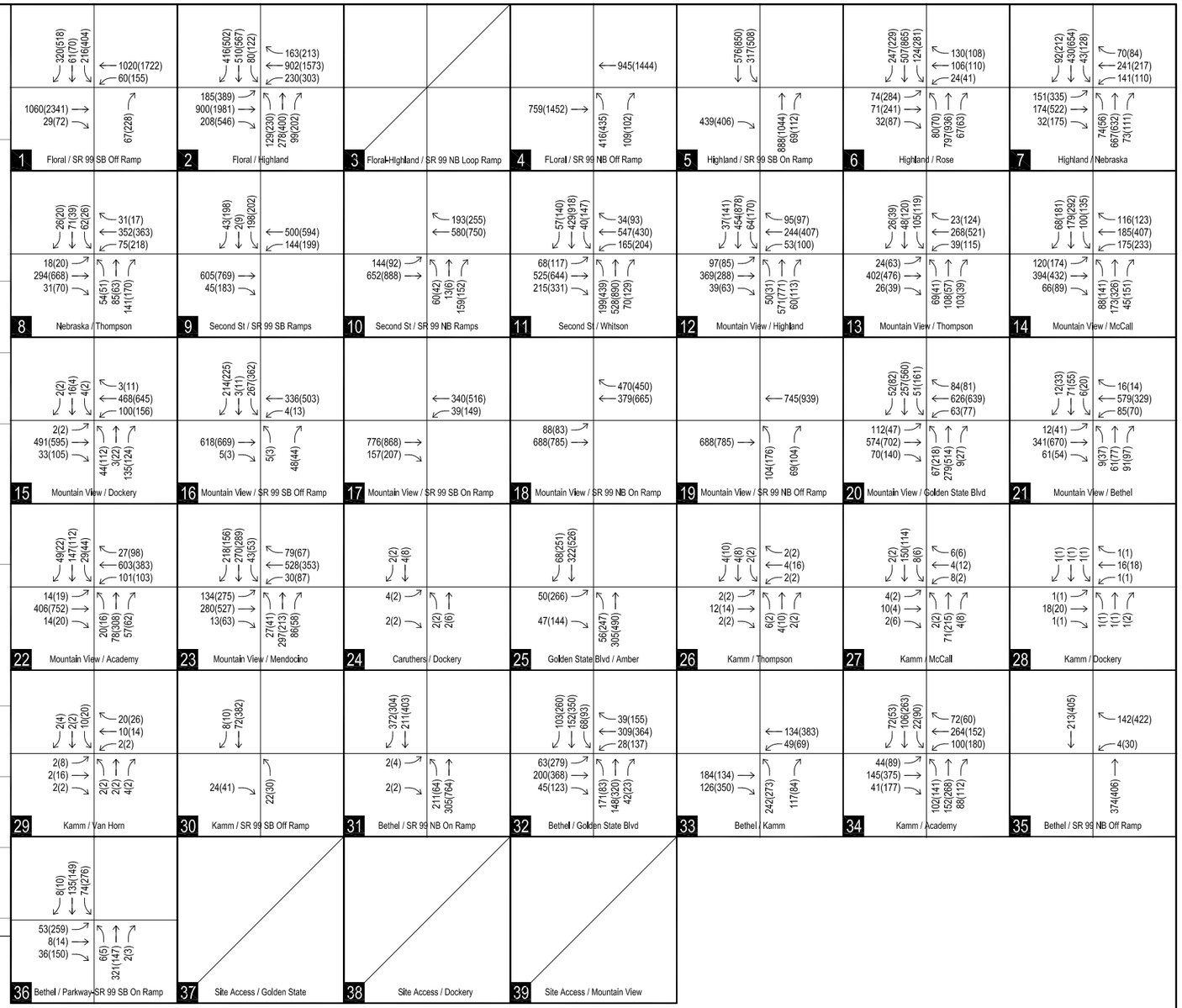
YEAR 2020 NO PROJECT WEEKEND PEAK-HOUR TRAFFIC VOLUMES

PETERS ENGINEERING GROUP

Figure 8




NOT TO SCALE

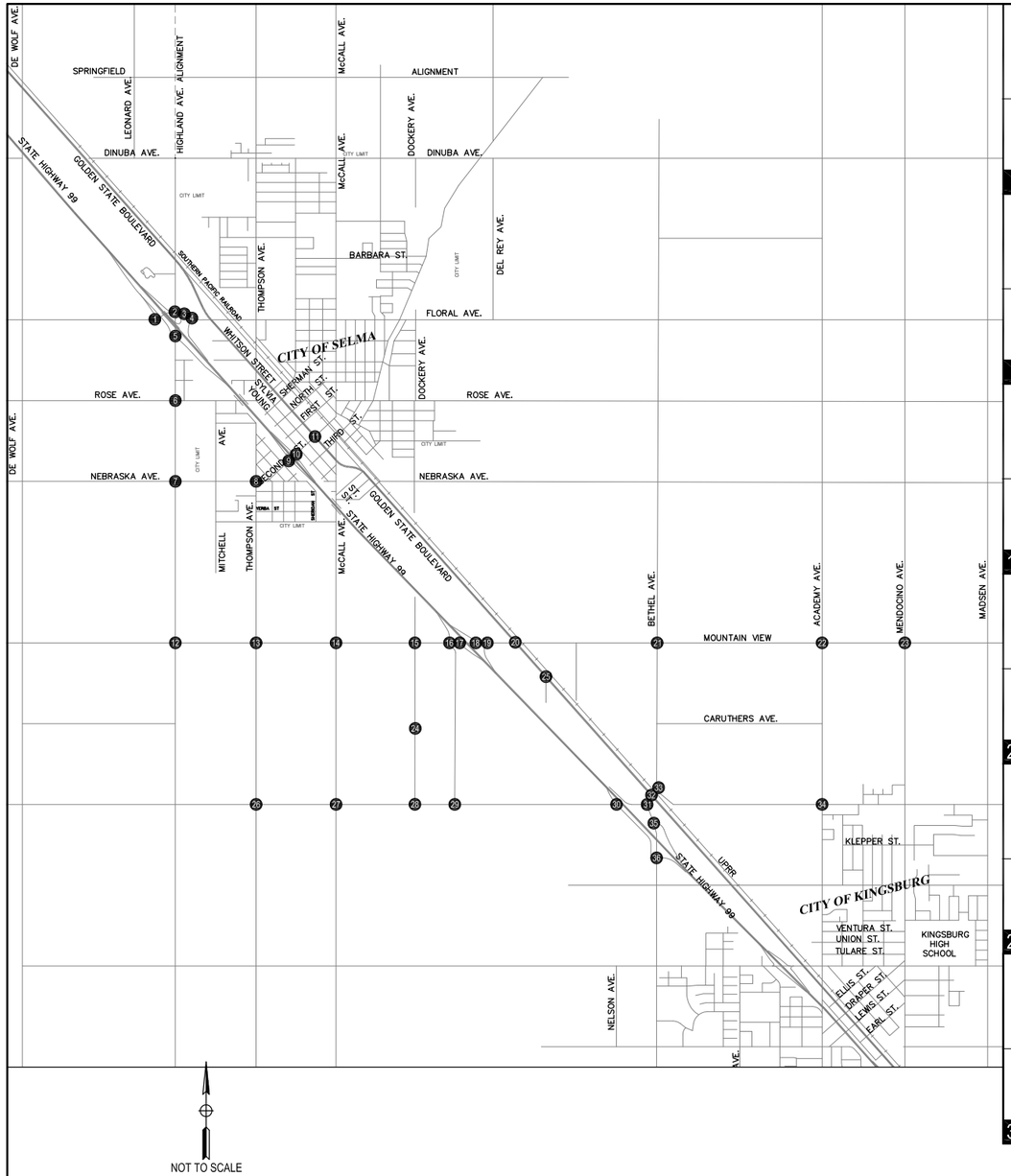



## LEGEND

| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# YEAR 2035 NO PROJECT WEEKDAY PEAK-HOUR TRAFFIC VOLUMES




NOT TO SCALE

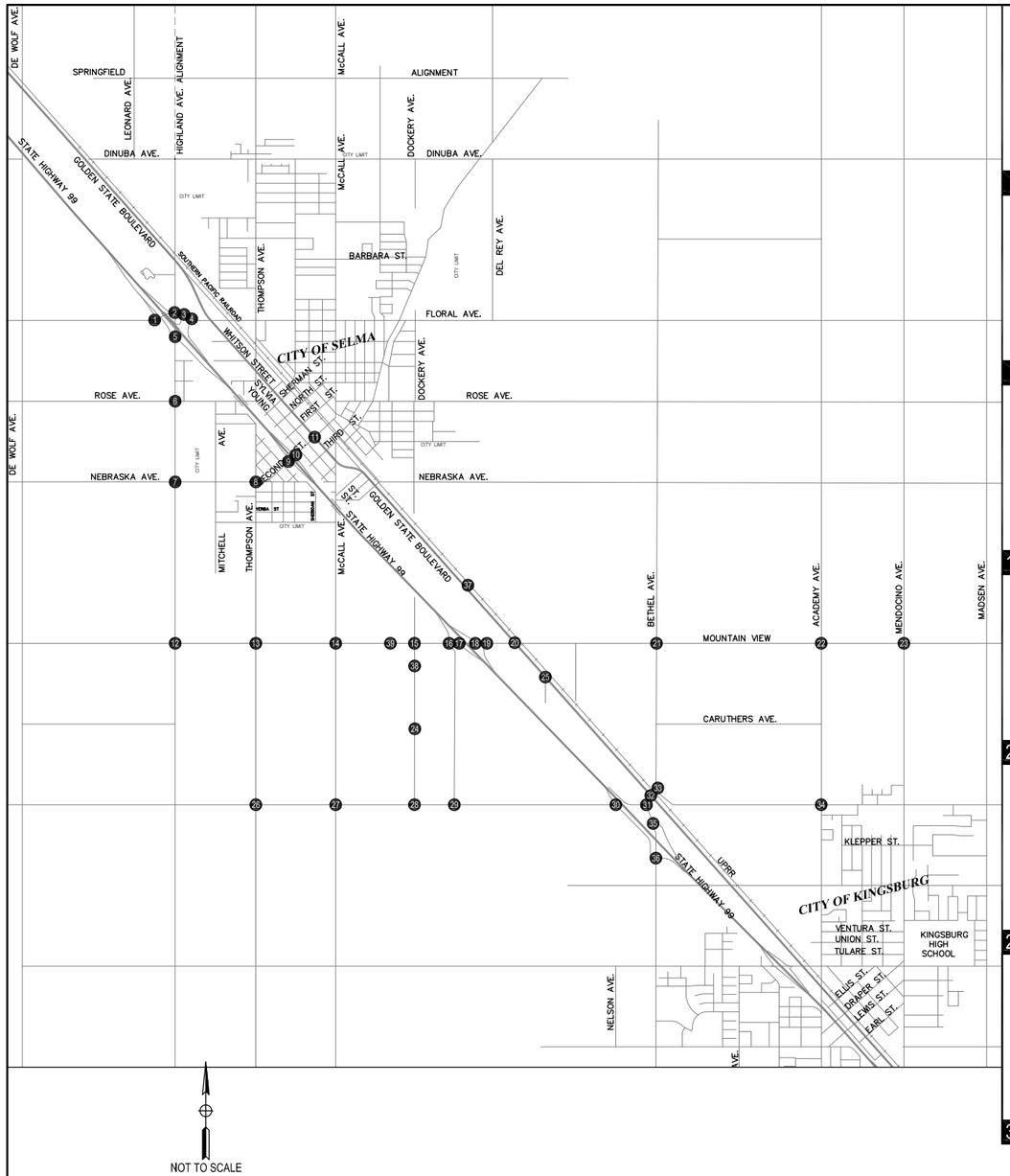
| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp | 2 Floral / Highland | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp | 5 Highland / SR 99 SB On Ramp | 6 Highland / Rose | 7 Highland / Nebraska |
| 8 Nebraska / Thompson | 9 Second St / SR 99 SB Ramps | 10 Second St / SR 99 NB Ramps | 11 Second St / Whitson | 12 Mountain View / Highland | 13 Mountain View / Thompson | 14 Mountain View / McCall |
| 15 Mountain View / Dockery | 16 Mountain View / SR 99 SB Off Ramp | 17 Mountain View / SR 99 SB On Ramp | 18 Mountain View / SR 99 NB On Ramp | 19 Mountain View / SR 99 NB Off Ramp | 20 Mountain View / Golden State Blvd | 21 Mountain View / Bethel |
| 22 Mountain View / Academy | 23 Mountain View / Mendocino | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber | 26 Kamm / Thompson | 27 Kamm / McCall | 28 Kamm / Dockery |
| 29 Kamm / Van Horn | 30 Kamm / SR 99 SB Off Ramp | 31 Bethel / SR 99 NB On Ramp | 32 Bethel / Golden State Blvd | 33 Bethel / Kamm | 34 Kamm / Academy | 35 Bethel / SR 99 NB Off Ramp |
| 36 Bethel / Parkway-SR 99 SB On Ramp | 37 Site Access / Golden State | 38 Site Access / Dockery | 39 Site Access / Mountain View | | | |

## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- PROJECT SITE

Proposed Selma Crossings
Selma, California

# YEAR 2035 NO PROJECT WEEKEND PEAK-HOUR TRAFFIC VOLUMES



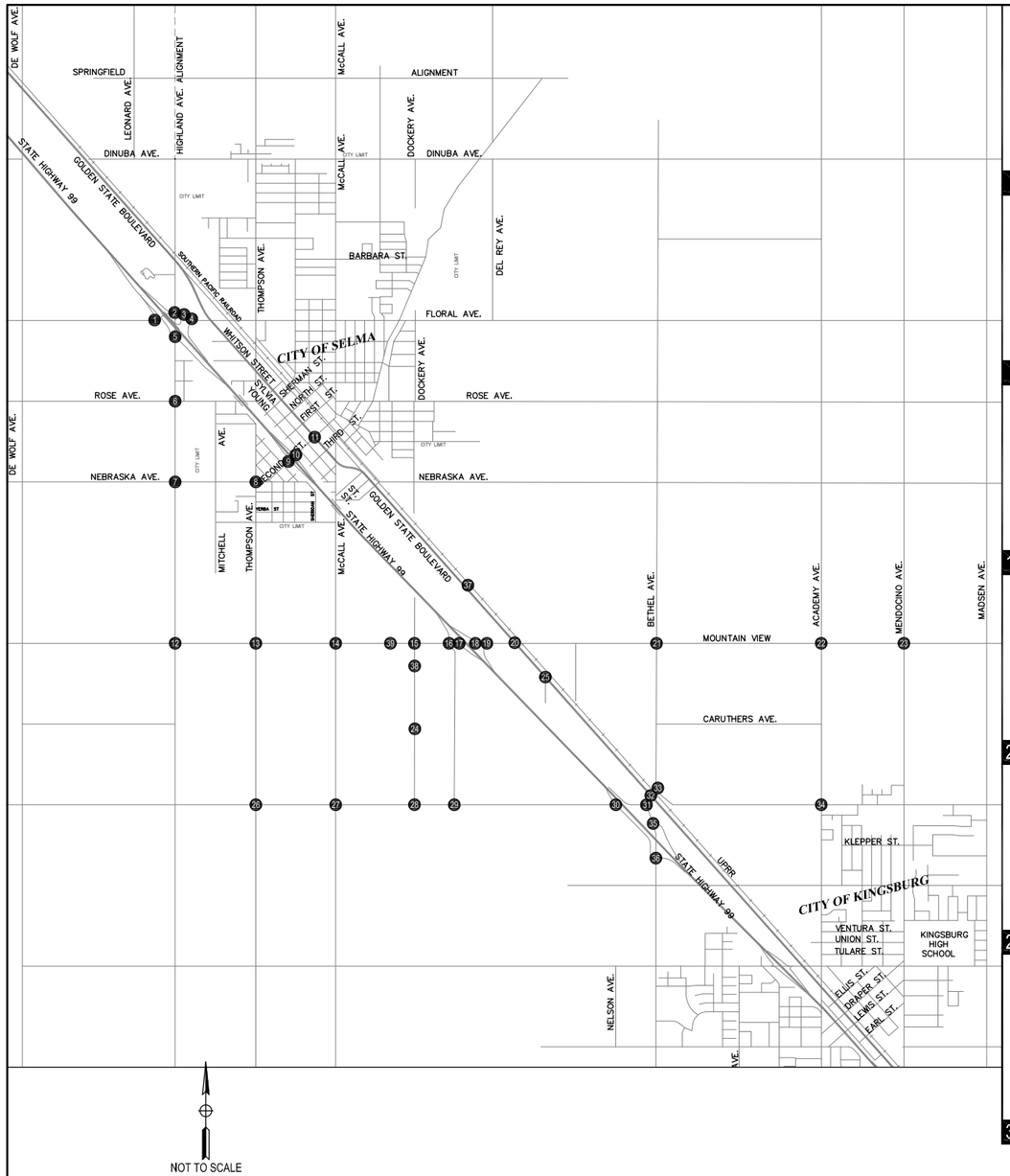

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp | 2 Floral / Highland | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp | 5 Highland / SR 99 SB On Ramp | 6 Highland / Rose | 7 Highland / Nebraska |
| 8 Nebraska / Thompson | 9 Second St / SR 99 SB Ramps | 10 Second St / SR 99 NB Ramps | 11 Second St / Whitson | 12 Mountain View / Highland | 13 Mountain View / Thompson | 14 Mountain View / McCall |
| 15 Mountain View / Dockery | 16 Mountain View / SR 99 SB Off Ramp | 17 Mountain View / SR 99 SB On Ramp | 18 Mountain View / SR 99 NB On Ramp | 19 Mountain View / SR 99 NB Off Ramp | 20 Mountain View / Golden State Blvd | 21 Mountain View / Bethel |
| 22 Mountain View / Academy | 23 Mountain View / Mendocino | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber | 26 Kamm / Thompson | 27 Kamm / McCall | 28 Kamm / Dockery |
| 29 Kamm / Van Horn | 30 Kamm / SR 99 SB Off Ramp | 31 Bethel / SR 99 NB On Ramp | 32 Bethel / Golden State Blvd | 33 Bethel / Kamm | 34 Kamm / Academy | 35 Bethel / SR 99 NB Off Ramp |
| 36 Bethel / Parkway-SR 99 SB On Ramp | 37 Site Access / Golden State (17(33) -17(-33); 22(28); 17(33); 22(28) -22(-28)) | 38 Site Access / Dockery | 39 Site Access / Mountain View | | | |

## LEGEND

| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# PHASE 1 PROJECT WEEKDAY PEAK-HOUR PASS-BY TRIPS




NOT TO SCALE

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp | 2 Floral / Highland | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp | 5 Highland / SR 99 SB On Ramp | 6 Highland / Rose | 7 Highland / Nebraska |
| 8 Nebraska / Thompson | 9 Second St / SR 99 SB Ramps | 10 Second St / SR 99 NB Ramps | 11 Second St / Whitson | 12 Mountain View / Highland | 13 Mountain View / Thompson | 14 Mountain View / McCall |
| 15 Mountain View / Dockery | 16 Mountain View / SR 99 SB Off Ramp | 17 Mountain View / SR 99 SB On Ramp | 18 Mountain View / SR 99 NB On Ramp | 19 Mountain View / SR 99 NB Off Ramp | 20 Mountain View / Golden State Blvd | 21 Mountain View / Bethel |
| 22 Mountain View / Academy | 23 Mountain View / Mendocino | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber | 26 Kamm / Thompson | 27 Kamm / McCall | 28 Kamm / Dockery |
| 29 Kamm / Van Horn | 30 Kamm / SR 99 SB Off Ramp | 31 Bethel / SR 99 NB On Ramp | 32 Bethel / Golden State Blvd | 33 Bethel / Kamm | 34 Kamm / Academy | 35 Bethel / SR 99 NB Off Ramp |
| 36 Bethel / Parkway-SR 99 SB On Ramp | 37 Site Access / Golden State | 38 Site Access / Dockery | 39 Site Access / Mountain View | | | |

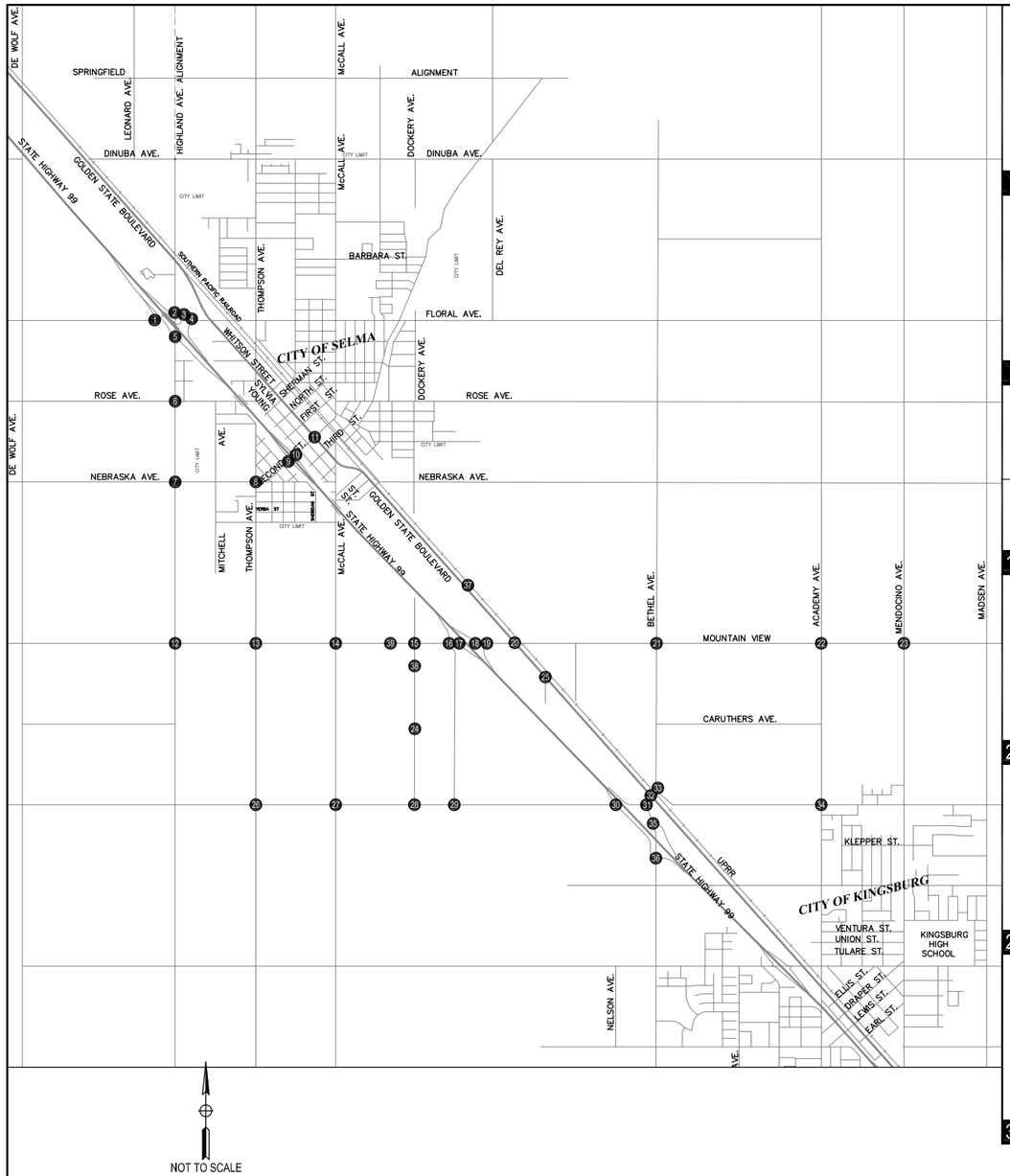


## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- ▨ PROJECT SITE

Proposed Selma Crossings
Selma, California

# PHASE 1 PROJECT SATURDAY PEAK-HOUR PASS-BY TRIPS



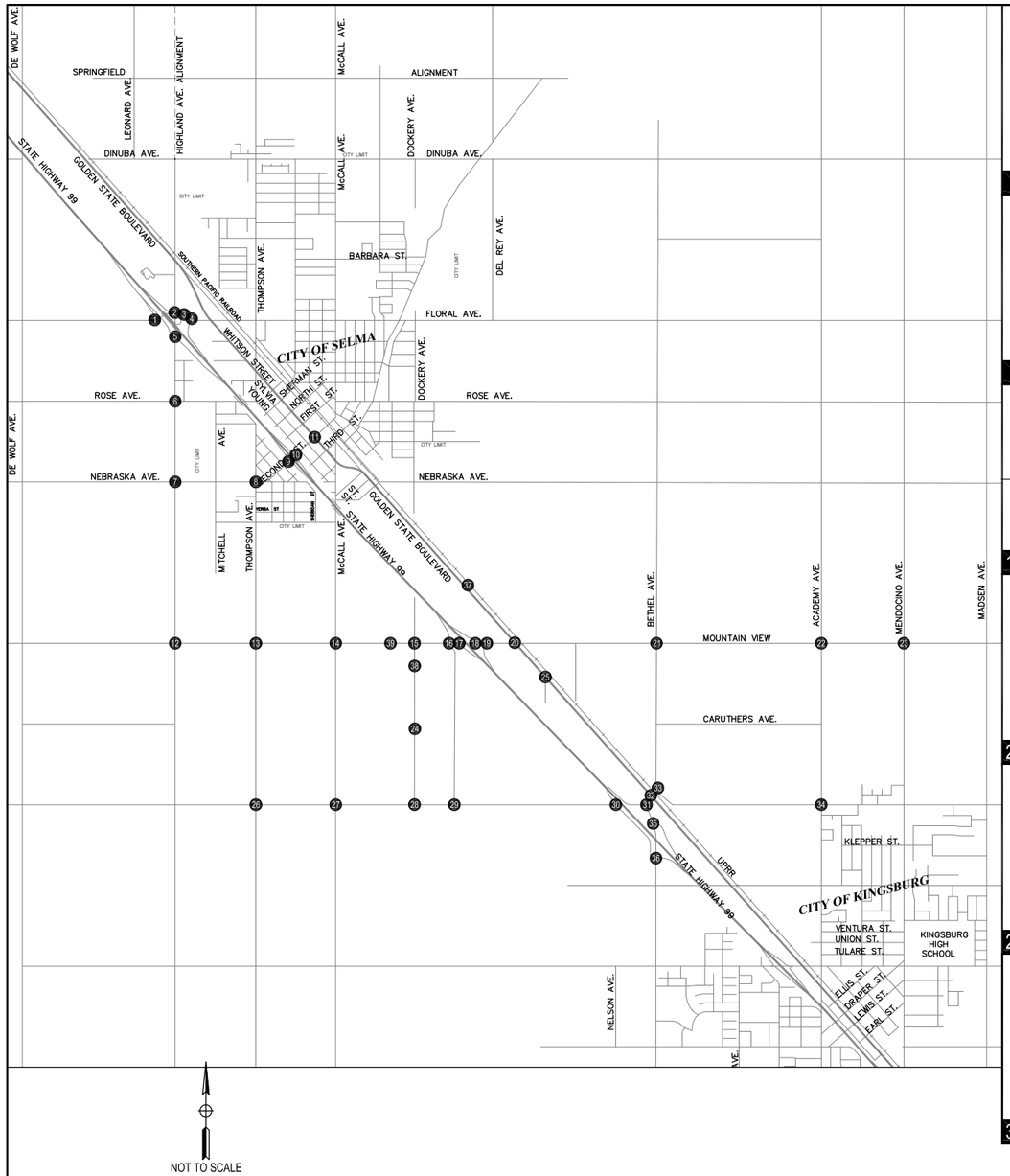

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp | 2 Floral / Highland | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp | 5 Highland / SR 99 SB On Ramp | 6 Highland / Rose | 7 Highland / Nebraska |
| 8 Nebraska / Thompson | 9 Second St / SR 99 SB Ramps | 10 Second St / SR 99 NB Ramps | 11 Second St / Whitson | 12 Mountain View / Highland | 13 Mountain View / Thompson | 14 Mountain View / McCall |
| 15 Mountain View / Dockery: ←-17(-18) 17(18); -19(-26) → 19(26); 17(18) ↑; 19(26) ↑ | 16 Mountain View / SR 99 SB Off Ramp: -8(-10) ↓ 40(51) ↓ -32(-41) ↓; ←-24(-26) 24(26); -24(-32) → 24(32); 32(36) ↑; 56(73) ↑ | 17 Mountain View / SR 99 SB On Ramp | 18 Mountain View / SR 99 NB On Ramp | 19 Mountain View / SR 99 NB Off Ramp | 20 Mountain View / Golden State Blvd | 21 Mountain View / Bethel |
| 22 Mountain View / Academy | 23 Mountain View / Mendocino | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber | 26 Kamm / Thompson | 27 Kamm / McCall | 28 Kamm / Dockery |
| 29 Kamm / Van Horn | 30 Kamm / SR 99 SB Off Ramp | 31 Bethel / SR 99 NB On Ramp | 32 Bethel / Golden State Blvd | 33 Bethel / Kamm | 34 Kamm / Academy | 35 Bethel / SR 99 NB Off Ramp |
| 36 Bethel / Parkway-SR 99 SB On Ramp | 37 Site Access / Golden State | 38 Site Access / Dockery: 7(9) ← 29(35) ↙; 29(35) ↑; 7(9) ↑ | 39 Site Access / Mountain View | | | |

## LEGEND

| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# PHASE 2 PROJECT WEEKDAY PASS-BY TRIPS



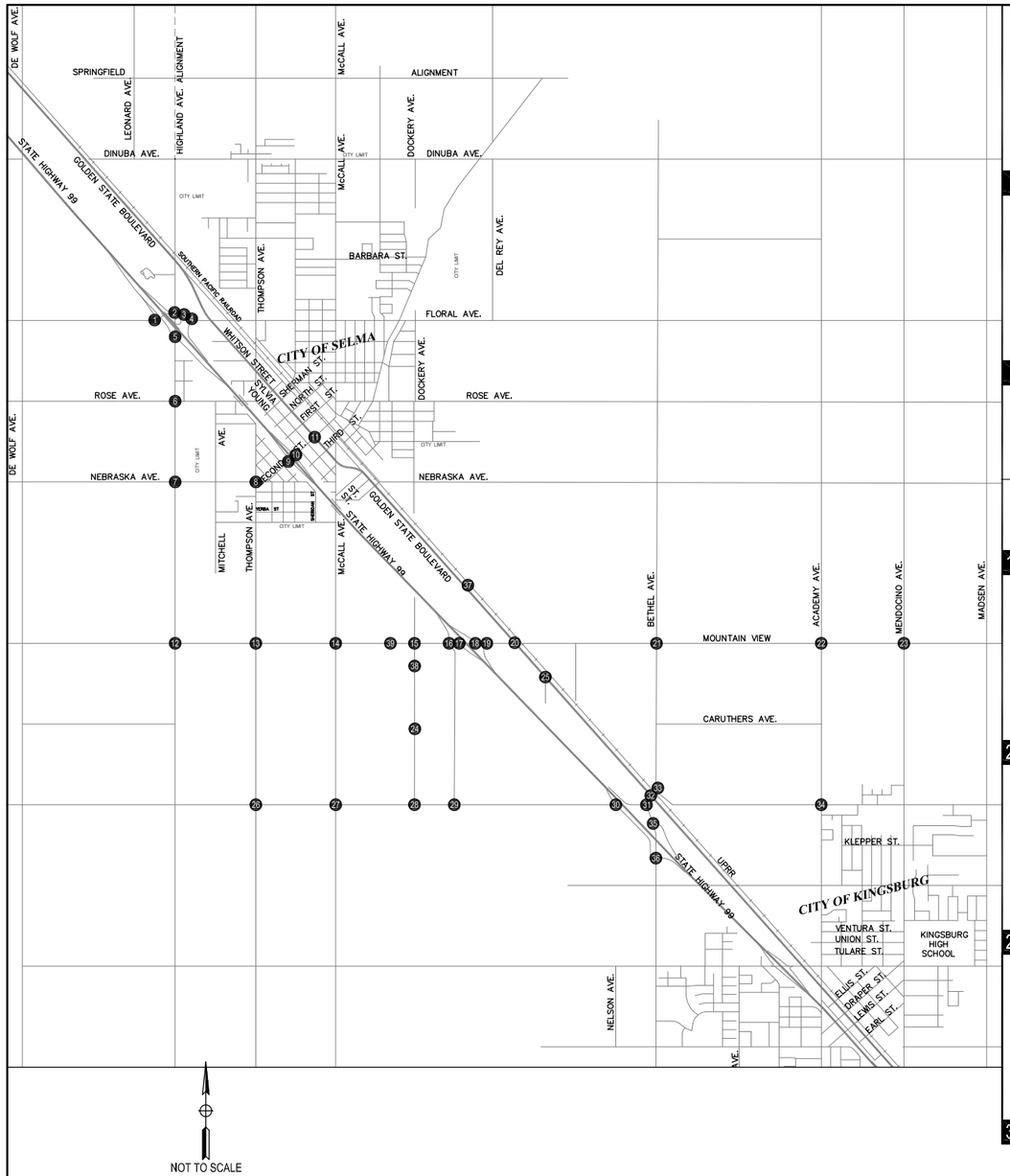

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp | 2 Floral / Highland | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp | 5 Highland / SR 99 SB On Ramp | 6 Highland / Rose | 7 Highland / Nebraska |
| 8 Nebraska / Thompson | 9 Second St / SR 99 SB Ramps | 10 Second St / SR 99 NB Ramps | 11 Second St / Whitson | 12 Mountain View / Highland | 13 Mountain View / Thompson | 14 Mountain View / McCall |
| 15 Mountain View / Dockery | 16 Mountain View / SR 99 SB Off Ramp | 17 Mountain View / SR 99 SB On Ramp | 18 Mountain View / SR 99 NB On Ramp | 19 Mountain View / SR 99 NB Off Ramp | 20 Mountain View / Golden State Blvd | 21 Mountain View / Bethel |
| 22 Mountain View / Academy | 23 Mountain View / Mendocino | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber | 26 Kamm / Thompson | 27 Kamm / McCall | 28 Kamm / Dockery |
| 29 Kamm / Van Horn | 30 Kamm / SR 99 SB Off Ramp | 31 Bethel / SR 99 NB On Ramp | 32 Bethel / Golden State Blvd | 33 Bethel / Kamm | 34 Kamm / Academy | 35 Bethel / SR 99 NB Off Ramp |
| 36 Bethel / Parkway-SR 99 SB On Ramp | 37 Site Access / Golden State | 38 Site Access / Dockery | 39 Site Access / Mountain View | | | |

## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- PROJECT SITE

Proposed Selma Crossings
Selma, California

# PHASE 2 PROJECT SATURDAY PASS-BY TRIPS




| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp | 2 Floral / Highland | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp | 5 Highland / SR 99 SB On Ramp | 6 Highland / Rose | 7 Highland / Nebraska |
| 8 Nebraska / Thompson | 9 Second St / SR 99 SB Ramps | 10 Second St / SR 99 NB Ramps | 11 Second St / Whitson | 12 Mountain View / Highland | 13 Mountain View / Thompson | 14 Mountain View / McCall |
| 15 Mountain View / Dockery: 11(11), 14(19), 11(11), -11(-11), 14(19), -14(-19) | 16 Mountain View / SR 99 SB Off Ramp | 17 Mountain View / SR 99 SB On Ramp | 18 Mountain View / SR 99 NB On Ramp | 19 Mountain View / SR 99 NB Off Ramp | 20 Mountain View / Golden State Blvd | 21 Mountain View / Bethel |
| 22 Mountain View / Academy | 23 Mountain View / Mendocino | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber | 26 Kamm / Thompson | 27 Kamm / McCall | 28 Kamm / Dockery |
| 29 Kamm / Van Horn | 30 Kamm / SR 99 SB Off Ramp | 31 Bethel / SR 99 NB On Ramp | 32 Bethel / Golden State Blvd | 33 Bethel / Kamm | 34 Kamm / Academy | 35 Bethel / SR 99 NB Off Ramp |
| 36 Bethel / Parkway-SR 99 SB On Ramp | 37 Site Access / Golden State | 38 Site Access / Dockery | 39 Site Access / Mountain View: 23(25), 24(33), 23(25), -23(-25), 24(33), -24(-33) | | | |

## LEGEND

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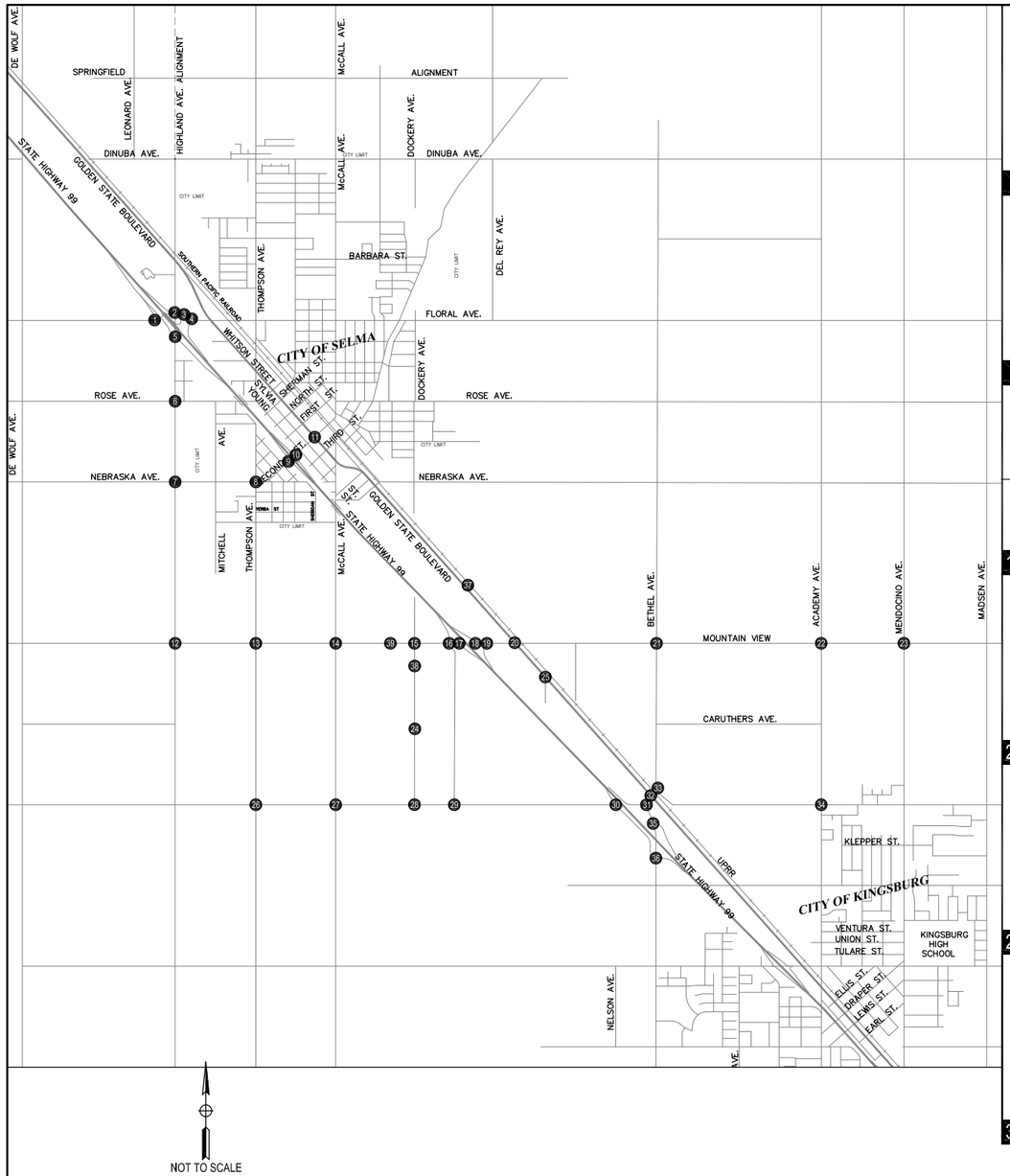
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# PHASE 3 PROJECT WEEKDAY PASS-BY TRIPS




| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp | 2 Floral / Highland | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp | 5 Highland / SR 99 SB On Ramp | 6 Highland / Rose | 7 Highland / Nebraska |
| 8 Nebraska / Thompson | 9 Second St / SR 99 SB Ramps | 10 Second St / SR 99 NB Ramps | 11 Second St / Whitson | 12 Mountain View / Highland | 13 Mountain View / Thompson | 14 Mountain View / McCall |
| 15 Mountain View / Dockery | 16 Mountain View / SR 99 SB Off Ramp | 17 Mountain View / SR 99 SB On Ramp | 18 Mountain View / SR 99 NB On Ramp | 19 Mountain View / SR 99 NB Off Ramp | 20 Mountain View / Golden State Blvd | 21 Mountain View / Bethel |
| 22 Mountain View / Academy | 23 Mountain View / Mendocino | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber | 26 Kamm / Thompson | 27 Kamm / McCall | 28 Kamm / Dockery |
| 29 Kamm / Van Horn | 30 Kamm / SR 99 SB Off Ramp | 31 Bethel / SR 99 NB On Ramp | 32 Bethel / Golden State Blvd | 33 Bethel / Kamm | 34 Kamm / Academy | 35 Bethel / SR 99 NB Off Ramp |
| 36 Bethel / Parkway-SR 99 SB On Ramp | 37 Site Access / Golden State | 38 Site Access / Dockery | 39 Site Access / Mountain View | | | |

## LEGEND

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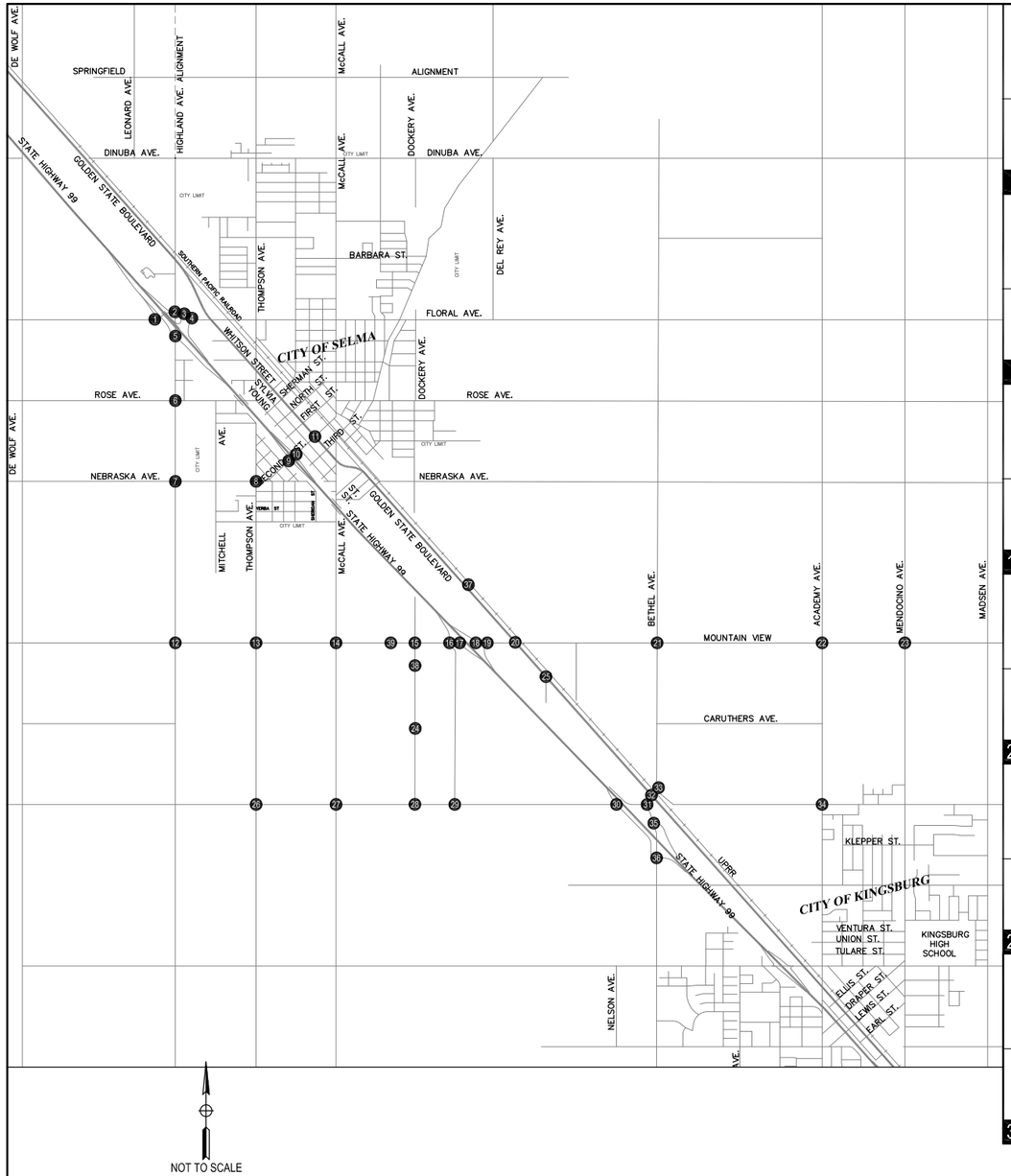
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX | SATURDAY VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# PHASE 3 PROJECT SATURDAY PASS-BY TRIPS




| | | | |
|---|---|---|---|
| | ← 5(28) | | |
| 9(27) → | | | |
| 1 Floral / SR 99 SB Off Ramp | | | |
| 2(6) ↓ 3(10) | ↖ 2(11) ← 1(8) | | |
| 2(8) → 2(6) ↘ | 1(7) ↑ 1(6) ↑ | | |
| 8 Nebraska / Thompson | | | |
| | ← 23(114) | | |
| 36(109) → | | | |
| 15 Mountain View / Dockery | | | |
| 18(54) ↓ | ← 65(220) | | |
| 11(57) → 48(228) → 5(28) ↘ | 9(27) ↑ | | |
| 22 Mountain View / Academy | | | |
| 5(28) ↓ 8(42) | | | |
| | 6(27) ↑ | | |
| 36 Bethel / Parkway-SR 99 SB On Ramp | | | |

| | | | |
|---|---|---|---|
| | 6(20) ↓ | ← 5(28) | |
| 9(27) → | | 2(20) ↑ | |
| 2 Floral / Highland | | | |
| 9(27) ↓ | ← 8(42) | | |
| 13(41) → | | | |
| 9 Second St / SR 99 SB Ramps | | | |
| | 118(356) ↓ | ← 23(114) | |
| 36(109) → | | | |
| 16 Mountain View / SR 99 SB Off Ramp | | | |
| 27(82) ↓ | ← 0(111) | | |
| 17(85) → 25(115) → 6(28) ↘ | 9(27) ↑ | | |
| 23 Mountain View / Mendocino | | | |
| 47(137) ↓ 87(427) ↓ | | | |
| 58(285) → | | | |
| 116(569) → | 363(1095) ↑ | | |
| 37 Site Access / Golden State | | | |

| | | | |
|---|---|---|---|
| | | ← 3(19) | |
| 9(27) → | | 2(9) ↑ | |
| 4 FLoral / SR 99 NB Off Ramp | | | |
| 31(96) ↓ | | 6(16) ↑ | |
| 22(68) → | | 13(70) ↑ 20(100) ↑ 4(16) ↑ | |
| 11 Second St / Whitson | | | |
| | | 76(370) ↖ 43(214) ← | |
| 154(465) → | | | |
| 18 Mountain View / SR 99 NB On Ramp | | | |
| 38(185) ↓ | | | |
| | | 59(178) ↑ | |
| 25 Golden State Blvd / Amber | | | |
| 13(70) ↓ 14(58) ↓ 11(57) ↓ | | 18(54) ↖ | |
| 22(68) → | | 19(56) ↑ | |
| 32 Bethel / Golden State Blvd | | | |
| | 22(68) ↑ | | |
| 31 Bethel / SR 99 NB On Ramp | | | |
| 47(137) ↓ 87(427) ↓ | | | |
| 363(1095) ↑ | | | |
| 39 Site Access / Mountain View | | | |

| | | | |
|---|---|---|---|
| | 6(20) ↓ | | |
| | | 2(20) ↑ | |
| 5 Highland / SR 99 SB On Ramp | | | |
| 9(27) ↓ | ← 5(28) ← 3(14) ← 4(16) | | |
| 4(13) → | 6(16) ↑ | | |
| 12 Mountain View / Highland | | | |
| | ← 119(585) | | |
| 154(465) → | 32(96) ↑ | | |
| 19 Mountain View / SR 99 NB Off Ramp | | | |
| | 0(2) ← | | |
| 1(2) → | | | |
| 26 Kamm / Thompson | | | |
| 11(57) ↘ | 18(54) ↓ | 2(6) ↑ 2(7) ↑ | |
| 33 Bethel / Kamm | | | |

| | | | |
|---|---|---|---|
| | 6(20) ↓ | ← 1(4) | |
| | | 2(20) ↑ 1(5) ↑ | |
| 6 Highland / Rose | | | |
| 4(13) ↓ | ← 3(14) ← 12(58) | | |
| 19(56) → | | | |
| 13 Mountain View / Thompson | | | |
| 119(584) ↓ 38(185) ↓ 76(370) ↓ | ← 118(356) | | |
| 186(561) → | 59(178) ↑ | | |
| 20 Mountain View / Golden State Blvd | | | |
| 0(2) ↓ 3(12) ↓ | | | |
| 1(2) → | 3(11) ↑ | | |
| 27 Kamm / McCall | | | |
| 5(25) ↓ 3(17) ↓ | ← 5(16) ← 13(38) | | |
| 7(41) → 5(23) ↘ | 7(22) ↑ 8(25) ↑ | | |
| 34 Kamm / Academy | | | |

| | | | |
|---|---|---|---|
| | 7(24) ↓ | ← 1(4) | |
| 1(3) → | | 3(25) ↑ | |
| 7 Highland / Nebraska | | | |
| 9(27) ↓ | ← 5(28) ← 15(72) ← 3(14) | | |
| 23(69) → | | 4(13) ↑ | |
| 14 Mountain View / McCall | | | |
| | 13(41) ↓ | ← 100(301) | |
| 8(42) → 64(313) → 3(14) ↘ | | 4(13) ↑ | |
| 21 Mountain View / Bethel | | | |
| | 13(70) ↓ | 13(41) ↑ | |
| 28 Kamm / Dockery | | | |
| | 9(27) ↑ | | |
| 35 Bethel / SR 99 NB Off Ramp | | | |

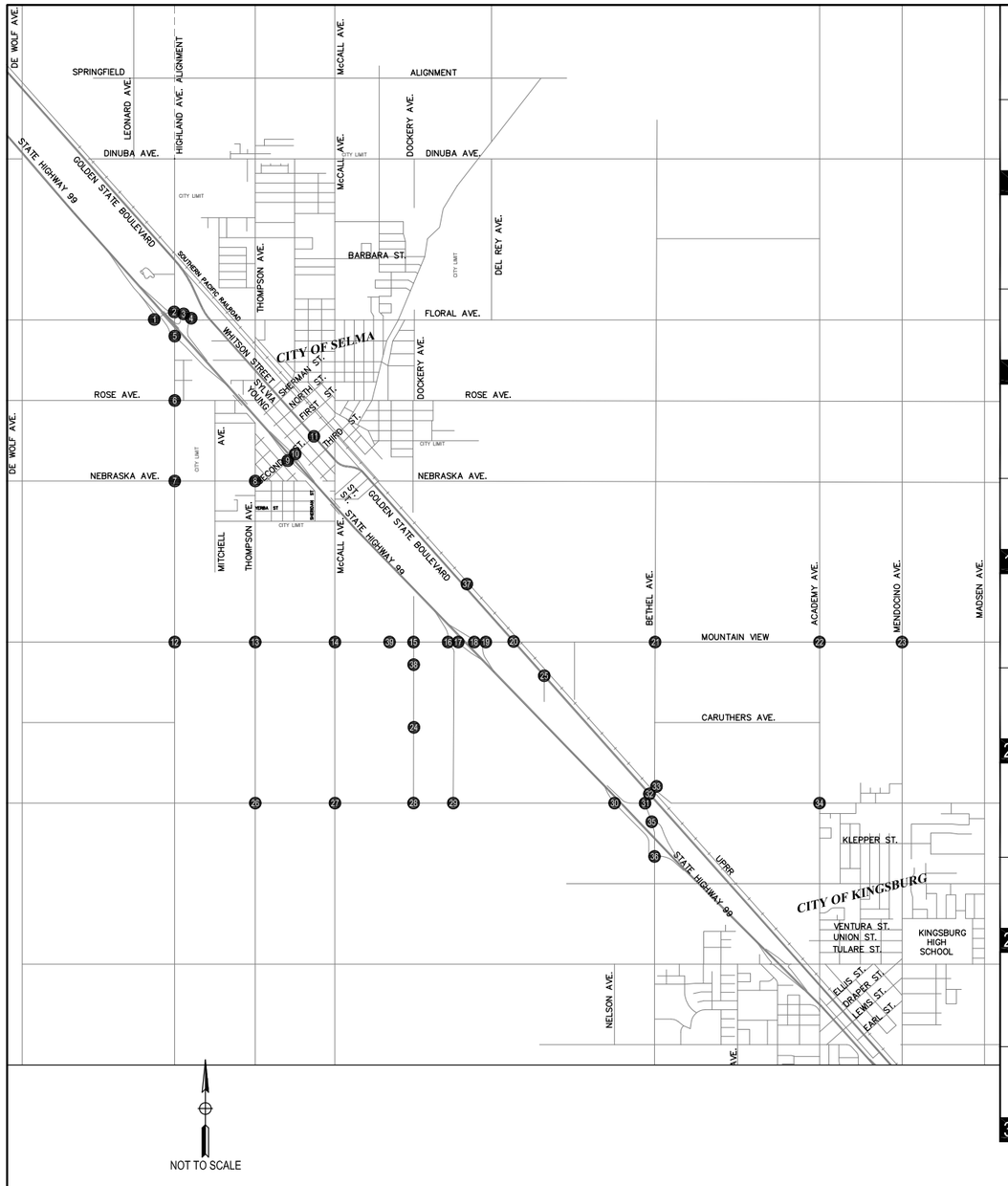
| | | | |
|---|---|---|---|
| | | | |
| 10 Second St / SR 99 NB Ramps | | | |
| 22(68) → | | | |
| | | | |
| 17 Mountain View / SR 99 SB On Ramp | | | |
| 154(465) → | | | |
| 24 Caruthers / Dockery | | | |
| | 13(70) ↓ | | |
| 30 Kamm / SR 99 SB Off Ramp | | | |
| | 22(68) ↑ | | |
| 31 Bethel / SR 99 NB On Ramp | | | |
| | | | |
| 38 Site Access / Dockery | | | |

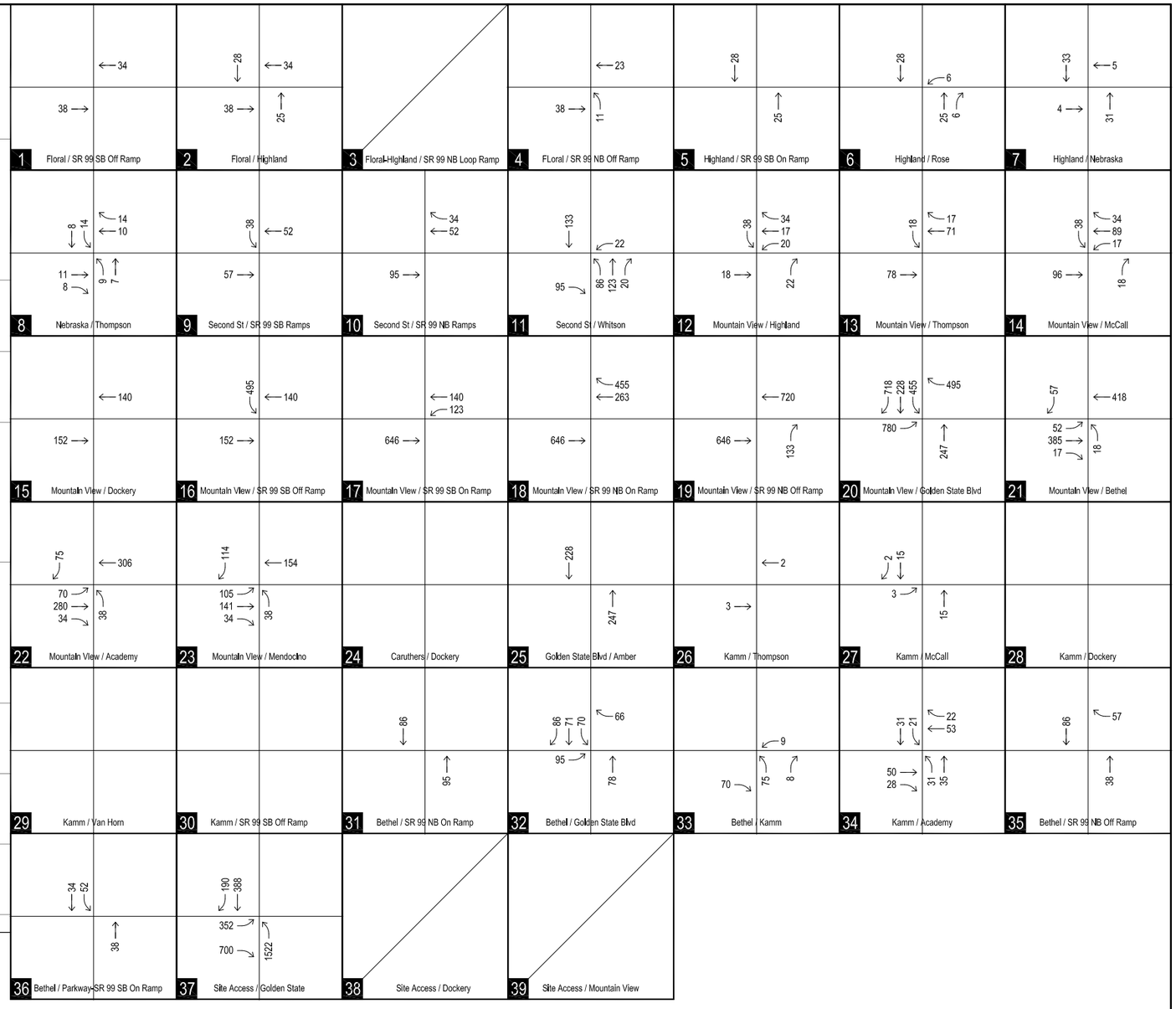
## LEGEND

| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# PHASE 1 PROJECT WEEKDAY PEAK-HOUR TRAFFIC VOLUMES



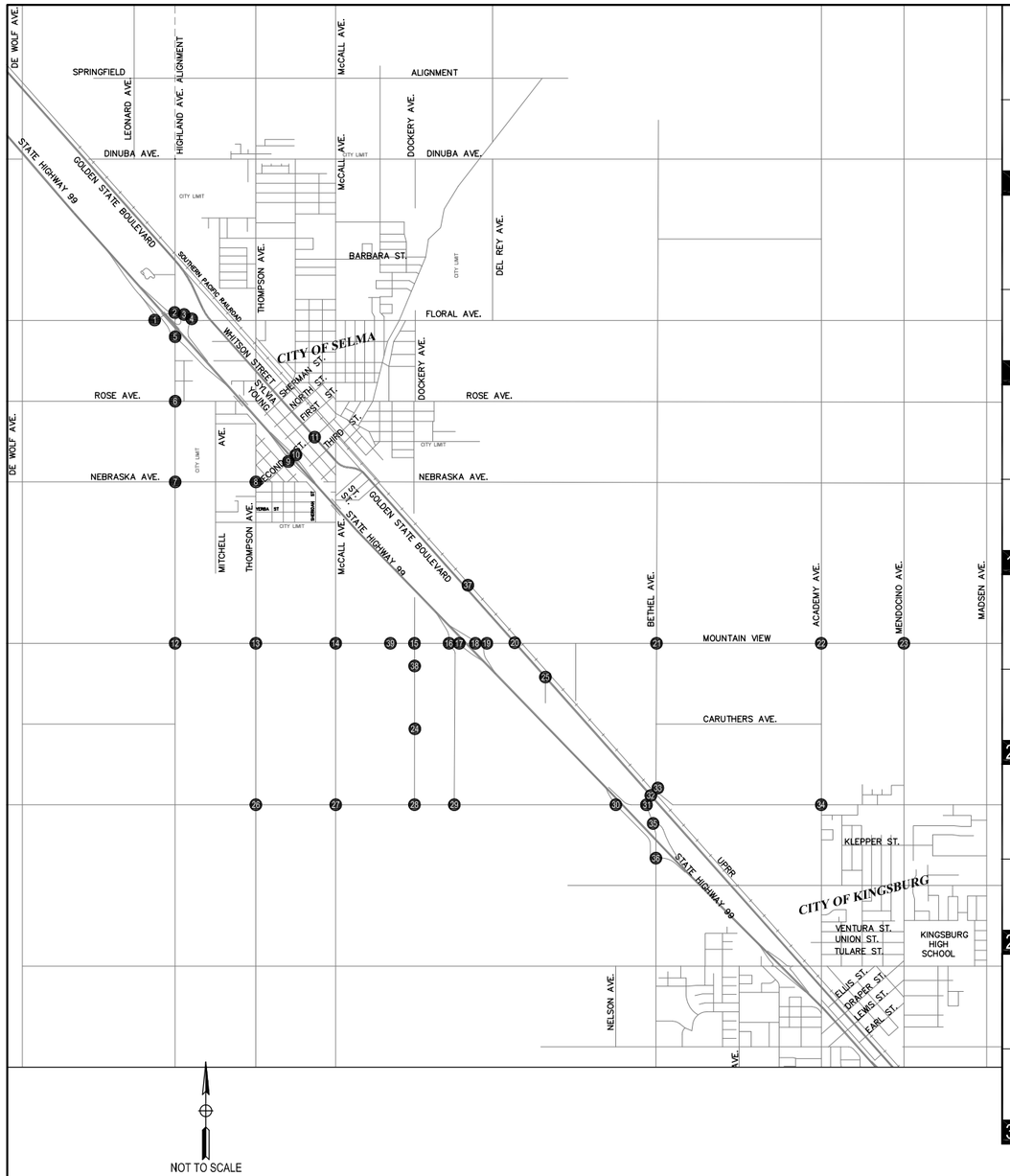



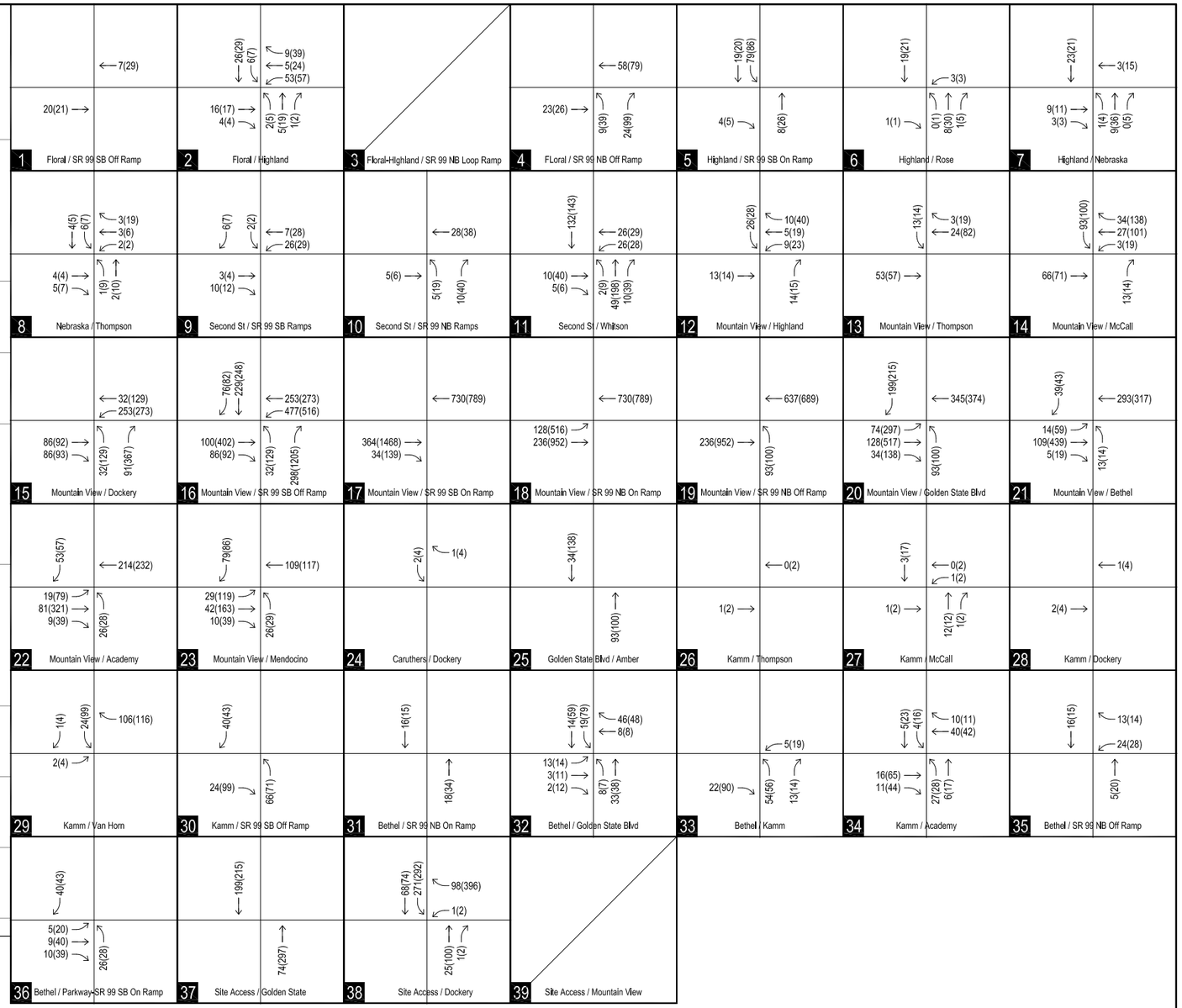

## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- ▨ PROJECT SITE

Proposed Selma Crossings
Selma, California

# PHASE 1 PROJECT SATURDAY PEAK-HOUR TRAFFIC VOLUMES



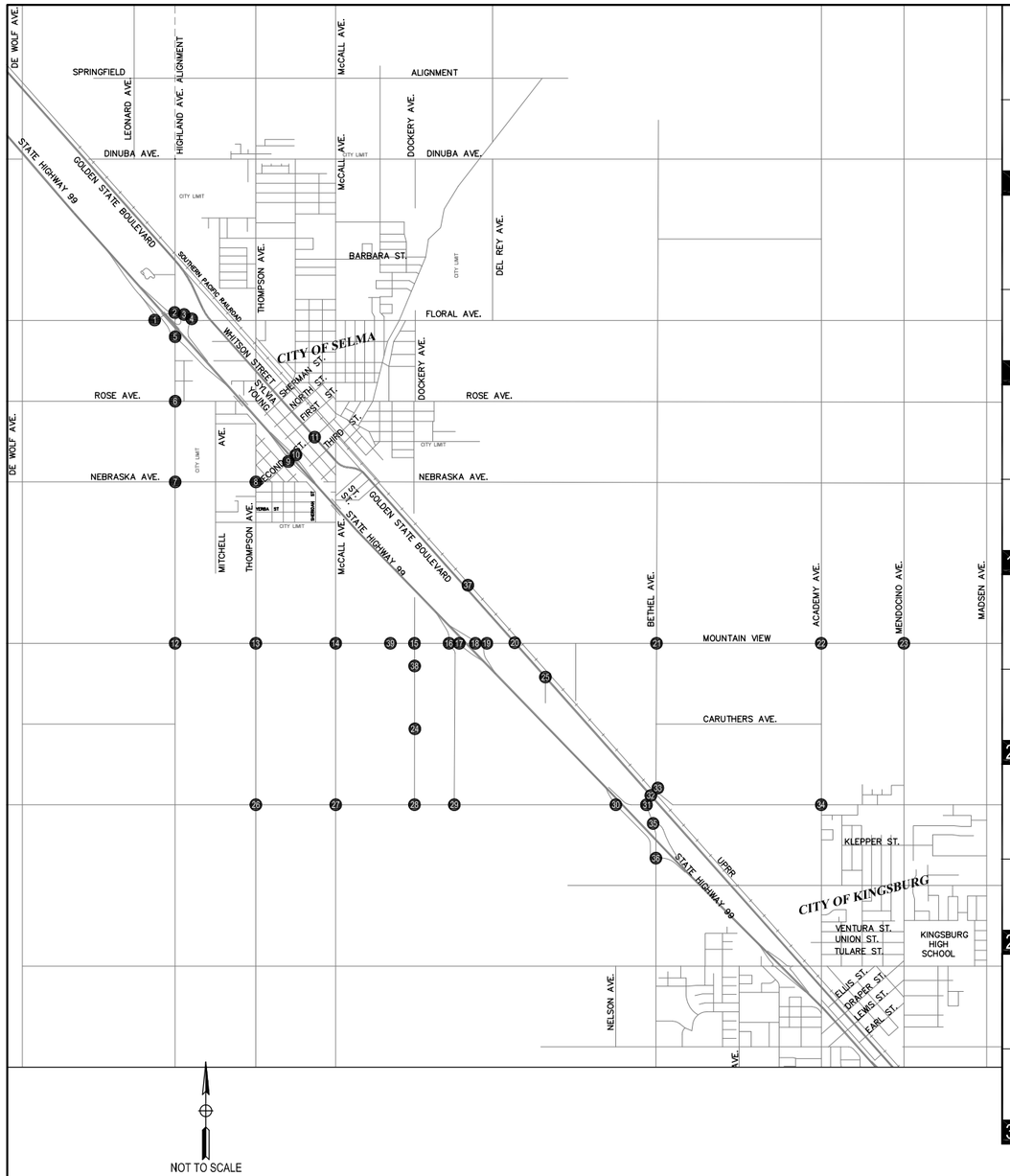




## LEGEND

| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# PHASE 2 PROJECT WEEKDAY PEAK-HOUR TRAFFIC VOLUMES

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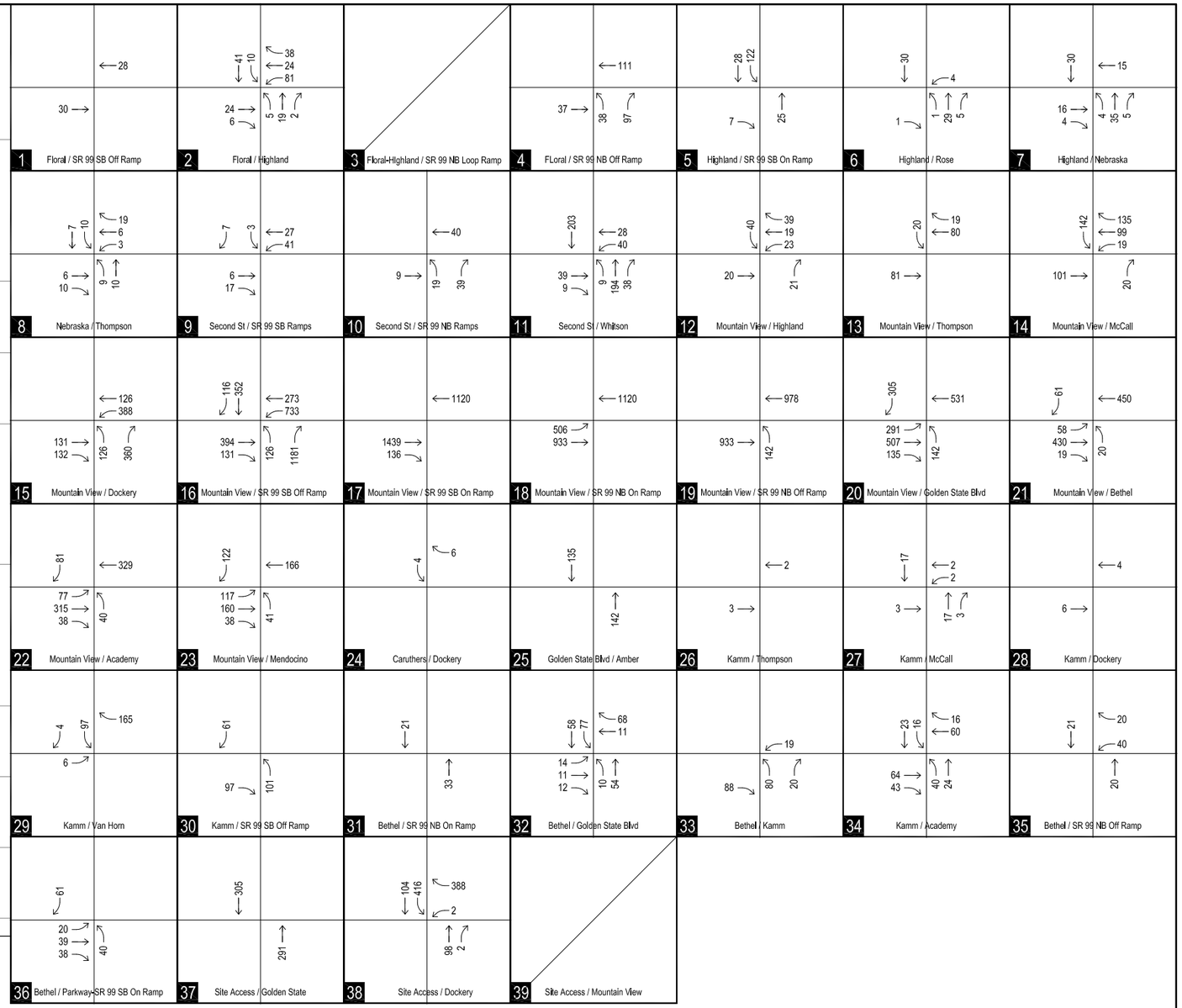
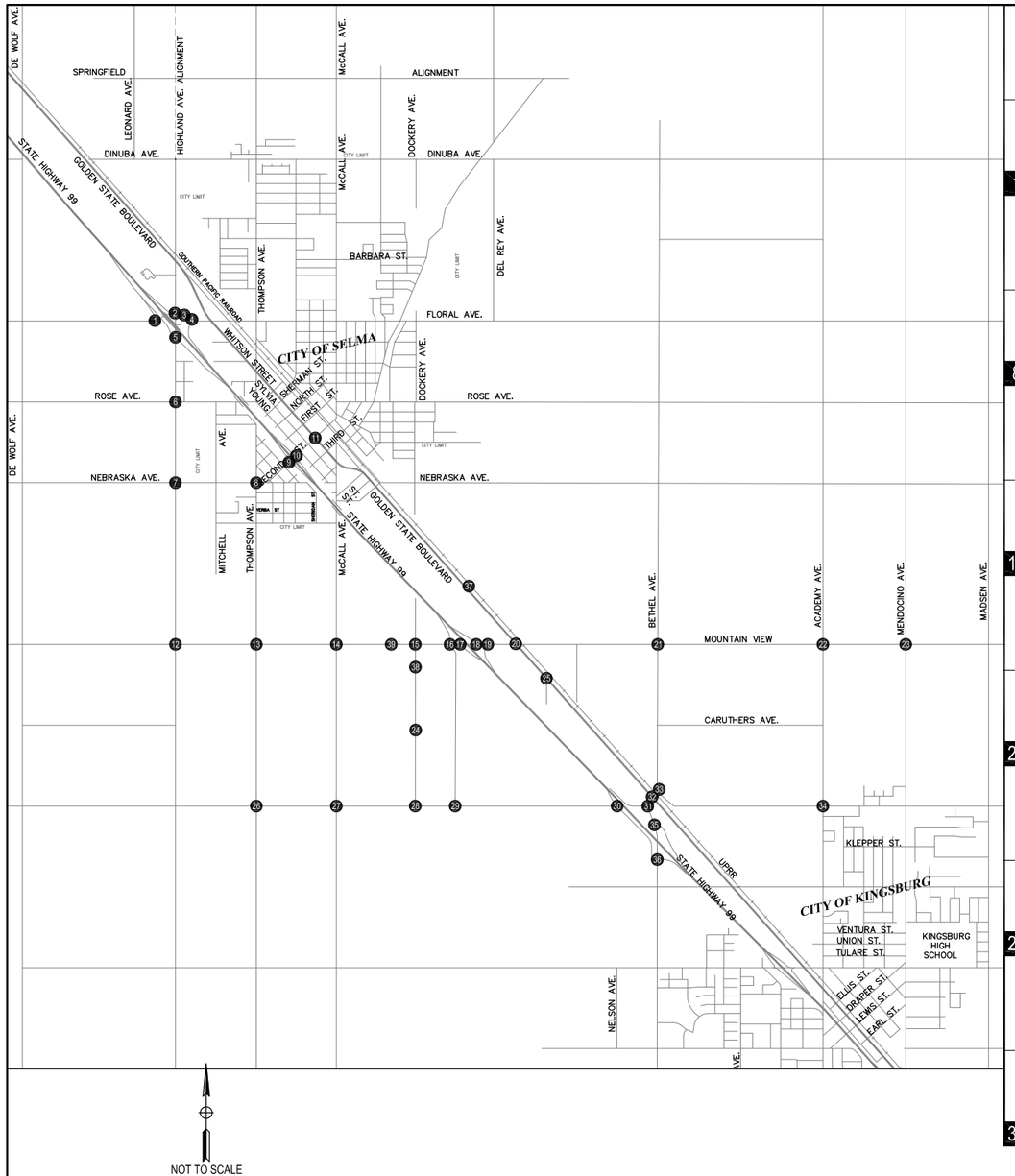



## LEGEND

- (XX) STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- PROJECT SITE

Proposed Selma Crossings
Selma, California

# PHASE 2 PROJECT SATURDAY PEAK-HOUR TRAFFIC VOLUMES



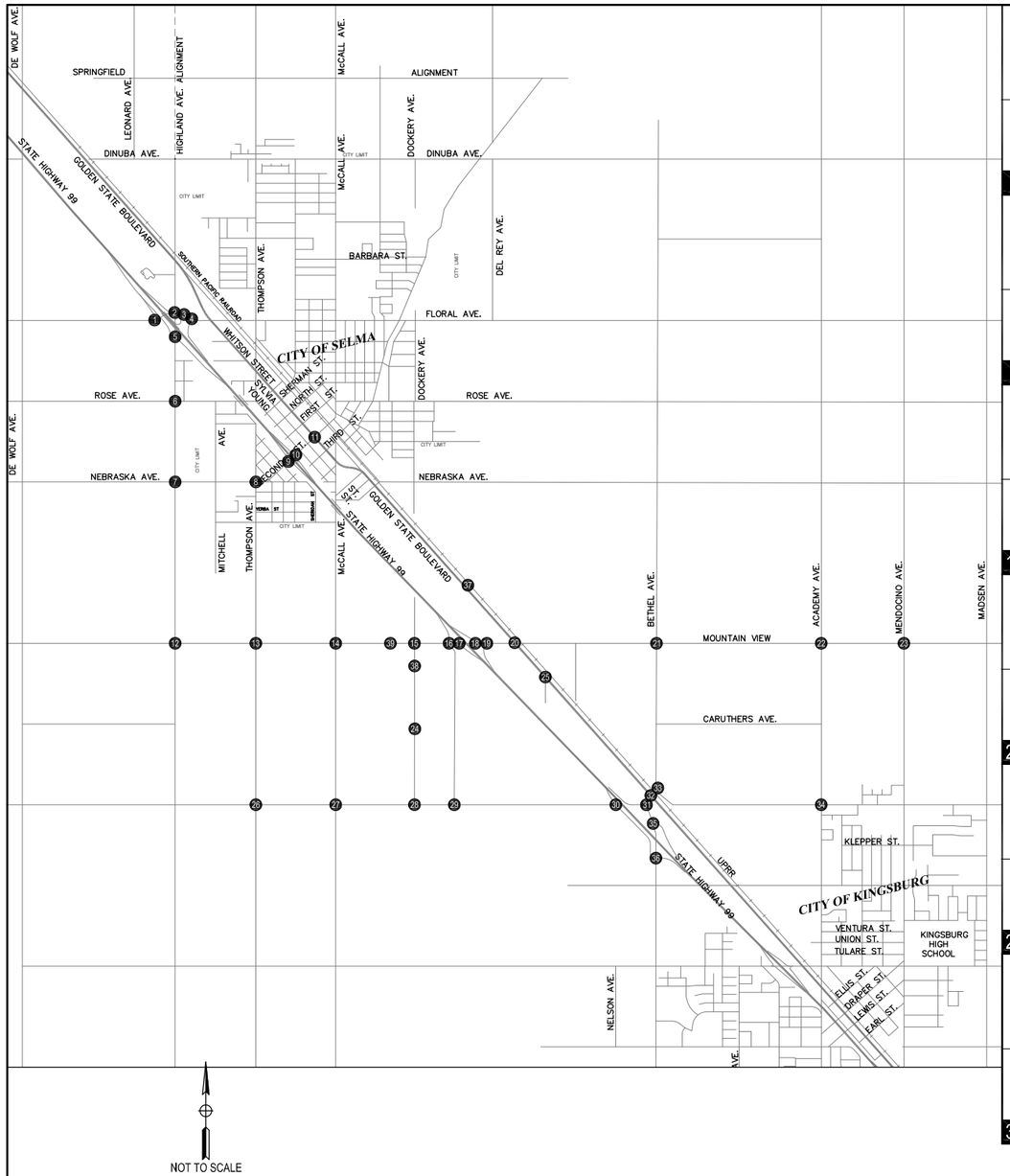

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp<br>11(15) → ; ← 5(19) | 2 Floral / Highland<br>8(12) → 2(3) ↘ ; 1(3) ↑ 3(12) ↑ 1(1) ↑ ; ← 14(21) 3(5) ; ↖ 6(25) ← 3(16) ↖ 36(37) | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp<br>12(18) → ; 6(25) ↑ 16(64) ↑ ; ← 37(51) | 5 Highland / SR 99 SB On Ramp<br>2(4) ↘ ; 5(17) ↑ ; ← 10(14) 42(61) | 6 Highland / Rose<br>1(1) ↘ ; 0(1) ↑ 5(20) ↑ 1(3) ↑ ; ← 10(15) ; ← 2(2) | 7 Highland / Nebraska<br>5(8) → 2(2) ↘ ; 1(3) ↑ 6(23) ↑ 0(3) ↑ ; ← 12(15) ; ← 2(10) |
| 8 Nebraska / Thompson<br>2(3) → 3(5) ↘ ; 1(6) ↑ 1(7) ↑ ; ← 2(4) 3(5) ; ↖ 2(12) ← 2(4) ↖ 1(1) | 9 Second St / SR 99 SB Ramps<br>2(3) → 5(9) ↘ ; ← 4(5) 1(1) ; ← 5(18) ← 14(21) | 10 Second St / SR 99 NB Ramps<br>3(4) → ; 3(12) ↑ 7(26) ↑ ; ← 15(27) | 11 Second St / Whitson<br>7(26) → 3(4) ↘ ; 1(6) ↑ 33(129) ↑ 7(25) ↑ ; ← 70(102) ; ← 18(19) ← 14(20) | 12 Mountain View / Highland<br>7(10) → ; 7(11) ↑ ; ← 14(20) ; ← 7(26) ← 3(12) ← 6(15) | 13 Mountain View / Thompson<br>28(40) → ; ← 7(10) ; ← 2(12) ← 16(53) | 14 Mountain View / McCall<br>35(50) → ; 7(10) ↑ ; ← 49(71) ; ↖ 23(90) ← 18(66) ← 2(12) |
| 15 Mountain View / Dockery<br>58(60) → 58(60) → ; ← 22(84) ; ← 172(177) ← 22(84) | 16 Mountain View / SR 99 SB Off Ramp<br>272(1049) → 10(38) ↘ ; 33(49) ↑ ; ← 183(267) ; ← 337(565) | 17 Mountain View / SR 99 SB On Ramp<br>249(958) → 23(91) ↘ ; ← 337(565) | 18 Mountain View / SR 99 NB On Ramp<br>88(337) → 161(621) → ; ← 337(565) | 19 Mountain View / SR 99 NB Off Ramp<br>161(621) → ; 49(72) ↑ ; ← 288(493) | 20 Mountain View / Golden State Blvd<br>50(194) → 88(337) → 23(90) ↘ ; 49(72) ↑ ; ← 105(154) ; ← 183(267) | 21 Mountain View / Bethel<br>10(38) → 74(285) → 3(12) ↘ ; 7(10) ↑ ; ← 21(31) ; ← 155(225) |
| 22 Mountain View / Academy<br>13(51) → 55(209) → 6(25) ↘ ; 14(20) ↑ ; ← 113(165) ; ← 28(40) | 23 Mountain View / Mendocino<br>20(77) → 29(106) → 7(25) ↘ ; 14(21) ↑ ; ← 58(83) ; ← 42(61) | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber<br>49(71) ↑ ; ← 23(90) | 26 Kamm / Thompson<br>1(1) → ; ← 0(1) | 27 Kamm / McCall<br>1(1) → ; 6(9) ↑ 1(1) ↑ ; ← 2(11) ; ← 0(1) 1(1) | 28 Kamm / Dockery<br>1(3) → ; ← 1(3) |
| 29 Kamm / Van Horn<br>1(3) ↗ ; 16(64) ↘ ; ← 56(82) ; ← 1(3) | 30 Kamm / SR 99 SB Off Ramp<br>16(64) ↘ ; 35(50) ↑ ; ← 21(31) | 31 Bethel / SR 99 NB On Ramp<br>12(22) ↑ ; ← 8(11) | 32 Bethel / Golden State Blvd<br>9(9) ↘ 2(7) → 1(8) ↘ ; 4(5) ↑ 17(27) ↑ ; ← 10(38) 13(51) ; ← 24(34) ← 4(6) | 33 Bethel / Kamm<br>15(59) ↘ ; 29(40) ↑ 7(10) ↑ ; ← 3(12) | 34 Kamm / Academy<br>11(42) → 7(29) ↘ ; 14(20) ↑ 3(12) ↑ ; ← 3(15) 3(10) ; ← 5(8) ← 21(30) | 35 Bethel / SR 99 NB Off Ramp<br>3(13) ↑ ; ← 8(11) ; ← 7(10) ← 13(20) |
| 36 Bethel / Parkway-SR 99 SB On Ramp<br>3(13) ↗ 6(26) → 7(25) ↘ ; 14(20) ↑ ; ← 21(31) | 37 Site Access / Golden State<br>50(194) ↑ ; ← 194(154) | 38 Site Access / Dockery | 39 Site Access / Mountain View<br>58(91) ↗ 33(40) → ; ← 381(704) ← 12(64) ; ← 311(104) 220(848) | | | |

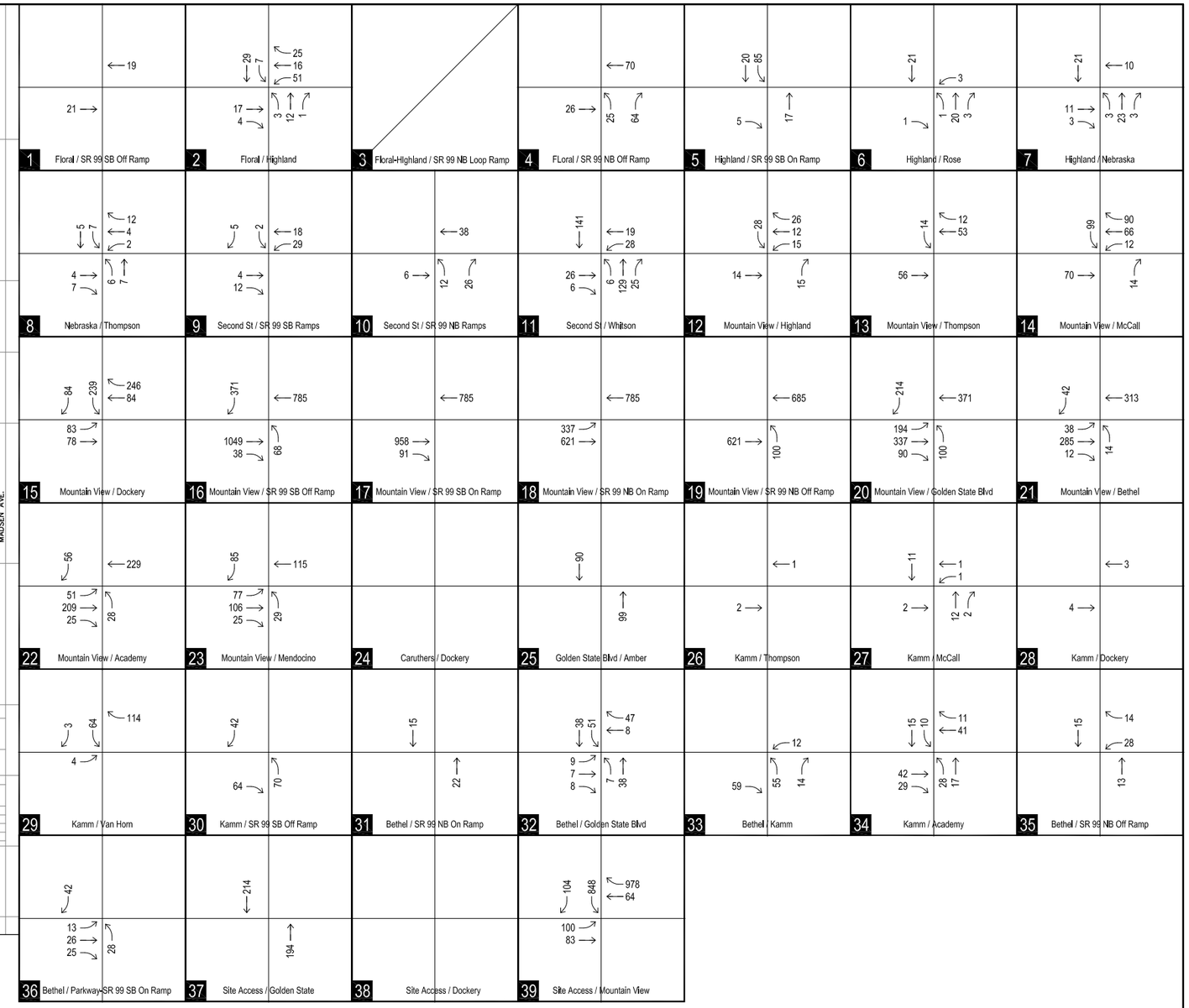
## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

Proposed Selma Crossings
Selma, California

# PHASE 3 PROJECT WEEKDAY PEAK-HOUR TRAFFIC VOLUMES




## LEGEND

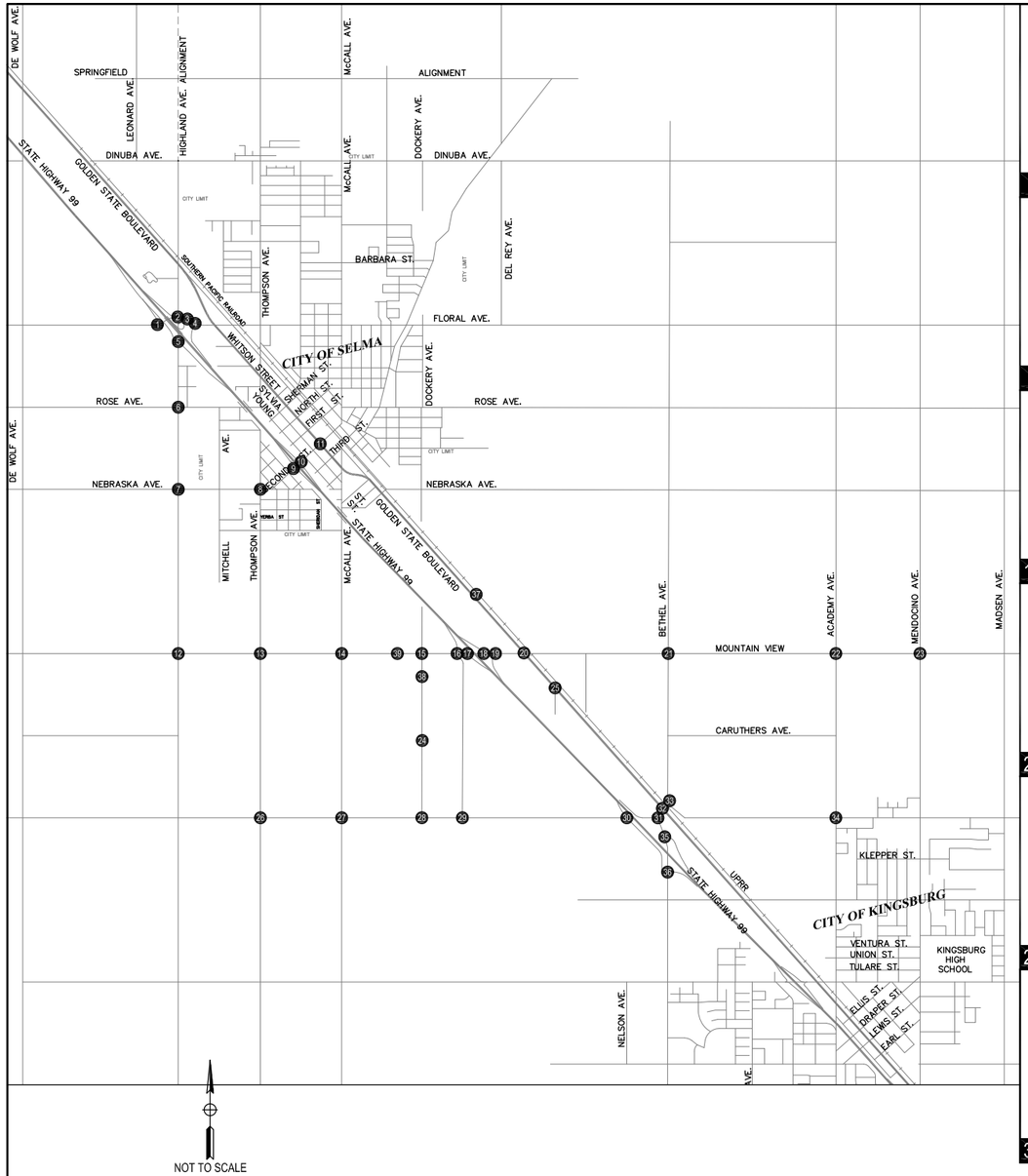
| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX | SATURDAY VOLUMES |
| ▨ | PROJECT SITE |

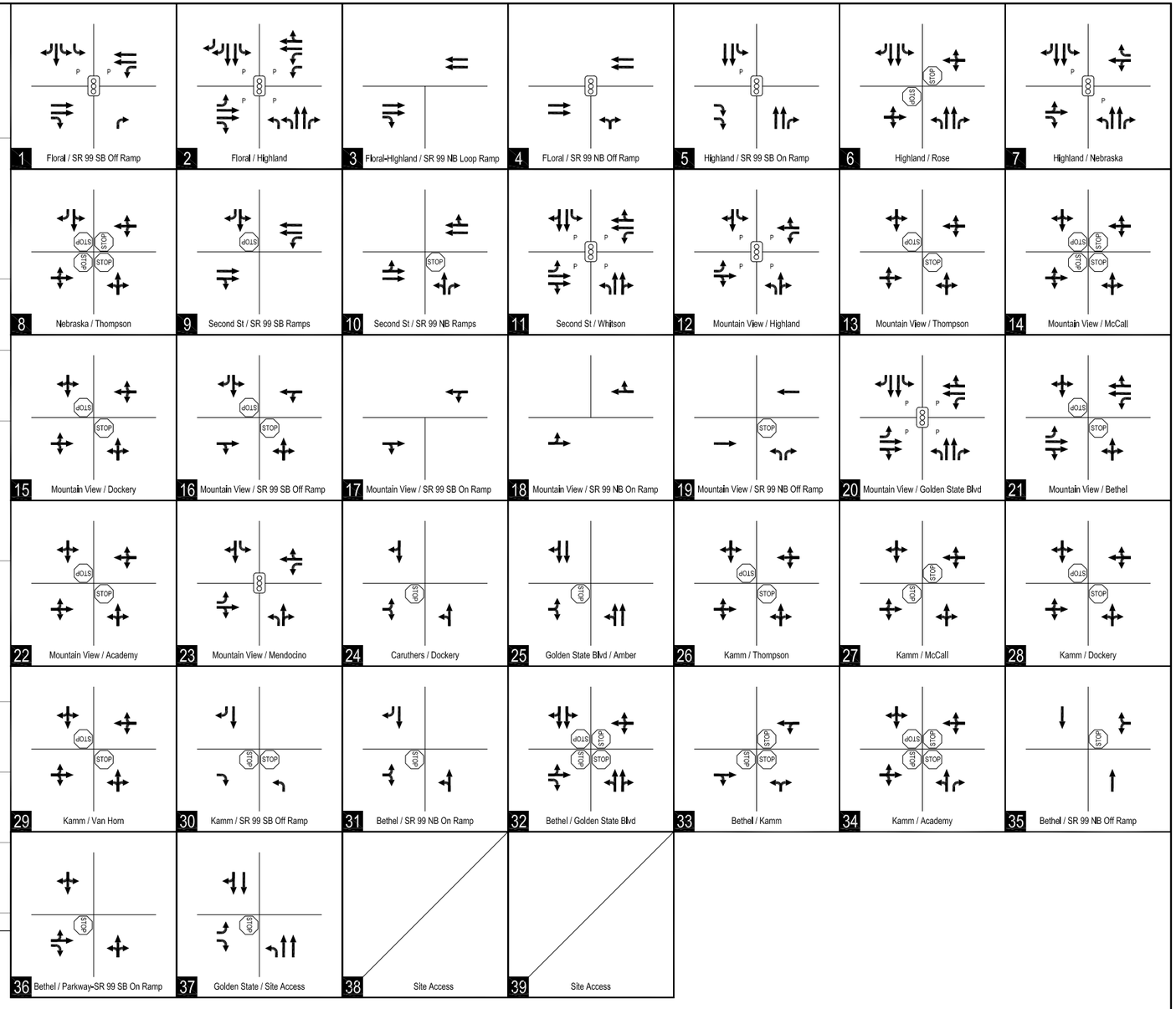
Proposed Selma Crossings
Selma, California

PHASE 3 PROJECT SATURDAY PEAK-HOUR TRAFFIC VOLUMES

PETERS ENGINEERING GROUP

Figure 22



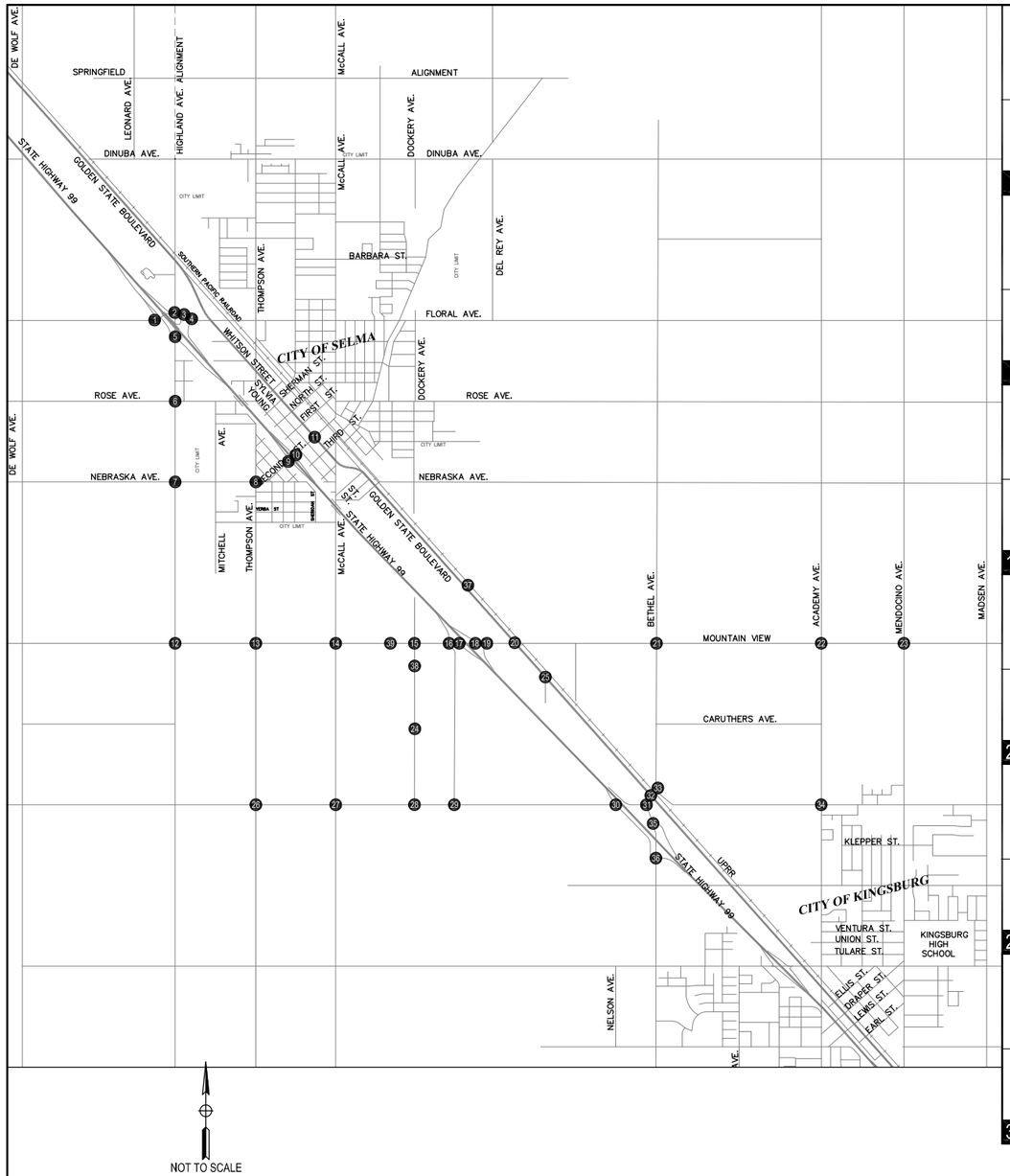




LEGEND

- STUDY AREA INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL

Proposed Selma Crossings
Selma, California

# EXISTING PLUS PROJECT PHASE 1 LANE CONFIGURATIONS AND INTERSECTION CONTROL



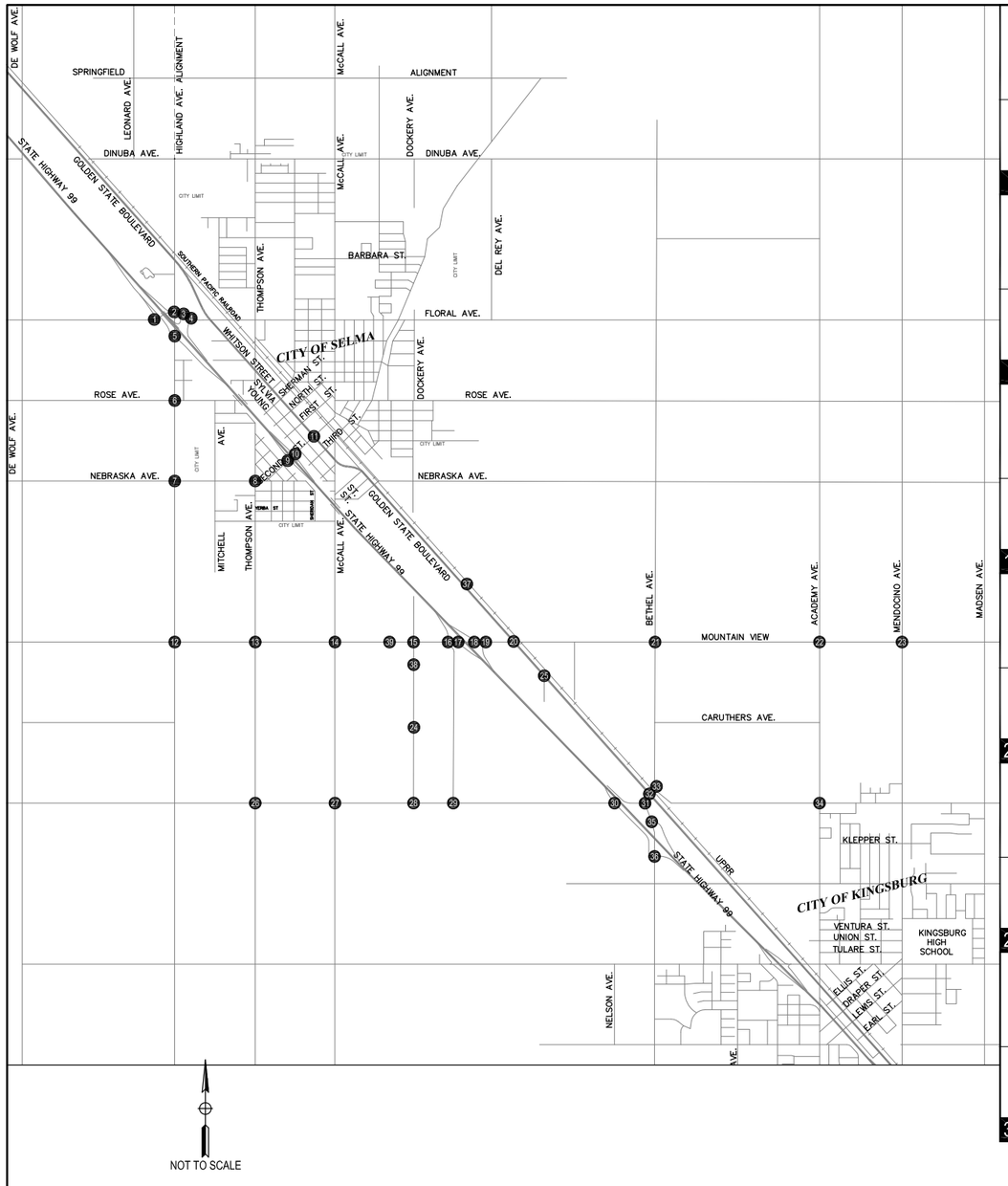

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Floral / SR 99 SB Off Ramp | 2 Floral / Highland | 3 Floral-Highland / SR 99 NB Loop Ramp | 4 FLoral / SR 99 NB Off Ramp | 5 Highland / SR 99 SB On Ramp | 6 Highland / Rose | 7 Highland / Nebraska |
| 8 Nebraska / Thompson | 9 Second St / SR 99 SB Ramps | 10 Second St / SR 99 NB Ramps | 11 Second St / Whitson | 12 Mountain View / Highland | 13 Mountain View / Thompson | 14 Mountain View / McCall |
| 15 Mountain View / Dockery | 16 Mountain View / SR 99 SB Off Ramp | 17 Mountain View / SR 99 SB On Ramp | 18 Mountain View / SR 99 NB On Ramp | 19 Mountain View / SR 99 NB Off Ramp | 20 Mountain View / Golden State Blvd | 21 Mountain View / Bethel |
| 22 Mountain View / Academy | 23 Mountain View / Mendocino | 24 Caruthers / Dockery | 25 Golden State Blvd / Amber | 26 Kamm / Thompson | 27 Kamm / McCall | 28 Kamm / Dockery |
| 29 Kamm / Van Horn | 30 Kamm / SR 99 SB Off Ramp | 31 Bethel / SR 99 NB On Ramp | 32 Bethel / Golden State Blvd | 33 Bethel / Kamm | 34 Kamm / Academy | 35 Bethel / SR 99 NB Off Ramp |
| 36 Bethel / Parkway-SR 99 SB On Ramp | 37 Site Access / Golden State | 38 Site Access / Dockery | 39 Site Access / Mountain View | | | |

## LEGEND

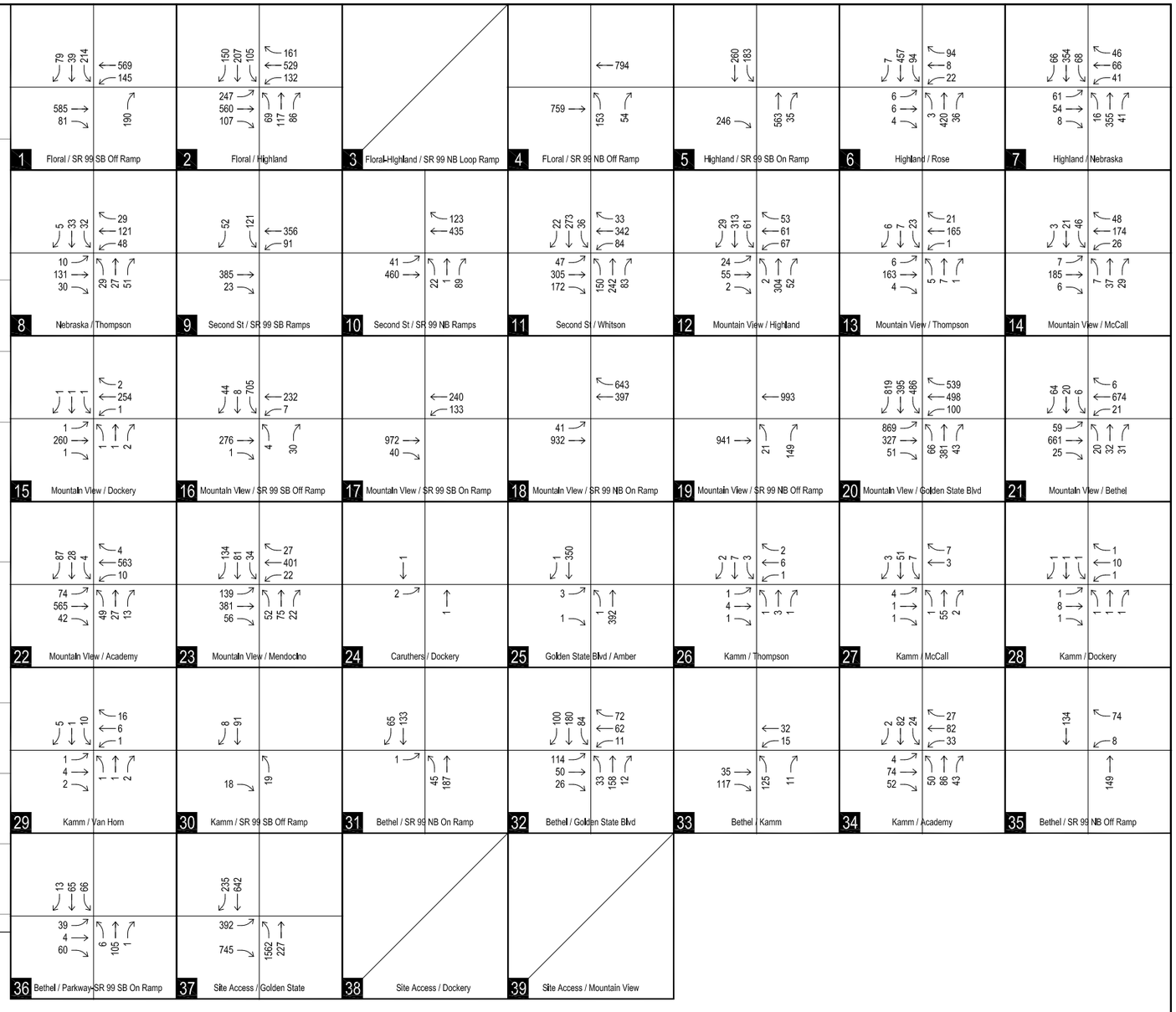
| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# EXISTING PLUS PROJECT PHASE 1 WEEKDAY PEAK-HOUR TRAFFIC VOLUMES




NOT TO SCALE

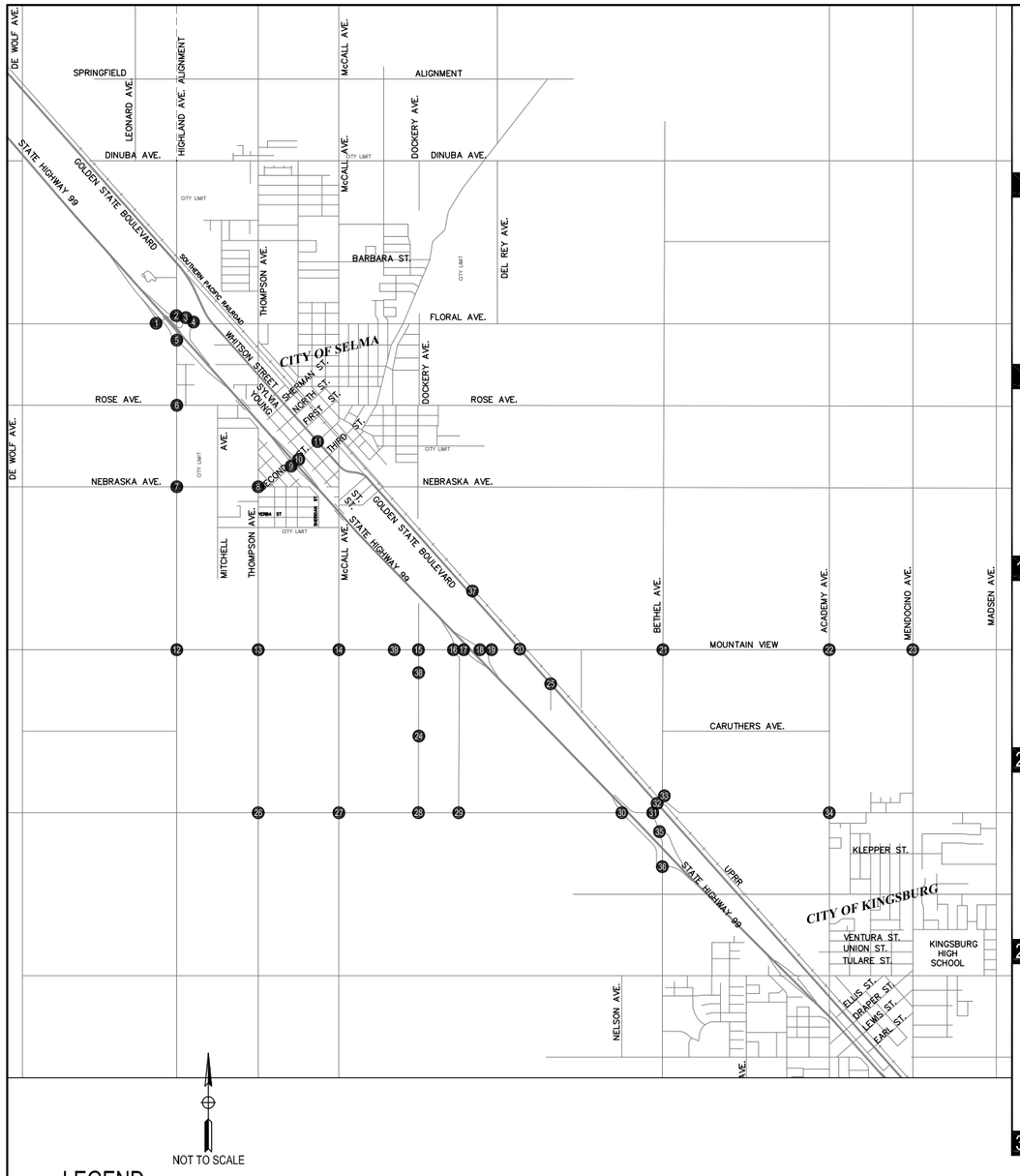


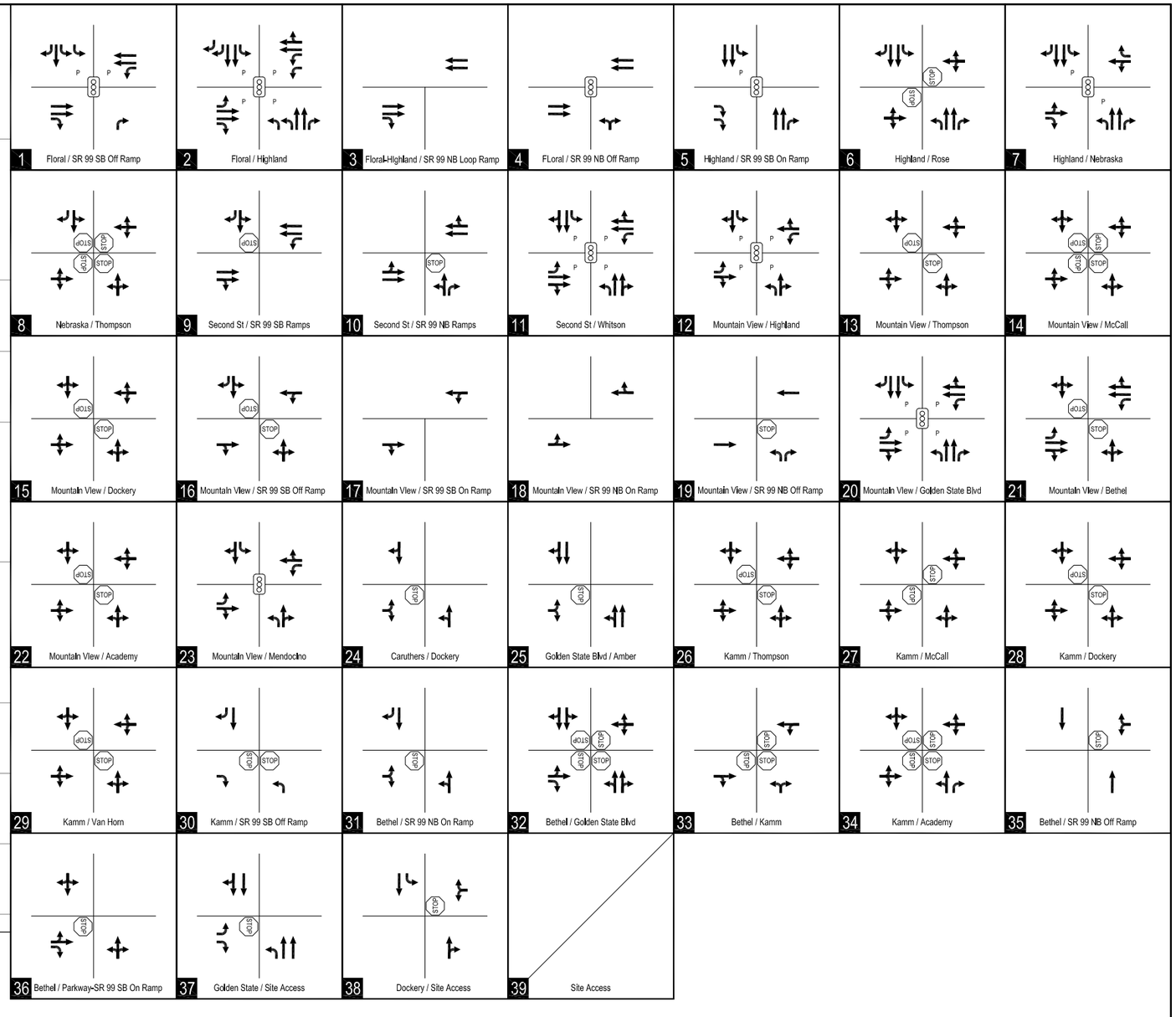

## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- ▨ PROJECT SITE

Proposed Selma Crossings
Selma, California

# EXISTING PLUS PROJECT PHASE 1 SATURDAY PEAK-HOUR TRAFFIC VOLUMES



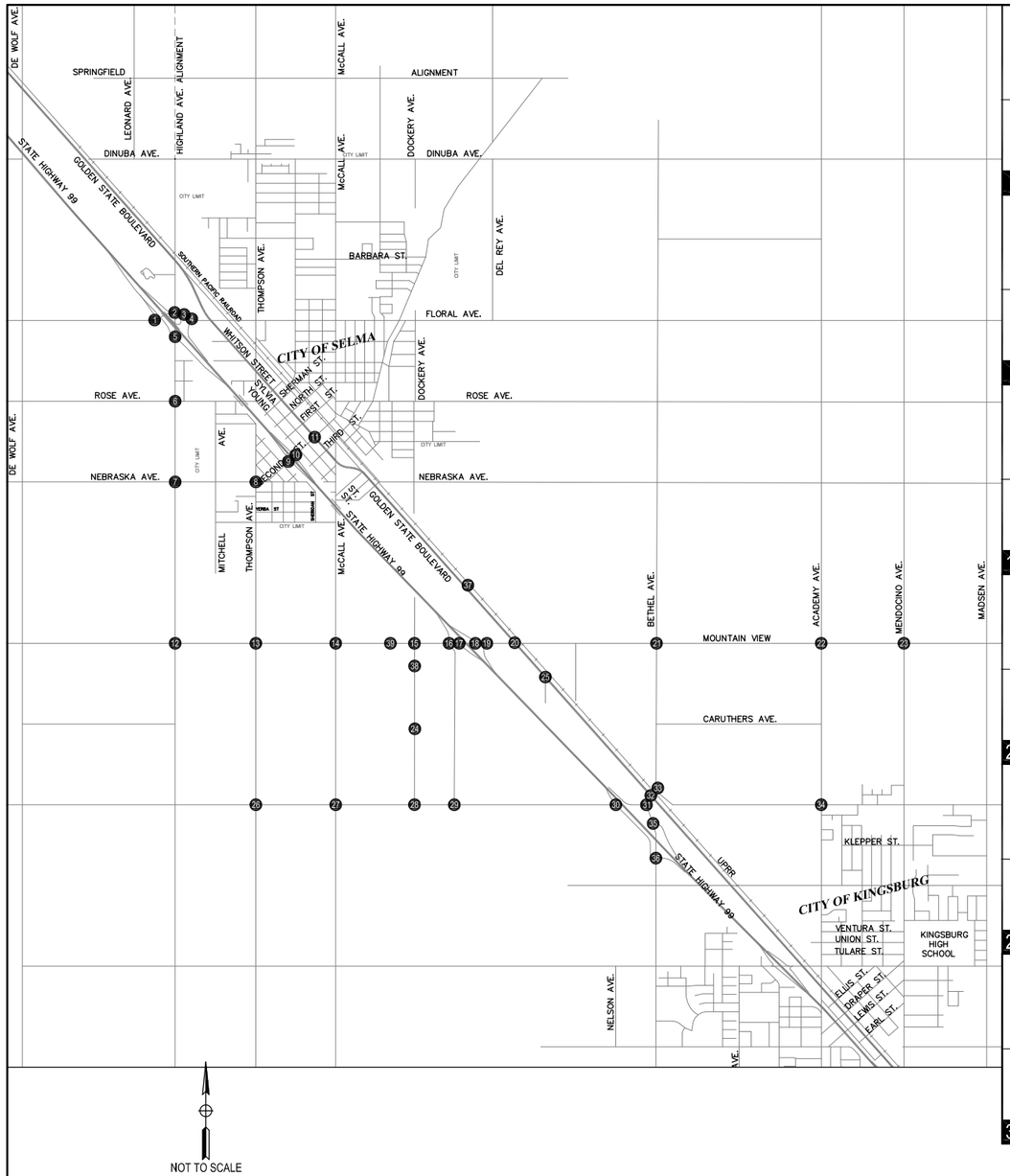




LEGEND

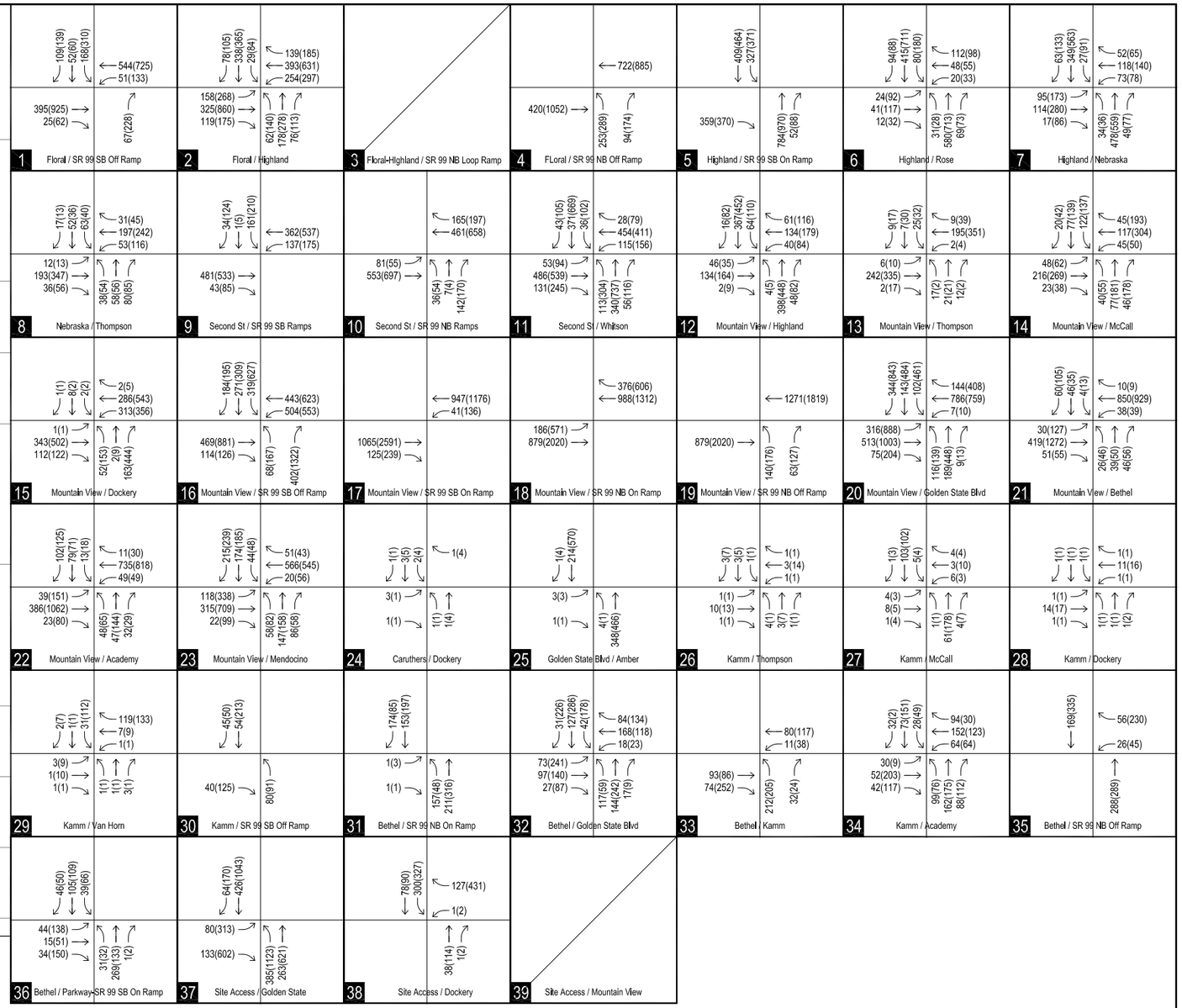
- STUDY AREA INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL

Proposed Selma Crossings
Selma, California

YEAR 2020 WITH PROJECT PHASES 1 AND 2 LANE CONFIGURATIONS AND INTERSECTION CONTROL




NOT TO SCALE

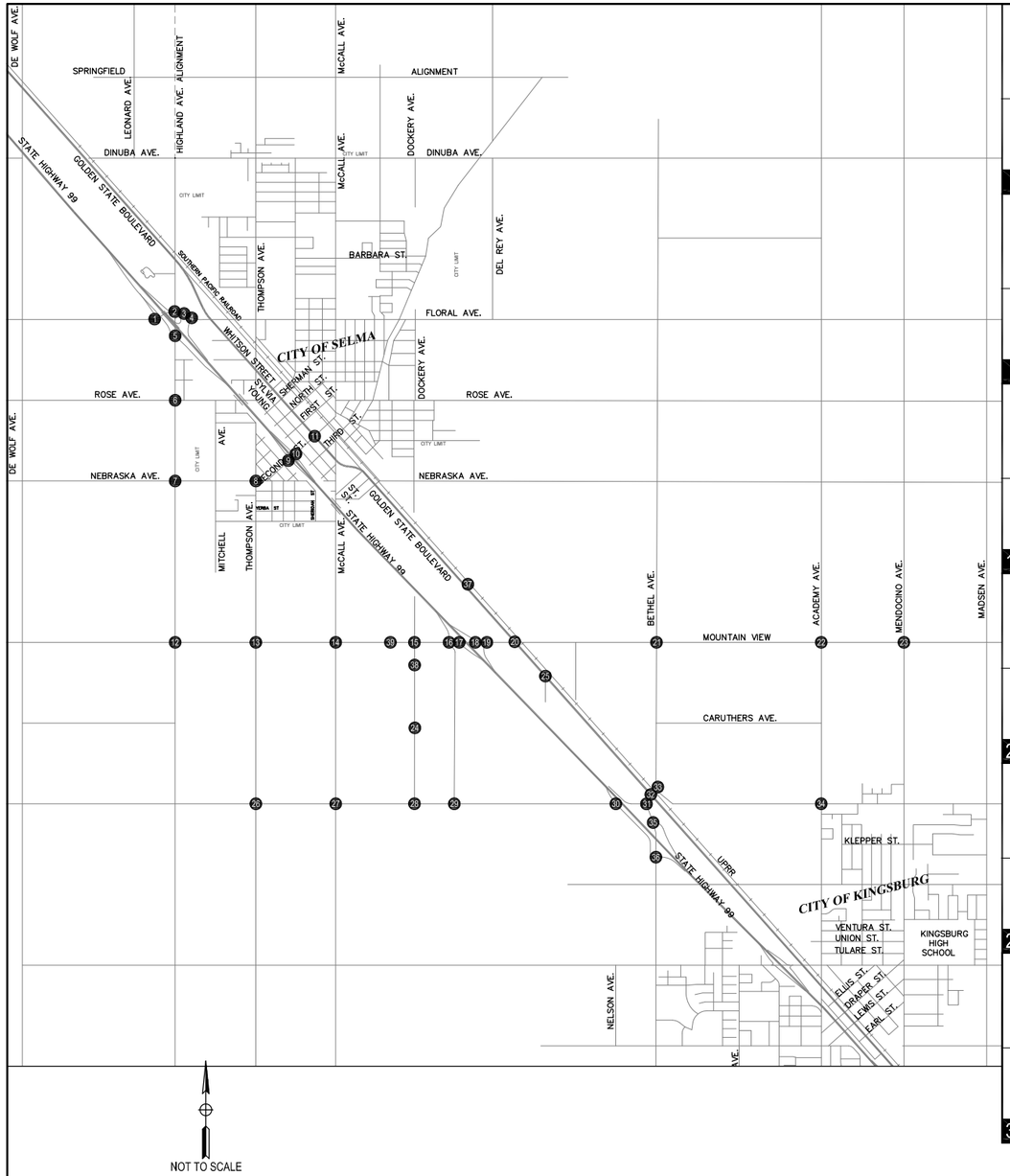



## LEGEND

| | |
|---|---|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

Proposed Selma Crossings
Selma, California

# YEAR 2020 PLUS PROJECT PHASES 1 AND 2 WEEKDAY PEAK-HOUR TRAFFIC VOLUMES



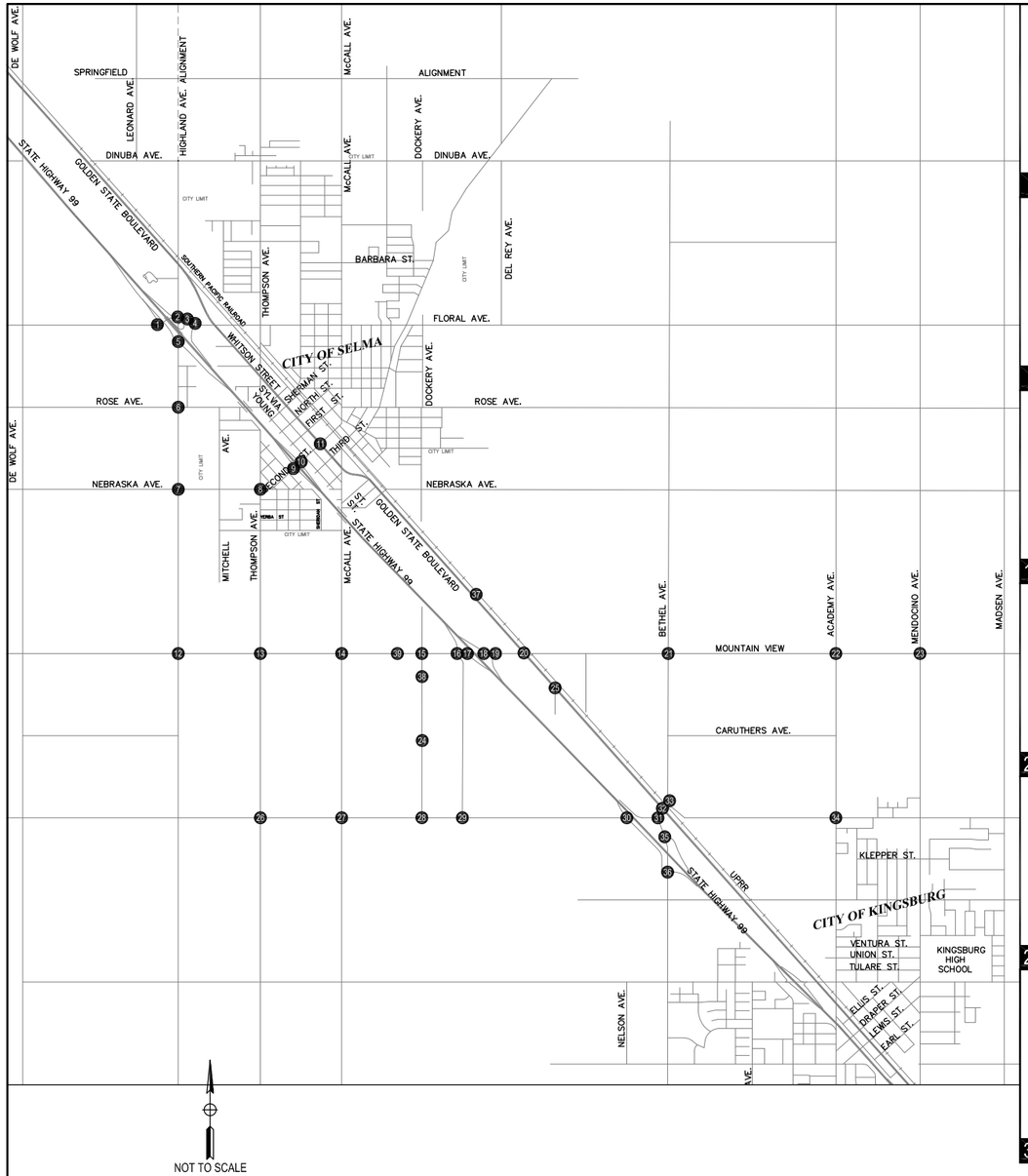

| | | | | | | |
|---|---|---|---|---|---|---|
| **1** Floral / SR 99 SB Off Ramp | **2** Floral / Highland | **3** Floral-Highland / SR 99 NB Loop Ramp | **4** FLoral / SR 99 NB Off Ramp | **5** Highland / SR 99 SB On Ramp | **6** Highland / Rose | **7** Highland / Nebraska |
| **8** Nebraska / Thompson | **9** Second St / SR 99 SB Ramps | **10** Second St / SR 99 NB Ramps | **11** Second St / Whitson | **12** Mountain View / Highland | **13** Mountain View / Thompson | **14** Mountain View / McCall |
| **15** Mountain View / Dockery | **16** Mountain View / SR 99 SB Off Ramp | **17** Mountain View / SR 99 SB On Ramp | **18** Mountain View / SR 99 NB On Ramp | **19** Mountain View / SR 99 NB Off Ramp | **20** Mountain View / Golden State Blvd | **21** Mountain View / Bethel |
| **22** Mountain View / Academy | **23** Mountain View / Mendocino | **24** Caruthers / Dockery | **25** Golden State Blvd / Amber | **26** Kamm / Thompson | **27** Kamm / McCall | **28** Kamm / Dockery |
| **29** Kamm / Van Horn | **30** Kamm / SR 99 SB Off Ramp | **31** Bethel / SR 99 NB On Ramp | **32** Bethel / Golden State Blvd | **33** Bethel / Kamm | **34** Kamm / Academy | **35** Bethel / SR 99 NB Off Ramp |
| **36** Bethel / Parkway-SR 99 SB On Ramp | **37** Site Access / Golden State | **38** Site Access / Dockery | **39** Site Access / Mountain View | | | |

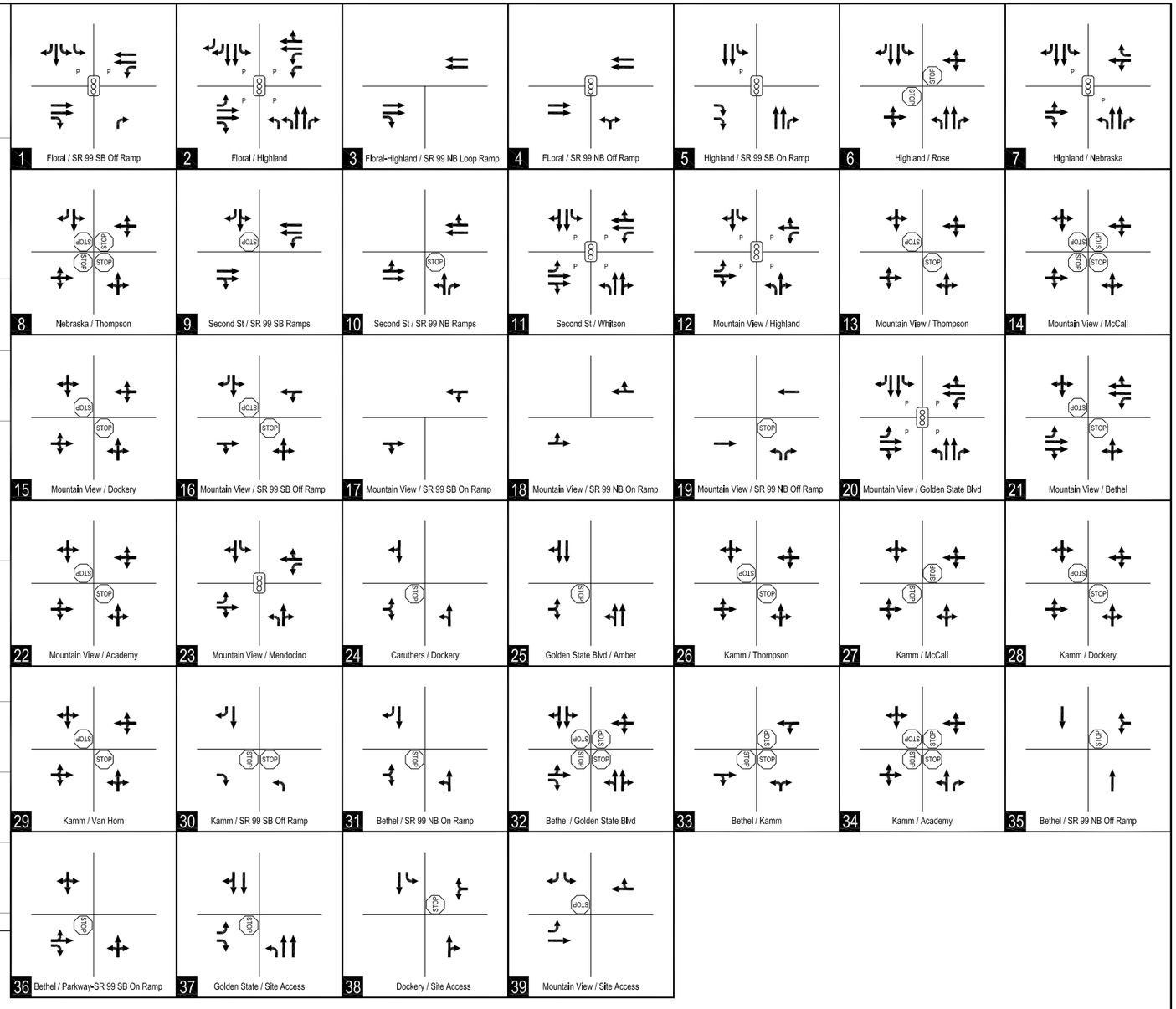
## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- PROJECT SITE

Proposed Selma Crossings
Selma, California

# YEAR 2020 PLUS PROJECT PHASES 1 AND 2 SATURDAY PEAK-HOUR TRAFFIC VOLUMES



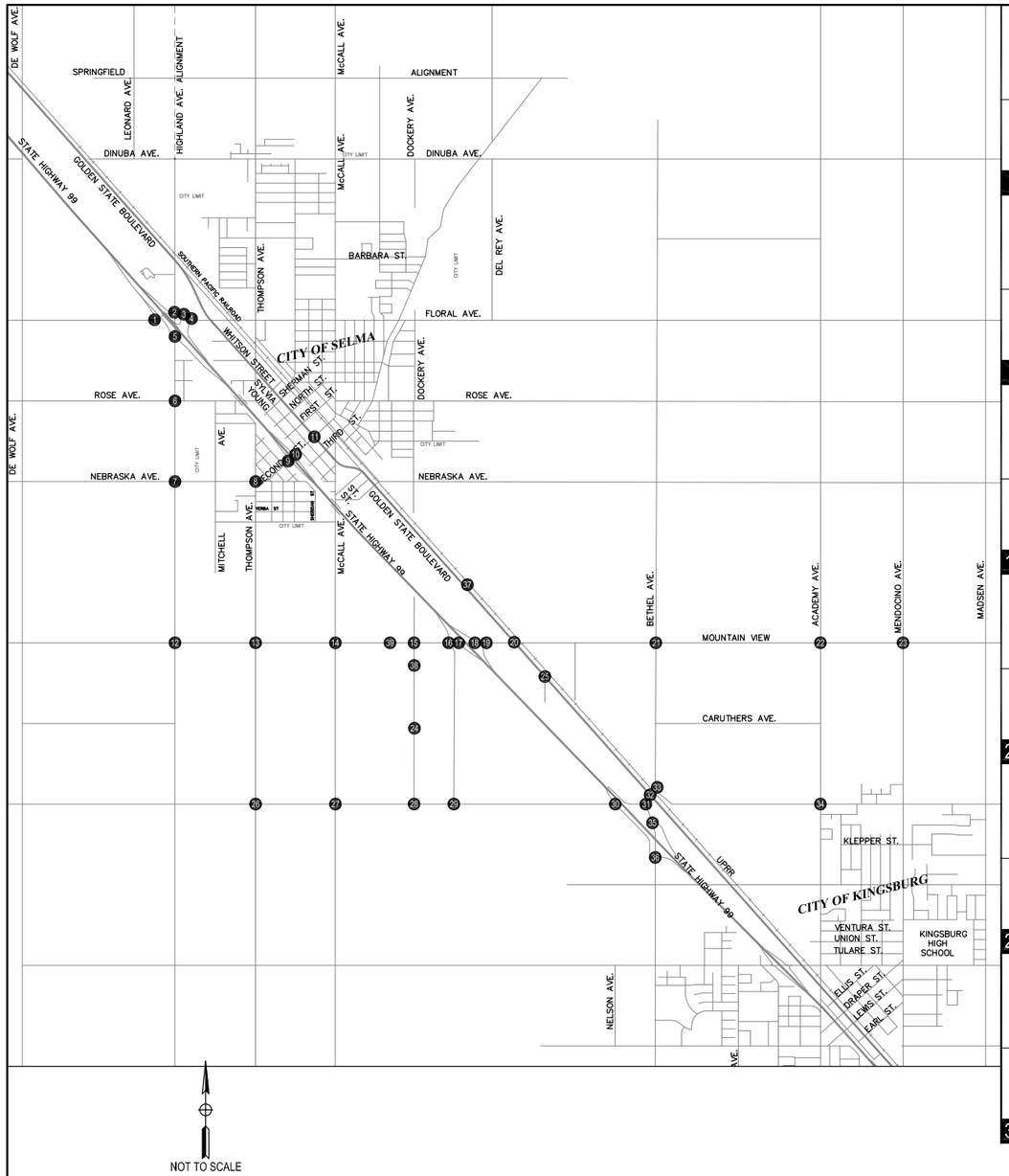



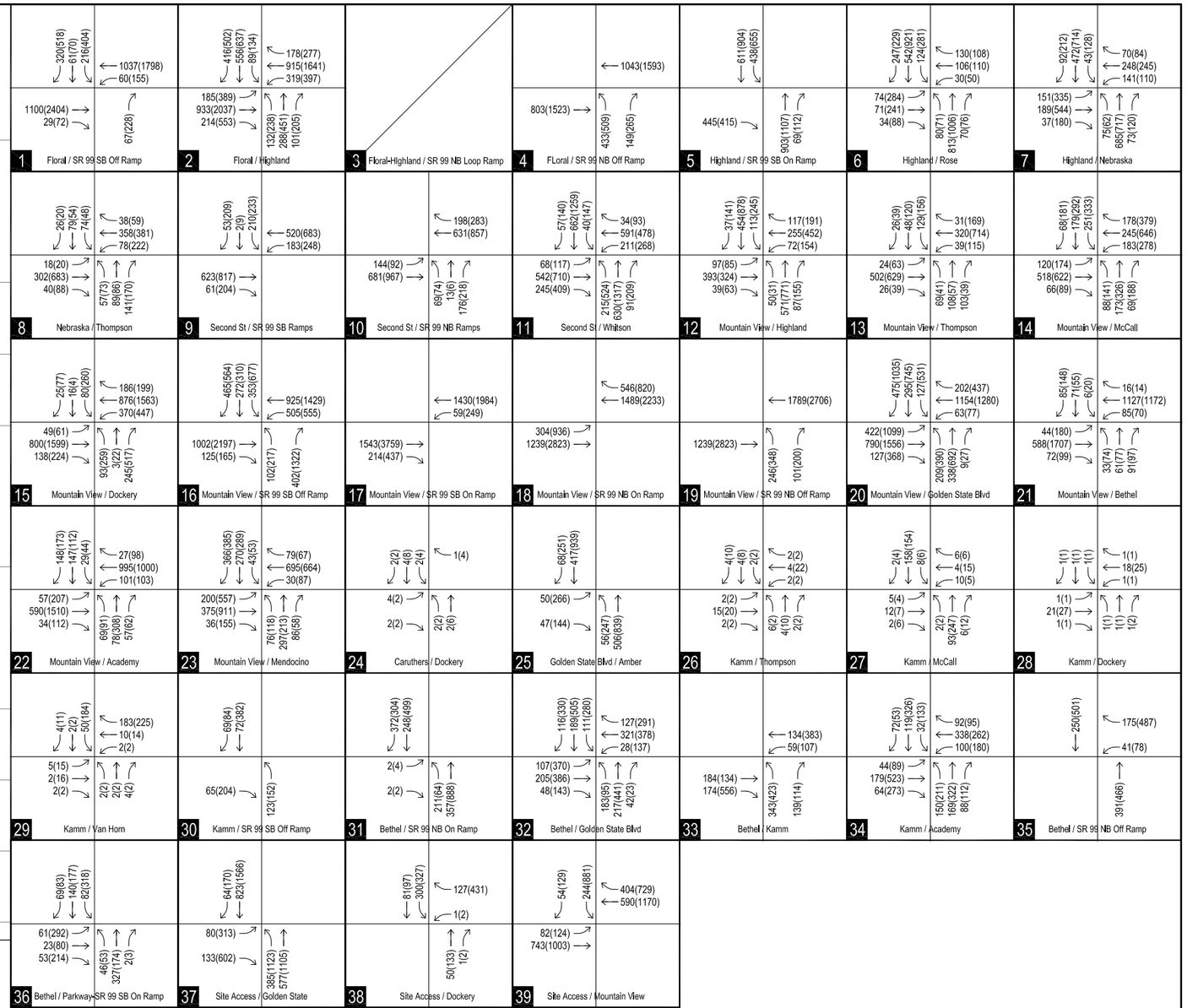

## LEGEND

- XX STUDY AREA INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL

Proposed Selma Crossings
Selma, California

# YEAR 2035 WITH PROJECT PHASES 1 AND 2 LANE CONFIGURATIONS AND INTERSECTION CONTROL



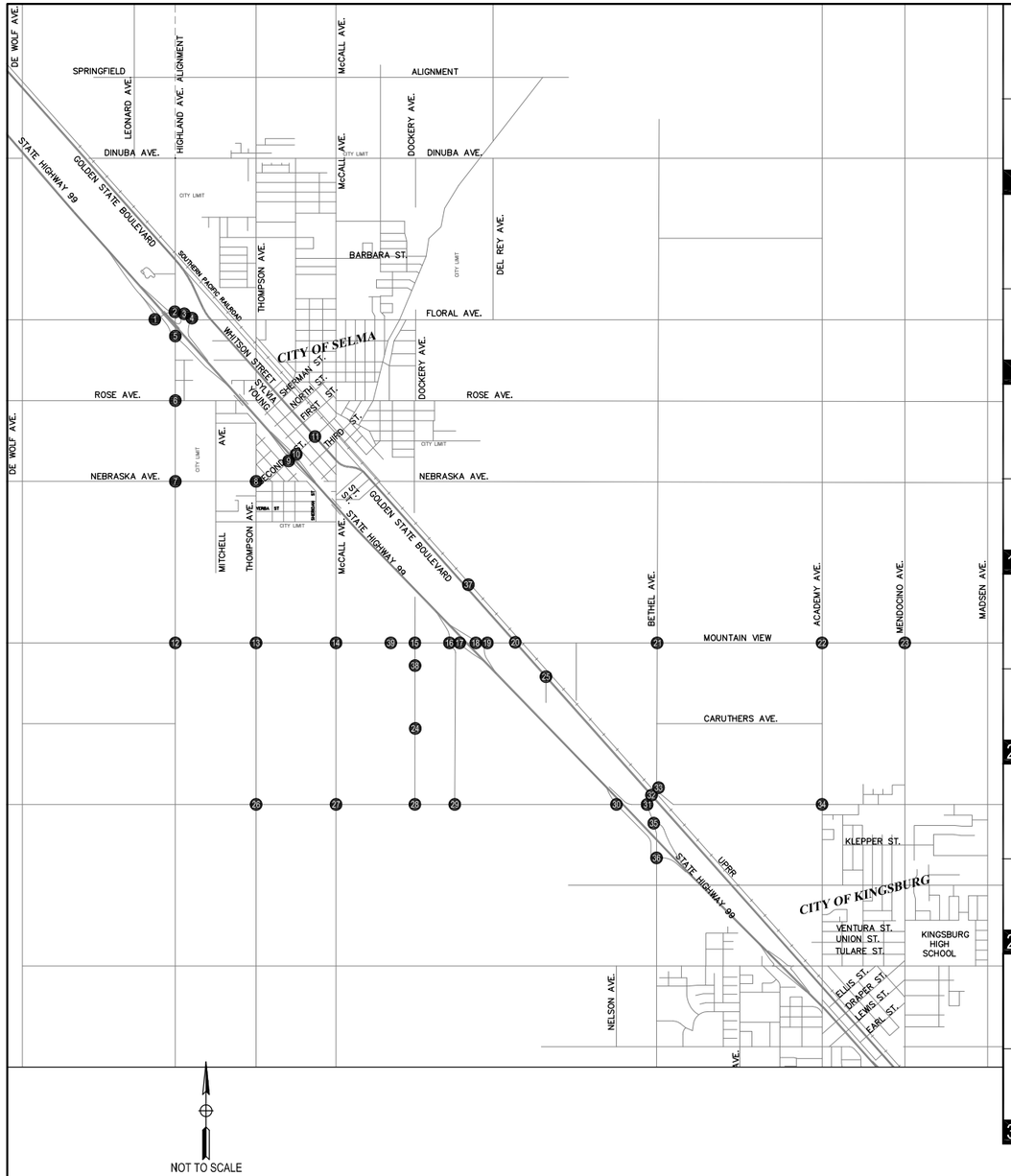



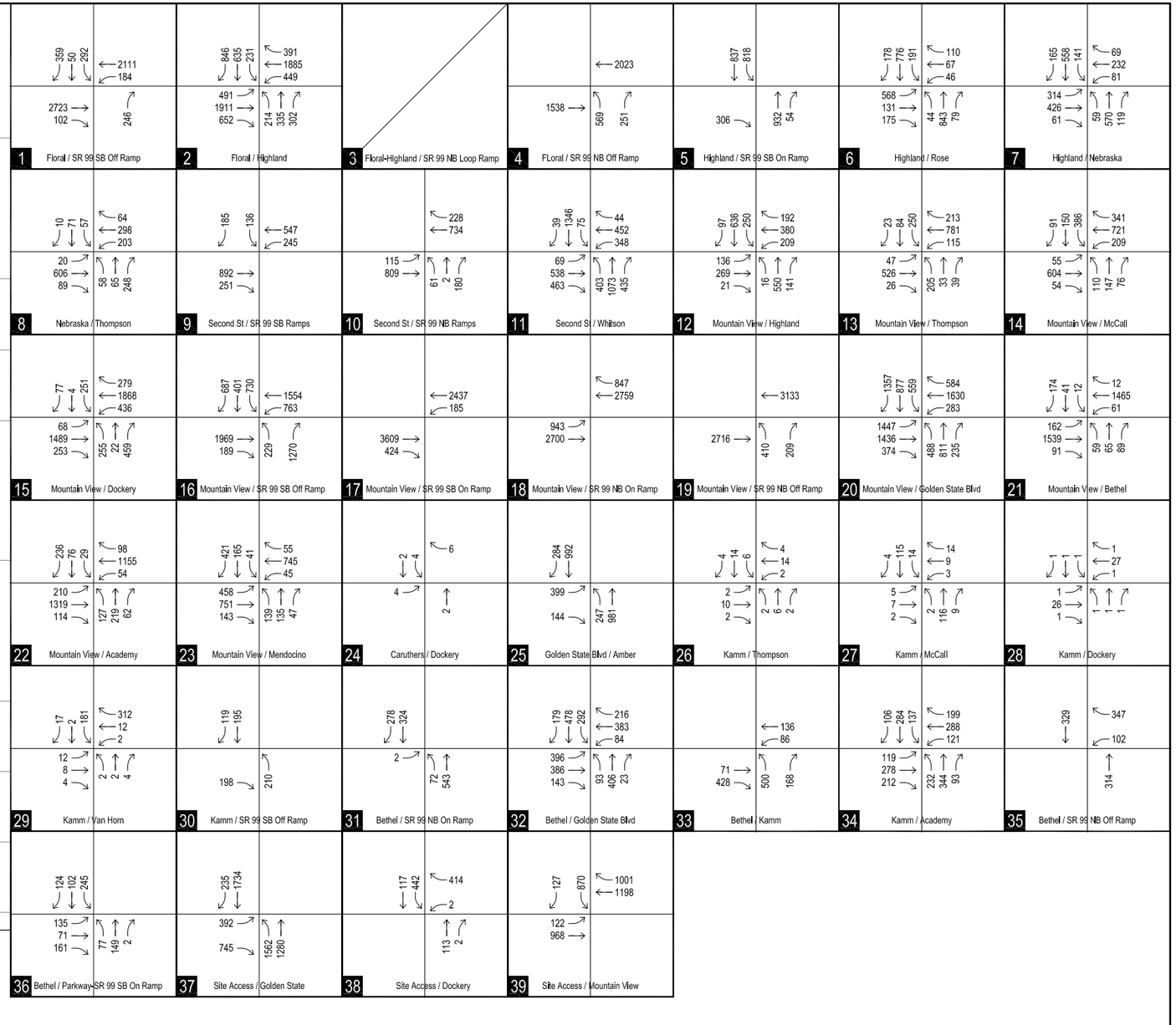

## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- PROJECT SITE

Proposed Selma Crossings
Selma, California

# YEAR 2035 PLUS PROJECT WEEKDAY PEAK-HOUR TRAFFIC VOLUMES




## LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX SATURDAY VOLUMES
- ▨ PROJECT SITE

Proposed Selma Crossings
Selma, California

# YEAR 2035 PLUS PROJECT SATURDAY PEAK-HOUR TRAFFIC VOLUMES

# APPENDIX A

ROADWAY LEVEL OF SERVICE FLORIDA TABLES

# TABLE 4

## Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

10/4/10

### STATE SIGNALIZED ARTERIALS

**Class I** (>0.00 to 1.99 signalized intersections per mile)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 930 | 1,500 | 1,600 | *** |
| 4 | Divided | 2,840 | 3,440 | 3,560 | *** |
| 6 | Divided | 4,370 | 5,200 | 5,360 | *** |
| 8 | Divided | 5,900 | 6,970 | 7,160 | *** |

**Class II** (2.00 to 4.50 signalized intersections per mile)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | ** | 1,020 | 1,480 | 1,570 |
| 4 | Divided | ** | 2,420 | 3,220 | 3,400 |
| 6 | Divided | ** | 3,790 | 4,880 | 5,150 |
| 8 | Divided | ** | 5,150 | 6,530 | 6,880 |

**Class III/IV** (more than 4.50 signalized intersections per mile)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | ** | 500 | 1,150 | 1,440 |
| 4 | Divided | ** | 1,220 | 2,730 | 3,100 |
| 6 | Divided | ** | 1,910 | 4,240 | 4,680 |
| 8 | Divided | ** | 2,620 | 5,770 | 6,280 |

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 4,000 | 5,500 | 6,770 | 7,300 |
| 6 | 6,000 | 8,320 | 10,150 | 11,290 |
| 8 | 8,000 | 11,050 | 13,480 | 15,270 |
| 10 | 10,000 | 13,960 | 16,930 | 19,250 |
| 12 | 13,730 | 18,600 | 21,950 | 23,230 |

**Freeway Adjustments**

| Auxiliary Lanes | Ramp Metering |
|---|---|
| + 1,800 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 730 | 1,460 | 2,080 | 2,620 |
| 4 | Divided | 3,220 | 4,660 | 6,040 | 6,840 |
| 6 | Divided | 4,840 | 6,990 | 9,060 | 10,280 |

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

| | |
|---|---|
| Major City/County Roadways | - 10% |
| Other Signalized Roadways | - 35% |

### State & Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

**Divided/Undivided & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6.

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/ Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | ** | 310 | 1,180 | >1,180 |
| 50-84% | 240 | 360 | >360 | *** |
| 85-100% | 620 | >620 | *** | *** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | ** | ** | 480 | 1,390 |
| 50-84% | ** | ** | 1,100 | 1,820 |
| 85-100% | ** | 1,100 | 1,820 | >1,820 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | >5 | ≥4 | ≥3 | ≥2 |
| 85-100% | >4 | ≥3 | ≥2 | ≥1 |

[1] Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

# APPENDIX B

TRAFFIC COUNT DATA SHEETS

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** CA11_8006_003 **Day:** WEDNESDAY

**City:** City of Selma **Date:** 3/9/2011

**AM**

| **NS/EW Streets:** | SR-99 SB off-ramp | | | SR-99 SB off-ramp | | | Floral Ave | | | Floral Ave | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | | 5 | 23 | 2 | 6 | | 30 | 1 | 4 | 25 | | 96 |
| 7:15 AM | | | 12 | 55 | 4 | 8 | | 38 | 2 | 9 | 28 | | 156 |
| 7:30 AM | | | 8 | 62 | 7 | 8 | | 46 | 4 | 7 | 43 | | 185 |
| 7:45 AM | | | 15 | 56 | 4 | 7 | | 51 | 7 | 11 | 55 | | 206 |
| 8:00 AM | | | 8 | 33 | 4 | 5 | | 41 | 4 | 9 | 44 | | 148 |
| 8:15 AM | | | 12 | 34 | 17 | 12 | | 49 | 6 | 14 | 49 | | 193 |
| 8:30 AM | | | 15 | 40 | 16 | 11 | | 52 | 2 | 10 | 65 | | 211 |
| 8:45 AM | | | 17 | 44 | 11 | 18 | | 52 | 11 | 14 | 79 | | 246 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 92 | 347 | 65 | 75 | 0 | 359 | 37 | 78 | 388 | 0 | 1441 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 71.25% | 13.35% | 15.40% | 0.00% | 90.66% | 9.34% | 16.74% | 83.26% | 0.00% | |
| **PEAK HR START TIME :** | 800 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 52 | 151 | 48 | 46 | 0 | 194 | 23 | 47 | 237 | 0 | 798 |
| **PEAK HR FACTOR :** | | 0.765 | | | 0.839 | | | 0.861 | | | 0.763 | | 0.811 |

**CONTROL :**

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** CA11_8006_003 **Day:** WEDNESDAY

**City:** City of Selma **Date:** 3/9/2011

**PM**

| **NS/EW Streets:** | SR-99 SB off-ramp | | | SR-99 SB off-ramp | | | Floral Ave | | | Floral Ave | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | | 43 | 56 | 6 | 24 | | 114 | 20 | 25 | 99 | | 387 |
| 4:15 PM | | | 38 | 88 | 16 | 24 | | 111 | 11 | 27 | 117 | | 432 |
| 4:30 PM | | | 34 | 74 | 11 | 29 | | 104 | 9 | 29 | 126 | | 416 |
| 4:45 PM | | | 42 | 63 | 11 | 33 | | 133 | 10 | 32 | 127 | | 451 |
| 5:00 PM | | | 40 | 53 | 10 | 31 | | 116 | 16 | 29 | 114 | | 409 |
| 5:15 PM | | | 48 | 92 | 20 | 32 | | 104 | 17 | 29 | 99 | | 441 |
| 5:30 PM | | | 46 | 88 | 14 | 18 | | 133 | 14 | 32 | 114 | | 459 |
| 5:45 PM | | | 36 | 58 | 10 | 27 | | 118 | 12 | 40 | 111 | | 412 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 327 | 572 | 98 | 218 | 0 | 933 | 109 | 243 | 907 | 0 | 3407 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 64.41% | 11.04% | 24.55% | 0.00% | 89.54% | 10.46% | 21.13% | 78.87% | 0.00% | |
| **PEAK HR START TIME :** | 445 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 176 | 296 | 55 | 114 | 0 | 486 | 57 | 122 | 454 | 0 | 1760 |
| **PEAK HR FACTOR :** | | 0.917 | | | 0.807 | | | 0.923 | | | 0.906 | | 0.959 |

**CONTROL :**

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 NB ramps  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-006

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 1 | 0 | 11 | | | | 13 | 45 | | | 45 | 26 | 141 |
| 7:15 AM | 3 | 0 | 15 | | | | 16 | 68 | | | 37 | 36 | 175 |
| 7:30 AM | 3 | 0 | 23 | | | | 18 | 108 | | | 78 | 41 | 271 |
| 7:45 AM | 6 | 2 | 32 | | | | 10 | 161 | | | 88 | 28 | 327 |
| 8:00 AM | 3 | 2 | 35 | | | | 9 | 96 | | | 101 | 38 | 284 |
| 8:15 AM | 3 | 0 | 24 | | | | 7 | 85 | | | 65 | 34 | 218 |
| 8:30 AM | 3 | 1 | 16 | | | | 5 | 84 | | | 63 | 22 | 194 |
| 8:45 AM | 2 | 0 | 16 | | | | 5 | 93 | | | 70 | 26 | 212 |
| TOTAL VOLUMES = | NL 24 | NT 5 | NR 172 | SL 0 | ST 0 | SR 0 | EL 83 | ET 740 | ER 0 | WL 0 | WT 547 | WR 251 | TOTAL 1822 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 15 | 4 | 114 | 0 | 0 | 0 | 44 | 450 | 0 | 0 | 332 | 141 | 1100 |
| PEAK HR. FACTOR: | | 0.831 | | | 0.000 | | | 0.722 | | | 0.851 | | 0.841 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 NB ramps  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-006

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 8 | 0 | 24 | | | | 11 | 103 | | | 103 | 13 | 262 |
| 4:15 PM | 4 | 1 | 32 | | | | 10 | 122 | | | 115 | 34 | 318 |
| 4:30 PM | 10 | 0 | 26 | | | | 7 | 101 | | | 138 | 40 | 322 |
| 4:45 PM | 11 | 0 | 31 | | | | 9 | 123 | | | 104 | 27 | 305 |
| 5:00 PM | 6 | 2 | 29 | | | | 7 | 117 | | | 118 | 16 | 295 |
| 5:15 PM | 7 | 0 | 21 | | | | 16 | 112 | | | 103 | 11 | 270 |
| 5:30 PM | 8 | 0 | 34 | | | | 7 | 114 | | | 91 | 12 | 266 |
| 5:45 PM | 8 | 0 | 35 | | | | 6 | 96 | | | 99 | 12 | 256 |
| TOTAL VOLUMES = | NL 62 | NT 3 | NR 232 | SL 0 | ST 0 | SR 0 | EL 73 | ET 888 | ER 0 | WL 0 | WT 871 | WR 165 | TOTAL 2294 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 31 | 3 | 118 | 0 | 0 | 0 | 33 | 463 | 0 | 0 | 475 | 117 | 1240 |
| PEAK HR. FACTOR: | | 0.905 | | | 0.000 | | | 0.939 | | | 0.831 | | 0.963 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Whitson St  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-016

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 9 | 18 | 1 | 7 | 11 | 10 | 5 | 47 | 4 | 5 | 52 | 6 | 175 |
| 7:15 AM | 12 | 18 | 0 | 1 | 17 | 3 | 4 | 78 | 13 | 1 | 56 | 5 | 208 |
| 7:30 AM | 6 | 28 | 4 | 7 | 18 | 8 | 9 | 108 | 11 | 6 | 92 | 5 | 302 |
| 7:45 AM | 10 | 32 | 7 | 12 | 20 | 7 | 9 | 158 | 13 | 7 | 91 | 9 | 375 |
| 8:00 AM | 14 | 30 | 3 | 8 | 17 | 10 | 21 | 89 | 3 | 13 | 110 | 7 | 325 |
| 8:15 AM | 9 | 27 | 7 | 8 | 21 | 8 | 4 | 93 | 10 | 7 | 63 | 4 | 261 |
| 8:30 AM | 12 | 30 | 2 | 13 | 20 | 14 | 9 | 71 | 12 | 8 | 69 | 8 | 268 |
| 8:45 AM | 12 | 21 | 6 | 15 | 22 | 10 | 11 | 80 | 10 | 6 | 50 | 18 | 261 |
| TOTAL VOLUMES = | NL 84 | NT 204 | NR 30 | SL 71 | ST 146 | SR 70 | EL 72 | ET 724 | ER 76 | WL 53 | WT 583 | WR 62 | TOTAL 2175 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 39 | 117 | 21 | 35 | 76 | 33 | 43 | 448 | 37 | 33 | 356 | 25 | 1263 |
| PEAK HR. FACTOR: | | 0.903 | | | 0.923 | | | 0.733 | | | 0.796 | | 0.842 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Whitson St  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-016

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 22 | 55 | 5 | 20 | 41 | 21 | 23 | 99 | 20 | 14 | 88 | 17 | 425 |
| 4:15 PM | 24 | 32 | 7 | 22 | 42 | 21 | 19 | 106 | 15 | 15 | 86 | 13 | 402 |
| 4:30 PM | 19 | 38 | 9 | 11 | 26 | 20 | 17 | 104 | 13 | 10 | 104 | 26 | 397 |
| 4:45 PM | 28 | 44 | 2 | 17 | 39 | 17 | 21 | 106 | 24 | 10 | 85 | 14 | 407 |
| 5:00 PM | 25 | 46 | 6 | 28 | 38 | 23 | 12 | 94 | 12 | 10 | 92 | 19 | 405 |
| 5:15 PM | 20 | 49 | 3 | 20 | 36 | 14 | 12 | 96 | 18 | 9 | 81 | 12 | 370 |
| 5:30 PM | 17 | 39 | 4 | 18 | 37 | 12 | 23 | 95 | 17 | 11 | 89 | 11 | 373 |
| 5:45 PM | 14 | 33 | 7 | 13 | 39 | 14 | 18 | 112 | 10 | 4 | 89 | 18 | 371 |
| TOTAL VOLUMES = | NL 169 | NT 336 | NR 43 | SL 149 | ST 298 | SR 142 | EL 145 | ET 812 | ER 129 | WL 83 | WT 714 | WR 130 | TOTAL 3150 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 93 | 169 | 23 | 70 | 148 | 79 | 80 | 415 | 72 | 49 | 363 | 70 | 1631 |
| PEAK HR. FACTOR: | | 0.869 | | | 0.874 | | | 0.939 | | | 0.861 | | 0.959 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: THURSDAY  PROJECT# 11-8006-022

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 65 | 5 | 2 | 74 | 2 | 2 | 9 | 0 | 6 | 7 | 2 | 174 |
| 7:15 AM | 2 | 106 | 5 | 4 | 86 | 1 | 4 | 12 | 0 | 7 | 13 | 5 | 245 |
| 7:30 AM | 1 | 104 | 6 | 4 | 93 | 1 | 5 | 13 | 0 | 9 | 16 | 5 | 257 |
| 7:45 AM | 1 | 80 | 12 | 1 | 56 | 2 | 7 | 17 | 0 | 4 | 17 | 6 | 203 |
| 8:00 AM | 0 | 69 | 7 | 4 | 62 | 2 | 2 | 8 | 0 | 3 | 11 | 4 | 172 |
| 8:15 AM | 1 | 76 | 5 | 2 | 59 | 3 | 5 | 8 | 0 | 5 | 6 | 6 | 176 |
| 8:30 AM | 0 | 76 | 6 | 2 | 56 | 3 | 5 | 11 | 0 | 4 | 9 | 3 | 175 |
| 8:45 AM | 0 | 70 | 7 | 4 | 50 | 2 | 6 | 6 | 1 | 4 | 5 | 5 | 160 |
| TOTAL VOLUMES = | 5 | 646 | 53 | 23 | 536 | 16 | 36 | 84 | 1 | 42 | 84 | 36 | 1562 |

AM Peak Hr Begins at: 700 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 4 | 355 | 28 | 11 | 309 | 6 | 18 | 51 | 0 | 26 | 53 | 18 | 879 |
| PEAK HR. FACTOR: | | 0.856 | | | 0.832 | | | 0.719 | | | 0.808 | | 0.855 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: THURSDAY  PROJECT# 11-8006-022

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 0 | 109 | 5 | 9 | 97 | 5 | 2 | 22 | 2 | 7 | 10 | 5 | 273 |
| 4:15 PM | 1 | 99 | 16 | 9 | 77 | 9 | 4 | 19 | 0 | 9 | 14 | 2 | 259 |
| 4:30 PM | 1 | 114 | 11 | 2 | 105 | 4 | 8 | 15 | 1 | 8 | 10 | 5 | 284 |
| 4:45 PM | 0 | 136 | 10 | 5 | 104 | 7 | 7 | 20 | 0 | 2 | 10 | 7 | 308 |
| 5:00 PM | 2 | 88 | 11 | 3 | 92 | 9 | 2 | 9 | 2 | 12 | 15 | 4 | 249 |
| 5:15 PM | 0 | 102 | 9 | 11 | 117 | 18 | 3 | 12 | 3 | 11 | 9 | 5 | 300 |
| 5:30 PM | 2 | 100 | 11 | 8 | 119 | 8 | 3 | 8 | 1 | 6 | 20 | 4 | 290 |
| 5:45 PM | 0 | 91 | 3 | 4 | 88 | 7 | 7 | 9 | 0 | 5 | 15 | 2 | 231 |
| TOTAL VOLUMES = | NL 6 | NT 839 | NR 76 | SL 51 | ST 799 | SR 67 | EL 36 | ET 114 | ER 9 | WL 60 | WT 103 | WR 34 | TOTAL 2194 |

PM Peak Hr Begins at: 445 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 4 | 426 | 41 | 27 | 432 | 42 | 15 | 49 | 6 | 31 | 54 | 20 | 1147 |
| PEAK HR. FACTOR: | | 0.807 | | | 0.858 | | | 0.648 | | | 0.847 | | 0.931 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: THURSDAY  PROJECT# 11-8006-021

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 15 | 0 | 1 | 14 | 1 | 35 |
| 7:15 AM | 0 | 2 | 0 | 1 | 1 | 1 | 1 | 23 | 1 | 1 | 23 | 0 | 54 |
| 7:30 AM | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 30 | 0 | 0 | 35 | 1 | 70 |
| 7:45 AM | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 27 | 1 | 0 | 21 | 1 | 59 |
| 8:00 AM | 3 | 3 | 2 | 1 | 1 | 1 | 0 | 12 | 0 | 0 | 15 | 0 | 38 |
| 8:15 AM | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 18 | 1 | 0 | 18 | 0 | 41 |
| 8:30 AM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 16 | 0 | 38 |
| 8:45 AM | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 17 | 0 | 0 | 15 | 0 | 37 |
| TOTAL VOLUMES = | 4 | 8 | 5 | 9 | 9 | 6 | 5 | 161 | 3 | 2 | 157 | 3 | 372 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 4 | 5 | 3 | 5 | 5 | 5 | 3 | 92 | 2 | 1 | 94 | 2 | 221 |
| PEAK HR. FACTOR: | | 0.375 | | | 0.625 | | | 0.808 | | | 0.674 | | 0.789 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: THURSDAY  PROJECT# 11-8006-021

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | 3 | 0 | 0 | 3 | 3 | 1 | 46 | 1 | 1 | 25 | 1 | 85 |
| 4:15 PM | 0 | 5 | 0 | 1 | 1 | 2 | 1 | 31 | 2 | 0 | 19 | 1 | 63 |
| 4:30 PM | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 27 | 2 | 0 | 22 | 0 | 56 |
| 4:45 PM | 0 | 3 | 1 | 2 | 4 | 3 | 6 | 26 | 1 | 0 | 19 | 1 | 66 |
| 5:00 PM | 0 | 2 | 0 | 0 | 2 | 1 | 4 | 27 | 0 | 1 | 33 | 1 | 71 |
| 5:15 PM | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 26 | 2 | 1 | 23 | 1 | 59 |
| 5:30 PM | 1 | 3 | 1 | 2 | 3 | 1 | 4 | 25 | 0 | 0 | 25 | 2 | 67 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 13 | 1 | 0 | 21 | 1 | 41 |
| TOTAL VOLUMES = | NL 3 | NT 19 | NR 2 | SL 6 | ST 15 | SR 15 | EL 20 | ET 221 | ER 9 | WL 3 | WT 187 | WR 8 | TOTAL 508 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 12 | 1 | 3 | 10 | 10 | 8 | 130 | 6 | 1 | 85 | 3 | 270 |
| PEAK HR. FACTOR: | | 0.700 | | | 0.639 | | | 0.750 | | | 0.824 | | 0.794 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: McCall Ave  DATE: 03/15/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: TUESDAY  PROJECT# 11-8006-020

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 6 | 3 | 0 | 13 | 2 | 1 | 13 | 1 | 10 | 8 | 1 | 58 |
| 7:15 AM | 1 | 3 | 6 | 2 | 4 | 4 | 3 | 13 | 1 | 10 | 18 | 2 | 67 |
| 7:30 AM | 3 | 4 | 8 | 2 | 4 | 0 | 2 | 32 | 1 | 9 | 20 | 1 | 86 |
| 7:45 AM | 2 | 5 | 7 | 6 | 7 | 1 | 7 | 18 | 2 | 12 | 19 | 1 | 87 |
| 8:00 AM | 3 | 6 | 2 | 3 | 3 | 2 | 3 | 13 | 1 | 5 | 15 | 0 | 56 |
| 8:15 AM | 2 | 5 | 4 | 3 | 3 | 2 | 0 | 24 | 1 | 7 | 16 | 4 | 71 |
| 8:30 AM | 0 | 6 | 3 | 3 | 8 | 2 | 1 | 22 | 0 | 4 | 17 | 2 | 68 |
| 8:45 AM | 2 | 2 | 8 | 1 | 3 | 3 | 1 | 18 | 2 | 4 | 17 | 2 | 63 |
| TOTAL VOLUMES = | 13 | 37 | 41 | 20 | 45 | 16 | 18 | 153 | 9 | 61 | 130 | 13 | 556 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 10 | 20 | 21 | 14 | 17 | 5 | 12 | 87 | 5 | 33 | 70 | 6 | 300 |
| PEAK HR. FACTOR: | | 0.850 | | | 0.643 | | | 0.743 | | | 0.852 | | 0.862 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: McCall Ave  DATE: 03/15/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: TUESDAY  PROJECT# 11-8006-020

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 2 | 19 | 15 | 3 | 6 | 2 | 5 | 27 | 3 | 5 | 18 | 3 | 108 |
| 4:15 PM | 1 | 34 | 31 | 3 | 11 | 1 | 3 | 20 | 2 | 3 | 21 | 9 | 139 |
| 4:30 PM | 5 | 14 | 14 | 2 | 10 | 1 | 5 | 37 | 2 | 2 | 22 | 5 | 119 |
| 4:45 PM | 1 | 15 | 10 | 2 | 14 | 2 | 9 | 30 | 3 | 3 | 13 | 4 | 106 |
| 5:00 PM | 2 | 15 | 11 | 5 | 7 | 2 | 2 | 19 | 2 | 3 | 26 | 3 | 97 |
| 5:15 PM | 1 | 18 | 9 | 3 | 6 | 3 | 7 | 14 | 1 | 5 | 26 | 3 | 96 |
| 5:30 PM | 1 | 10 | 5 | 3 | 11 | 2 | 3 | 19 | 1 | 3 | 23 | 3 | 84 |
| 5:45 PM | 3 | 5 | 2 | 3 | 11 | 3 | 3 | 13 | 1 | 4 | 13 | 0 | 61 |
| TOTAL VOLUMES = | NL 16 | NT 130 | NR 97 | SL 24 | ST 76 | SR 16 | EL 37 | ET 179 | ER 15 | WL 28 | WT 162 | WR 30 | TOTAL 810 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 9 | 82 | 70 | 10 | 41 | 6 | 22 | 114 | 10 | 13 | 74 | 21 | 472 |
| PEAK HR. FACTOR: | | 0.610 | | | 0.792 | | | 0.830 | | | 0.818 | | 0.849 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/09/2011 LOCATION: City of Selma

E-W STREET: Mt View DAY: WEDNESDAY PROJECT# 11-8006-032

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | | 0 | 0 | | 0 | | 18 | | 0 | 24 | 0 | 42 |
| 7:15 AM | | | 1 | 0 | | 0 | | 25 | | 1 | 27 | 0 | 54 |
| 7:30 AM | | | 2 | 0 | | 0 | | 44 | | 0 | 37 | 0 | 83 |
| 7:45 AM | | | 1 | 0 | | 0 | | 35 | | 0 | 24 | 0 | 60 |
| 8:00 AM | | | 0 | 0 | | 0 | | 17 | | 0 | 20 | 0 | 37 |
| 8:15 AM | | | 0 | 0 | | 0 | | 23 | | 0 | 26 | 0 | 49 |
| 8:30 AM | | | 0 | 0 | | 0 | | 25 | | 0 | 21 | 2 | 48 |
| 8:45 AM | | | 0 | 2 | | 1 | | 30 | | 0 | 22 | 0 | 55 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 217 | 0 | 1 | 201 | 2 | 428 |

AM Peak Hr Begins at: 700 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 122 | 0 | 1 | 112 | 0 | 239 |
| PEAK HR. FACTOR: | | 0.500 | | | 0.000 | | | 0.693 | | | 0.764 | | 0.720 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/09/2011 LOCATION: City of Selma

E-W STREET: Mt View DAY: WEDNESDAY PROJECT# 11-8006-032

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 0 | | 1 | | | | | 52 | 0 | 2 | 28 | | 83 |
| 4:15 PM | 0 | | 0 | | | | | 43 | 1 | 0 | 26 | | 70 |
| 4:30 PM | 0 | | 1 | | | | | 37 | 0 | 3 | 30 | | 71 |
| 4:45 PM | 1 | | 1 | | | | | 35 | 0 | 0 | 29 | | 66 |
| 5:00 PM | 0 | | 0 | | | | | 42 | 0 | 0 | 31 | | 73 |
| 5:15 PM | 0 | | 0 | | | | | 37 | 0 | 0 | 24 | | 61 |
| 5:30 PM | 0 | | 0 | | | | | 29 | 0 | 0 | 31 | | 60 |
| 5:45 PM | 0 | | 0 | | | | | 24 | 0 | 1 | 23 | | 48 |
| TOTAL VOLUMES = | NL 1 | NT 0 | NR 3 | SL 0 | ST 0 | SR 0 | EL 0 | ET 299 | ER 1 | WL 6 | WT 222 | WR 0 | TOTAL 532 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 167 | 1 | 5 | 113 | 0 | 290 |
| PEAK HR. FACTOR: | | 0.500 | | | 0.000 | | | 0.808 | | | 0.894 | | 0.873 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB Off- Ramp e/o Highland

DATE: 03/09/2011

LOCATION: City of Selma

E-W STREET: Mountain View Ave

DAY: WEDNESDAY

PROJECT# 11-8006-011

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | | 4 | 38 | 1 | 10 | | 28 | 0 | 3 | 20 | | 104 |
| 7:15 AM | 2 | | 10 | 45 | 0 | 16 | | 39 | 2 | 0 | 24 | | 138 |
| 7:30 AM | 2 | | 13 | 61 | 1 | 15 | | 66 | 1 | 2 | 39 | | 200 |
| 7:45 AM | 0 | | 7 | 56 | 1 | 10 | | 35 | 1 | 0 | 18 | | 128 |
| 8:00 AM | 0 | | 7 | 51 | 0 | 14 | | 21 | 0 | 1 | 20 | | 114 |
| 8:15 AM | 0 | | 6 | 50 | 4 | 9 | | 32 | 0 | 2 | 24 | | 127 |
| 8:30 AM | 0 | | 10 | 35 | 0 | 8 | | 41 | 0 | 1 | 29 | | 124 |
| 8:45 AM | 0 | | 8 | 44 | 0 | 7 | | 27 | 0 | 2 | 18 | | 106 |
| TOTAL VOLUMES = | NL 4 | NT 0 | NR 65 | SL 380 | ST 7 | SR 89 | EL 0 | ET 289 | ER 4 | WL 11 | WT 192 | WR 0 | TOTAL 1041 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 4 | 0 | 37 | 213 | 2 | 55 | 0 | 161 | 4 | 3 | 101 | 0 | 580 |
| PEAK HR. FACTOR: | | 0.683 | | | 0.877 | | | 0.616 | | | 0.634 | | 0.725 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB Off- Ramp e/o Highland

DATE: 03/09/2011

LOCATION: City of Selma

E-W STREET: Mountain View Ave

DAY: WEDNESDAY

PROJECT# 11-8006-011

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 2 | | 12 | 64 | 1 | 14 | | 57 | 2 | 1 | 31 | | 184 |
| 4:15 PM | 0 | | 9 | 72 | 4 | 13 | | 52 | 1 | 0 | 27 | | 178 |
| 4:30 PM | 0 | | 6 | 73 | 2 | 14 | | 56 | 0 | 4 | 29 | | 184 |
| 4:45 PM | 1 | | 10 | 77 | 1 | 7 | | 41 | 0 | 2 | 33 | | 172 |
| 5:00 PM | 1 | | 9 | 63 | 2 | 14 | | 62 | 1 | 4 | 34 | | 190 |
| 5:15 PM | 2 | | 9 | 67 | 4 | 11 | | 43 | 3 | 9 | 21 | | 169 |
| 5:30 PM | 1 | | 4 | 61 | 3 | 9 | | 44 | 0 | 1 | 29 | | 152 |
| 5:45 PM | 1 | | 11 | 45 | 3 | 8 | | 34 | 1 | 0 | 17 | | 120 |
| TOTAL VOLUMES = | NL 8 | NT 0 | NR 70 | SL 522 | ST 20 | SR 90 | EL 0 | ET 389 | ER 8 | WL 21 | WT 221 | WR 0 | TOTAL 1349 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 2 | 0 | 34 | 285 | 9 | 48 | 0 | 211 | 2 | 10 | 123 | 0 | 724 |
| PEAK HR. FACTOR: | | 0.818 | | | 0.961 | | | 0.845 | | | 0.875 | | 0.953 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB On- Ramp  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: WEDNESDAY  PROJECT# 11-8006-010

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | | | | | | | 55 | 9 | 3 | 22 | | 89 |
| 7:15 AM | | | | | | | | 86 | 18 | 8 | 25 | | 137 |
| 7:30 AM | | | | | | | | 107 | 12 | 4 | 34 | | 157 |
| 7:45 AM | | | | | | | | 101 | 13 | 4 | 23 | | 141 |
| 8:00 AM | | | | | | | | 77 | 8 | 3 | 24 | | 112 |
| 8:15 AM | | | | | | | | 81 | 10 | 4 | 26 | | 121 |
| 8:30 AM | | | | | | | | 59 | 15 | 2 | 29 | | 105 |
| 8:45 AM | | | | | | | | 79 | 7 | 2 | 19 | | 107 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | SL 0 | ST 0 | SR 0 | EL 0 | ET 645 | ER 92 | WL 30 | WT 202 | WR 0 | TOTAL 969 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 | 51 | 19 | 106 | 0 | 547 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.000 | | | 0.887 | | | 0.822 | | 0.871 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB On- Ramp  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: WEDNESDAY  PROJECT# 11-8006-010

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | | | | | | | 111 | 15 | 2 | 32 | | 160 |
| 4:15 PM | | | | | | | | 126 | 10 | 6 | 31 | | 173 |
| 4:30 PM | | | | | | | | 132 | 7 | 6 | 32 | | 177 |
| 4:45 PM | | | | | | | | 120 | 10 | 3 | 34 | | 167 |
| 5:00 PM | | | | | | | | 122 | 15 | 9 | 35 | | 181 |
| 5:15 PM | | | | | | | | 103 | 10 | 4 | 28 | | 145 |
| 5:30 PM | | | | | | | | 80 | 8 | 8 | 30 | | 126 |
| 5:45 PM | | | | | | | | 106 | 8 | 6 | 19 | | 139 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | SL 0 | ST 0 | SR 0 | EL 0 | ET 900 | ER 83 | WL 44 | WT 241 | WR 0 | TOTAL 1268 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 42 | 24 | 132 | 0 | 698 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.000 | | | 0.975 | | | 0.886 | | 0.964 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR 99 NB on-ramp DATE: 03/09/2011 LOCATION: City of Selma

E-W STREET: Mountain View Ave DAY: WEDNESDAY PROJECT# 11-8006-008

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | | | | | | 11 | 53 | | | 26 | 49 | 139 |
| 7:15 AM | | | | | | | 14 | 67 | | | 33 | 81 | 195 |
| 7:30 AM | | | | | | | 11 | 96 | | | 40 | 70 | 217 |
| 7:45 AM | | | | | | | 8 | 102 | | | 26 | 68 | 204 |
| 8:00 AM | | | | | | | 4 | 68 | | | 26 | 66 | 164 |
| 8:15 AM | | | | | | | 7 | 74 | | | 30 | 52 | 163 |
| 8:30 AM | | | | | | | 7 | 51 | | | 28 | 44 | 130 |
| 8:45 AM | | | | | | | 17 | 56 | | | 22 | 56 | 151 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | SL 0 | ST 0 | SR 0 | EL 79 | ET 567 | ER 0 | WL 0 | WT 231 | WR 486 | TOTAL 1363 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 333 | 0 | 0 | 125 | 285 | 780 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.000 | | | 0.841 | | | 0.899 | | 0.899 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR 99 NB on-ramp  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: WEDNESDAY  PROJECT# 11-8006-008

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | | | | | | 6 | 105 | | | 34 | 43 | 188 |
| 4:15 PM | | | | | | | 16 | 115 | | | 35 | 38 | 204 |
| 4:30 PM | | | | | | | 4 | 120 | | | 37 | 48 | 209 |
| 4:45 PM | | | | | | | 10 | 119 | | | 39 | 43 | 211 |
| 5:00 PM | | | | | | | 13 | 108 | | | 43 | 55 | 219 |
| 5:15 PM | | | | | | | 7 | 102 | | | 32 | 70 | 211 |
| 5:30 PM | | | | | | | 4 | 74 | | | 38 | 54 | 170 |
| 5:45 PM | | | | | | | 7 | 94 | | | 22 | 31 | 154 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | SL 0 | ST 0 | SR 0 | EL 67 | ET 837 | ER 0 | WL 0 | WT 280 | WR 382 | TOTAL 1566 |

PM Peak Hr Begins at: 430 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 449 | 0 | 0 | 151 | 216 | 850 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.000 | | | 0.936 | | | 0.900 | | 0.970 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR 99 NB off-ramp  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: WEDNESDAY  PROJECT# 11-8006-009

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 6 | | 1 | | | | | 48 | | | 63 | | 118 |
| 7:15 AM | 5 | | 4 | | | | | 71 | | | 116 | | 196 |
| 7:30 AM | 3 | | 4 | | | | | 103 | | | 114 | | 224 |
| 7:45 AM | 4 | | 6 | | | | | 92 | | | 85 | | 187 |
| 8:00 AM | 5 | | 4 | | | | | 70 | | | 89 | | 168 |
| 8:15 AM | 4 | | 4 | | | | | 71 | | | 78 | | 157 |
| 8:30 AM | 1 | | 4 | | | | | 53 | | | 79 | | 137 |
| 8:45 AM | 4 | | 4 | | | | | 54 | | | 60 | | 122 |
| TOTAL VOLUMES = | NL 32 | NT 0 | NR 31 | SL 0 | ST 0 | SR 0 | EL 0 | ET 562 | ER 0 | WL 0 | WT 684 | WR 0 | TOTAL 1309 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 17 | 0 | 18 | 0 | 0 | 0 | 0 | 336 | 0 | 0 | 404 | 0 | 775 |
| PEAK HR. FACTOR: | | 0.875 | | | 0.000 | | | 0.816 | | | 0.871 | | 0.865 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR 99 NB off-ramp  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: WEDNESDAY  PROJECT# 11-8006-009

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 3 | | 11 | | | | | 113 | | | 78 | | 205 |
| 4:15 PM | 6 | | 6 | | | | | 107 | | | 65 | | 184 |
| 4:30 PM | 7 | | 10 | | | | | 127 | | | 78 | | 222 |
| 4:45 PM | 5 | | 2 | | | | | 111 | | | 75 | | 193 |
| 5:00 PM | 7 | | 4 | | | | | 111 | | | 96 | | 218 |
| 5:15 PM | 3 | | 6 | | | | | 100 | | | 93 | | 202 |
| 5:30 PM | 11 | | 11 | | | | | 78 | | | 83 | | 183 |
| 5:45 PM | 4 | | 5 | | | | | 93 | | | 47 | | 149 |
| TOTAL VOLUMES = | NL 46 | NT 0 | NR 55 | SL 0 | ST 0 | SR 0 | EL 0 | ET 840 | ER 0 | WL 0 | WT 615 | WR 0 | TOTAL 1556 |

PM Peak Hr Begins at: 430 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 449 | 0 | 0 | 342 | 0 | 835 |
| PEAK HR. FACTOR: | | 0.647 | | | 0.000 | | | 0.884 | | | 0.891 | | 0.940 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** CA11_8006_002 **Day:** WEDNESDAY

**City:** City of Selma **Date:** 3/9/2011

**AM**

| **NS/EW Streets:** | Highland Ave | | | Highland Ave | | | Floral Ave | | | Floral Ave | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 4 | 11 | 6 | 4 | 27 | 6 | 11 | 31 | 7 | 14 | 21 | 11 | 153 |
| 7:15 AM | 3 | 14 | 8 | 2 | 31 | 3 | 21 | 64 | 11 | 21 | 34 | 13 | 225 |
| 7:30 AM | 6 | 21 | 17 | 3 | 48 | 6 | 25 | 69 | 18 | 27 | 43 | 16 | 299 |
| 7:45 AM | 7 | 32 | 20 | 7 | 47 | 9 | 27 | 71 | 14 | 36 | 51 | 37 | 358 |
| 8:00 AM | 2 | 21 | 14 | 5 | 30 | 7 | 20 | 45 | 12 | 37 | 44 | 21 | 258 |
| 8:15 AM | 6 | 18 | 9 | 4 | 37 | 6 | 13 | 55 | 16 | 43 | 47 | 22 | 276 |
| 8:30 AM | 9 | 17 | 13 | 7 | 31 | 8 | 27 | 57 | 18 | 24 | 59 | 25 | 295 |
| 8:45 AM | 12 | 19 | 18 | 21 | 35 | 13 | 32 | 59 | 19 | 34 | 67 | 28 | 357 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 49 | 153 | 105 | 53 | 286 | 58 | 176 | 451 | 115 | 236 | 366 | 173 | 2221 |
| **APPROACH %'s :** | 15.96% | 49.84% | 34.20% | 13.35% | 72.04% | 14.61% | 23.72% | 60.78% | 15.50% | 30.45% | 47.23% | 22.32% | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 21 | 92 | 60 | 19 | 162 | 28 | 85 | 240 | 60 | 143 | 185 | 96 | 1191 |
| **PEAK HR FACTOR :** | | 0.733 | | | 0.829 | | | 0.859 | | | 0.855 | | 0.832 |

**CONTROL :**

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** CA11_8006_002 **Day:** WEDNESDAY

**City:** City of Selma **Date:** 3/9/2011

**PM**

| **NS/EW Streets:** | Highland Ave | | | Highland Ave | | | Floral Ave | | | Floral Ave | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 9 | 37 | 8 | 14 | 58 | 28 | 42 | 135 | 21 | 34 | 88 | 28 | 502 |
| 4:15 PM | 16 | 31 | 11 | 18 | 55 | 24 | 51 | 151 | 24 | 31 | 102 | 24 | 538 |
| 4:30 PM | 24 | 38 | 21 | 15 | 49 | 27 | 42 | 134 | 28 | 36 | 107 | 27 | 548 |
| 4:45 PM | 19 | 25 | 9 | 8 | 48 | 18 | 65 | 146 | 13 | 28 | 119 | 25 | 523 |
| 5:00 PM | 18 | 38 | 17 | 19 | 37 | 20 | 38 | 133 | 26 | 31 | 102 | 29 | 508 |
| 5:15 PM | 14 | 32 | 12 | 12 | 32 | 12 | 44 | 159 | 23 | 23 | 108 | 12 | 483 |
| 5:30 PM | 15 | 38 | 8 | 20 | 37 | 21 | 71 | 161 | 25 | 18 | 114 | 23 | 551 |
| 5:45 PM | 21 | 26 | 18 | 33 | 24 | 16 | 52 | 133 | 19 | 38 | 117 | 20 | 517 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 136 | 265 | 104 | 139 | 340 | 166 | 405 | 1152 | 179 | 239 | 857 | 188 | 4170 |
| **APPROACH %'s :** | 26.93% | 52.48% | 20.59% | 21.55% | 52.71% | 25.74% | 23.33% | 66.36% | 10.31% | 18.61% | 66.74% | 14.64% | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 77 | 132 | 58 | 60 | 189 | 89 | 196 | 564 | 91 | 126 | 430 | 105 | 2117 |
| **PEAK HR FACTOR :** | | 0.804 | | | 0.871 | | | 0.941 | | | 0.961 | | 0.966 |

**CONTROL :**

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 3/10/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: THURSDAY  PROJECT# 11-8006-019

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 2 | 12 | 1 | 4 | 8 | 4 | 8 | 56 | 4 | 0 | 60 | 2 | 161 |
| 7:15 AM | 6 | 23 | 1 | 6 | 20 | 5 | 4 | 66 | 5 | 2 | 90 | 2 | 230 |
| 7:30 AM | 2 | 21 | 2 | 5 | 19 | 6 | 10 | 82 | 4 | 0 | 94 | 1 | 246 |
| 7:45 AM | 4 | 30 | 1 | 3 | 19 | 4 | 9 | 82 | 10 | 2 | 73 | 7 | 244 |
| 8:00 AM | 6 | 25 | 0 | 6 | 15 | 5 | 11 | 46 | 5 | 0 | 89 | 5 | 213 |
| 8:15 AM | 5 | 35 | 0 | 3 | 13 | 3 | 8 | 44 | 2 | 0 | 83 | 9 | 205 |
| 8:30 AM | 4 | 33 | 2 | 10 | 23 | 6 | 3 | 41 | 6 | 1 | 66 | 4 | 199 |
| 8:45 AM | 1 | 19 | 0 | 3 | 15 | 3 | 9 | 38 | 5 | 1 | 67 | 5 | 166 |
| TOTAL VOLUMES = | NL 30 | NT 198 | NR 7 | SL 40 | ST 132 | SR 36 | EL 62 | ET 455 | ER 41 | WL 6 | WT 622 | WR 35 | TOTAL 1664 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 18 | 99 | 4 | 20 | 73 | 20 | 34 | 276 | 24 | 4 | 346 | 15 | 933 |
| PEAK HR. FACTOR: | | 0.864 | | | 0.911 | | | 0.827 | | | 0.961 | | 0.948 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 3/10/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: THURSDAY  PROJECT# 11-8006-019

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 4 | 32 | 1 | 13 | 35 | 12 | 3 | 80 | 4 | 0 | 65 | 9 | 258 |
| 4:15 PM | 3 | 22 | 4 | 9 | 34 | 8 | 7 | 111 | 11 | 3 | 65 | 10 | 287 |
| 4:30 PM | 4 | 32 | 1 | 18 | 43 | 9 | 4 | 104 | 9 | 1 | 69 | 13 | 307 |
| 4:45 PM | 5 | 30 | 2 | 7 | 28 | 4 | 7 | 114 | 10 | 1 | 60 | 9 | 277 |
| 5:00 PM | 3 | 33 | 2 | 11 | 42 | 5 | 9 | 86 | 10 | 1 | 62 | 9 | 273 |
| 5:15 PM | 5 | 27 | 0 | 12 | 31 | 8 | 3 | 84 | 19 | 3 | 91 | 9 | 292 |
| 5:30 PM | 7 | 24 | 0 | 11 | 30 | 5 | 4 | 96 | 10 | 2 | 76 | 7 | 272 |
| 5:45 PM | 3 | 25 | 1 | 12 | 29 | 3 | 3 | 90 | 12 | 1 | 42 | 12 | 233 |
| TOTAL VOLUMES = | NL 34 | NT 225 | NR 11 | SL 93 | ST 272 | SR 54 | EL 40 | ET 765 | ER 85 | WL 12 | WT 530 | WR 78 | TOTAL 2199 |

PM Peak Hr Begins at: 430 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 17 | 122 | 5 | 48 | 144 | 26 | 23 | 388 | 48 | 6 | 282 | 40 | 1149 |
| | | 144 | | | 218 | | | 459 | | | 328 | | |
| PEAK HR. FACTOR: | | 0.947 | | | 0.779 | | | 0.876 | | | 0.796 | | 0.936 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Mountain View  DAY: WEDNESDAY  PROJECT# 11-8006-029

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 1 | 10 | 6 | 0 | 5 | 1 | 1 | 37 | 4 | 3 | 61 | 4 | 133 |
| 7:15 AM | 1 | 4 | 9 | 0 | 8 | 3 | 0 | 47 | 5 | 2 | 99 | 0 | 178 |
| 7:30 AM | 0 | 6 | 4 | 3 | 5 | 2 | 1 | 67 | 5 | 10 | 101 | 1 | 205 |
| 7:45 AM | 1 | 10 | 6 | 0 | 15 | 0 | 4 | 60 | 13 | 9 | 89 | 5 | 212 |
| 8:00 AM | 2 | 10 | 5 | 0 | 7 | 1 | 1 | 48 | 7 | 7 | 85 | 2 | 175 |
| 8:15 AM | 1 | 9 | 4 | 0 | 4 | 0 | 0 | 48 | 6 | 4 | 75 | 2 | 153 |
| 8:30 AM | 0 | 7 | 2 | 1 | 7 | 2 | 2 | 59 | 3 | 5 | 70 | 0 | 158 |
| 8:45 AM | 2 | 4 | 4 | 0 | 5 | 4 | 3 | 58 | 2 | 4 | 65 | 3 | 154 |
| TOTAL VOLUMES = | 8 | 60 | 40 | 4 | 56 | 13 | 12 | 424 | 45 | 44 | 645 | 17 | 1368 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 4 | 30 | 24 | 3 | 35 | 6 | 6 | 222 | 30 | 28 | 374 | 8 | 770 |
| PEAK HR. FACTOR: | | 0.853 | | | 0.733 | | | 0.838 | | | 0.915 | | 0.908 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Mountain View  DAY: WEDNESDAY  PROJECT# 11-8006-029

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | 5 | 8 | 1 | 5 | 1 | 5 | 113 | 1 | 9 | 75 | 0 | 224 |
| 4:15 PM | 1 | 6 | 10 | 1 | 7 | 2 | 4 | 101 | 2 | 5 | 67 | 2 | 208 |
| 4:30 PM | 6 | 12 | 12 | 5 | 3 | 6 | 2 | 104 | 2 | 6 | 64 | 3 | 225 |
| 4:45 PM | 2 | 9 | 13 | 3 | 7 | 6 | 4 | 91 | 4 | 6 | 85 | 0 | 230 |
| 5:00 PM | 0 | 9 | 7 | 2 | 12 | 2 | 8 | 122 | 2 | 4 | 65 | 3 | 236 |
| 5:15 PM | 2 | 8 | 2 | 0 | 5 | 2 | 6 | 105 | 2 | 8 | 82 | 1 | 223 |
| 5:30 PM | 1 | 11 | 2 | 0 | 10 | 1 | 5 | 83 | 1 | 6 | 79 | 4 | 203 |
| 5:45 PM | 0 | 4 | 2 | 2 | 2 | 0 | 5 | 84 | 2 | 7 | 53 | 9 | 170 |
| TOTAL VOLUMES = | NL 13 | NT 64 | NR 56 | SL 14 | ST 51 | SR 20 | EL 39 | ET 803 | ER 16 | WL 51 | WT 570 | WR 22 | TOTAL 1719 |

PM Peak Hr Begins at: 430 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 10 | 38 | 34 | 10 | 27 | 16 | 20 | 422 | 10 | 24 | 296 | 7 | 914 |
| PEAK HR. FACTOR: | | 0.683 | | | 0.828 | | | 0.856 | | | 0.898 | | 0.968 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Academy Ave  DATE: 03/15/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: TUESDAY  PROJECT# 11-8006-026

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 5 | 3 | 1 | 5 | 2 | 1 | 60 | 3 | 4 | 82 | 0 | 166 |
| 7:15 AM | 2 | 5 | 3 | 1 | 2 | 5 | 1 | 49 | 0 | 5 | 87 | 0 | 160 |
| 7:30 AM | 3 | 8 | 5 | 2 | 6 | 7 | 2 | 62 | 4 | 5 | 99 | 2 | 205 |
| 7:45 AM | 2 | 7 | 6 | 1 | 14 | 5 | 4 | 53 | 1 | 8 | 77 | 1 | 179 |
| 8:00 AM | 4 | 6 | 4 | 0 | 11 | 6 | 1 | 48 | 1 | 4 | 84 | 0 | 169 |
| 8:15 AM | 1 | 6 | 3 | 2 | 5 | 6 | 0 | 67 | 1 | 3 | 103 | 1 | 198 |
| 8:30 AM | 3 | 2 | 3 | 2 | 7 | 3 | 8 | 54 | 2 | 2 | 69 | 1 | 156 |
| 8:45 AM | 1 | 10 | 6 | 0 | 6 | 2 | 0 | 52 | 1 | 7 | 69 | 1 | 155 |
| TOTAL VOLUMES = | NL 16 | NT 49 | NR 33 | SL 9 | ST 56 | SR 36 | EL 17 | ET 445 | ER 13 | WL 38 | WT 670 | WR 6 | TOTAL 1388 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 10 | 27 | 18 | 5 | 36 | 24 | 7 | 230 | 7 | 20 | 363 | 4 | 751 |
| PEAK HR. FACTOR: | | 0.859 | | | 0.813 | | | 0.897 | | | 0.904 | | 0.916 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Academy Ave  DATE: 03/15/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: TUESDAY  PROJECT# 11-8006-026

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 3 | 7 | 2 | 1 | 19 | 2 | 3 | 81 | 4 | 2 | 80 | 0 | 204 |
| 4:15 PM | 3 | 11 | 3 | 0 | 11 | 2 | 1 | 100 | 4 | 2 | 92 | 0 | 229 |
| 4:30 PM | 1 | 12 | 7 | 2 | 9 | 6 | 2 | 101 | 1 | 10 | 81 | 3 | 235 |
| 4:45 PM | 2 | 7 | 3 | 3 | 8 | 1 | 1 | 104 | 4 | 5 | 68 | 0 | 206 |
| 5:00 PM | 2 | 8 | 0 | 1 | 13 | 2 | 3 | 111 | 1 | 2 | 98 | 1 | 242 |
| 5:15 PM | 2 | 5 | 7 | 1 | 8 | 0 | 3 | 99 | 2 | 5 | 69 | 0 | 201 |
| 5:30 PM | 1 | 10 | 5 | 2 | 7 | 1 | 17 | 126 | 5 | 4 | 53 | 1 | 232 |
| 5:45 PM | 3 | 8 | 3 | 0 | 8 | 2 | 3 | 84 | 5 | 5 | 69 | 2 | 192 |
| TOTAL VOLUMES = | NL 17 | NT 68 | NR 30 | SL 10 | ST 83 | SR 16 | EL 33 | ET 806 | ER 26 | WL 35 | WT 610 | WR 7 | TOTAL 1741 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 8 | 38 | 13 | 6 | 41 | 11 | 7 | 416 | 10 | 19 | 339 | 4 | 912 |
| PEAK HR. FACTOR: | | 0.738 | | | 0.853 | | | 0.941 | | | 0.896 | | 0.942 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Mendocino DATE: 03/09/2011 LOCATION: City of Selma

E-W STREET: Mountain View DAY: WEDNESDAY PROJECT# 11-8006-030

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 7 | 36 | 2 | 9 | 19 | 7 | 9 | 35 | 0 | 3 | 61 | 10 | 198 |
| 7:15 AM | 8 | 34 | 6 | 11 | 25 | 10 | 8 | 48 | 2 | 1 | 101 | 13 | 267 |
| 7:30 AM | 3 | 50 | 9 | 11 | 42 | 14 | 13 | 66 | 2 | 5 | 89 | 7 | 311 |
| 7:45 AM | 5 | 36 | 12 | 10 | 47 | 20 | 11 | 64 | 2 | 2 | 80 | 11 | 300 |
| 8:00 AM | 3 | 26 | 13 | 9 | 19 | 7 | 8 | 46 | 0 | 7 | 92 | 8 | 238 |
| 8:15 AM | 3 | 26 | 8 | 5 | 19 | 7 | 2 | 58 | 2 | 11 | 75 | 4 | 220 |
| 8:30 AM | 0 | 25 | 5 | 7 | 14 | 5 | 7 | 55 | 0 | 7 | 76 | 2 | 203 |
| 8:45 AM | 2 | 16 | 2 | 7 | 13 | 2 | 8 | 48 | 0 | 7 | 55 | 8 | 168 |
| TOTAL VOLUMES = | NL 31 | NT 249 | NR 57 | SL 69 | ST 198 | SR 72 | EL 66 | ET 420 | ER 8 | WL 43 | WT 629 | WR 63 | TOTAL 1905 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 19 | 146 | 40 | 41 | 133 | 51 | 40 | 224 | 6 | 15 | 362 | 39 | 1116 |
| PEAK HR. FACTOR: | | 0.827 | | | 0.731 | | | 0.833 | | | 0.904 | | 0.897 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Mendocino DATE: 03/09/2011 LOCATION: City of Selma

E-W STREET: Mountain View DAY: WEDNESDAY PROJECT# 11-8006-030

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 6 | 26 | 6 | 13 | 38 | 11 | 16 | 91 | 10 | 9 | 65 | 10 | 301 |
| 4:15 PM | 5 | 40 | 10 | 12 | 32 | 2 | 16 | 84 | 10 | 8 | 77 | 11 | 307 |
| 4:30 PM | 2 | 25 | 5 | 9 | 38 | 10 | 18 | 103 | 4 | 15 | 56 | 4 | 289 |
| 4:45 PM | 5 | 27 | 6 | 10 | 34 | 8 | 9 | 90 | 7 | 11 | 84 | 8 | 299 |
| 5:00 PM | 3 | 38 | 8 | 9 | 31 | 5 | 9 | 98 | 4 | 4 | 72 | 9 | 290 |
| 5:15 PM | 5 | 25 | 4 | 6 | 28 | 7 | 8 | 89 | 8 | 7 | 89 | 14 | 290 |
| 5:30 PM | 2 | 33 | 10 | 7 | 21 | 4 | 9 | 71 | 6 | 4 | 69 | 7 | 243 |
| 5:45 PM | 2 | 28 | 3 | 6 | 32 | 7 | 7 | 62 | 9 | 11 | 47 | 9 | 223 |
| TOTAL VOLUMES = | NL 30 | NT 242 | NR 52 | SL 72 | ST 254 | SR 54 | EL 92 | ET 688 | ER 58 | WL 69 | WT 559 | WR 72 | TOTAL 2242 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 18 | 118 | 27 | 44 | 142 | 31 | 59 | 368 | 31 | 43 | 282 | 33 | 1196 |
| PEAK HR. FACTOR: | | 0.741 | | | 0.875 | | | 0.916 | | | 0.869 | | 0.974 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/15/2011 LOCATION: City of Selma

E-W STREET: Caruthers DAY: TUESDAY PROJECT# 11-8006-031

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | 0 | | | 0 | 0 | 0 | | | | | 1 | 1 |
| 7:15 AM | | 0 | | | 0 | 1 | 0 | | | | | 0 | 1 |
| 7:30 AM | | 0 | | | 0 | 0 | 0 | | | | | 1 | 1 |
| 7:45 AM | | 0 | | | 1 | 0 | 0 | | | | | 0 | 1 |
| 8:00 AM | | 0 | | | 0 | 0 | 1 | | | | | 0 | 1 |
| 8:15 AM | | | | | | | | | | | | | |
| 8:30 AM | | 0 | | | 1 | 0 | 0 | | | | | 0 | 1 |
| 8:45 AM | | 1 | | | 1 | 0 | 1 | | | | | 0 | 3 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 9 |

AM Peak Hr Begins at: 800 AM

| PEAK VOLUMES = | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| PEAK HR. FACTOR: | | 0.250 | | | 0.500 | | | 0.500 | | | 0.000 | | 0.417 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/15/2011 LOCATION: City of Selma

E-W STREET: Caruthers DAY: TUESDAY PROJECT# 11-8006-031

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | 1 | | | 2 | | 1 | | | | | | 4 |
| 4:15 PM | | 0 | | | 1 | | 0 | | | | | | 1 |
| 4:30 PM | | 1 | | | 1 | | 0 | | | | | | 2 |
| 4:45 PM | | 1 | | | 0 | | 0 | | | | | | 1 |
| 5:00 PM | | 0 | | | 2 | | 0 | | | | | | 2 |
| 5:15 PM | | 0 | | | 1 | | 0 | | | | | | 1 |
| 5:30 PM | | | | | | | | | | | | | |
| 5:45 PM | | | | | | | | | | | | | |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 3 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| PEAK HR. FACTOR: | | 0.750 | | | 0.500 | | | 0.250 | | | 0.000 | | 0.500 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 03/15/2011  LOCATION: City of Selma

E-W STREET: Amber Ave  DAY: TUESDAY  PROJECT# 11-8006-027

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 1 | 14 | | | 10 | 1 | 1 | | | | | | 27 |
| 7:15 AM | 0 | 17 | | | 13 | 1 | 1 | | | | | | 32 |
| 7:30 AM | 0 | 36 | | | 28 | 0 | 0 | | | | | | 64 |
| 7:45 AM | 0 | 42 | | | 37 | 0 | 2 | | | | | | 81 |
| 8:00 AM | 2 | 43 | | | 25 | 1 | 0 | | | | | | 71 |
| 8:15 AM | 1 | 29 | | | 19 | 0 | 0 | | | | | | 49 |
| 8:30 AM | 1 | 30 | | | 19 | 0 | 1 | | | | | | 51 |
| 8:45 AM | 3 | 15 | | | 23 | 0 | 1 | | | | | | 42 |
| TOTAL VOLUMES = | 8 | 226 | 0 | 0 | 174 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 417 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 150 | 0 | 0 | 109 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 265 |
| PEAK HR. FACTOR: | | 0.850 | | | 0.743 | | | 0.250 | | | 0.000 | | 0.818 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 03/15/2011  LOCATION: City of Selma

E-W STREET: Amber Ave  DAY: TUESDAY  PROJECT# 11-8006-027

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | 30 | | | 42 | 0 | 0 | | | | | | 73 |
| 4:15 PM | 0 | 29 | | | 48 | 0 | 0 | | | | | | 77 |
| 4:30 PM | 0 | 39 | | | 47 | 0 | 0 | | | | | | 86 |
| 4:45 PM | 0 | 43 | | | 43 | 0 | 0 | | | | | | 86 |
| 5:00 PM | 1 | 33 | | | 51 | 3 | 2 | | | | | | 90 |
| 5:15 PM | 1 | 32 | | | 42 | 0 | 0 | | | | | | 75 |
| 5:30 PM | 0 | 39 | | | 43 | 1 | 0 | | | | | | 83 |
| 5:45 PM | 2 | 23 | | | 46 | 1 | 0 | | | | | | 72 |
| TOTAL VOLUMES = | NL 5 | NT 268 | NR 0 | SL 0 | ST 362 | SR 5 | EL 2 | ET 0 | ER 0 | WL 0 | WT 0 | WR 0 | TOTAL 642 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 144 | 0 | 0 | 189 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 339 |
| PEAK HR. FACTOR: | | 0.843 | | | 0.889 | | | 0.250 | | | 0.000 | | 0.942 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/01/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: TUESDAY  PROJECT# 11-8006-033

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 1 | 1 | 0 | 10 |
| 7:15 AM | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 3 | 1 | 11 |
| TOTAL VOLUMES = | 5 | 4 | 1 | 1 | 4 | 3 | 2 | 8 | 1 | 1 | 6 | 1 | 37 |

AM Peak Hr Begins at: 700 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 2 | 0 | 1 | 2 | 2 | 1 | 6 | 0 | 1 | 2 | 0 | 20 |
| PEAK HR. FACTOR: | | 0.417 | | | 0.417 | | | 0.292 | | | 0.375 | | 0.500 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/01/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: TUESDAY  PROJECT# 11-8006-033

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 0 | 1 | | 0 | 1 | 2 | 1 | 4 | 0 | | 3 | 0 | 12 |
| 4:15 PM | 0 | 1 | | 0 | 0 | 1 | 0 | 1 | 0 | | 1 | 0 | 4 |
| 4:30 PM | 0 | 2 | | 1 | 0 | 1 | 0 | 2 | 0 | | 3 | 0 | 9 |
| 4:45 PM | 1 | 1 | | 0 | 3 | 1 | 0 | 0 | 0 | | 1 | 0 | 7 |
| 5:00 PM | 0 | 3 | | 0 | 2 | 0 | 0 | 0 | 0 | | 2 | 0 | 7 |
| 5:15 PM | 0 | 2 | | 0 | 3 | 0 | 0 | 1 | 1 | | 0 | 1 | 8 |
| 5:30 PM | 0 | 1 | | 2 | 1 | 0 | 1 | 2 | 0 | | 0 | 0 | 7 |
| 5:45 PM | 1 | 1 | | 0 | 2 | 0 | 0 | 1 | 1 | | 1 | 0 | 7 |
| TOTAL VOLUMES = | NL 2 | NT 12 | NR 0 | SL 3 | ST 12 | SR 5 | EL 2 | ET 11 | ER 2 | WL 0 | WT 11 | WR 1 | TOTAL 61 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 5 | 0 | 1 | 4 | 5 | 1 | 7 | 0 | 0 | 8 | 0 | 32 |
| PEAK HR. FACTOR: | | 0.750 | | | 0.625 | | | 0.400 | | | 0.667 | | 0.667 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Mc Call DATE: 03/01/2011 LOCATION: City of Selma

E-W STREET: Kamm Ave DAY: TUESDAY PROJECT# 11-8006-034

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 8 | 0 | 3 | 18 | 1 | 2 | 3 | | 2 | 1 | 1 | 39 |
| 7:15 AM | 0 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | | 0 | 1 | 0 | 21 |
| 7:30 AM | 1 | 7 | 1 | 1 | 21 | 0 | 0 | 1 | | 2 | 0 | 1 | 35 |
| 7:45 AM | 0 | 16 | 1 | 0 | 19 | 0 | 0 | 1 | | 0 | 0 | 1 | 38 |
| 8:00 AM | 0 | 12 | 0 | 0 | 13 | 0 | 1 | 0 | | 0 | 0 | 0 | 26 |
| 8:15 AM | 0 | 11 | 0 | 0 | 15 | 0 | 0 | 1 | | 1 | 0 | 1 | 29 |
| 8:30 AM | 1 | 13 | 0 | 0 | 9 | 0 | 0 | 0 | | 0 | 1 | 1 | 25 |
| 8:45 AM | 0 | 12 | 0 | 0 | 5 | 0 | 0 | 0 | | 2 | 2 | 0 | 21 |
| TOTAL VOLUMES = | NL 2 | NT 83 | NR 2 | SL 4 | ST 116 | SR 1 | EL 3 | ET 6 | ER 0 | WL 7 | WT 5 | WR 5 | TOTAL 234 |

AM Peak Hr Begins at: 700 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 35 | 2 | 4 | 74 | 1 | 2 | 5 | 0 | 4 | 2 | 3 | 133 |
| PEAK HR. FACTOR: | | 0.559 | | | 0.898 | | | 0.350 | | | 0.563 | | 0.853 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Mc Call DATE: 03/01/2011 LOCATION: City of Selma

E-W STREET: Kamm Ave DAY: TUESDAY PROJECT# 11-8006-034

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 0 | 26 | 1 | 1 | 20 | 1 | 0 | 1 | 2 | 1 | 2 | 0 | 55 |
| 4:15 PM | 0 | 35 | 2 | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 54 |
| 4:30 PM | 1 | 37 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 47 |
| 4:45 PM | 0 | 21 | 0 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 44 |
| 5:00 PM | 0 | 26 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 44 |
| 5:15 PM | 0 | 17 | 1 | 2 | 18 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 41 |
| 5:30 PM | 0 | 16 | 2 | 0 | 8 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 31 |
| 5:45 PM | 0 | 17 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 29 |
| TOTAL VOLUMES = | NL 1 | NT 195 | NR 9 | SL 5 | ST 104 | SR 3 | EL 3 | ET 3 | ER 5 | WL 3 | WT 8 | WR 6 | TOTAL 345 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 119 | 4 | 3 | 56 | 1 | 1 | 2 | 3 | 1 | 6 | 3 | 200 |
| PEAK HR. FACTOR: | | 0.795 | | | 0.682 | | | 0.500 | | | 0.833 | | 0.909 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/01/2011 LOCATION: City of Selma

E-W STREET: Kamm Ave DAY: TUESDAY PROJECT# 11-8006-035

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | | 0 | | | 0 | 0 | 5 | | 0 | 3 | | 8 |
| 7:15 AM | | | 0 | | | 0 | 0 | 1 | | 0 | 2 | | 3 |
| 7:30 AM | | | 0 | | | 0 | 0 | 2 | | 0 | 3 | | 5 |
| 7:45 AM | | | 0 | | | 0 | 0 | 1 | | 0 | 0 | | 1 |
| 8:00 AM | | | 0 | | | 0 | 0 | 1 | | 0 | 2 | | 3 |
| 8:15 AM | | | 0 | | | 0 | 1 | 0 | | 0 | 2 | | 3 |
| 8:30 AM | | | 0 | | | 1 | 0 | 1 | | 0 | 0 | | 2 |
| 8:45 AM | | | 1 | | | 0 | 0 | 0 | | 1 | 2 | | 4 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 1 | SL 0 | ST 0 | SR 1 | EL 1 | ET 11 | ER 0 | WL 1 | WT 14 | WR 0 | TOTAL 29 |

AM Peak Hr Begins at: 700 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 8 | 0 | 17 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.000 | | | 0.450 | | | 0.667 | | 0.531 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/01/2011 LOCATION: City of Selma

E-W STREET: Kamm Ave DAY: TUESDAY PROJECT# 11-8006-035

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | | 0 | | 0 | | | 3 | | 0 | 2 | | 6 |
| 4:15 PM | 0 | | 0 | | 0 | | | 2 | | 0 | 3 | | 5 |
| 4:30 PM | 0 | | 1 | | 1 | | | 3 | | 0 | 2 | | 7 |
| 4:45 PM | 0 | | 1 | | 0 | | | 2 | | 0 | 2 | | 5 |
| 5:00 PM | 0 | | 0 | | 0 | | | 1 | | 0 | 3 | | 4 |
| 5:15 PM | 0 | | 0 | | 0 | | | 3 | | 0 | 1 | | 4 |
| 5:30 PM | 0 | | 0 | | 0 | | | 3 | | 0 | 1 | | 4 |
| 5:45 PM | 0 | | 0 | | 0 | | | 1 | | 1 | 3 | | 5 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 18 | 0 | 1 | 17 | 0 | 40 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 9 | 0 | 23 |
| PEAK HR. FACTOR: | | 0.750 | | | 0.250 | | | 0.833 | | | 0.750 | | 0.821 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Van Horn DATE: 03/01/2011 LOCATION: City of Selma

E-W STREET: Kamm Ave DAY: TUESDAY PROJECT# 11-8006-036

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | | 0 | 0 | 0 | | 1 | 1 | 0 | 0 | 1 | 3 | 6 |
| 7:15 AM | | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 3 | 5 | 9 |
| 7:30 AM | | | 0 | 2 | 0 | | 0 | 2 | 0 | 0 | 0 | 2 | 6 |
| 7:45 AM | | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 2 | 0 | 3 |
| 8:00 AM | | | 2 | 1 | 1 | | 0 | 1 | 0 | 0 | 0 | 3 | 8 |
| 8:15 AM | | | 0 | 2 | 0 | | 0 | 0 | 0 | 0 | 1 | 3 | 6 |
| 8:30 AM | | | 0 | 2 | 0 | | 0 | 0 | 0 | 1 | 3 | 3 | 9 |
| 8:45 AM | | | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 1 | 1 | 3 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 2 | 8 | 1 | 0 | 1 | 5 | 1 | 1 | 11 | 20 | 50 |

AM Peak Hr Begins at: 800 AM

| PEAK VOLUMES = | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 1 | 1 | 1 | 5 | 10 | 26 |
| PEAK HR. FACTOR: | | 0.250 | | | 0.750 | | | 0.500 | | | 0.571 | | 0.722 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Van Horn DATE: 03/01/2011 LOCATION: City of Selma

E-W STREET: Kamm Ave DAY: TUESDAY PROJECT# 11-8006-036

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | | 0 | 4 | 0 | 0 | 0 | 2 | | 0 | 2 | 2 | 10 |
| 4:15 PM | | | 0 | 2 | 0 | 0 | 2 | 0 | | 0 | 2 | 4 | 10 |
| 4:30 PM | | | 0 | 4 | 0 | 1 | 1 | 4 | | 1 | 1 | 4 | 16 |
| 4:45 PM | | | 1 | 0 | 0 | 1 | 1 | 2 | | 0 | 2 | 3 | 10 |
| 5:00 PM | | | 0 | 1 | 0 | 0 | 0 | 1 | | 0 | 4 | 2 | 8 |
| 5:15 PM | | | 0 | 3 | 0 | 0 | 1 | 1 | | 0 | 0 | 3 | 8 |
| 5:30 PM | | | 1 | 1 | 2 | 2 | 2 | 2 | | 0 | 0 | 2 | 12 |
| 5:45 PM | | | 0 | 3 | 0 | 1 | 0 | 0 | | 0 | 3 | 2 | 9 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 2 | SL 18 | ST 2 | SR 5 | EL 7 | ET 12 | ER 0 | WL 1 | WT 14 | WR 22 | TOTAL 83 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 1 | 10 | 0 | 2 | 4 | 8 | 0 | 1 | 7 | 13 | 46 |
| PEAK HR. FACTOR: | | 0.250 | | | 0.600 | | | 0.600 | | | 0.875 | | 0.719 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB off-ramp  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: WEDNESDAY  PROJECT# 11-8006-013

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 1 | | | | 12 | 1 | | | 2 | | | | 16 |
| 7:15 AM | 3 | | | | 9 | 2 | | | 2 | | | | 16 |
| 7:30 AM | 3 | | | | 11 | 0 | | | 3 | | | | 17 |
| 7:45 AM | 4 | | | | 13 | 1 | | | 5 | | | | 23 |
| 8:00 AM | 3 | | | | 6 | 2 | | | 1 | | | | 12 |
| 8:15 AM | 3 | | | | 5 | 3 | | | 1 | | | | 12 |
| 8:30 AM | 2 | | | | 9 | 1 | | | 0 | | | | 12 |
| 8:45 AM | 1 | | | | 8 | 1 | | | 2 | | | | 12 |
| TOTAL VOLUMES = | NL 20 | NT 0 | NR 0 | SL 0 | ST 73 | SR 11 | EL 0 | ET 0 | ER 16 | WL 0 | WT 0 | WR 0 | TOTAL 120 |

AM Peak Hr Begins at: 700 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 11 | 0 | 0 | 0 | 45 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 72 |
| PEAK HR. FACTOR: | | 0.688 | | | 0.875 | | | 0.600 | | | 0.000 | | 0.783 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB off-ramp  DATE: 03/09/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: WEDNESDAY  PROJECT# 11-8006-013

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 0 | | | | 33 | 2 | | | 5 | | | | 40 |
| 4:15 PM | 1 | | | | 31 | 1 | | | 1 | | | | 34 |
| 4:30 PM | 7 | | | | 37 | 4 | | | 3 | | | | 51 |
| 4:45 PM | 4 | | | | 35 | 0 | | | 5 | | | | 44 |
| 5:00 PM | 2 | | | | 49 | 1 | | | 4 | | | | 56 |
| 5:15 PM | 2 | | | | 45 | 1 | | | 5 | | | | 53 |
| 5:30 PM | 7 | | | | 49 | 3 | | | 6 | | | | 65 |
| 5:45 PM | 1 | | | | 32 | 0 | | | 1 | | | | 34 |
| TOTAL VOLUMES = | NL 24 | NT 0 | NR 0 | SL 0 | ST 311 | SR 12 | EL 0 | ET 0 | ER 30 | WL 0 | WT 0 | WR 0 | TOTAL 377 |

PM Peak Hr Begins at: 445 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 15 | 0 | 0 | 0 | 178 | 5 | 0 | 0 | 20 | 0 | 0 | 0 | 218 |
| PEAK HR. FACTOR: | | 0.536 | | | 0.880 | | | 0.833 | | | 0.000 | | 0.838 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/16/2011  LOCATION: City of Selma

E-W STREET: SR-99 NB on-ramp  DAY: WEDNESDAY  PROJECT# 11-8006-012

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 11 | 14 | 0 | | 14 | 33 | 0 | | | | | 0 | 72 |
| 7:15 AM | 31 | 18 | 0 | | 12 | 49 | 0 | | | | | 0 | 110 |
| 7:30 AM | 33 | 20 | 0 | | 14 | 30 | 0 | | | | | 0 | 97 |
| 7:45 AM | 38 | 49 | 0 | | 36 | 36 | 0 | | | | | 0 | 159 |
| 8:00 AM | 29 | 56 | 1 | | 42 | 31 | 0 | | | | | 1 | 160 |
| 8:15 AM | 12 | 20 | 0 | | 17 | 23 | 0 | | | | | 0 | 72 |
| 8:30 AM | 15 | 14 | 0 | | 15 | 19 | 1 | | | | | 0 | 64 |
| 8:45 AM | 9 | 18 | 0 | | 11 | 18 | 0 | | | | | 0 | 56 |
| TOTAL VOLUMES = | NL 178 | NT 209 | NR 1 | SL 0 | ST 161 | SR 239 | EL 1 | ET 0 | ER 0 | WL 0 | WT 0 | WR 1 | TOTAL 790 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 131 | 143 | 1 | 0 | 104 | 146 | 0 | 0 | 0 | 0 | 0 | 1 | 526 |
| PEAK HR. FACTOR: | | 0.790 | | | 0.856 | | | 0.000 | | | 0.250 | | 0.822 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/16/2011  LOCATION: City of Selma

E-W STREET: SR-99 NB on-ramp  DAY: WEDNESDAY  PROJECT# 11-8006-012

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 7 | 35 | 1 | 0 | 24 | 23 | 1 | 0 | | 0 | 0 | | 91 |
| 4:15 PM | 13 | 39 | 0 | 0 | 17 | 15 | 0 | 0 | | 0 | 0 | | 84 |
| 4:30 PM | 10 | 56 | 0 | 0 | 24 | 24 | 0 | 0 | | 0 | 0 | | 114 |
| 4:45 PM | 12 | 46 | 0 | 0 | 22 | 15 | 0 | 1 | | 0 | 2 | | 98 |
| 5:00 PM | 9 | 38 | 0 | 0 | 22 | 20 | 2 | 0 | | 0 | 0 | | 91 |
| 5:15 PM | 9 | 39 | 0 | 0 | 26 | 12 | 0 | 0 | | 1 | 0 | | 87 |
| 5:30 PM | 13 | 43 | 0 | 0 | 21 | 22 | 0 | 0 | | 0 | 1 | | 100 |
| 5:45 PM | 12 | 35 | 0 | 1 | 16 | 12 | 1 | 0 | | 0 | 0 | | 77 |
| TOTAL VOLUMES = | NL 85 | NT 331 | NR 1 | SL 1 | ST 172 | SR 143 | EL 4 | ET 0 | ER 1 | WL 0 | WT 1 | WR 3 | TOTAL 742 |

PM Peak Hr Begins at: 430 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 40 | 179 | 0 | 0 | 94 | 71 | 2 | 0 | 1 | 0 | 1 | 2 | 390 |
| PEAK HR. FACTOR: | | 0.830 | | | 0.859 | | | 0.375 | | | 0.375 | | 0.855 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Bethel Ave  DAY: THURSDAY  PROJECT# 11-8006-018

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 22 | 15 | 4 | 4 | 5 | 0 | 3 | 15 | 0 | 7 | 40 | 2 | 117 |
| 7:15 AM | 26 | 19 | 6 | 2 | 14 | 0 | 3 | 10 | 1 | 5 | 45 | 3 | 134 |
| 7:30 AM | 17 | 14 | 3 | 1 | 18 | 1 | 8 | 17 | 0 | 0 | 30 | 5 | 114 |
| 7:45 AM | 23 | 21 | 2 | 3 | 17 | 7 | 10 | 28 | 14 | 4 | 47 | 5 | 181 |
| 8:00 AM | 18 | 19 | 4 | 2 | 18 | 3 | 10 | 28 | 7 | 5 | 30 | 6 | 150 |
| 8:15 AM | 11 | 20 | 4 | 2 | 18 | 3 | 4 | 14 | 4 | 2 | 14 | 3 | 99 |
| 8:30 AM | 14 | 21 | 5 | 2 | 11 | 2 | 7 | 5 | 2 | 2 | 28 | 4 | 103 |
| 8:45 AM | 9 | 18 | 2 | 2 | 21 | 3 | 3 | 12 | 1 | 2 | 17 | 7 | 97 |
| TOTAL VOLUMES = | NL 140 | NT 147 | NR 30 | SL 18 | ST 122 | SR 19 | EL 48 | ET 129 | ER 29 | WL 27 | WT 251 | WR 35 | TOTAL 995 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 84 | 73 | 15 | 8 | 67 | 11 | 31 | 83 | 22 | 14 | 152 | 19 | 579 |
| PEAK HR. FACTOR: | | 0.843 | | | 0.796 | | | 0.654 | | | 0.826 | | 0.800 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Bethel Ave  DAY: THURSDAY  PROJECT# 11-8006-018

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 8 | 22 | 1 | 10 | 24 | 13 | 8 | 28 | 9 | 5 | 16 | 7 | 151 |
| 4:15 PM | 5 | 39 | 1 | 7 | 31 | 12 | 8 | 19 | 9 | 5 | 25 | 10 | 171 |
| 4:30 PM | 13 | 26 | 1 | 11 | 33 | 9 | 9 | 15 | 11 | 4 | 27 | 5 | 164 |
| 4:45 PM | 10 | 21 | 1 | 8 | 35 | 5 | 8 | 24 | 14 | 4 | 20 | 5 | 155 |
| 5:00 PM | 6 | 20 | 5 | 9 | 31 | 6 | 4 | 23 | 9 | 3 | 29 | 2 | 147 |
| 5:15 PM | 8 | 27 | 1 | 12 | 25 | 3 | 7 | 31 | 11 | 5 | 31 | 3 | 164 |
| 5:30 PM | 10 | 25 | 1 | 8 | 25 | 7 | 3 | 38 | 7 | 0 | 25 | 1 | 150 |
| 5:45 PM | 7 | 15 | 1 | 12 | 30 | 5 | 3 | 20 | 5 | 1 | 15 | 4 | 118 |
| TOTAL VOLUMES = | NL 67 | NT 195 | NR 12 | SL 77 | ST 234 | SR 60 | EL 50 | ET 198 | ER 75 | WL 27 | WT 188 | WR 37 | TOTAL 1220 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 36 | 108 | 4 | 36 | 123 | 39 | 33 | 86 | 43 | 18 | 88 | 27 | 641 |
| | | 148 | | | 198 | | | 162 | | | 133 | | |
| PEAK HR. FACTOR: | | 0.822 | | | 0.934 | | | 0.880 | | | 0.831 | | 0.937 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: THURSDAY  PROJECT# 11-8006-017

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 36 | | 0 | | | | | 14 | 7 | 0 | 14 | | 71 |
| 7:15 AM | 29 | | 1 | | | | | 17 | 3 | 1 | 21 | | 72 |
| 7:30 AM | 24 | | 3 | | | | | 19 | 0 | 0 | 12 | | 58 |
| 7:45 AM | 40 | | 2 | | | | | 18 | 13 | 2 | 15 | | 90 |
| 8:00 AM | 26 | | 2 | | | | | 17 | 15 | 0 | 13 | | 73 |
| 8:15 AM | 10 | | 1 | | | | | 14 | 6 | 1 | 11 | | 43 |
| 8:30 AM | 26 | | 0 | | | | | 12 | 3 | 0 | 10 | | 51 |
| 8:45 AM | 15 | | 0 | | | | | 13 | 3 | 0 | 8 | | 39 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 206 | 0 | 9 | 0 | 0 | 0 | 0 | 124 | 50 | 4 | 104 | 0 | 497 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 119 | 0 | 8 | 0 | 0 | 0 | 0 | 71 | 31 | 3 | 61 | 0 | 293 |
| PEAK HR. FACTOR: | | 0.756 | | | 0.000 | | | 0.797 | | | 0.727 | | 0.814 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: THURSDAY  PROJECT# 11-8006-017

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 11 | | 2 | | | | | 19 | 18 | 0 | 18 | | 68 |
| 4:15 PM | 19 | | 0 | | | | | 12 | 19 | 2 | 20 | | 72 |
| 4:30 PM | 10 | | 0 | | | | | 17 | 13 | 3 | 27 | | 70 |
| 4:45 PM | 13 | | 0 | | | | | 18 | 16 | 2 | 19 | | 68 |
| 5:00 PM | 9 | | 1 | | | | | 15 | 22 | 1 | 21 | | 69 |
| 5:15 PM | 15 | | 1 | | | | | 16 | 27 | 3 | 23 | | 85 |
| 5:30 PM | 6 | | 0 | | | | | 13 | 28 | 1 | 18 | | 66 |
| 5:45 PM | 9 | | 1 | | | | | 11 | 21 | 1 | 13 | | 56 |
| TOTAL VOLUMES = | NL 92 | NT 0 | NR 5 | SL 0 | ST 0 | SR 0 | EL 0 | ET 121 | ER 164 | WL 13 | WT 159 | WR 0 | TOTAL 554 |

PM Peak Hr Begins at: 430 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 47 | 0 | 2 | 0 | 0 | 0 | 0 | 66 | 78 | 9 | 90 | 0 | 292 |
| PEAK HR. FACTOR: | | 0.766 | | | 0.000 | | | 0.837 | | | 0.825 | | 0.859 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Academy Ave  DATE: 03/15/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: TUESDAY  PROJECT# 11-8006-028

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 5 | 9 | 3 | 0 | 11 | 0 | 1 | 1 | 0 | 5 | 24 | 2 | 61 |
| 7:15 AM | 6 | 7 | 5 | 0 | 10 | 1 | 0 | 3 | 2 | 7 | 26 | 0 | 67 |
| 7:30 AM | 15 | 16 | 8 | 5 | 17 | 2 | 0 | 2 | 5 | 13 | 16 | 1 | 100 |
| 7:45 AM | 13 | 22 | 9 | 2 | 15 | 1 | 0 | 5 | 5 | 16 | 24 | 2 | 114 |
| 8:00 AM | 11 | 9 | 14 | 3 | 13 | 2 | 1 | 10 | 8 | 12 | 26 | 0 | 109 |
| 8:15 AM | 11 | 12 | 10 | 1 | 10 | 1 | 0 | 5 | 2 | 8 | 10 | 1 | 71 |
| 8:30 AM | 6 | 7 | 9 | 0 | 3 | 3 | 0 | 4 | 2 | 6 | 13 | 1 | 54 |
| 8:45 AM | 5 | 7 | 4 | 1 | 10 | 2 | 0 | 5 | 1 | 11 | 10 | 0 | 56 |
| TOTAL VOLUMES = | NL 72 | NT 89 | NR 62 | SL 12 | ST 89 | SR 12 | EL 2 | ET 35 | ER 25 | WL 78 | WT 149 | WR 7 | TOTAL 632 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 50 | 59 | 41 | 11 | 55 | 6 | 1 | 22 | 20 | 49 | 76 | 4 | 394 |
| PEAK HR. FACTOR: | | 0.852 | | | 0.750 | | | 0.566 | | | 0.768 | | 0.864 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Academy Ave  DATE: 03/15/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: TUESDAY  PROJECT# 11-8006-028

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 3 | 13 | 10 | 5 | 12 | 2 | 2 | 10 | 12 | 9 | 8 | 1 | 87 |
| 4:15 PM | 3 | 10 | 12 | 0 | 14 | 0 | 0 | 9 | 7 | 9 | 4 | 1 | 69 |
| 4:30 PM | 3 | 18 | 13 | 1 | 21 | 0 | 1 | 16 | 6 | 9 | 7 | 3 | 98 |
| 4:45 PM | 4 | 13 | 11 | 4 | 16 | 0 | 1 | 8 | 7 | 7 | 8 | 0 | 79 |
| 5:00 PM | 8 | 9 | 12 | 0 | 14 | 0 | 0 | 19 | 14 | 11 | 8 | 0 | 95 |
| 5:15 PM | 3 | 22 | 15 | 2 | 15 | 0 | 1 | 23 | 8 | 12 | 6 | 0 | 107 |
| 5:30 PM | 4 | 10 | 14 | 1 | 14 | 0 | 1 | 16 | 7 | 10 | 9 | 1 | 87 |
| 5:45 PM | 5 | 10 | 11 | 0 | 19 | 0 | 1 | 16 | 9 | 16 | 10 | 1 | 98 |
| TOTAL VOLUMES = | NL 33 | NT 105 | NR 98 | SL 13 | ST 125 | SR 2 | EL 7 | ET 117 | ER 70 | WL 83 | WT 60 | WR 7 | TOTAL 720 |

PM Peak Hr Begins at: 500 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 20 | 51 | 52 | 3 | 62 | 0 | 3 | 74 | 38 | 49 | 33 | 2 | 387 |
| PEAK HR. FACTOR: | | 0.769 | | | 0.855 | | | 0.871 | | | 0.778 | | 0.904 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/16/2011  LOCATION: City of Selma

E-W STREET: SR-99 NB Off-Ramp  DAY: WEDNESDAY  PROJECT# 11-8006-015

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | 19 | | | 14 | | | | | 0 | | 4 | 37 |
| 7:15 AM | | 47 | | | 11 | | | | | 0 | | 4 | 62 |
| 7:30 AM | | 46 | | | 15 | | | | | 0 | | 5 | 66 |
| 7:45 AM | | 69 | | | 32 | | | | | 1 | | 5 | 107 |
| 8:00 AM | | 89 | | | 43 | | | | | 0 | | 9 | 141 |
| 8:15 AM | | 31 | | | 21 | | | | | 4 | | 3 | 59 |
| 8:30 AM | | 24 | | | 12 | | | | | 0 | | 2 | 38 |
| 8:45 AM | | 27 | | | 13 | | | | | 5 | | 4 | 49 |
| TOTAL VOLUMES = | NL 0 | NT 352 | NR 0 | SL 0 | ST 161 | SR 0 | EL 0 | ET 0 | ER 0 | WL 10 | WT 0 | WR 36 | TOTAL 559 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 251 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 1 | 0 | 23 | 376 |
| PEAK HR. FACTOR: | | 0.705 | | | 0.587 | | | 0.000 | | | 0.667 | | 0.667 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/16/2011  LOCATION: City of Selma

E-W STREET: SR-99 NB Off-Ramp  DAY: WEDNESDAY  PROJECT# 11-8006-015

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | 37 | | | 24 | | | | | 3 | | 6 | 70 |
| 4:15 PM | | 45 | | | 18 | | | | | 3 | | 6 | 72 |
| 4:30 PM | | 61 | | | 24 | | | | | 2 | | 5 | 92 |
| 4:45 PM | | 46 | | | 23 | | | | | 0 | | 8 | 77 |
| 5:00 PM | | 41 | | | 21 | | | | | 2 | | 6 | 70 |
| 5:15 PM | | 37 | | | 26 | | | | | 3 | | 9 | 75 |
| 5:30 PM | | 50 | | | 21 | | | | | 3 | | 9 | 83 |
| 5:45 PM | | 40 | | | 14 | | | | | 1 | | 13 | 68 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 357 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 17 | 0 | 62 | 607 |

PM Peak Hr Begins at: 430 PM

| PEAK VOLUMES = | 0 | 185 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 7 | 0 | 28 | 314 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HR. FACTOR: | | 0.758 | | | 0.904 | | | 0.000 | | | 0.729 | | 0.853 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave DATE: 03/16/2011 LOCATION: City of Selma

E-W STREET: Pkwy Dr-SR 99 SB On-Ramp DAY: WEDNESDAY PROJECT# 11-8006-014

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 1 | 13 | 0 | 4 | 4 | 0 | 5 | 1 | 2 | | | | 30 |
| 7:15 AM | 1 | 41 | 0 | 7 | 11 | 1 | 3 | 1 | 5 | | | | 70 |
| 7:30 AM | 2 | 42 | 0 | 7 | 10 | 0 | 6 | 1 | 5 | | | | 73 |
| 7:45 AM | 0 | 71 | 0 | 7 | 28 | 1 | 10 | 1 | 6 | | | | 124 |
| 8:00 AM | 1 | 66 | 0 | 5 | 35 | 3 | 14 | 2 | 4 | | | | 130 |
| 8:15 AM | 2 | 24 | 0 | 6 | 15 | 1 | 5 | 0 | 4 | | | | 57 |
| 8:30 AM | 0 | 27 | 0 | 5 | 11 | 0 | 3 | 0 | 2 | | | | 48 |
| 8:45 AM | 4 | 16 | 2 | 5 | 7 | 2 | 7 | 1 | 4 | | | | 48 |
| TOTAL VOLUMES = | 11 | 300 | 2 | 46 | 121 | 8 | 53 | 7 | 32 | 0 | 0 | 0 | 580 |
| PEAK VOLUMES = | 4 | 220 | 0 | 26 | 84 | 5 | 33 | 5 | 20 | 0 | 0 | 0 | 397 |
| PEAK HR. FACTOR: | | 0.789 | | | 0.669 | | | 0.725 | | | 0.000 | | 0.763 |

AM Peak Hr Begins at: 715 AM

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave DATE: 03/16/2011 LOCATION: City of Selma

E-W STREET: Pkwy Dr-SR 99 SB On-Ramp DAY: WEDNESDAY PROJECT# 11-8006-014

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | 26 | 2 | 9 | 15 | 3 | 14 | 1 | 18 | | | | 89 |
| 4:15 PM | 2 | 20 | 1 | 4 | 17 | 4 | 21 | 2 | 14 | | | | 85 |
| 4:30 PM | 0 | 29 | 0 | 6 | 11 | 2 | 16 | 0 | 14 | | | | 78 |
| 4:45 PM | 1 | 24 | 1 | 6 | 15 | 3 | 25 | 1 | 17 | | | | 93 |
| 5:00 PM | 0 | 19 | 1 | 6 | 18 | 0 | 29 | 3 | 14 | | | | 90 |
| 5:15 PM | 0 | 26 | 0 | 3 | 15 | 1 | 25 | 2 | 17 | | | | 89 |
| 5:30 PM | 1 | 27 | 0 | 5 | 13 | 2 | 20 | 0 | 21 | | | | 89 |
| 5:45 PM | 2 | 17 | 1 | 6 | 22 | 3 | 25 | 4 | 41 | | | | 121 |
| TOTAL VOLUMES = | 7 | 188 | 6 | 45 | 126 | 18 | 175 | 13 | 156 | 0 | 0 | 0 | 734 |
| PEAK VOLUMES = | 3 | 89 | 2 | 20 | 68 | 6 | 99 | 9 | 93 | 0 | 0 | 0 | 389 |
| PEAK HR. FACTOR: | | 0.839 | | | 0.758 | | | 0.718 | | | 0.000 | | 0.804 |

PM Peak Hr Begins at: 500 PM

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** CA11_8006_001 **Day:** WEDNESDAY

**City:** City of Selma **Date:** 3/9/2011

**AM**

| **NS/EW Streets:** | SR-99 NB off ramp | | | SR-99 NB off ramp | | | Floral Ave | | | Floral Ave | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 9 | | 6 | | | | | 44 | | | 67 | | 126 |
| 7:15 AM | 14 | | 9 | | | | | 74 | | | 82 | | 179 |
| 7:30 AM | 29 | | 10 | | | | | 87 | | | 121 | | 247 |
| 7:45 AM | 50 | | 15 | | | | | 104 | | | 116 | | 285 |
| 8:00 AM | 28 | | 17 | | | | | 66 | | | 140 | | 251 |
| 8:15 AM | 31 | | 23 | | | | | 67 | | | 102 | | 223 |
| 8:30 AM | 29 | | 5 | | | | | 77 | | | 101 | | 212 |
| 8:45 AM | 34 | | 17 | | | | | 91 | | | 124 | | 266 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 224 | 0 | 102 | 0 | 0 | 0 | 0 | 610 | 0 | 0 | 853 | 0 | 1789 |
| **APPROACH %'s :** | 68.71% | 0.00% | 31.29% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 138 | 0 | 65 | 0 | 0 | 0 | 0 | 324 | 0 | 0 | 479 | 0 | 1006 |
| **PEAK HR FACTOR :** | | 0.781 | | | 0.000 | | | 0.779 | | | 0.855 | | 0.882 |

**CONTROL :**

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** CA11_8006_001 **Day:** WEDNESDAY

**City:** City of Selma **Date:** 3/9/2011

**PM**

| **NS/EW Streets:** | SR-99 NB off ramp | | | SR-99 NB off ramp | | | Floral Ave | | | Floral Ave | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 26 | | 15 | | | | | 151 | | | 152 | | 344 |
| 4:15 PM | 26 | | 16 | | | | | 174 | | | 149 | | 365 |
| 4:30 PM | 37 | | 8 | | | | | 146 | | | 170 | | 361 |
| 4:45 PM | 32 | | 17 | | | | | 158 | | | 154 | | 361 |
| 5:00 PM | 32 | | 9 | | | | | 176 | | | 174 | | 391 |
| 5:15 PM | 33 | | 13 | | | | | 192 | | | 135 | | 373 |
| 5:30 PM | 35 | | 18 | | | | | 184 | | | 142 | | 379 |
| 5:45 PM | 25 | | 21 | | | | | 176 | | | 161 | | 383 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 246 | 0 | 117 | 0 | 0 | 0 | 0 | 1357 | 0 | 0 | 1237 | 0 | 2957 |
| **APPROACH %'s :** | 67.77% | 0.00% | 32.23% | #DIV/0! | #DIV/0! | #DIV/0! | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR START TIME :** | 500 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 125 | 0 | 61 | 0 | 0 | 0 | 0 | 728 | 0 | 0 | 612 | 0 | 1526 |
| **PEAK HR FACTOR :** | | 0.877 | | | 0.000 | | | 0.948 | | | 0.879 | | 0.976 |

**CONTROL :**

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** CA11_8006_004 **Day:** WEDNESDAY

**City:** City of Selma **Date:** 3/9/2011

**AM**

| **NS/EW Streets:** | Highland Ave | | | Highland Ave | | | SR-99 SB on-off ramps | | | SR-99 SB on-off ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | 87 | 3 | 20 | 26 | | | | 69 | | | | 205 |
| 7:15 AM | | 118 | 2 | 26 | 41 | | | | 84 | | | | 271 |
| 7:30 AM | | 132 | 9 | 33 | 60 | | | | 78 | | | | 312 |
| 7:45 AM | | 161 | 8 | 19 | 73 | | | | 66 | | | | 327 |
| 8:00 AM | | 176 | 13 | 27 | 61 | | | | 82 | | | | 359 |
| 8:15 AM | | 143 | 10 | 28 | 74 | | | | 78 | | | | 333 |
| 8:30 AM | | 145 | 17 | 18 | 58 | | | | 68 | | | | 306 |
| 8:45 AM | | 137 | 16 | 23 | 61 | | | | 62 | | | | 299 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1099 | 78 | 194 | 454 | 0 | 0 | 0 | 587 | 0 | 0 | 0 | 2412 |
| **APPROACH %'s :** | 0.00% | 93.37% | 6.63% | 29.94% | 70.06% | 0.00% | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 730 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 612 | 40 | 107 | 268 | 0 | 0 | 0 | 304 | 0 | 0 | 0 | 1331 |
| **PEAK HR FACTOR :** | | 0.862 | | | 0.919 | | | 0.927 | | | 0.000 | | 0.927 |

**CONTROL :**

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

**Project ID:** CA11_8006_004 **Day:** WEDNESDAY

**City:** City of Selma **Date:** 3/9/2011

**PM**

| **NS/EW Streets:** | Highland Ave | | | Highland Ave | | | SR-99 SB on-off ramps | | | SR-99 SB on-off ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | 146 | 9 | 47 | 69 | | | | 60 | | | | 331 |
| 4:15 PM | | 148 | 34 | 41 | 71 | | | | 84 | | | | 378 |
| 4:30 PM | | 180 | 13 | 38 | 65 | | | | 76 | | | | 372 |
| 4:45 PM | | 152 | 10 | 33 | 62 | | | | 97 | | | | 354 |
| 5:00 PM | | 169 | 16 | 40 | 61 | | | | 83 | | | | 369 |
| 5:15 PM | | 146 | 14 | 33 | 53 | | | | 110 | | | | 356 |
| 5:30 PM | | 141 | 10 | 28 | 53 | | | | 97 | | | | 329 |
| 5:45 PM | | 138 | 19 | 30 | 53 | | | | 76 | | | | 316 |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1220 | 125 | 290 | 487 | 0 | 0 | 0 | 683 | 0 | 0 | 0 | 2805 |
| **APPROACH %'s :** | 0.00% | 90.71% | 9.29% | 37.32% | 62.68% | 0.00% | 0.00% | 0.00% | 100.00% | #DIV/0! | #DIV/0! | #DIV/0! | |
| **PEAK HR START TIME :** | 415 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 649 | 73 | 152 | 259 | 0 | 0 | 0 | 340 | 0 | 0 | 0 | 1473 |
| **PEAK HR FACTOR :** | | 0.935 | | | 0.917 | | | 0.876 | | | 0.000 | | 0.974 |

**CONTROL :**

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Rose Ave  DAY: THURSDAY  PROJECT# 11-8006-023

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 80 | 3 | 7 | 71 | 1 | 0 | 0 | 0 | 2 | 2 | 16 | 182 |
| 7:15 AM | 2 | 109 | 8 | 9 | 93 | 0 | 1 | 4 | 0 | 3 | 1 | 29 | 259 |
| 7:30 AM | 0 | 123 | 8 | 10 | 79 | 0 | 1 | 2 | 0 | 4 | 2 | 37 | 266 |
| 7:45 AM | 1 | 101 | 11 | 24 | 77 | 1 | 0 | 2 | 2 | 2 | 2 | 19 | 242 |
| 8:00 AM | 0 | 90 | 4 | 18 | 61 | 6 | 1 | 3 | 0 | 3 | 1 | 20 | 207 |
| 8:15 AM | 1 | 104 | 6 | 24 | 80 | 3 | 2 | 2 | 0 | 6 | 1 | 14 | 243 |
| 8:30 AM | 0 | 81 | 2 | 12 | 77 | 4 | 0 | 2 | 1 | 2 | 3 | 20 | 204 |
| 8:45 AM | 1 | 85 | 2 | 9 | 64 | 2 | 1 | 2 | 1 | 1 | 2 | 17 | 187 |
| TOTAL VOLUMES = | 5 | 773 | 44 | 113 | 602 | 17 | 6 | 17 | 4 | 23 | 14 | 172 | 1790 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 423 | 31 | 61 | 310 | 7 | 3 | 11 | 2 | 12 | 6 | 105 | 974 |
| PEAK HR. FACTOR: | | 0.872 | | | 0.926 | | | 0.800 | | | 0.715 | | 0.915 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Rose Ave  DAY: THURSDAY  PROJECT# 11-8006-023

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | 114 | 8 | 23 | 120 | 2 | 1 | 4 | 0 | 8 | 1 | 26 | 308 |
| 4:15 PM | 1 | 115 | 5 | 39 | 108 | 4 | 3 | 2 | 0 | 4 | 2 | 23 | 306 |
| 4:30 PM | 1 | 130 | 9 | 27 | 115 | 4 | 2 | 2 | 0 | 7 | 6 | 19 | 322 |
| 4:45 PM | 1 | 131 | 3 | 35 | 116 | 4 | 0 | 3 | 0 | 8 | 3 | 20 | 324 |
| 5:00 PM | 2 | 127 | 10 | 36 | 138 | 1 | 0 | 4 | 1 | 2 | 5 | 22 | 348 |
| 5:15 PM | 2 | 109 | 5 | 33 | 144 | 1 | 2 | 3 | 0 | 5 | 3 | 21 | 328 |
| 5:30 PM | 0 | 114 | 11 | 34 | 134 | 3 | 1 | 1 | 1 | 5 | 2 | 29 | 335 |
| 5:45 PM | 1 | 108 | 9 | 13 | 139 | 3 | 2 | 2 | 0 | 4 | 0 | 31 | 312 |
| TOTAL VOLUMES = | NL 9 | NT 948 | NR 60 | SL 240 | ST 1014 | SR 22 | EL 11 | ET 21 | ER 2 | WL 43 | WT 22 | WR 191 | TOTAL 2583 |

PM Peak Hr Begins at: 445 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 5 | 481 | 29 | 138 | 532 | 9 | 3 | 11 | 2 | 20 | 13 | 92 | 1335 |
| PEAK HR. FACTOR: | | 0.926 | | | 0.954 | | | 0.800 | | | 0.868 | | 0.959 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Nebraska Ave  DAY: THURSDAY  PROJECT# 11-8006-024

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 5 | 77 | 5 | 2 | 65 | 7 | 7 | 8 | 0 | 4 | 10 | 7 | 197 |
| 7:15 AM | 3 | 115 | 6 | 4 | 80 | 14 | 14 | 8 | 1 | 7 | 6 | 7 | 265 |
| 7:30 AM | 3 | 84 | 6 | 1 | 66 | 9 | 18 | 17 | 3 | 6 | 14 | 9 | 236 |
| 7:45 AM | 2 | 74 | 16 | 9 | 55 | 9 | 16 | 18 | 0 | 8 | 12 | 18 | 237 |
| 8:00 AM | 3 | 73 | 4 | 7 | 51 | 9 | 14 | 17 | 1 | 10 | 8 | 6 | 203 |
| 8:15 AM | 5 | 93 | 5 | 9 | 67 | 15 | 17 | 9 | 0 | 7 | 12 | 5 | 244 |
| 8:30 AM | 1 | 68 | 1 | 7 | 64 | 11 | 14 | 15 | 2 | 4 | 7 | 7 | 201 |
| 8:45 AM | 2 | 55 | 7 | 6 | 61 | 6 | 14 | 12 | 0 | 3 | 10 | 11 | 187 |
| TOTAL VOLUMES = | NL 24 | NT 639 | NR 50 | SL 45 | ST 509 | SR 80 | EL 114 | ET 104 | ER 7 | WL 49 | WT 79 | WR 70 | TOTAL 1770 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 11 | 346 | 32 | 21 | 252 | 41 | 62 | 60 | 5 | 31 | 40 | 40 | 941 |
| PEAK HR. FACTOR: | | 0.784 | | | 0.801 | | | 0.836 | | | 0.730 | | 0.888 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Nebraska Ave  DAY: THURSDAY  PROJECT# 11-8006-024

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 4 | 84 | 16 | 13 | 97 | 15 | 16 | 18 | 10 | 6 | 11 | 9 | 299 |
| 4:15 PM | 0 | 89 | 6 | 11 | 76 | 24 | 15 | 23 | 6 | 14 | 24 | 17 | 305 |
| 4:30 PM | 5 | 96 | 8 | 11 | 90 | 11 | 11 | 13 | 1 | 13 | 17 | 14 | 290 |
| 4:45 PM | 4 | 98 | 18 | 12 | 87 | 16 | 10 | 14 | 2 | 9 | 21 | 11 | 302 |
| 5:00 PM | 3 | 102 | 11 | 11 | 93 | 22 | 14 | 12 | 4 | 12 | 19 | 14 | 317 |
| 5:15 PM | 5 | 106 | 8 | 16 | 100 | 27 | 19 | 16 | 6 | 16 | 18 | 13 | 350 |
| 5:30 PM | 6 | 114 | 13 | 20 | 135 | 19 | 17 | 19 | 9 | 12 | 12 | 17 | 393 |
| 5:45 PM | 3 | 104 | 9 | 15 | 115 | 17 | 15 | 19 | 7 | 16 | 16 | 12 | 348 |
| TOTAL VOLUMES = | NL 30 | NT 793 | NR 89 | SL 109 | ST 793 | SR 151 | EL 117 | ET 134 | ER 45 | WL 98 | WT 138 | WR 107 | TOTAL 2604 |

PM Peak Hr Begins at: 500 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 17 | 426 | 41 | 62 | 443 | 85 | 65 | 66 | 26 | 56 | 65 | 56 | 1408 |
| PEAK HR. FACTOR: | | 0.910 | | | 0.848 | | | 0.872 | | | 0.941 | | 0.896 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Nebraska Ave  DAY: THURSDAY  PROJECT# 11-8006-025

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 3 | 1 | 7 | 3 | 2 | 2 | 0 | 13 | 1 | 5 | 11 | 1 | 49 |
| 7:15 AM | 6 | 8 | 4 | 6 | 3 | 4 | 0 | 14 | 0 | 3 | 13 | 3 | 64 |
| 7:30 AM | 5 | 13 | 13 | 17 | 7 | 0 | 2 | 32 | 3 | 9 | 24 | 4 | 129 |
| 7:45 AM | 5 | 15 | 14 | 16 | 12 | 7 | 4 | 37 | 10 | 10 | 28 | 6 | 164 |
| 8:00 AM | 9 | 9 | 9 | 9 | 9 | 2 | 0 | 31 | 10 | 11 | 31 | 10 | 140 |
| 8:15 AM | 4 | 5 | 10 | 5 | 7 | 4 | 3 | 22 | 4 | 5 | 18 | 3 | 90 |
| 8:30 AM | 5 | 4 | 3 | 4 | 4 | 0 | 3 | 22 | 5 | 3 | 19 | 7 | 79 |
| 8:45 AM | 4 | 7 | 6 | 5 | 10 | 2 | 2 | 27 | 6 | 9 | 21 | 4 | 103 |
| TOTAL VOLUMES = | NL 41 | NT 62 | NR 66 | SL 65 | ST 54 | SR 21 | EL 14 | ET 198 | ER 39 | WL 55 | WT 165 | WR 38 | TOTAL 818 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 23 | 42 | 46 | 47 | 35 | 13 | 9 | 122 | 27 | 35 | 101 | 23 | 523 |
| PEAK HR. FACTOR: | | 0.816 | | | 0.679 | | | 0.775 | | | 0.764 | | 0.797 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Nebraska Ave  DAY: THURSDAY  PROJECT# 11-8006-025

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 7 | 9 | 7 | 4 | 4 | 6 | 2 | 39 | 6 | 16 | 36 | 2 | 138 |
| 4:15 PM | 5 | 6 | 12 | 4 | 6 | 2 | 3 | 37 | 4 | 14 | 39 | 4 | 136 |
| 4:30 PM | 11 | 11 | 8 | 3 | 4 | 2 | 1 | 27 | 5 | 13 | 38 | 2 | 125 |
| 4:45 PM | 6 | 5 | 8 | 7 | 5 | 0 | 4 | 34 | 9 | 10 | 32 | 5 | 125 |
| 5:00 PM | 9 | 2 | 5 | 5 | 3 | 2 | 1 | 23 | 4 | 9 | 36 | 4 | 103 |
| 5:15 PM | 15 | 5 | 8 | 2 | 6 | 0 | 5 | 32 | 10 | 8 | 33 | 5 | 129 |
| 5:30 PM | 8 | 5 | 7 | 4 | 4 | 3 | 2 | 30 | 6 | 8 | 38 | 3 | 118 |
| 5:45 PM | 9 | 10 | 11 | 5 | 6 | 5 | 3 | 46 | 6 | 11 | 39 | 3 | 154 |
| TOTAL VOLUMES = | NL 70 | NT 53 | NR 66 | SL 34 | ST 38 | SR 20 | EL 21 | ET 268 | ER 50 | WL 89 | WT 291 | WR 28 | TOTAL 1028 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 29 | 31 | 35 | 18 | 19 | 10 | 10 | 137 | 24 | 53 | 145 | 13 | 524 |
| PEAK HR. FACTOR: | | 0.792 | | | 0.839 | | | 0.910 | | | 0.925 | | 0.949 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB ramps  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-007

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | | | 24 | 0 | 3 | | 34 | 4 | 12 | 27 | | 104 |
| 7:15 AM | | | | 27 | 0 | 4 | | 48 | 3 | 19 | 23 | | 124 |
| 7:30 AM | | | | 30 | 0 | 4 | | 102 | 8 | 28 | 47 | | 219 |
| 7:45 AM | | | | 36 | 0 | 5 | | 133 | 8 | 25 | 70 | | 277 |
| 8:00 AM | | | | 26 | 1 | 4 | | 82 | 4 | 17 | 88 | | 222 |
| 8:15 AM | | | | 28 | 0 | 6 | | 63 | 6 | 22 | 50 | | 175 |
| 8:30 AM | | | | 30 | 0 | 6 | | 56 | 7 | 18 | 50 | | 167 |
| 8:45 AM | | | | 25 | 0 | 7 | | 78 | 9 | 19 | 56 | | 194 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | SL 226 | ST 1 | SR 39 | EL 0 | ET 596 | ER 49 | WL 160 | WT 411 | WR 0 | TOTAL 1482 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 120 | 1 | 19 | 0 | 380 | 26 | 92 | 255 | 0 | 893 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.854 | | | 0.720 | | | 0.826 | | 0.806 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB ramps  DATE: 03/03/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-007

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | | | 37 | 1 | 14 | | 73 | 1 | 23 | 86 | | 235 |
| 4:15 PM | | | | 50 | 0 | 11 | | 80 | 6 | 26 | 99 | | 272 |
| 4:30 PM | | | | 48 | 1 | 12 | | 71 | 2 | 30 | 113 | | 277 |
| 4:45 PM | | | | 43 | 0 | 21 | | 90 | 7 | 21 | 98 | | 280 |
| 5:00 PM | | | | 37 | 1 | 15 | | 65 | 4 | 26 | 92 | | 240 |
| 5:15 PM | | | | 48 | 0 | 20 | | 74 | 4 | 22 | 98 | | 266 |
| 5:30 PM | | | | 40 | 1 | 25 | | 82 | 3 | 12 | 82 | | 245 |
| 5:45 PM | | | | 30 | 0 | 16 | | 94 | 10 | 15 | 92 | | 257 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | SL 333 | ST 4 | SR 134 | EL 0 | ET 629 | ER 37 | WL 175 | WT 760 | WR 0 | TOTAL 2072 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 178 | 2 | 59 | 0 | 306 | 19 | 103 | 402 | 0 | 1069 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.934 | | | 0.838 | | | 0.883 | | 0.954 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB off-ramp  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Floral Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-003

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | | 43 | 54 | 8 | 16 | | 108 | 19 | 37 | 135 | | 420 |
| 12:15 PM | | | 60 | 36 | 13 | 22 | | 131 | 20 | 43 | 154 | | 479 |
| 12:30 PM | | | 45 | 49 | 11 | 14 | | 132 | 23 | 40 | 129 | | 443 |
| 12:45 PM | | | 44 | 53 | 8 | 25 | | 145 | 15 | 36 | 138 | | 464 |
| 1:00 PM | | | 53 | 55 | 7 | 16 | | 126 | 22 | 32 | 101 | | 412 |
| 1:15 PM | | | 48 | 57 | 13 | 24 | | 144 | 21 | 37 | 167 | | 511 |
| 1:30 PM | | | 46 | 41 | 10 | 17 | | 127 | 16 | 39 | 123 | | 419 |
| 1:45 PM | | | 32 | 48 | 8 | 22 | | 122 | 15 | 27 | 125 | | 399 |
| TOTAL VOLUMES = | 0 | 0 | 371 | 393 | 78 | 156 | 0 | 1035 | 151 | 291 | 1072 | 0 | 3547 |

NOON Peak Hr Begins at: 1230 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 190 | 214 | 39 | 79 | 0 | 547 | 81 | 145 | 535 | 0 | 1830 |
| PEAK HR. FACTOR: | | 0.896 | | | 0.883 | | | 0.952 | | | 0.833 | | 0.895 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 NB ramps  DATE: 04/02/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: SATURDAY  PROJECT# 11-8006 SAT-006

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 8 | 2 | 15 | | | | 8 | 83 | | | 97 | 19 | 232 |
| 12:15 PM | 4 | 0 | 15 | | | | 18 | 98 | | | 107 | 21 | 263 |
| 12:30 PM | 7 | 0 | 22 | | | | 8 | 87 | | | 92 | 15 | 231 |
| 12:45 PM | 5 | 1 | 29 | | | | 6 | 81 | | | 76 | 25 | 223 |
| 1:00 PM | 6 | 0 | 23 | | | | 9 | 99 | | | 108 | 28 | 273 |
| 1:15 PM | 7 | 0 | 17 | | | | 3 | 84 | | | 77 | 30 | 218 |
| 1:30 PM | 5 | 1 | 21 | | | | 10 | 77 | | | 83 | 28 | 225 |
| 1:45 PM | 6 | 0 | 17 | | | | 7 | 81 | | | 56 | 18 | 185 |
| TOTAL VOLUMES = | NL 48 | NT 4 | NR 159 | SL 0 | ST 0 | SR 0 | EL 69 | ET 690 | ER 0 | WL 0 | WT 696 | WR 184 | TOTAL 1850 |

NOON Peak Hr Begins at: 1215 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 22 | 1 | 89 | 0 | 0 | 0 | 41 | 365 | 0 | 0 | 383 | 89 | 990 |
| PEAK HR. FACTOR: | | 0.800 | | | 0.000 | | | 0.875 | | | 0.868 | | 0.907 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Whitson St  DATE: 04/02/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: SATURDAY  PROJECT# 11-8006 SAT-016

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 11 | 35 | 22 | 11 | 37 | 8 | 4 | 83 | 21 | 13 | 86 | 5 | 336 |
| 12:15 PM | 18 | 30 | 11 | 7 | 25 | 3 | 20 | 92 | 21 | 16 | 90 | 11 | 344 |
| 12:30 PM | 24 | 25 | 17 | 7 | 33 | 7 | 15 | 69 | 19 | 15 | 89 | 2 | 322 |
| 12:45 PM | 11 | 29 | 13 | 11 | 45 | 4 | 8 | 61 | 16 | 18 | 77 | 15 | 308 |
| 1:00 PM | 10 | 32 | 13 | 13 | 28 | 2 | 8 | 71 | 15 | 10 | 84 | 5 | 291 |
| 1:15 PM | 16 | 40 | 11 | 11 | 39 | 8 | 13 | 75 | 12 | 16 | 69 | 8 | 318 |
| 1:30 PM | 16 | 29 | 26 | 7 | 35 | 7 | 12 | 60 | 15 | 14 | 76 | 15 | 312 |
| 1:45 PM | 16 | 26 | 17 | 11 | 33 | 7 | 10 | 49 | 12 | 19 | 68 | 12 | 280 |
| TOTAL VOLUMES = | NL 122 | NT 246 | NR 130 | SL 78 | ST 275 | SR 46 | EL 90 | ET 560 | ER 131 | WL 121 | WT 639 | WR 73 | TOTAL 2511 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 64 | 119 | 63 | 36 | 140 | 22 | 47 | 305 | 77 | 62 | 342 | 33 | 1310 |
| PEAK HR. FACTOR: | | 0.904 | | | 0.825 | | | 0.806 | | | 0.934 | | 0.952 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/05/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-022

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 1 | 68 | 8 | 10 | 72 | 8 | 5 | 9 | 0 | 5 | 16 | 5 | 207 |
| 12:15 PM | 0 | 79 | 8 | 3 | 58 | 6 | 4 | 16 | 0 | 8 | 11 | 10 | 203 |
| 12:30 PM | 1 | 82 | 7 | 5 | 61 | 10 | 11 | 7 | 0 | 13 | 8 | 2 | 207 |
| 12:45 PM | 0 | 62 | 4 | 2 | 86 | 7 | 7 | 12 | 0 | 8 | 15 | 4 | 207 |
| 1:00 PM | 1 | 74 | 8 | 5 | 69 | 9 | 6 | 9 | 0 | 10 | 5 | 5 | 201 |
| 1:15 PM | 1 | 85 | 4 | 11 | 75 | 7 | 5 | 6 | 2 | 12 | 9 | 4 | 221 |
| 1:30 PM | 0 | 83 | 14 | 5 | 83 | 6 | 6 | 10 | 0 | 17 | 15 | 6 | 245 |
| 1:45 PM | 0 | 70 | 6 | 6 | 72 | 7 | 4 | 16 | 0 | 5 | 12 | 3 | 201 |
| TOTAL VOLUMES = | 4 | 603 | 59 | 47 | 576 | 60 | 48 | 85 | 2 | 78 | 91 | 39 | 1692 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 2 | 304 | 30 | 23 | 313 | 29 | 24 | 37 | 2 | 47 | 44 | 19 | 874 |
| PEAK HR. FACTOR: | | 0.866 | | | 0.961 | | | 0.829 | | | 0.724 | | 0.892 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/05/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-021

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 4 | 4 | | 3 | 2 | 1 | 0 | 23 | 2 | 0 | 28 | 1 | 68 |
| 12:15 PM | 0 | 1 | | 0 | 1 | 2 | 2 | 27 | 1 | 0 | 26 | 2 | 62 |
| 12:30 PM | 1 | 1 | | 1 | 3 | 2 | 2 | 12 | 1 | 1 | 20 | 0 | 44 |
| 12:45 PM | 0 | 1 | | 1 | 1 | 1 | 2 | 23 | 0 | 0 | 20 | 1 | 50 |
| 1:00 PM | 1 | 2 | | 1 | 1 | 0 | 1 | 12 | 0 | 0 | 19 | 3 | 40 |
| 1:15 PM | 0 | 0 | | 1 | 1 | 1 | 2 | 20 | 0 | 1 | 20 | 2 | 48 |
| 1:30 PM | 0 | 1 | | 0 | 2 | 0 | 5 | 24 | 0 | 1 | 35 | 1 | 69 |
| 1:45 PM | 2 | 2 | | 2 | 1 | 0 | 1 | 29 | 1 | 0 | 20 | 0 | 58 |
| TOTAL VOLUMES = | 8 | 12 | 0 | 9 | 12 | 7 | 15 | 170 | 5 | 3 | 188 | 10 | 439 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 5 | 7 | 0 | 5 | 7 | 6 | 6 | 85 | 4 | 1 | 94 | 4 | 224 |
| PEAK HR. FACTOR: | | 0.375 | | | 0.750 | | | 0.792 | | | 0.853 | | 0.824 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: McCall Ave  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-020

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 4 | 6 | 1 | 5 | 5 | 2 | 4 | 15 | 4 | 4 | 36 | 8 | 94 |
| 12:15 PM | 2 | 6 | 6 | 7 | 5 | 2 | 4 | 14 | 3 | 1 | 25 | 4 | 79 |
| 12:30 PM | 1 | 9 | 1 | 3 | 4 | 0 | 1 | 17 | 0 | 4 | 17 | 1 | 58 |
| 12:45 PM | 0 | 8 | 1 | 4 | 7 | 1 | 4 | 12 | 3 | 5 | 16 | 4 | 65 |
| 1:00 PM | 4 | 9 | 0 | 2 | 5 | 2 | 4 | 16 | 1 | 4 | 27 | 3 | 77 |
| 1:15 PM | 2 | 8 | 2 | 3 | 7 | 1 | 1 | 22 | 1 | 1 | 13 | 3 | 64 |
| 1:30 PM | 0 | 11 | 5 | 1 | 5 | 0 | 1 | 28 | 3 | 3 | 28 | 5 | 90 |
| 1:45 PM | 1 | 9 | 4 | 2 | 4 | 0 | 1 | 23 | 1 | 1 | 17 | 3 | 66 |
| TOTAL VOLUMES = | NL 14 | NT 66 | NR 20 | SL 27 | ST 42 | SR 8 | EL 20 | ET 147 | ER 16 | WL 23 | WT 179 | WR 31 | TOTAL 593 |

NOON Peak Hr Begins at: 100 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 7 | 37 | 11 | 8 | 21 | 3 | 7 | 89 | 6 | 9 | 85 | 14 | 297 |
| PEAK HR. FACTOR: | | 0.859 | | | 0.727 | | | 0.797 | | | 0.750 | | 0.825 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/12/2011 LOCATION: City of Selma

E-W STREET: Mt View DAY: SATURDAY PROJECT# 11-8006 SAT-032

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 0 | | 0 | 0 | 0 | 0 | | 23 | | 0 | 44 | 1 | 68 |
| 12:15 PM | 0 | | 1 | 0 | 0 | 0 | | 29 | | 0 | 30 | 0 | 60 |
| 12:30 PM | 1 | | 0 | 0 | 1 | 0 | | 26 | | 1 | 21 | 1 | 51 |
| 12:45 PM | 0 | | 0 | 0 | 0 | 0 | | 16 | | 0 | 23 | 0 | 39 |
| 1:00 PM | 0 | | 1 | 0 | 0 | 0 | | 19 | | 0 | 30 | 0 | 50 |
| 1:15 PM | 0 | | 1 | 1 | 0 | 1 | | 28 | | 0 | 19 | 1 | 51 |
| 1:30 PM | 0 | | 0 | 0 | 0 | 0 | | 39 | | 1 | 33 | 0 | 73 |
| 1:45 PM | 0 | | 0 | 0 | 0 | 0 | | 22 | | 0 | 32 | 1 | 55 |
| TOTAL VOLUMES = | NL 1 | NT 0 | NR 3 | SL 1 | ST 1 | SR 1 | EL 0 | ET 202 | ER 0 | WL 2 | WT 232 | WR 4 | TOTAL 447 |

NOON Peak Hr Begins at: 100 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 108 | 0 | 1 | 114 | 2 | 229 |
| PEAK HR. FACTOR: | | 0.500 | | | 0.250 | | | 0.692 | | | 0.860 | | 0.784 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB Off- Ramp e/o Highland

DATE: 03/12/2011

LOCATION: City of Selma

E-W STREET: Mountain View Ave

DAY: SATURDAY

PROJECT# 11-8006 SAT-011

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 0 | | 12 | 31 | 4 | 13 | | 24 | 2 | 1 | 38 | | 125 |
| 12:15 PM | 0 | | 12 | 33 | 2 | 8 | | 33 | 2 | 4 | 27 | | 121 |
| 12:30 PM | 2 | | 8 | 42 | 3 | 8 | | 32 | 1 | 1 | 23 | | 120 |
| 12:45 PM | 0 | | 7 | 65 | 0 | 9 | | 24 | 0 | 2 | 26 | | 133 |
| 1:00 PM | 0 | | 10 | 44 | 3 | 11 | | 27 | 0 | 4 | 29 | | 128 |
| 1:15 PM | 2 | | 7 | 54 | 4 | 10 | | 29 | 1 | 0 | 17 | | 124 |
| 1:30 PM | 2 | | 6 | 47 | 1 | 14 | | 44 | 0 | 1 | 20 | | 135 |
| 1:45 PM | 1 | | 5 | 33 | 1 | 13 | | 24 | 0 | 1 | 27 | | 105 |
| TOTAL VOLUMES = | NL 7 | NT 0 | NR 67 | SL 349 | ST 18 | SR 86 | EL 0 | ET 237 | ER 6 | WL 14 | WT 207 | WR 0 | TOTAL 991 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 4 | 0 | 30 | 210 | 8 | 44 | 0 | 124 | 1 | 7 | 92 | 0 | 520 |
| PEAK HR. FACTOR: | | 0.850 | | | 0.885 | | | 0.710 | | | 0.750 | | 0.963 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB On- Ramp  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-010

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | | | | | | | 56 | 10 | 3 | 38 | | 107 |
| 12:15 PM | | | | | | | | 68 | 10 | 5 | 30 | | 113 |
| 12:30 PM | | | | | | | | 73 | 8 | 6 | 26 | | 113 |
| 12:45 PM | | | | | | | | 85 | 9 | 0 | 28 | | 122 |
| 1:00 PM | | | | | | | | 75 | 9 | 5 | 33 | | 122 |
| 1:15 PM | | | | | | | | 83 | 6 | 0 | 18 | | 107 |
| 1:30 PM | | | | | | | | 83 | 16 | 5 | 21 | | 125 |
| 1:45 PM | | | | | | | | 55 | 4 | 5 | 29 | | 93 |
| TOTAL VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 578 | 72 | 29 | 223 | 0 | 902 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 | 40 | 10 | 100 | 0 | 476 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.000 | | | 0.924 | | | 0.724 | | 0.952 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR 99 NB on-ramp  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-008

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | | | | | | 11 | 46 | | | 32 | 47 | 136 |
| 12:15 PM | | | | | | | 13 | 45 | | | 30 | 42 | 130 |
| 12:30 PM | | | | | | | 13 | 75 | | | 41 | 51 | 180 |
| 12:45 PM | | | | | | | 11 | 73 | | | 27 | 44 | 155 |
| 1:00 PM | | | | | | | 8 | 64 | | | 37 | 41 | 150 |
| 1:15 PM | | | | | | | 9 | 74 | | | 29 | 52 | 164 |
| 1:30 PM | | | | | | | 4 | 80 | | | 30 | 42 | 156 |
| 1:45 PM | | | | | | | 8 | 46 | | | 31 | 42 | 127 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 503 | 0 | 0 | 257 | 361 | 1198 |

NOON Peak Hr Begins at: 1230 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 286 | 0 | 0 | 134 | 188 | 649 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.000 | | | 0.929 | | | 0.875 | | 0.901 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR 99 NB off-ramp  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-009

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 10 | | 6 | | | | | 48 | | | 79 | | 143 |
| 12:15 PM | 8 | | 8 | | | | | 54 | | | 75 | | 145 |
| 12:30 PM | 6 | | 1 | | | | | 65 | | | 73 | | 145 |
| 12:45 PM | 7 | | 1 | | | | | 74 | | | 64 | | 146 |
| 1:00 PM | 8 | | 5 | | | | | 64 | | | 71 | | 148 |
| 1:15 PM | 4 | | 7 | | | | | 76 | | | 67 | | 154 |
| 1:30 PM | 2 | | 3 | | | | | 81 | | | 71 | | 157 |
| 1:45 PM | 4 | | 2 | | | | | 46 | | | 70 | | 122 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 49 | 0 | 33 | 0 | 0 | 0 | 0 | 508 | 0 | 0 | 570 | 0 | 1160 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 21 | 0 | 16 | 0 | 0 | 0 | 0 | 295 | 0 | 0 | 273 | 0 | 605 |
| PEAK HR. FACTOR: | | 0.712 | | | 0.000 | | | 0.910 | | | 0.961 | | 0.963 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Floral Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-002

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 15 | 23 | 23 | 20 | 44 | 34 | 40 | 141 | 28 | 24 | 117 | 30 | 539 |
| 12:15 PM | 21 | 22 | 17 | 31 | 54 | 43 | 59 | 137 | 23 | 33 | 115 | 38 | 593 |
| 12:30 PM | 16 | 23 | 20 | 25 | 37 | 32 | 67 | 123 | 27 | 39 | 114 | 50 | 573 |
| 12:45 PM | 18 | 23 | 23 | 26 | 40 | 39 | 50 | 137 | 31 | 27 | 139 | 36 | 589 |
| 1:00 PM | 14 | 24 | 26 | 23 | 48 | 36 | 71 | 125 | 26 | 33 | 127 | 37 | 590 |
| 1:15 PM | 25 | 32 | 16 | 19 | 50 | 40 | 59 | 112 | 23 | 31 | 117 | 25 | 549 |
| 1:30 PM | 21 | 26 | 11 | 32 | 43 | 31 | 49 | 134 | 21 | 30 | 104 | 28 | 530 |
| 1:45 PM | 10 | 28 | 19 | 24 | 37 | 23 | 50 | 121 | 21 | 20 | 108 | 50 | 511 |
| TOTAL VOLUMES = | NL 140 | NT 201 | NR 155 | SL 200 | ST 353 | SR 278 | EL 445 | ET 1030 | ER 200 | WL 237 | WT 941 | WR 294 | TOTAL 4474 |

NOON Peak Hr Begins at: 1215 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 69 | 92 | 86 | 105 | 179 | 150 | 247 | 522 | 107 | 132 | 495 | 161 | 2345 |
| PEAK HR. FACTOR: | | 0.965 | | | 0.848 | | | 0.986 | | | 0.970 | | 0.989 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 03/13/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: SUNDAY  PROJECT# 11-8006 SAT-019

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 15 | 28 | 8 | 11 | 48 | 27 | 24 | 75 | 17 | 30 | 128 | 5 | 416 |
| 12:15 PM | 16 | 48 | 13 | 7 | 41 | 20 | 27 | 77 | 19 | 31 | 137 | 14 | 450 |
| 12:30 PM | 19 | 33 | 13 | 9 | 37 | 26 | 22 | 112 | 8 | 30 | 125 | 15 | 449 |
| 12:45 PM | 16 | 32 | 9 | 4 | 37 | 28 | 16 | 89 | 7 | 19 | 108 | 10 | 375 |
| 1:00 PM | 20 | 50 | 12 | 13 | 30 | 22 | 28 | 107 | 18 | 18 | 100 | 8 | 426 |
| 1:15 PM | 19 | 30 | 6 | 9 | 34 | 19 | 30 | 112 | 9 | 5 | 82 | 7 | 362 |
| 1:30 PM | 20 | 40 | 16 | 10 | 25 | 16 | 22 | 134 | 16 | 10 | 76 | 13 | 398 |
| 1:45 PM | 16 | 49 | 10 | 12 | 24 | 13 | 30 | 133 | 12 | 12 | 88 | 4 | 403 |
| TOTAL VOLUMES = | NL 141 | NT 310 | NR 87 | SL 75 | ST 276 | SR 171 | EL 199 | ET 839 | ER 106 | WL 155 | WT 844 | WR 76 | TOTAL 3279 |

NOON Peak Hr Begins at: 1215 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 71 | 163 | 47 | 33 | 145 | 96 | 93 | 385 | 52 | 98 | 470 | 47 | 1700 |
| PEAK HR. FACTOR: | | 0.857 | | | 0.951 | | | 0.866 | | | 0.845 | | 0.944 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Mountain View  DAY: SATURDAY  PROJECT# 11-8006 SAT-029

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 3 | 8 | 5 | 1 | 4 | 2 | 1 | 42 | 2 | 0 | 68 | 2 | 138 |
| 12:15 PM | 0 | 3 | 6 | 1 | 7 | 2 | 4 | 52 | 0 | 2 | 75 | 0 | 152 |
| 12:30 PM | 0 | 5 | 2 | 2 | 2 | 1 | 0 | 67 | 1 | 4 | 69 | 2 | 155 |
| 12:45 PM | 0 | 7 | 6 | 0 | 5 | 3 | 2 | 65 | 1 | 5 | 58 | 2 | 154 |
| 1:00 PM | 0 | 8 | 3 | 3 | 2 | 2 | 2 | 67 | 4 | 7 | 72 | 0 | 170 |
| 1:15 PM | 1 | 8 | 2 | 1 | 5 | 0 | 1 | 63 | 3 | 5 | 61 | 2 | 152 |
| 1:30 PM | 1 | 9 | 20 | 2 | 8 | 2 | 2 | 81 | 0 | 4 | 65 | 2 | 196 |
| 1:45 PM | 0 | 6 | 2 | 1 | 7 | 3 | 1 | 56 | 1 | 1 | 64 | 2 | 144 |
| TOTAL VOLUMES = | NL 5 | NT 54 | NR 46 | SL 11 | ST 40 | SR 15 | EL 13 | ET 493 | ER 12 | WL 28 | WT 532 | WR 12 | TOTAL 1261 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 2 | 32 | 31 | 6 | 20 | 7 | 7 | 276 | 8 | 21 | 256 | 6 | 672 |
| PEAK HR. FACTOR: | | 0.542 | | | 0.688 | | | 0.877 | | | 0.896 | | 0.857 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Academy Ave  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Mountain View Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-026

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 2 | 15 | 4 | 1 | 6 | 0 | 1 | 43 | 3 | 5 | 74 | 2 | 156 |
| 12:15 PM | 0 | 6 | 5 | 1 | 7 | 2 | 4 | 51 | 1 | 4 | 69 | 0 | 150 |
| 12:30 PM | 3 | 8 | 4 | 2 | 10 | 1 | 2 | 67 | 4 | 5 | 67 | 0 | 173 |
| 12:45 PM | 6 | 10 | 2 | 0 | 8 | 1 | 2 | 60 | 5 | 2 | 63 | 3 | 162 |
| 1:00 PM | 3 | 5 | 2 | 2 | 4 | 2 | 1 | 66 | 1 | 0 | 65 | 0 | 151 |
| 1:15 PM | 1 | 7 | 3 | 1 | 9 | 5 | 0 | 67 | 1 | 4 | 67 | 0 | 165 |
| 1:30 PM | 1 | 5 | 6 | 1 | 7 | 4 | 1 | 92 | 1 | 4 | 62 | 1 | 185 |
| 1:45 PM | 1 | 4 | 3 | 2 | 3 | 3 | 1 | 65 | 1 | 3 | 59 | 1 | 146 |
| TOTAL VOLUMES = | NL 17 | NT 60 | NR 29 | SL 10 | ST 54 | SR 18 | EL 12 | ET 511 | ER 17 | WL 27 | WT 526 | WR 7 | TOTAL 1288 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 11 | 27 | 13 | 4 | 28 | 12 | 4 | 285 | 8 | 10 | 257 | 4 | 663 |
| PEAK HR. FACTOR: | | 0.708 | | | 0.733 | | | 0.790 | | | 0.954 | | 0.896 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Mendocino DATE: 03/12/2011 LOCATION: City of Selma

E-W STREET: Mountain View DAY: SATURDAY PROJECT# 11-8006 SAT-030

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 3 | 20 | 7 | 7 | 21 | 1 | 5 | 37 | 2 | 7 | 62 | 4 | 176 |
| 12:15 PM | 3 | 24 | 4 | 6 | 17 | 6 | 5 | 54 | 0 | 6 | 79 | 14 | 218 |
| 12:30 PM | 1 | 17 | 3 | 6 | 20 | 3 | 6 | 61 | 8 | 8 | 61 | 9 | 203 |
| 12:45 PM | 4 | 18 | 2 | 14 | 12 | 7 | 8 | 52 | 5 | 9 | 59 | 8 | 198 |
| 1:00 PM | 4 | 17 | 2 | 8 | 26 | 5 | 5 | 55 | 5 | 5 | 58 | 5 | 195 |
| 1:15 PM | 2 | 16 | 8 | 9 | 21 | 4 | 11 | 55 | 7 | 5 | 67 | 4 | 209 |
| 1:30 PM | 4 | 24 | 10 | 3 | 22 | 4 | 10 | 78 | 5 | 3 | 63 | 10 | 236 |
| 1:45 PM | 3 | 26 | 4 | 3 | 17 | 5 | 7 | 66 | 5 | 2 | 52 | 4 | 194 |
| TOTAL VOLUMES = | NL 24 | NT 162 | NR 40 | SL 56 | ST 156 | SR 35 | EL 57 | ET 458 | ER 37 | WL 45 | WT 501 | WR 58 | TOTAL 1629 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 14 | 75 | 22 | 34 | 81 | 20 | 34 | 240 | 22 | 22 | 247 | 27 | 838 |
| PEAK HR. FACTOR: | | 0.730 | | | 0.865 | | | 0.796 | | | 0.974 | | 0.888 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/12/2011 LOCATION: City of Selma

E-W STREET: Caruthers DAY: SATURDAY PROJECT# 11-8006 SAT-031

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | | | | | | | | | | | | |
| 12:15 PM | | 0 | | 0 | 1 | | 0 | | | | | 0 | 1 |
| 12:30 PM | | 0 | | 1 | 0 | | 1 | | | | | 0 | 2 |
| 12:45 PM | | 1 | | 0 | 0 | | 0 | | | | | 0 | 1 |
| 1:00 PM | | 0 | | 0 | 1 | | 0 | | | | | 1 | 2 |
| 1:15 PM | | 0 | | 0 | 0 | | 1 | | | | | 0 | 1 |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 7 |

NOON Peak Hr Begins at: 1230 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 6 |
| PEAK HR. FACTOR: | | 0.250 | | | 0.500 | | | 0.500 | | | 0.250 | | 0.750 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Amber Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-027

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 1 | 38 | | | 32 | 0 | 3 | | | | | | 74 |
| 12:15 PM | 0 | 29 | | | 34 | 0 | 0 | | | | | | 63 |
| 12:30 PM | 0 | 45 | | | 27 | 0 | 0 | | | | | | 72 |
| 12:45 PM | 0 | 33 | | | 29 | 0 | 0 | | | | | | 62 |
| 1:00 PM | 0 | 27 | | | 34 | 1 | 0 | | | | | | 62 |
| 1:15 PM | 0 | 18 | | | 38 | 0 | 1 | | | | | | 57 |
| 1:30 PM | 0 | 24 | | | 35 | 0 | 0 | | | | | | 59 |
| 1:45 PM | 0 | 21 | | | 23 | 0 | 0 | | | | | | 44 |
| TOTAL VOLUMES = | NL 1 | NT 235 | NR 0 | SL 0 | ST 252 | SR 1 | EL 4 | ET 0 | ER 0 | WL 0 | WT 0 | WR 0 | TOTAL 493 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 145 | 0 | 0 | 122 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 271 |
| PEAK HR. FACTOR: | | 0.811 | | | 0.897 | | | 0.250 | | | 0.000 | | 0.916 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/05/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-033

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 0 | 1 | | 2 | 3 | 0 | 0 | 1 | 0 | | 3 | 2 | 12 |
| 12:15 PM | 0 | 0 | | 1 | 0 | 1 | 0 | 0 | 1 | | 1 | 0 | 4 |
| 12:30 PM | 1 | 2 | | 0 | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 6 |
| 12:45 PM | 0 | 0 | | 0 | 1 | 1 | 0 | 0 | 0 | | 0 | 0 | 2 |
| 1:00 PM | 0 | 0 | | 0 | 1 | 1 | 1 | 1 | 0 | | 1 | 0 | 5 |
| 1:15 PM | 0 | 0 | | 0 | 1 | 0 | 0 | 1 | 0 | | 1 | 0 | 3 |
| 1:30 PM | 0 | 1 | | 0 | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 3 |
| 1:45 PM | 1 | 2 | | 0 | 0 | 1 | 1 | 0 | 0 | | 2 | 0 | 7 |
| TOTAL VOLUMES = | NL 2 | NT 6 | NR 0 | SL 3 | ST 11 | SR 4 | EL 2 | ET 3 | ER 1 | WL 0 | WT 8 | WR 2 | TOTAL 42 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 3 | 0 | 3 | 7 | 2 | 0 | 1 | 1 | 0 | 4 | 2 | 24 |
| PEAK HR. FACTOR: | | 0.333 | | | 0.600 | | | 0.500 | | | 0.300 | | 0.500 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Mc Call DATE: 03/05/2011 LOCATION: City of Selma

E-W STREET: Kamm Ave DAY: SATURDAY PROJECT# 11-8006 SAT-034

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 0 | 10 | 0 | 3 | 9 | 1 | 1 | 1 | 0 | 0 | 3 | 2 | 30 |
| 12:15 PM | 1 | 10 | 0 | 2 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 27 |
| 12:30 PM | 0 | 9 | 1 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24 |
| 12:45 PM | 0 | 11 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 1:00 PM | 0 | 13 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 26 |
| 1:15 PM | 0 | 10 | 0 | 1 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 23 |
| 1:30 PM | 0 | 13 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19 |
| 1:45 PM | 0 | 12 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| TOTAL VOLUMES = | NL 1 | NT 88 | NR 5 | SL 9 | ST 65 | SR 2 | EL 1 | ET 2 | ER 1 | WL 2 | WT 5 | WR 11 | TOTAL 192 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 40 | 2 | 7 | 36 | 1 | 1 | 1 | 1 | 0 | 3 | 7 | 100 |
| PEAK HR. FACTOR: | | 0.896 | | | 0.846 | | | 0.375 | | | 0.500 | | 0.833 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Dockery DATE: 03/05/2011 LOCATION: City of Selma

E-W STREET: Kamm Ave DAY: SATURDAY PROJECT# 11-8006 SAT-035

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | | | | | | | 4 | | 0 | 4 | | 8 |
| 12:15 PM | | | | | | | | 1 | | 0 | 2 | | 3 |
| 12:30 PM | | | | | | | | 0 | | 0 | 2 | | 2 |
| 12:45 PM | | | | | | | | 3 | | 1 | 2 | | 6 |
| 1:00 PM | | | | | | | | 2 | | 0 | 4 | | 6 |
| 1:15 PM | | | | | | | | 2 | | 0 | 2 | | 4 |
| 1:30 PM | | | | | | | | 1 | | 0 | 0 | | 1 |
| 1:45 PM | | | | | | | | 1 | | 0 | 1 | | 2 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 17 | 0 | 32 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 10 | 0 | 19 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.000 | | | 0.500 | | | 0.688 | | 0.594 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Van Horn  DATE: 03/05/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-036

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | 0 | 0 | 0 | | 0 | | 1 | 0 | | 4 | 7 | 12 |
| 12:15 PM | | 0 | 0 | 4 | | 2 | | 0 | 1 | | 0 | 6 | 13 |
| 12:30 PM | | 0 | 0 | 2 | | 0 | | 2 | 0 | | 2 | 3 | 9 |
| 12:45 PM | | 0 | 1 | 1 | | 0 | | 1 | 0 | | 1 | 4 | 8 |
| 1:00 PM | | 0 | 1 | 3 | | 3 | | 1 | 1 | | 3 | 3 | 15 |
| 1:15 PM | | 1 | 0 | 1 | | 0 | | 2 | 0 | | 1 | 2 | 7 |
| 1:30 PM | | 0 | 0 | 2 | | 0 | | 1 | 0 | | 1 | 0 | 4 |
| 1:45 PM | | 0 | 0 | 0 | | 0 | | 1 | 0 | | 1 | 1 | 3 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 2 | 13 | 0 | 5 | 0 | 9 | 2 | 0 | 13 | 26 | 71 |

NOON Peak Hr Begins at: 1215 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 2 | 10 | 0 | 5 | 0 | 4 | 2 | 0 | 6 | 16 | 45 |
| PEAK HR. FACTOR: | | 0.500 | | | 0.625 | | | 0.750 | | | 0.917 | | 0.750 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB off-ramp  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-013

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 2 | | | | 22 | 2 | | | 3 | | | | 29 |
| 12:15 PM | 4 | | | | 19 | 0 | | | 1 | | | | 24 |
| 12:30 PM | 0 | | | | 18 | 1 | | | 1 | | | | 20 |
| 12:45 PM | 1 | | | | 24 | 1 | | | 3 | | | | 29 |
| 1:00 PM | 5 | | | | 22 | 2 | | | 4 | | | | 33 |
| 1:15 PM | 8 | | | | 18 | 4 | | | 4 | | | | 34 |
| 1:30 PM | 5 | | | | 27 | 1 | | | 7 | | | | 40 |
| 1:45 PM | 1 | | | | 13 | 0 | | | 3 | | | | 17 |
| TOTAL VOLUMES = | NL 26 | NT 0 | NR 0 | SL 0 | ST 163 | SR 11 | EL 0 | ET 0 | ER 26 | WL 0 | WT 0 | WR 0 | TOTAL 226 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 19 | 0 | 0 | 0 | 91 | 8 | 0 | 0 | 18 | 0 | 0 | 0 | 136 |
| PEAK HR. FACTOR: | | 0.594 | | | 0.884 | | | 0.643 | | | 0.000 | | 0.850 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: SR-99 NB on-ramp  DAY: SATURDAY  PROJECT# 11-8006 SAT-012

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 8 | 28 | | | 14 | 24 | 1 | | | | | | 75 |
| 12:15 PM | 16 | 20 | | | 14 | 11 | 0 | | | | | | 61 |
| 12:30 PM | 15 | 19 | | | 8 | 13 | 0 | | | | | | 55 |
| 12:45 PM | 6 | 25 | | | 11 | 17 | 0 | | | | | | 59 |
| 1:00 PM | 9 | 17 | | | 7 | 11 | 0 | | | | | | 44 |
| 1:15 PM | 10 | 20 | | | 12 | 12 | 0 | | | | | | 54 |
| 1:30 PM | 7 | 25 | | | 16 | 11 | 1 | | | | | | 60 |
| 1:45 PM | 12 | 25 | | | 13 | 13 | 1 | | | | | | 64 |
| TOTAL VOLUMES = | NL 83 | NT 179 | NR 0 | SL 0 | ST 95 | SR 112 | EL 3 | ET 0 | ER 0 | WL 0 | WT 0 | WR 0 | TOTAL 472 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 45 | 92 | 0 | 0 | 47 | 65 | 1 | 0 | 0 | 0 | 0 | 0 | 250 |
| PEAK HR. FACTOR: | | 0.951 | | | 0.737 | | | 0.250 | | | 0.000 | | 0.833 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Blvd  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Bethel Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-018

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 9 | 21 | 1 | 1 | 22 | 3 | 4 | 14 | 4 | 2 | 15 | 3 | 99 |
| 12:15 PM | 6 | 22 | 2 | 4 | 25 | 5 | 4 | 17 | 2 | 3 | 13 | 4 | 107 |
| 12:30 PM | 6 | 31 | 3 | 6 | 15 | 3 | 2 | 10 | 6 | 3 | 13 | 8 | 106 |
| 12:45 PM | 12 | 21 | 3 | 7 | 20 | 4 | 6 | 14 | 2 | 2 | 15 | 1 | 107 |
| 1:00 PM | 2 | 17 | 2 | 2 | 30 | 2 | 4 | 10 | 3 | 3 | 13 | 3 | 91 |
| 1:15 PM | 8 | 18 | 3 | 3 | 31 | 4 | 4 | 12 | 9 | 4 | 19 | 0 | 115 |
| 1:30 PM | 11 | 24 | 4 | 2 | 28 | 4 | 5 | 14 | 12 | 2 | 15 | 2 | 123 |
| 1:45 PM | 7 | 20 | 1 | 1 | 21 | 5 | 5 | 15 | 4 | 1 | 14 | 1 | 95 |
| TOTAL VOLUMES = | NL 61 | NT 174 | NR 19 | SL 26 | ST 192 | SR 30 | EL 34 | ET 106 | ER 42 | WL 20 | WT 117 | WR 22 | TOTAL 843 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 33 | 80 | 12 | 14 | 109 | 14 | 19 | 50 | 26 | 11 | 62 | 6 | 436 |
| PEAK HR. FACTOR: | | 0.801 | | | 0.901 | | | 0.766 | | | 0.859 | | 0.886 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 04/02/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-017

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 11 | | 1 | | | | | 6 | 10 | 3 | 9 | | 40 |
| 12:15 PM | 9 | | 0 | | | | | 10 | 8 | 1 | 11 | | 39 |
| 12:30 PM | 15 | | 0 | | | | | 9 | 16 | 1 | 9 | | 50 |
| 12:45 PM | 15 | | 2 | | | | | 10 | 13 | 1 | 3 | | 44 |
| 1:00 PM | 11 | | 0 | | | | | 7 | 8 | 0 | 8 | | 34 |
| 1:15 PM | 8 | | 2 | | | | | 8 | 10 | 1 | 15 | | 44 |
| 1:30 PM | 11 | | 0 | | | | | 9 | 12 | 0 | 8 | | 40 |
| 1:45 PM | 9 | | 1 | | | | | 3 | 10 | 1 | 7 | | 31 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 89 | 0 | 6 | 0 | 0 | 0 | 0 | 62 | 87 | 8 | 70 | 0 | 322 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 50 | 0 | 3 | 0 | 0 | 0 | 0 | 35 | 47 | 6 | 32 | 0 | 173 |
| PEAK HR. FACTOR: | | 0.779 | | | 0.000 | | | 0.820 | | | 0.792 | | 0.865 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Academy Ave  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Kamm Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-028

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 4 | 15 | 15 | 2 | 11 | 0 | 0 | 7 | 4 | 9 | 7 | 2 | 76 |
| 12:15 PM | 7 | 12 | 8 | 0 | 12 | 0 | 0 | 7 | 5 | 8 | 3 | 0 | 62 |
| 12:30 PM | 5 | 8 | 13 | 0 | 16 | 2 | 3 | 5 | 8 | 8 | 9 | 3 | 80 |
| 12:45 PM | 3 | 16 | 7 | 1 | 12 | 0 | 1 | 5 | 7 | 8 | 10 | 0 | 70 |
| 1:00 PM | 5 | 12 | 7 | 2 | 6 | 0 | 0 | 7 | 2 | 8 | 6 | 1 | 56 |
| 1:15 PM | 2 | 11 | 8 | 0 | 13 | 0 | 1 | 4 | 5 | 10 | 10 | 0 | 64 |
| 1:30 PM | 4 | 11 | 9 | 1 | 12 | 1 | 0 | 5 | 5 | 7 | 3 | 0 | 58 |
| 1:45 PM | 2 | 11 | 11 | 0 | 7 | 2 | 0 | 6 | 3 | 4 | 6 | 0 | 52 |
| TOTAL VOLUMES = | NL 32 | NT 96 | NR 78 | SL 6 | ST 89 | SR 5 | EL 5 | ET 46 | ER 39 | WL 62 | WT 54 | WR 6 | TOTAL 518 |

NOON Peak Hr Begins at: 1200 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 19 | 51 | 43 | 3 | 51 | 2 | 4 | 24 | 24 | 33 | 29 | 5 | 288 |
| PEAK HR. FACTOR: | | 0.831 | | | 0.778 | | | 0.813 | | | 0.838 | | 0.900 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: SR-99 NB Off-Ramp  DAY: SATURDAY  PROJECT# 11-8006 SAT-015

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | 29 | | | 14 | | | | | 0 | | 6 | 49 |
| 12:15 PM | | 35 | | | 14 | | | | | 1 | | 2 | 52 |
| 12:30 PM | | 27 | | | 8 | | | | | 0 | | 6 | 41 |
| 12:45 PM | | 24 | | | 11 | | | | | 1 | | 5 | 41 |
| 1:00 PM | | 26 | | | 7 | | | | | 1 | | 2 | 36 |
| 1:15 PM | | 27 | | | 12 | | | | | 4 | | 4 | 47 |
| 1:30 PM | | 30 | | | 16 | | | | | 2 | | 4 | 52 |
| 1:45 PM | | 28 | | | 13 | | | | | 1 | | 7 | 49 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 226 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 10 | 0 | 36 | 367 |

NOON Peak Hr Begins at: 100 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 111 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 8 | 0 | 17 | 184 |
| PEAK HR. FACTOR: | | 0.925 | | | 0.750 | | | 0.000 | | | 0.781 | | 0.885 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Bethel Ave DATE: 03/12/2011 LOCATION: City of Selma

E-W STREET: Pkwy Dr-SR 99 SB On-Ramp DAY: SATURDAY PROJECT# 11-8006 SAT-014

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 0 | 15 | 1 | 5 | 7 | 2 | 14 | 1 | 8 | | | | 53 |
| 12:15 PM | 1 | 25 | 1 | 4 | 8 | 0 | 11 | 2 | 6 | | | | 58 |
| 12:30 PM | 1 | 16 | 0 | 2 | 8 | 0 | 13 | 2 | 11 | | | | 53 |
| 12:45 PM | 2 | 14 | 0 | 4 | 6 | 2 | 6 | 1 | 18 | | | | 53 |
| 1:00 PM | 1 | 22 | 0 | 1 | 9 | 2 | 7 | 1 | 16 | | | | 59 |
| 1:15 PM | 2 | 13 | 1 | 4 | 10 | 8 | 13 | 1 | 10 | | | | 62 |
| 1:30 PM | 1 | 18 | 0 | 5 | 6 | 1 | 13 | 1 | 16 | | | | 61 |
| 1:45 PM | 1 | 18 | 0 | 1 | 9 | 1 | 9 | 2 | 8 | | | | 49 |
| TOTAL VOLUMES = | 9 | 141 | 3 | 26 | 63 | 16 | 86 | 11 | 93 | 0 | 0 | 0 | 448 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 6 | 67 | 1 | 14 | 31 | 13 | 39 | 4 | 60 | 0 | 0 | 0 | 235 |
| PEAK HR. FACTOR: | | 0.804 | | | 0.659 | | | 0.858 | | | 0.000 | | 0.948 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 NB off ramp  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: Floral Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-001

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 38 | | 9 | | | | | 177 | | | 171 | | 395 |
| 12:15 PM | 30 | | 17 | | | | | 176 | | | 196 | | 419 |
| 12:30 PM | 48 | | 13 | | | | | 161 | | | 193 | | 415 |
| 12:45 PM | 26 | | 11 | | | | | 197 | | | 185 | | 419 |
| 1:00 PM | 38 | | 13 | | | | | 187 | | | 197 | | 435 |
| 1:15 PM | 29 | | 13 | | | | | 159 | | | 201 | | 402 |
| 1:30 PM | 25 | | 5 | | | | | 167 | | | 175 | | 372 |
| 1:45 PM | 30 | | 10 | | | | | 161 | | | 167 | | 368 |
| TOTAL VOLUMES = | NL 264 | NT 0 | NR 91 | SL 0 | ST 0 | SR 0 | EL 0 | ET 1385 | ER 0 | WL 0 | WT 1485 | WR 0 | TOTAL 3225 |

NOON Peak Hr Begins at: 1215 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 142 | 0 | 54 | 0 | 0 | 0 | 0 | 721 | 0 | 0 | 771 | 0 | 1688 |
| PEAK HR. FACTOR: | | 0.803 | | | 0.000 | | | 0.915 | | | 0.978 | | 0.970 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/12/2011  LOCATION: City of Selma

E-W STREET: SR-99 SB on-off ramps  DAY: SATURDAY  PROJECT# 11-8006 SAT-004

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | 113 | 8 | 35 | 57 | | | | 38 | | | | 251 |
| 12:15 PM | | 124 | 11 | 48 | 59 | | | | 50 | | | | 292 |
| 12:30 PM | | 129 | 14 | 46 | 50 | | | | 62 | | | | 301 |
| 12:45 PM | | 123 | 5 | 39 | 66 | | | | 53 | | | | 286 |
| 1:00 PM | | 130 | 7 | 45 | 63 | | | | 59 | | | | 304 |
| 1:15 PM | | 156 | 9 | 53 | 53 | | | | 72 | | | | 343 |
| 1:30 PM | | 129 | 11 | 34 | 62 | | | | 50 | | | | 286 |
| 1:45 PM | | 124 | 9 | 26 | 57 | | | | 57 | | | | 273 |
| TOTAL VOLUMES = | 0 | 1028 | 74 | 326 | 467 | 0 | 0 | 0 | 441 | 0 | 0 | 0 | 2336 |

NOON Peak Hr Begins at: 1230 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 538 | 35 | 183 | 232 | 0 | 0 | 0 | 246 | 0 | 0 | 0 | 1234 |
| PEAK HR. FACTOR: | | 0.868 | | | 0.961 | | | 0.854 | | | 0.000 | | 0.899 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/05/2011  LOCATION: City of Selma

E-W STREET: Rose Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-023

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 2 | 101 | 3 | 20 | 101 | 2 | 1 | 0 | 1 | 4 | 5 | 24 | 264 |
| 12:15 PM | 1 | 105 | 2 | 23 | 80 | 1 | 1 | 2 | 0 | 9 | 3 | 26 | 253 |
| 12:30 PM | 1 | 89 | 2 | 21 | 85 | 3 | 0 | 2 | 1 | 4 | 0 | 21 | 229 |
| 12:45 PM | 0 | 93 | 4 | 29 | 111 | 3 | 1 | 1 | 1 | 6 | 2 | 28 | 279 |
| 1:00 PM | 1 | 86 | 9 | 15 | 101 | 2 | 3 | 1 | 0 | 2 | 2 | 24 | 246 |
| 1:15 PM | 1 | 112 | 10 | 29 | 118 | 1 | 1 | 3 | 2 | 3 | 3 | 21 | 304 |
| 1:30 PM | 1 | 104 | 7 | 21 | 99 | 1 | 1 | 1 | 1 | 5 | 1 | 21 | 263 |
| 1:45 PM | 0 | 86 | 4 | 24 | 94 | 2 | 1 | 1 | 1 | 2 | 2 | 25 | 242 |
| TOTAL VOLUMES = | 7 | 776 | 41 | 182 | 789 | 15 | 9 | 11 | 7 | 35 | 18 | 190 | 2080 |

NOON Peak Hr Begins at: 1245 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 395 | 30 | 94 | 429 | 7 | 6 | 6 | 4 | 16 | 8 | 94 | 1092 |
| PEAK HR. FACTOR: | | 0.870 | | | 0.895 | | | 0.667 | | | 0.819 | | 0.898 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 04/02/2011  LOCATION: City of Selma

E-W STREET: Nebraska Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-024

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 3 | 58 | 5 | 11 | 65 | 14 | 14 | 22 | 2 | 7 | 19 | 6 | 226 |
| 12:15 PM | 2 | 58 | 6 | 15 | 55 | 15 | 14 | 12 | 1 | 14 | 12 | 17 | 221 |
| 12:30 PM | 5 | 105 | 7 | 16 | 77 | 16 | 14 | 11 | 3 | 11 | 17 | 10 | 292 |
| 12:45 PM | 3 | 75 | 8 | 19 | 87 | 15 | 14 | 14 | 2 | 13 | 15 | 10 | 275 |
| 1:00 PM | 6 | 77 | 9 | 22 | 80 | 17 | 18 | 14 | 2 | 7 | 13 | 12 | 277 |
| 1:15 PM | 2 | 67 | 17 | 11 | 77 | 18 | 15 | 11 | 1 | 10 | 16 | 14 | 259 |
| 1:30 PM | 3 | 82 | 9 | 16 | 80 | 19 | 12 | 23 | 0 | 7 | 11 | 15 | 277 |
| 1:45 PM | 2 | 80 | 5 | 9 | 71 | 13 | 17 | 13 | 1 | 6 | 9 | 14 | 240 |
| TOTAL VOLUMES = | NL 26 | NT 602 | NR 66 | SL 119 | ST 592 | SR 127 | EL 118 | ET 120 | ER 12 | WL 75 | WT 112 | WR 98 | TOTAL 2067 |

NOON Peak Hr Begins at: 1230 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 16 | 324 | 41 | 68 | 321 | 66 | 61 | 50 | 8 | 41 | 61 | 46 | 1103 |
| PEAK HR. FACTOR: | | 0.814 | | | 0.940 | | | 0.875 | | | 0.925 | | 0.944 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 04/02/2011  LOCATION: City of Selma

E-W STREET: Nebraska Ave  DAY: SATURDAY  PROJECT# 11-8006 SAT-025

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | 7 | 6 | 13 | 3 | 3 | 4 | 0 | 26 | 6 | 14 | 28 | 8 | 118 |
| 12:15 PM | 10 | 4 | 12 | 5 | 5 | 2 | 1 | 22 | 6 | 11 | 30 | 3 | 111 |
| 12:30 PM | 6 | 3 | 16 | 6 | 5 | 1 | 2 | 25 | 4 | 16 | 28 | 5 | 117 |
| 12:45 PM | 4 | 8 | 9 | 3 | 7 | 1 | 3 | 34 | 6 | 10 | 26 | 4 | 115 |
| 1:00 PM | 4 | 5 | 14 | 4 | 6 | 2 | 2 | 33 | 5 | 9 | 30 | 2 | 116 |
| 1:15 PM | 6 | 4 | 12 | 5 | 7 | 1 | 3 | 28 | 7 | 13 | 27 | 4 | 117 |
| 1:30 PM | 7 | 7 | 11 | 3 | 4 | 3 | 1 | 35 | 4 | 11 | 16 | 3 | 105 |
| 1:45 PM | 6 | 3 | 7 | 5 | 4 | 2 | 1 | 16 | 6 | 8 | 18 | 4 | 80 |
| TOTAL VOLUMES = | NL 50 | NT 40 | NR 94 | SL 34 | ST 41 | SR 16 | EL 13 | ET 219 | ER 44 | WL 92 | WT 203 | WR 33 | TOTAL 879 |

NOON Peak Hr Begins at: 1230 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 20 | 20 | 51 | 18 | 25 | 5 | 10 | 120 | 22 | 48 | 111 | 15 | 465 |
| PEAK HR. FACTOR: | | 0.910 | | | 0.923 | | | 0.884 | | | 0.888 | | 0.994 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: SR-99 SB ramps  DATE: 04/02/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: SATURDAY  PROJECT# 11-8006 SAT-007

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 12:00 PM | | | | 18 | 0 | 13 | | 64 | 6 | 25 | 80 | | 206 |
| 12:15 PM | | | | 19 | 0 | 11 | | 101 | 4 | 31 | 82 | | 248 |
| 12:30 PM | | | | 23 | 0 | 14 | | 69 | 6 | 25 | 73 | | 210 |
| 12:45 PM | | | | 21 | 0 | 11 | | 68 | 5 | 16 | 61 | | 182 |
| 1:00 PM | | | | 20 | 0 | 16 | | 90 | 8 | 19 | 88 | | 241 |
| 1:15 PM | | | | 20 | 0 | 10 | | 66 | 12 | 25 | 66 | | 199 |
| 1:30 PM | | | | 18 | 0 | 8 | | 67 | 6 | 22 | 70 | | 191 |
| 1:45 PM | | | | 20 | 1 | 12 | | 74 | 12 | 10 | 54 | | 183 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | SL 159 | ST 1 | SR 95 | EL 0 | ET 599 | ER 59 | WL 173 | WT 574 | WR 0 | TOTAL 1660 |

NOON Peak Hr Begins at: 1215 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 83 | 0 | 52 | 0 | 328 | 23 | 91 | 304 | 0 | 881 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.912 | | | 0.836 | | | 0.874 | | 0.888 |

CONTROL:

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-006
N/S Street: SR-99 NB ramps
E/W Street: Second St
DATE: 3/3/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 5 | 4 | 1 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 5 | 1 | 7 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **5** | **28** | **8** | **11** | **0** | **1** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |
| 4:15 PM | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **11** | **12** | **8** | **4** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-007
N/S Street: SR-99 SB ramps
E/W Street: Second St
DATE: 3/3/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 3 | 2 | 9 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 |
| 7:45 AM | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **14** | **17** | **6** | **14** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 6 | 5 | 4 | 2 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **8** | **12** | **15** | **11** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-008
N/S Street: SR 99 NB on-ramp
E/W Street: Mountain View Ave
DATE: 3/9/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-009
N/S Street: SR 99 NB off-ramp
E/W Street: Mountain View Ave
DATE: 3/9/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-010
N/S Street: SR-99 SB On- Ramp
E/W Street: Mountain View Ave
DATE: 3/9/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-011
N/S Street: SR-99 SB Off- Ramp e/o Highland
E/W Street: Mountain View Ave
DATE: 3/9/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-012
N/S Street: Bethel Ave
E/W Street: SR-99 NB on-ramp
DATE: 3/16/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-013
N/S Street: SR-99 SB off-ramp
E/W Street: Kamm Ave
DATE: 3/9/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-014
N/S Street: Bethel Ave
E/W Street: Pkwy Dr-SR 99 SB On-Ramp
DATE: 3/16/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-015
N/S Street: Bethel Ave
E/W Street: SR-99 NB Off-Ramp
DATE: 3/16/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-016
N/S Street: Whitson St
E/W Street: Second St
DATE: 3/3/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:30 AM | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 |
| 8:45 AM | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **3** | **18** | **3** | **6** | **1** | **1** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 0 |
| 4:15 PM | 2 | 3 | 1 | 0 | 6 | 2 | 3 | 1 |
| 4:30 PM | 3 | 0 | 0 | 1 | 4 | 6 | 1 | 3 |
| 4:45 PM | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 |
| 5:30 PM | 2 | 6 | 0 | 0 | 1 | 0 | 3 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 5 | 0 | 1 | 0 |
| **TOTALS** | **7** | **11** | **1** | **7** | **21** | **11** | **13** | **6** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-017
N/S Street: Bethel Ave
E/W Street: Kamm Ave
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-018
N/S Street: Golden State Blvd
E/W Street: Bethel Ave
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-019
N/S Street: Golden State Blvd
E/W Street: Mountain View Ave
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-020
N/S Street: McCall Ave
E/W Street: Mountain View Ave
DATE: 3/15/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-021
N/S Street: Thompson Ave
E/W Street: Mountain View Ave
DATE: 3/3/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-022
N/S Street: Highland Ave
E/W Street: Mountain View Ave
DATE: 3/3/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-023
N/S Street: Highland Ave
E/W Street: Rose Ave
DATE: 3/3/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-024
N/S Street: Highland Ave
E/W Street: Nebraska Ave
DATE: 3/3/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-025
N/S Street: Thompson Ave
E/W Street: Nebraska Ave
DATE: 3/3/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 1 | 3 | 11 | 0 | 2 |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 8 | 1 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 9 | 2 | 8 |
| 8:00 AM | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 3 | 10 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| 8:45 AM | 0 | 1 | 0 | 2 | 1 | 0 | 2 | 7 |
| **TOTALS** | **1** | **2** | **0** | **3** | **12** | **34** | **17** | **29** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| 4:15 PM | 1 | 3 | 0 | 1 | 4 | 0 | 0 | 2 |
| 4:30 PM | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 |
| 4:45 PM | 4 | 2 | 0 | 0 | 3 | 2 | 1 | 0 |
| 5:00 PM | 7 | 1 | 0 | 0 | 2 | 1 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 1 |
| 5:30 PM | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 |
| **TOTALS** | **14** | **10** | **0** | **4** | **27** | **10** | **1** | **3** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-026
N/S Street: Academy Ave
E/W Street: Mountain View Ave
DATE: 3/15/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-027
N/S Street: Golden State Blvd
E/W Street: Amber Ave
DATE: 3/15/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-028
N/S Street: Academy Ave
E/W Street: Kamm Ave
DATE: 3/15/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **4** | **0** | **0** | **1** | **0** | **0** | **1** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-029
N/S Street: Bethel Ave
E/W Street: Mountain View
DATE: 3/9/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-030
N/S Street: Mendocino
E/W Street: Mountain View
DATE: 3/9/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-031
N/S Street: Dockery
E/W Street: Caruthers
DATE: 3/15/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-032
N/S Street: Dockery
E/W Street: Mt View
DATE: 3/9/2011 DAY: Wednesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-033
N/S Street: Thompson Ave
E/W Street: Kamm Ave
DATE: 3/1/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-034
N/S Street: Mc Call
E/W Street: Kamm Ave
DATE: 3/1/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **1** | **3** | **0** | **1** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-035
N/S Street: Dockery
E/W Street: Kamm Ave
DATE: 3/1/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-036
N/S Street: Van Horn
E/W Street: Kamm Ave
DATE: 3/1/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-037
N/S Street: Highland Ave
E/W Street: Golden State Blvd
DATE: 3/22/2011 DAY: Tuesday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-038
N/S Street: Front St
E/W Street: Floral Ave
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **6** | **2** | **0** | **0** | **1** | **0** | **0** | **2** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 2 | 5 | 1 | 1 | 0 | 1 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 4:45 PM | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 |
| 5:00 PM | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 |
| 5:15 PM | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **6** | **8** | **7** | **4** | **0** | **5** | **5** | **3** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-039
N/S Street: Thompson Ave
E/W Street: Front St
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| 8:00 AM | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **TOTALS** | **1** | **0** | **1** | **1** | **32** | **6** | **2** | **1** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 1 | 2 | 1 | 5 | 2 |
| **TOTALS** | **0** | **2** | **0** | **2** | **8** | **11** | **5** | **12** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-040
N/S Street: West Front St
E/W Street: First St
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **10** | **4** | **8** | **1** | **0** | **0** | **0** | **4** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 4 | 4 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:45 PM | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 5:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **TOTALS** | **19** | **12** | **5** | **2** | **0** | **0** | **2** | **2** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-041
N/S Street: West Front St
E/W Street: Second St
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 7:15 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 0 |
| 7:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 8:30 AM | 1 | 1 | 5 | 1 | 0 | 0 | 1 | 1 |
| 8:45 AM | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 0 |
| **TOTALS** | **5** | **4** | **19** | **5** | **0** | **1** | **7** | **1** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| 4:45 PM | 1 | 4 | 0 | 3 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5:45 PM | 0 | 1 | 4 | 3 | 0 | 0 | 2 | 0 |
| **TOTALS** | **6** | **9** | **9** | **14** | **0** | **0** | **5** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-042
N/S Street: West Front St
E/W Street: Third St
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 5:45 PM | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **8** | **4** | **3** | **1** | **0** | **2** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-043
N/S Street: Golden State Ave
E/W Street: Park St
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-044
N/S Street: Golden State Ave
E/W Street: Saginaw Ave
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-046
N/S Street: Golden State Ave
E/W Street: Stroud Ave
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-047
N/S Street: East Front St
E/W Street: First St
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| **TOTALS** | **0** | **2** | **3** | **6** | **2** | **0** | **6** | **2** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 6 | 7 | 3 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 9 | 1 | 2 | 0 | 3 |
| 4:30 PM | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 1 |
| 5:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 5:45 PM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **4** | **6** | **14** | **19** | **1** | **3** | **5** | **7** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-048
N/S Street: East Front St
E/W Street: Second St
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 |
| 8:30 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **3** | **5** | **20** | **1** | **0** | **1** | **0** | **1** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 0 |
| 4:45 PM | 1 | 0 | 1 | 5 | 2 | 1 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| **TOTALS** | **3** | **0** | **4** | **12** | **5** | **3** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-049
N/S Street: East Front St
E/W Street: Third St/McCall
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **TOTALS** | **2** | **0** | **2** | **0** | **0** | **0** | **0** | **1** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| **TOTALS** | **2** | **4** | **1** | **0** | **2** | **2** | **1** | **2** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-050
N/S Street: Front St
E/W Street: Nebraska
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-142
N/S Street: McCall Ave
E/W Street: Third St
DATE: 3/10/2011 DAY: Thursday
CITY: Selma

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | | | | | | | | |
| 7:15 AM | | | | | | | | |
| 7:30 AM | | | | | | | | |
| 7:45 AM | | | | | | | | |
| 8:00 AM | | | | | | | | |
| 8:15 AM | | | | | | | | |
| 8:30 AM | | | | | | | | |
| 8:45 AM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | | | | | | | | |
| 4:15 PM | | | | | | | | |
| 4:30 PM | | | | | | | | |
| 4:45 PM | | | | | | | | |
| 5:00 PM | | | | | | | | |
| 5:15 PM | | | | | | | | |
| 5:30 PM | | | | | | | | |
| 5:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-001
N/S Street: SR-99 NB off ramp
E/W Street: Floral Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-002
N/S Street: Highland Ave
E/W Street: Floral Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **7** | **11** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-003
N/S Street: SR-99 SB off-ramp
E/W Street: Floral Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 PM | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| **TOTALS** | **7** | **5** | **0** | **0** | **0** | **0** | **1** | **14** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-004
N/S Street: Highland Ave
E/W Street: SR-99 SB on-off ramps
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **1** | **0** | **1** | **1** | **1** | **1** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-005
N/S Street: Floral-Highland Avenues
E/W Street: SR-99 NB on Loop Ramp
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-006
N/S Street: SR-99 NB ramps
E/W Street: Second St
DATE: 4/2/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 1 | 2 | 0 | 14 | 0 | 0 | 0 | 0 |
| 12:30 PM | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 |
| 12:45 PM | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 |
| 1:30 PM | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 |
| 1:45 PM | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| **TOTALS** | **9** | **14** | **8** | **30** | **0** | **1** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-007
N/S Street: SR-99 SB ramps
E/W Street: Second St
DATE: 4/2/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:15 PM | 1 | 3 | 1 | 8 | 0 | 0 | 0 | 0 |
| 12:30 PM | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 2 |
| 1:15 PM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 1:30 PM | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 |
| 1:45 PM | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| **TOTALS** | **8** | **17** | **7** | **19** | **0** | **0** | **1** | **2** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-008
N/S Street: SR 99 NB on-ramp
E/W Street: Mountain View Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-009
N/S Street: SR 99 NB off-ramp
E/W Street: Mountain View Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-010
N/S Street: SR-99 SB On- Ramp
E/W Street: Mountain View Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-011
N/S Street: SR-99 SB Off- Ramp e/o Highland
E/W Street: Mountain View Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-012
N/S Street: Bethel Ave
E/W Street: SR-99 NB on-ramp
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-013
N/S Street: SR-99 SB off-ramp
E/W Street: Kamm Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-014
N/S Street: Bethel Ave
E/W Street: Pkwy Dr-SR 99 SB On-Ramp
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-015
N/S Street: Bethel Ave
E/W Street: SR-99 NB Off-Ramp
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-016
N/S Street: Whitson St
E/W Street: Second St
DATE: 4/2/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 9 | 2 | 0 | 0 | 3 | 2 | 0 | 0 |
| 12:15 PM | 2 | 2 | 1 | 0 | 3 | 1 | 0 | 0 |
| 12:30 PM | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 12:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1:00 PM | 4 | 2 | 0 | 1 | 0 | 1 | 0 | 0 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **22** | **10** | **3** | **2** | **7** | **6** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-017
N/S Street: Bethel Ave
E/W Street: Kamm Ave
DATE: 4/2/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-018
N/S Street: Golden State Blvd
E/W Street: Bethel Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-019
N/S Street: Golden State Blvd
E/W Street: Mountain View Ave
DATE: 4/2/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-020
N/S Street: McCall Ave
E/W Street: Mountain View Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-021
N/S Street: Thompson Ave
E/W Street: Mountain View Ave
DATE: 3/5/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-022
N/S Street: Highland Ave
E/W Street: Mountain View Ave
DATE: 3/5/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **1** | **0** | **0** | **1** | **0** | **0** | **1** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-023
N/S Street: Highland Ave
E/W Street: Rose Ave
DATE: 3/5/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **4** | **0** | **2** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-024
N/S Street: Highland Ave
E/W Street: Nebraska Ave
DATE: 4/2/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-025
N/S Street: Thompson Ave
E/W Street: Nebraska Ave
DATE: 4/2/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 0 |
| 12:15 PM | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 4 |
| 12:30 PM | 1 | 1 | 2 | 4 | 0 | 0 | 2 | 0 |
| 12:45 PM | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 |
| 1:00 PM | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 |
| 1:15 PM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 2 |
| 1:30 PM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 1:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| **TOTALS** | **2** | **2** | **12** | **22** | **0** | **3** | **9** | **7** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-026
N/S Street: Academy Ave
E/W Street: Mountain View Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-027
N/S Street: Golden State Blvd
E/W Street: Amber Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-028
N/S Street: Academy Ave
E/W Street: Kamm Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-029
N/S Street: Bethel Ave
E/W Street: Mountain View
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-030
N/S Street: Mendocino
E/W Street: Mountain View
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-031
N/S Street: Dockery
E/W Street: Caruthers
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-032
N/S Street: Dockery
E/W Street: Mt View
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-033
N/S Street: Thompson Ave
E/W Street: Kamm Ave
DATE: 3/5/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-034
N/S Street: Mc Call
E/W Street: Kamm Ave
DATE: 3/5/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-035
N/S Street: Dockery
E/W Street: Kamm Ave
DATE: 3/5/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-036
N/S Street: Van Horn
E/W Street: Kamm Ave
DATE: 3/5/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-044
N/S Street: Golden State Ave
E/W Street: Saginaw Ave
DATE: 4/2/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

## PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-8006-102
N/S Street: SR-99 on-ramp
E/W Street: Floral Ave
DATE: 3/12/2011 DAY: Saturday
CITY: Selma

**N O O N**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 12:00 PM | | | | | | | | |
| 12:15 PM | | | | | | | | |
| 12:30 PM | | | | | | | | |
| 12:45 PM | | | | | | | | |
| 1:00 PM | | | | | | | | |
| 1:15 PM | | | | | | | | |
| 1:30 PM | | | | | | | | |
| 1:45 PM | | | | | | | | |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

# Intersection Turning Movement

Prepared by:

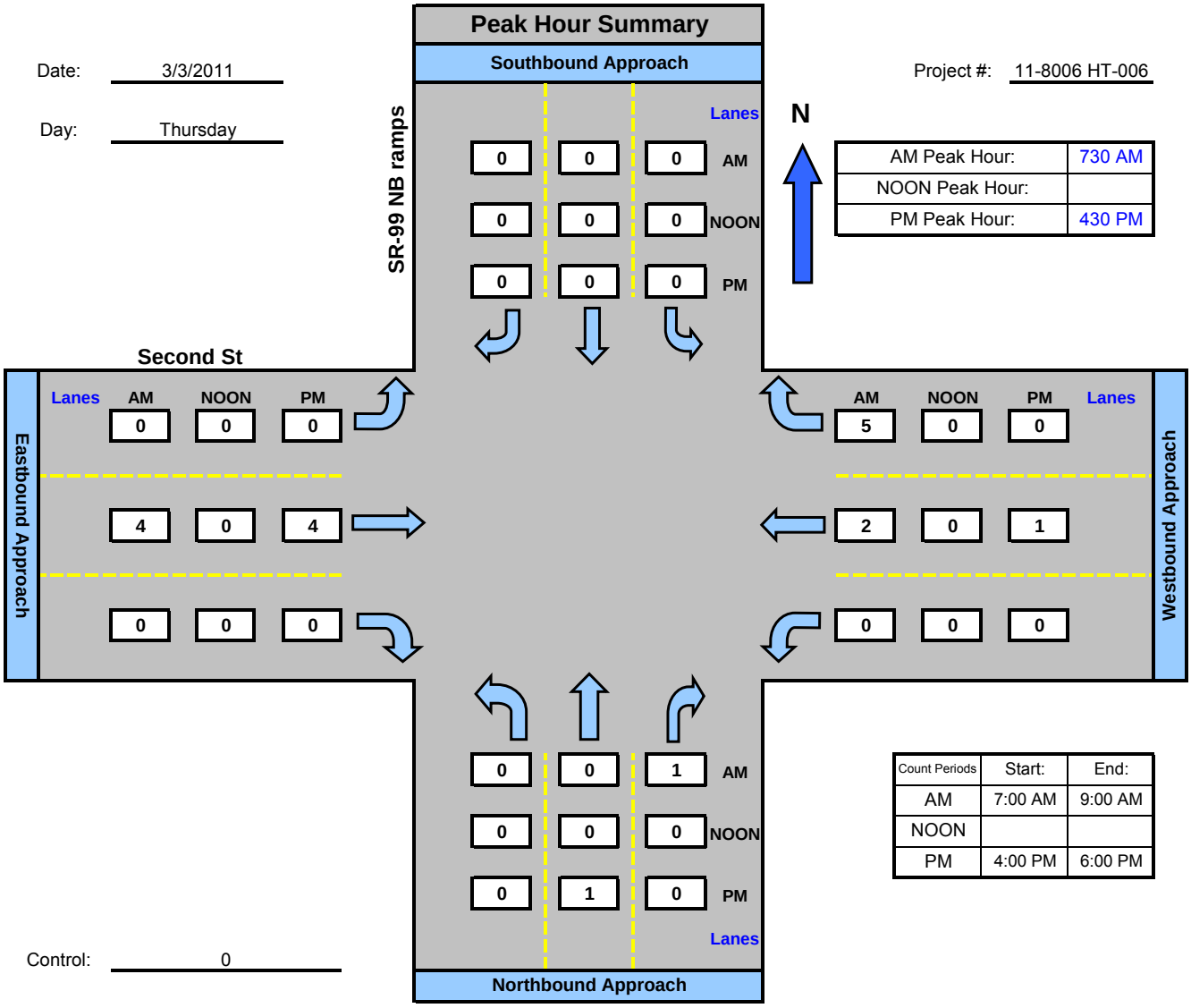
National Data & Surveying Services

## *SR-99 NB ramps and Second St , City of Selma*

Date: 3/3/2011

Day: Thursday

Project #: 11-8006 HT-006




| | |
|---|---|
| AM Peak Hour: | 730 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 430 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

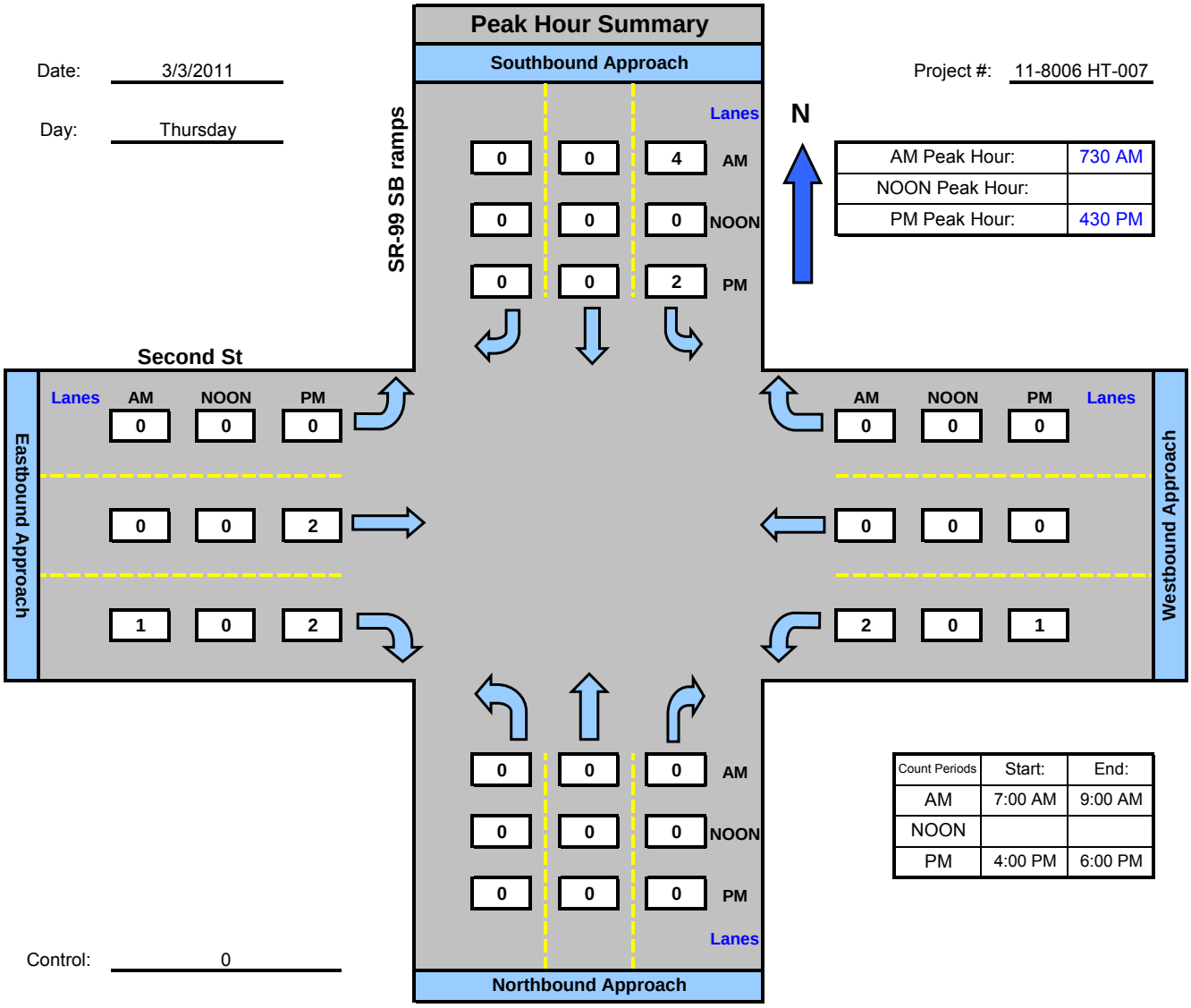
National Data & Surveying Services

## *SR-99 SB ramps and Second St , City of Selma*

Date: 3/3/2011

Day: Thursday

Project #: 11-8006 HT-007




| AM Peak Hour: | 730 AM |
|---|---|
| NOON Peak Hour: | |
| PM Peak Hour: | 430 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

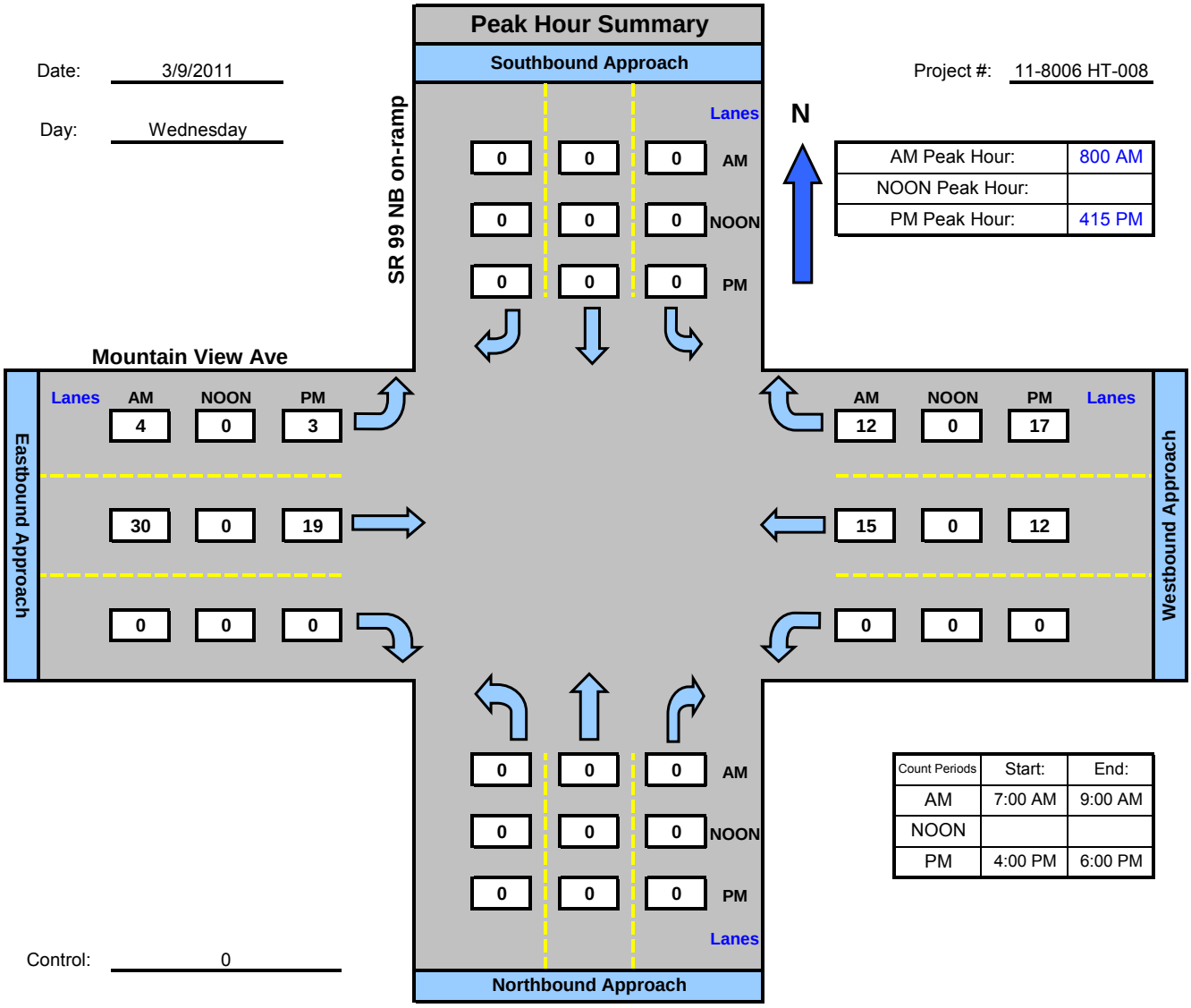
National Data & Surveying Services

## *SR 99 NB on-ramp and Mountain View Ave , City of Selma*

Date: 3/9/2011

Day: Wednesday

Project #: 11-8006 HT-008




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

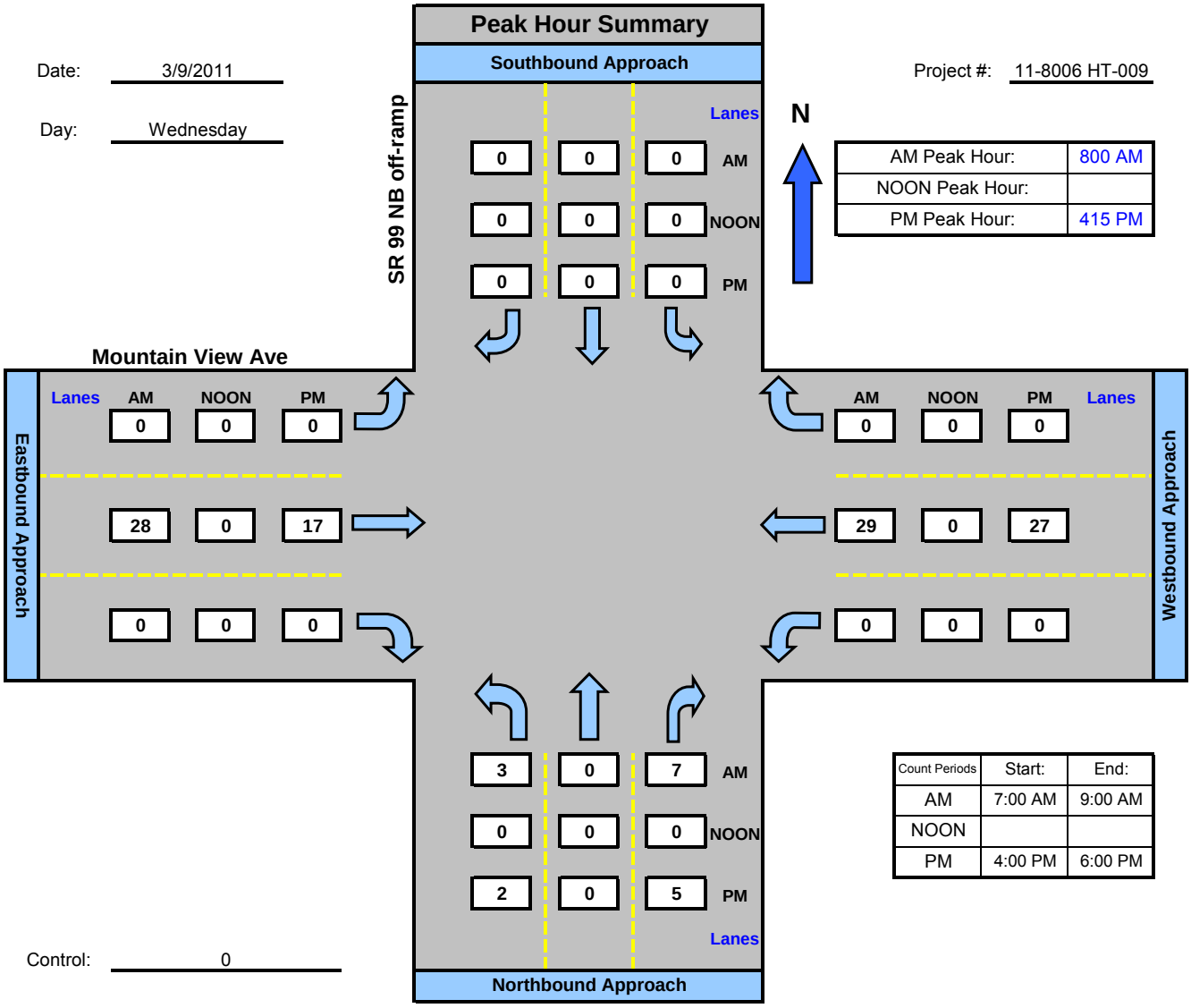
National Data & Surveying Services

## *SR 99 NB off-ramp and Mountain View Ave , City of Selma*

Date: 3/9/2011

Day: Wednesday

Project #: 11-8006 HT-009




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

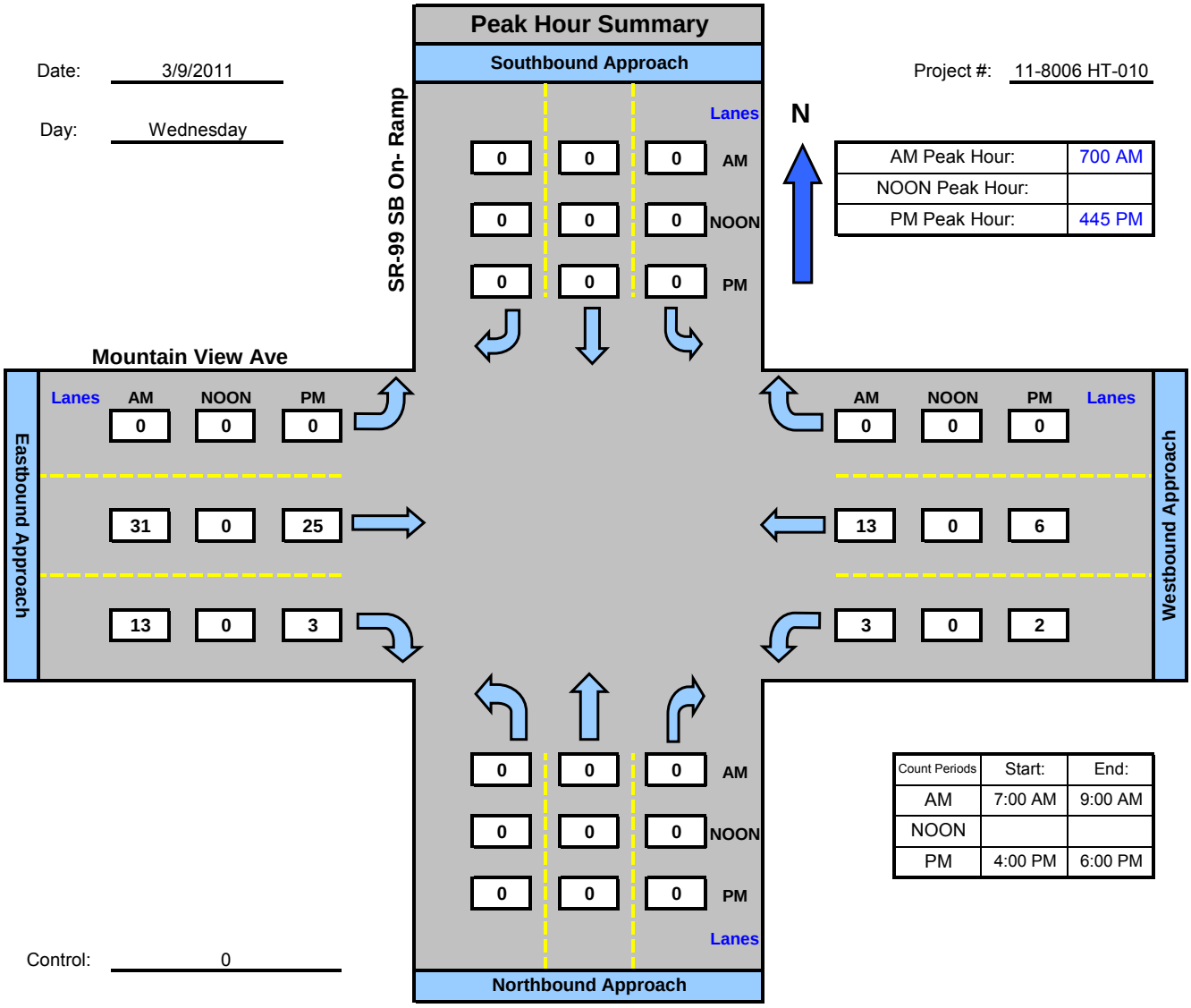
National Data & Surveying Services

## *SR-99 SB On- Ramp and Mountain View Ave , City of Selma*

Date: 3/9/2011

Day: Wednesday

Project #: 11-8006 HT-010




| | |
|---|---|
| AM Peak Hour: | 700 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 445 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

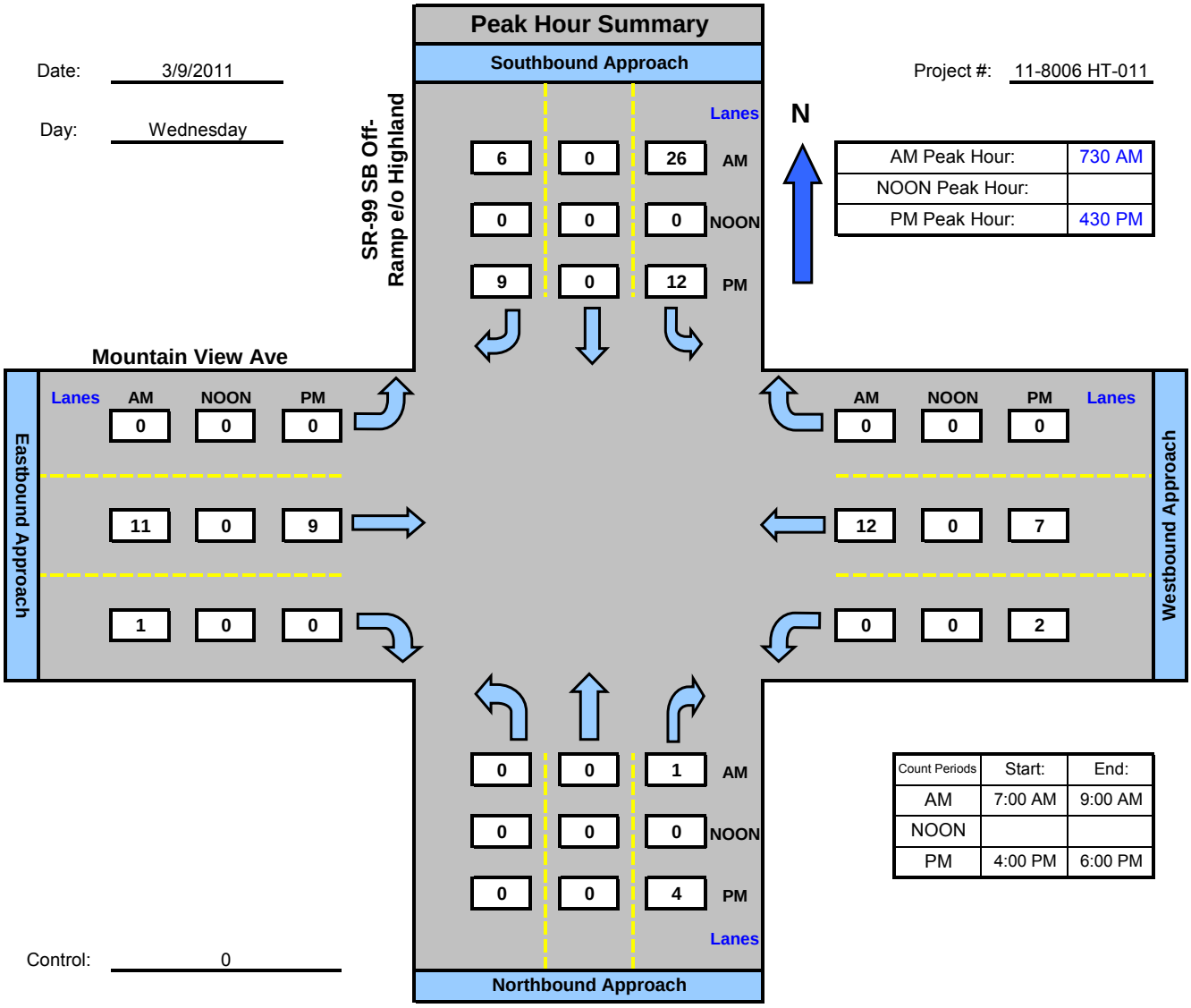
National Data & Surveying Services

## *SR-99 SB Off- Ramp e/o Highland and Mountain View Ave , City of Selma*

Date: 3/9/2011

Day: Wednesday

Project #: 11-8006 HT-011




| | |
|---|---|
| AM Peak Hour: | 730 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 430 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

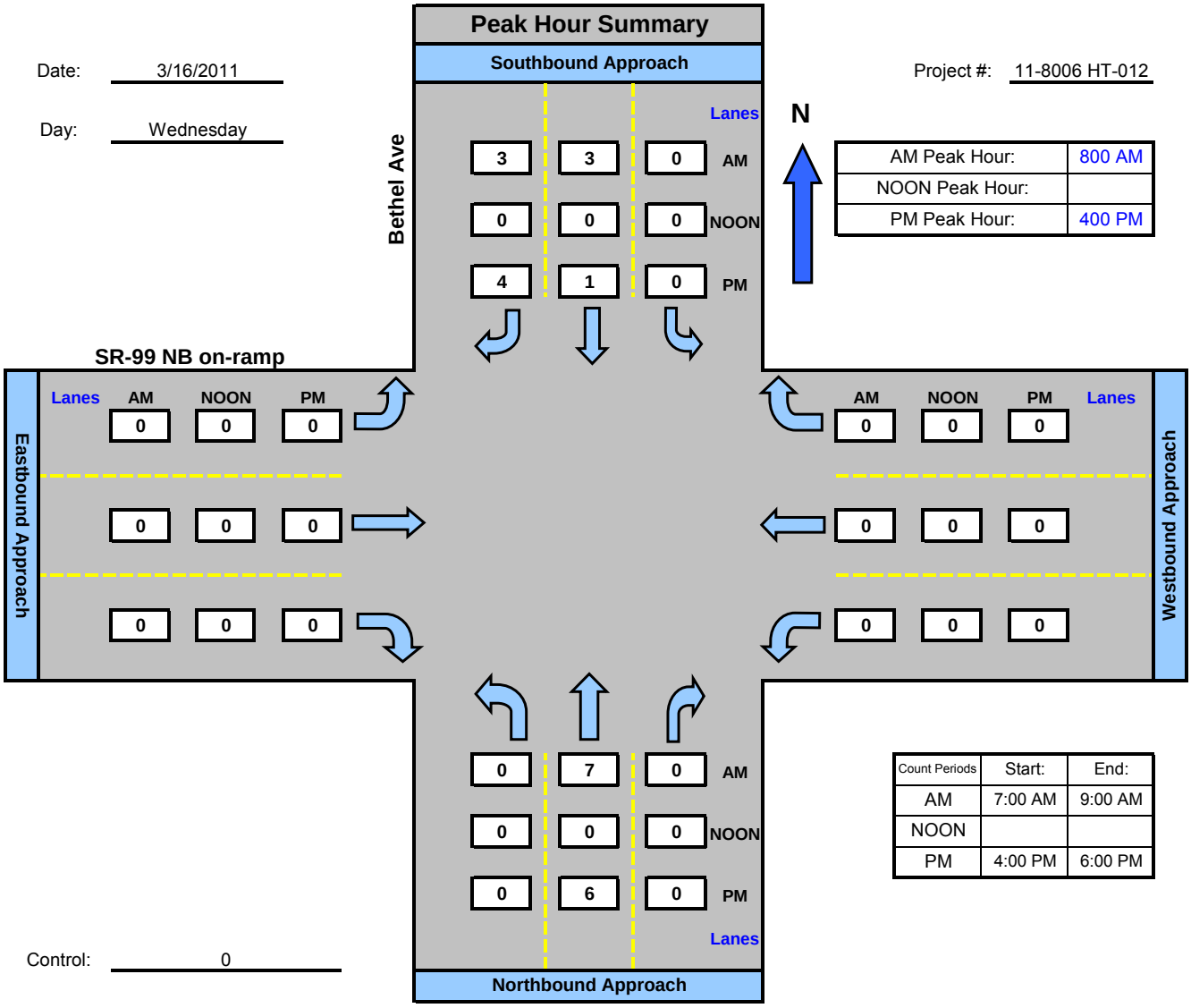
National Data & Surveying Services

## *Bethel Ave and SR-99 NB on-ramp , City of Selma*

Date: 3/16/2011

Day: Wednesday

Project #: 11-8006 HT-012




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

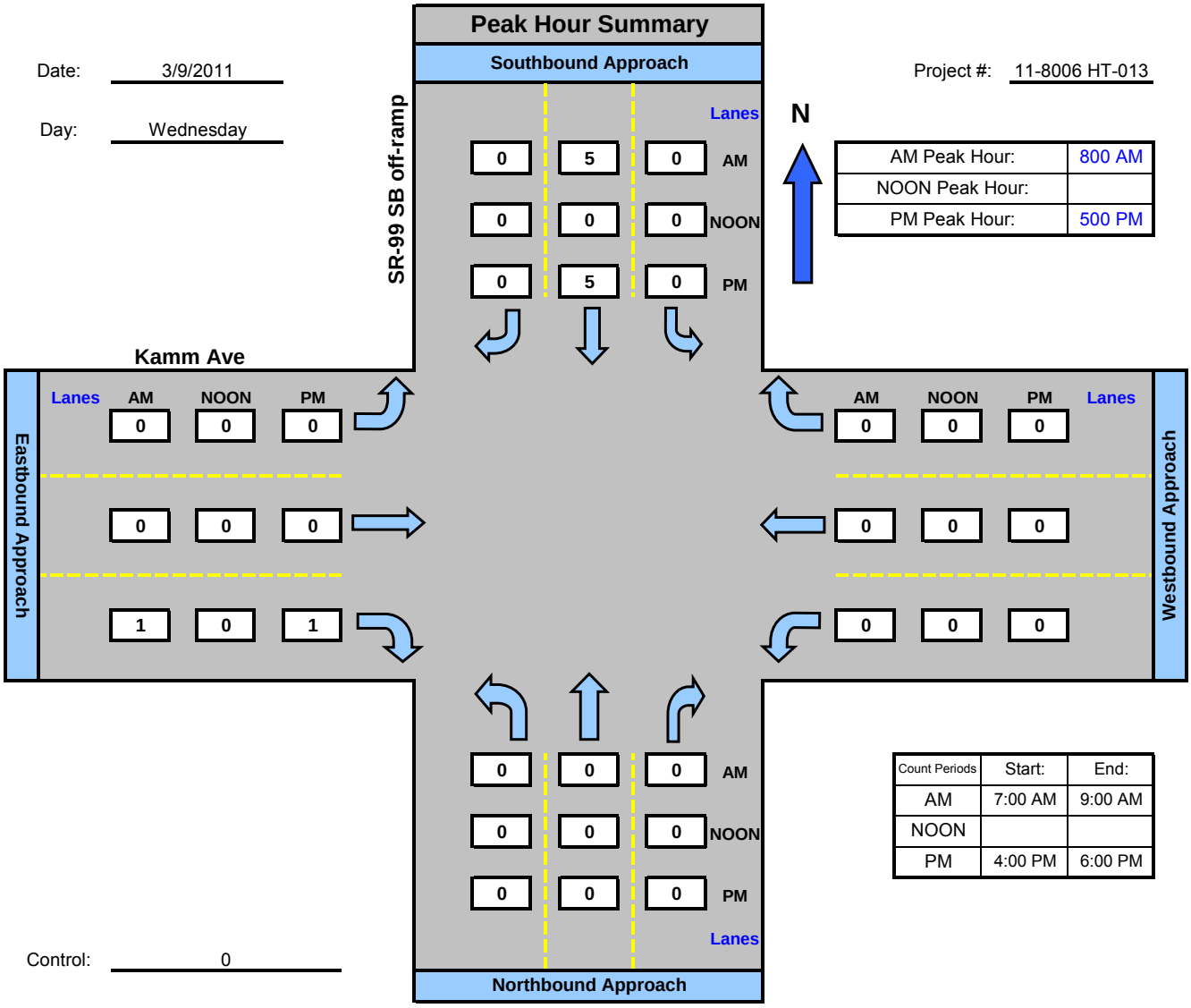
National Data & Surveying Services

## *SR-99 SB off-ramp and Kamm Ave , City of Selma*

Date: 3/9/2011

Day: Wednesday

Project #: 11-8006 HT-013




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 500 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

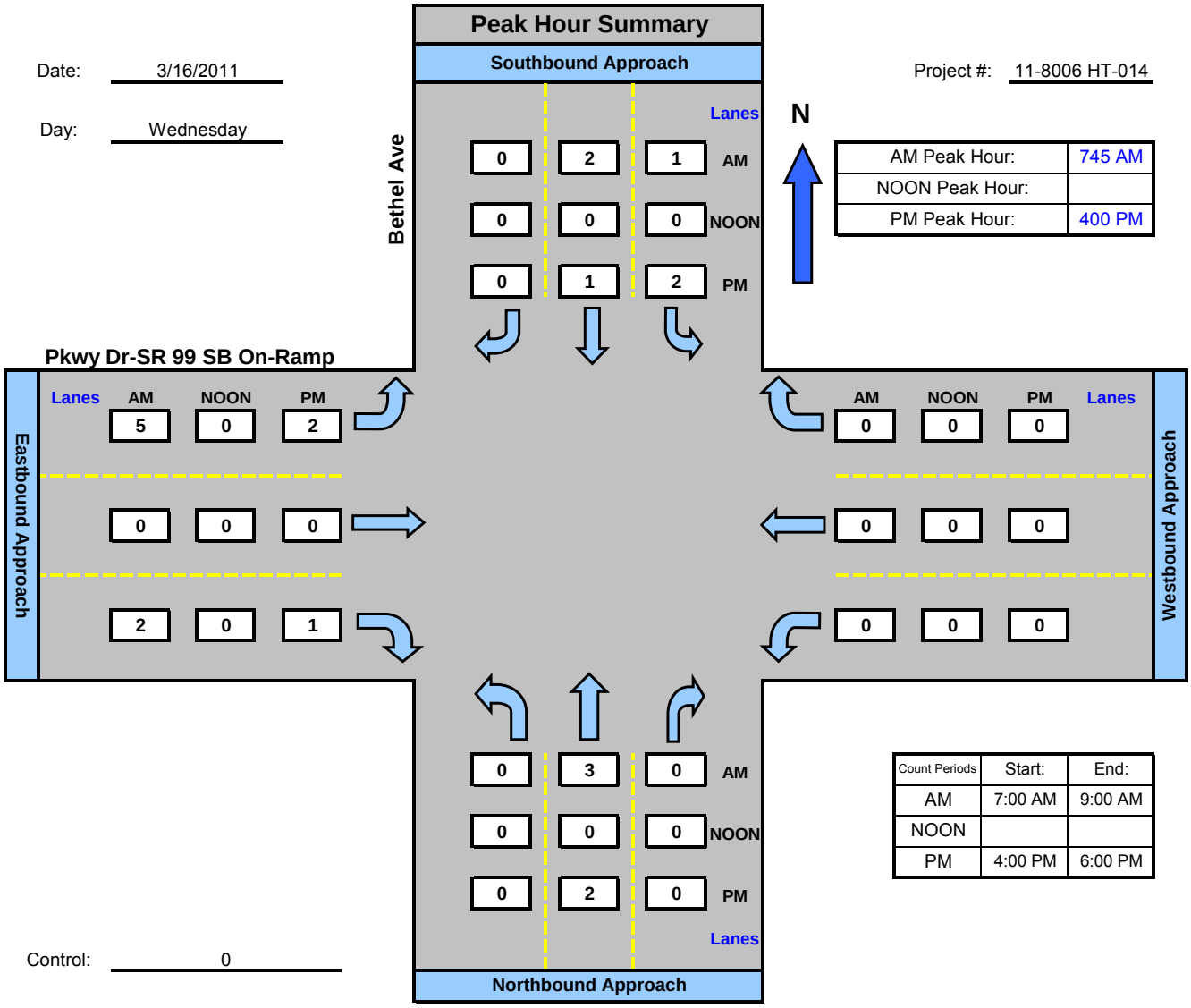
National Data & Surveying Services

## *Bethel Ave and Pkwy Dr-SR 99 SB On-Ramp , City of Selma*

Date: 3/16/2011

Day: Wednesday

Project #: 11-8006 HT-014




| | |
|---|---|
| AM Peak Hour: | 745 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

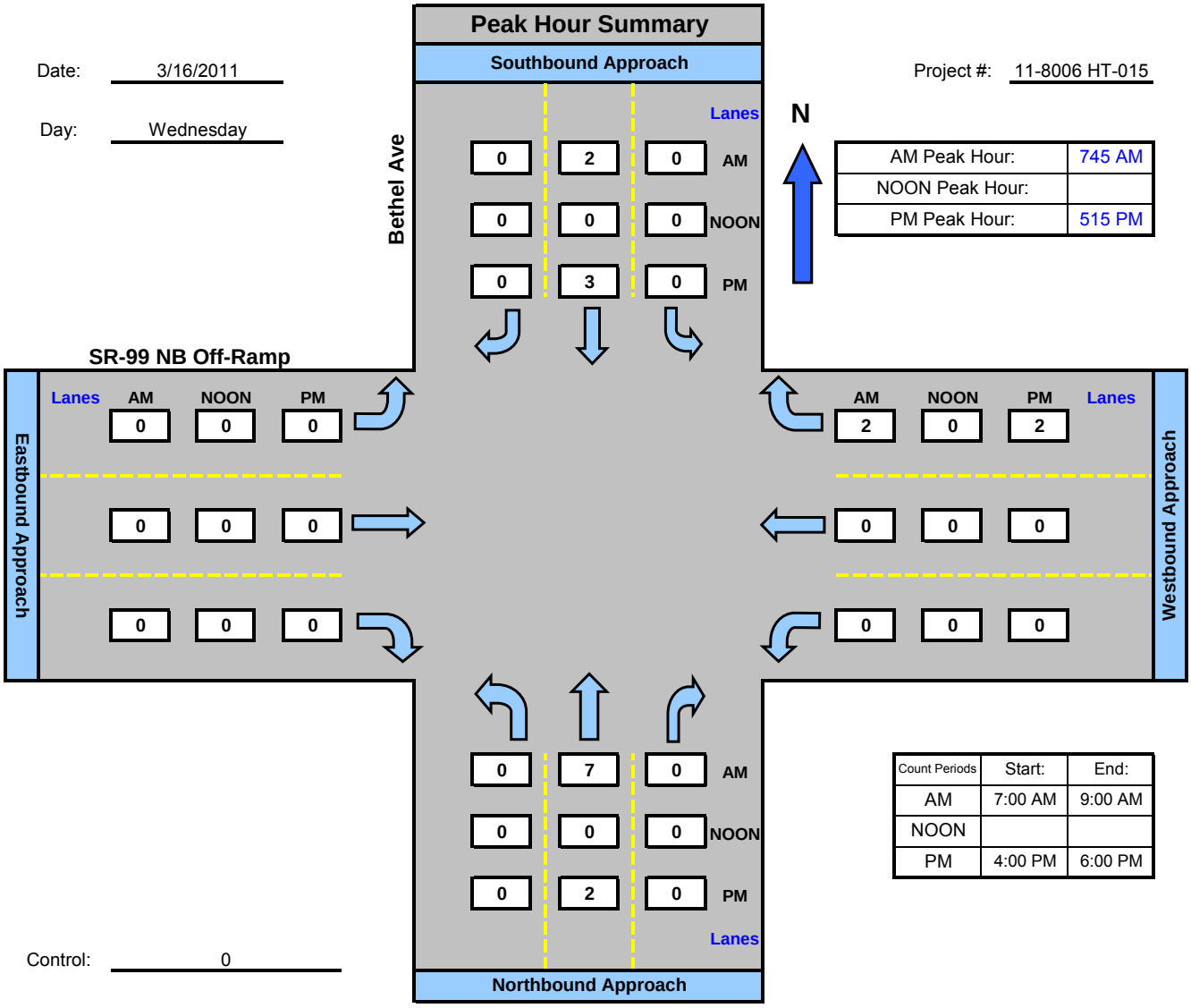
National Data & Surveying Services

## *Bethel Ave and SR-99 NB Off-Ramp , City of Selma*

Date: 3/16/2011

Day: Wednesday

Project #: 11-8006 HT-015




| | |
|---|---|
| AM Peak Hour: | 745 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 515 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

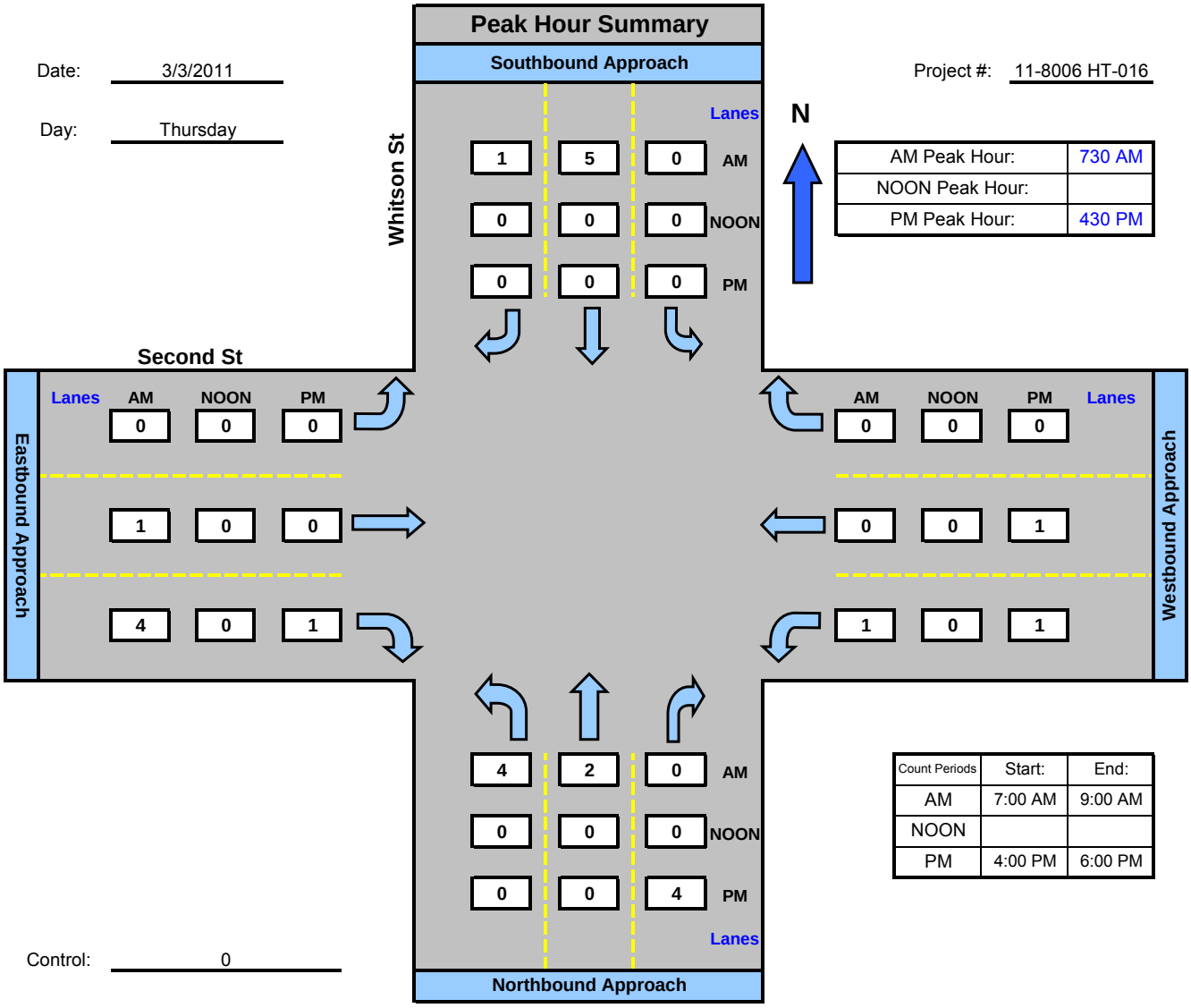
National Data & Surveying Services

## *Whitson St and Second St , City of Selma*

Date: 3/3/2011

Day: Thursday

Project #: 11-8006 HT-016



# Intersection Turning Movement

Prepared by:

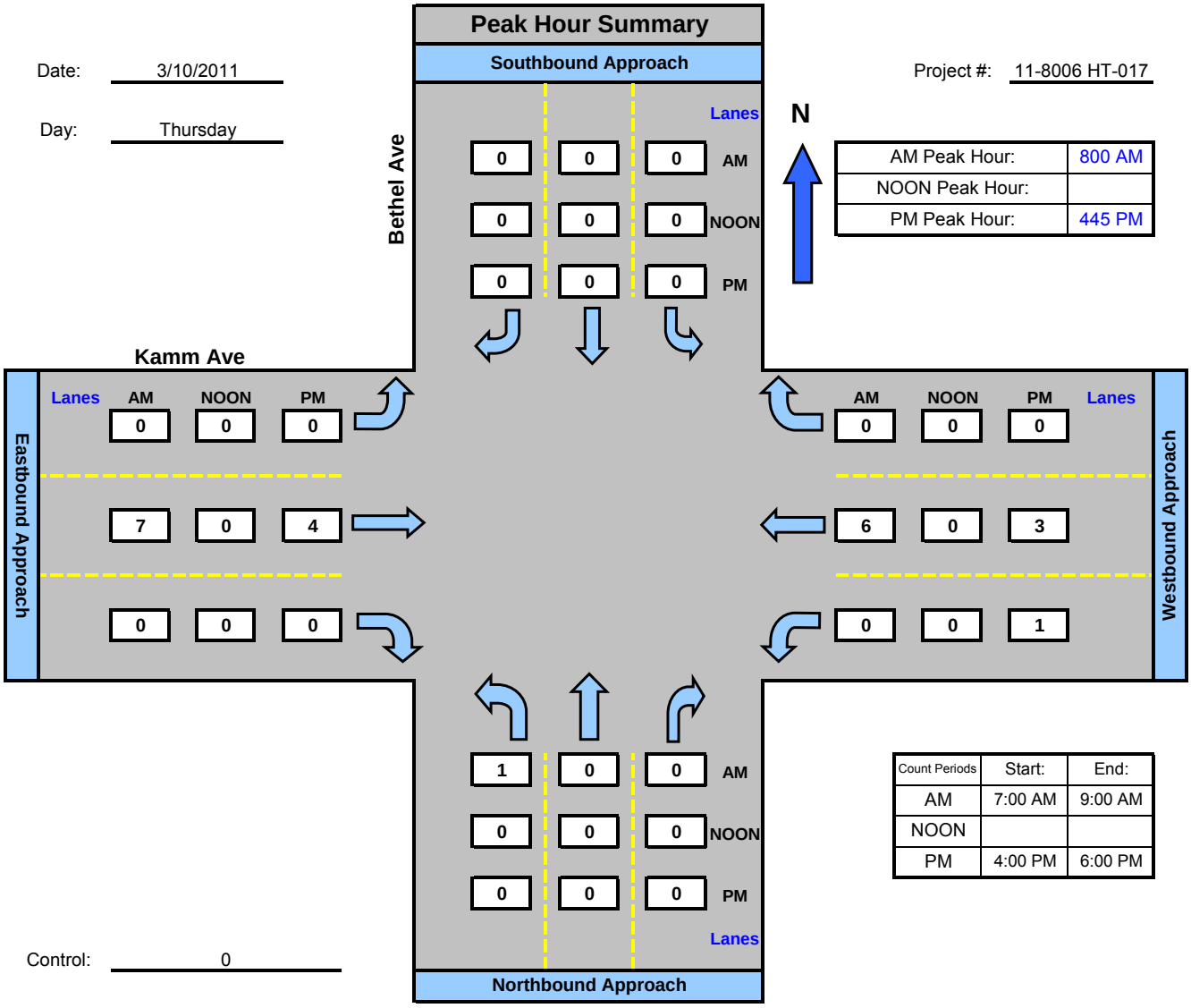
National Data & Surveying Services

## *Bethel Ave and Kamm Ave , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-017




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 445 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

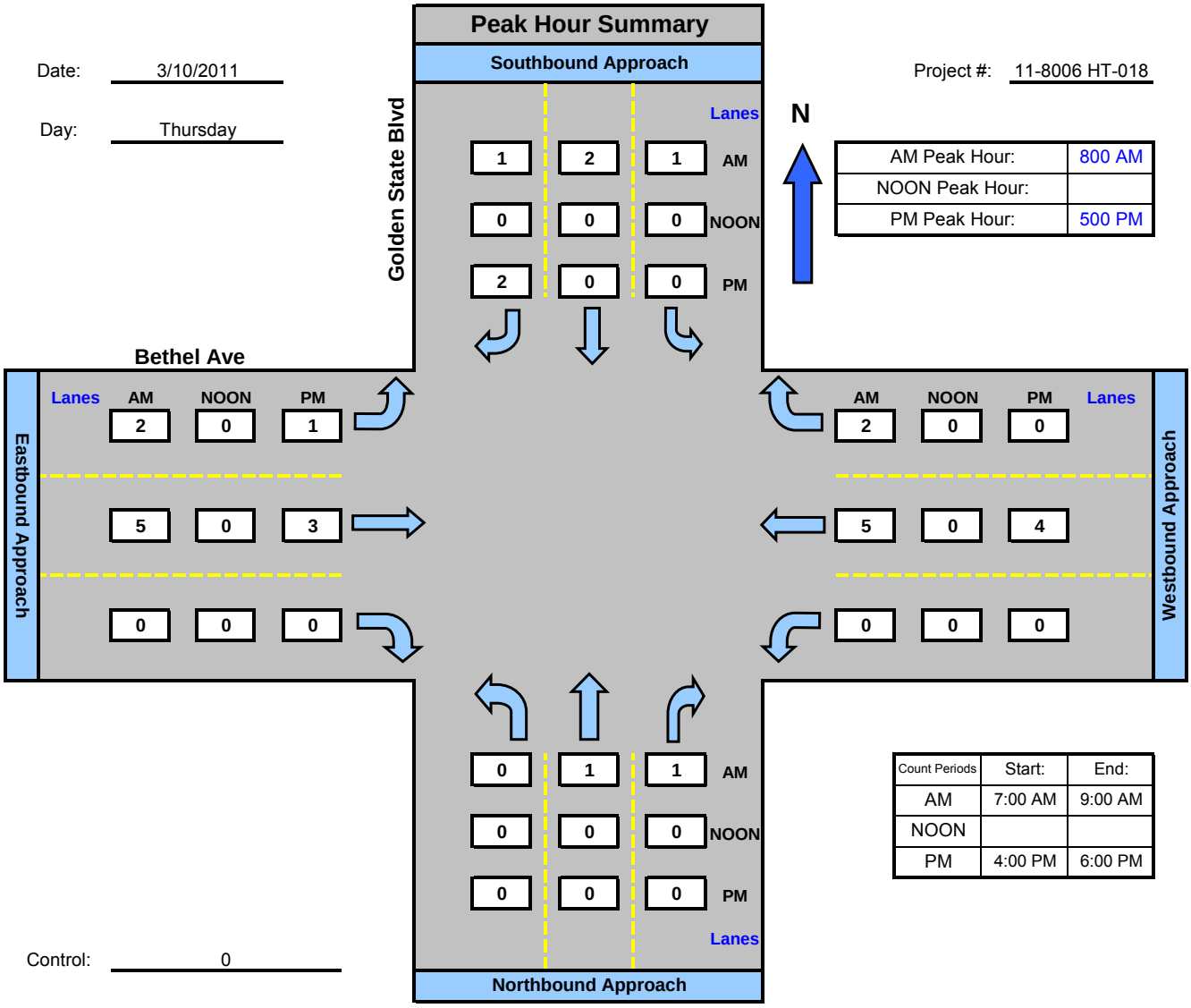
Control: 0

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

## *Golden State Blvd and Bethel Ave , City of Selma*




Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-018

| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 500 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

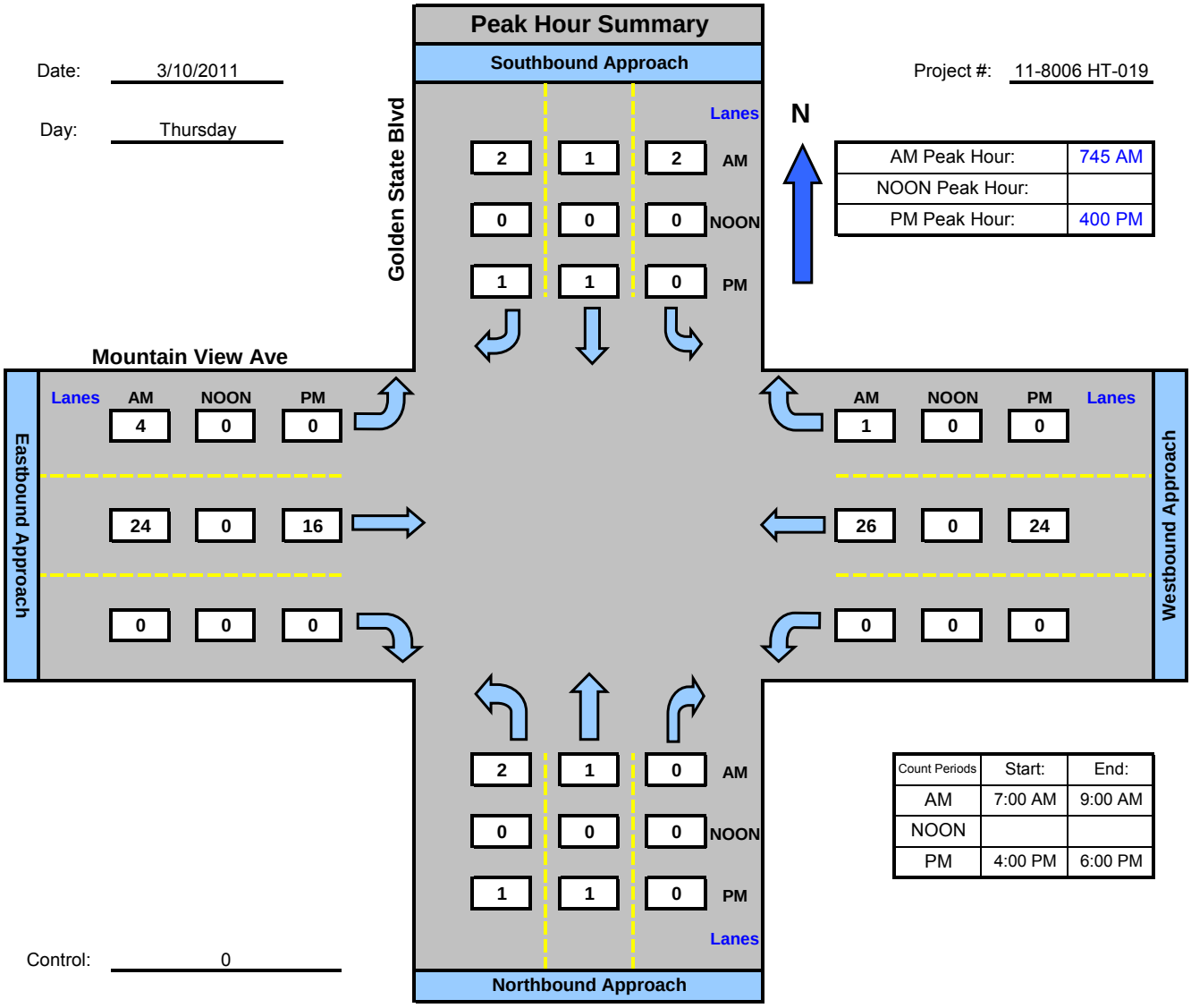
National Data & Surveying Services

## *Golden State Blvd and Mountain View Ave , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-019




| | |
|---|---|
| AM Peak Hour: | 745 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

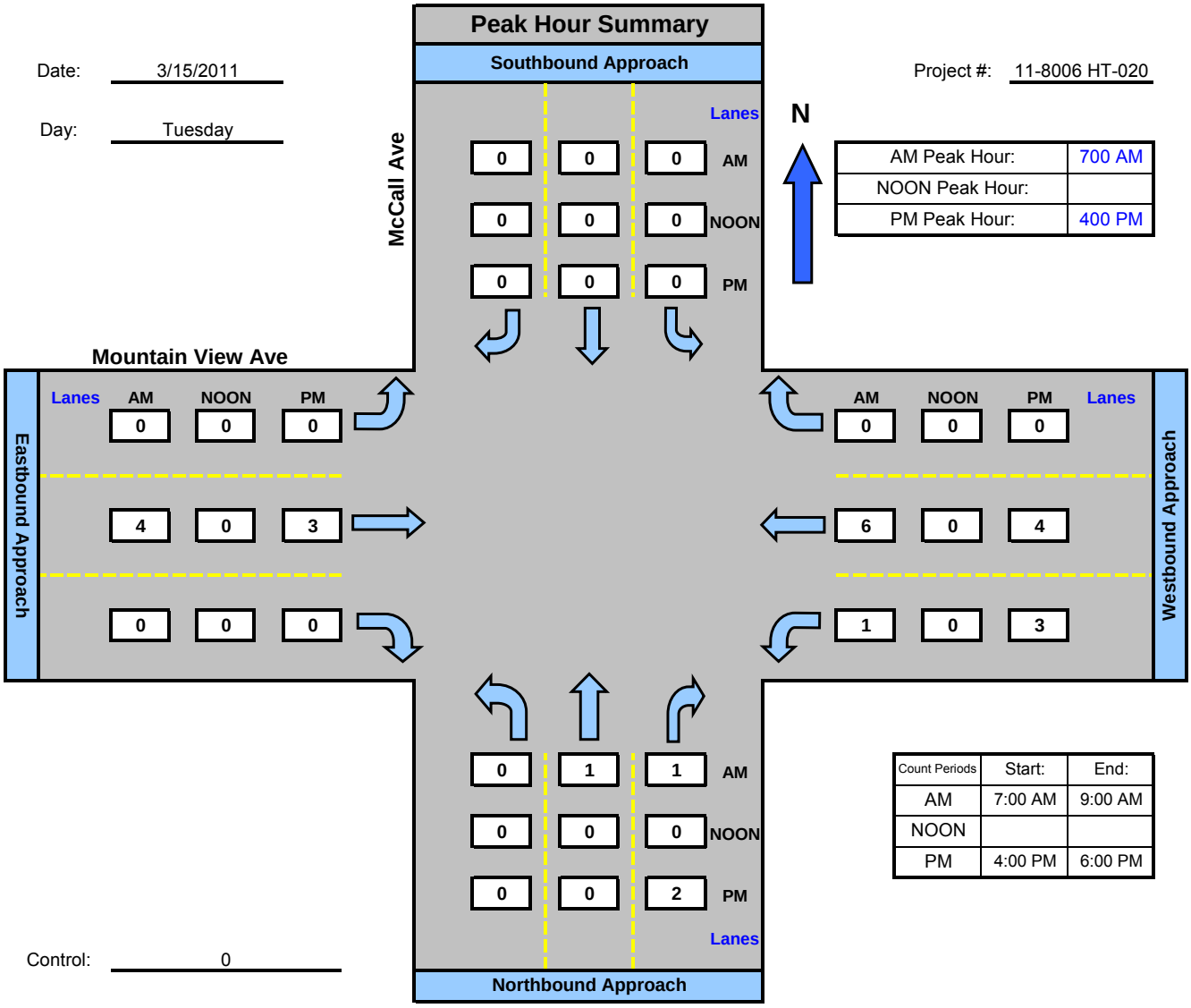
National Data & Surveying Services

## *McCall Ave and Mountain View Ave , City of Selma*

Date: 3/15/2011

Day: Tuesday

Project #: 11-8006 HT-020




| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

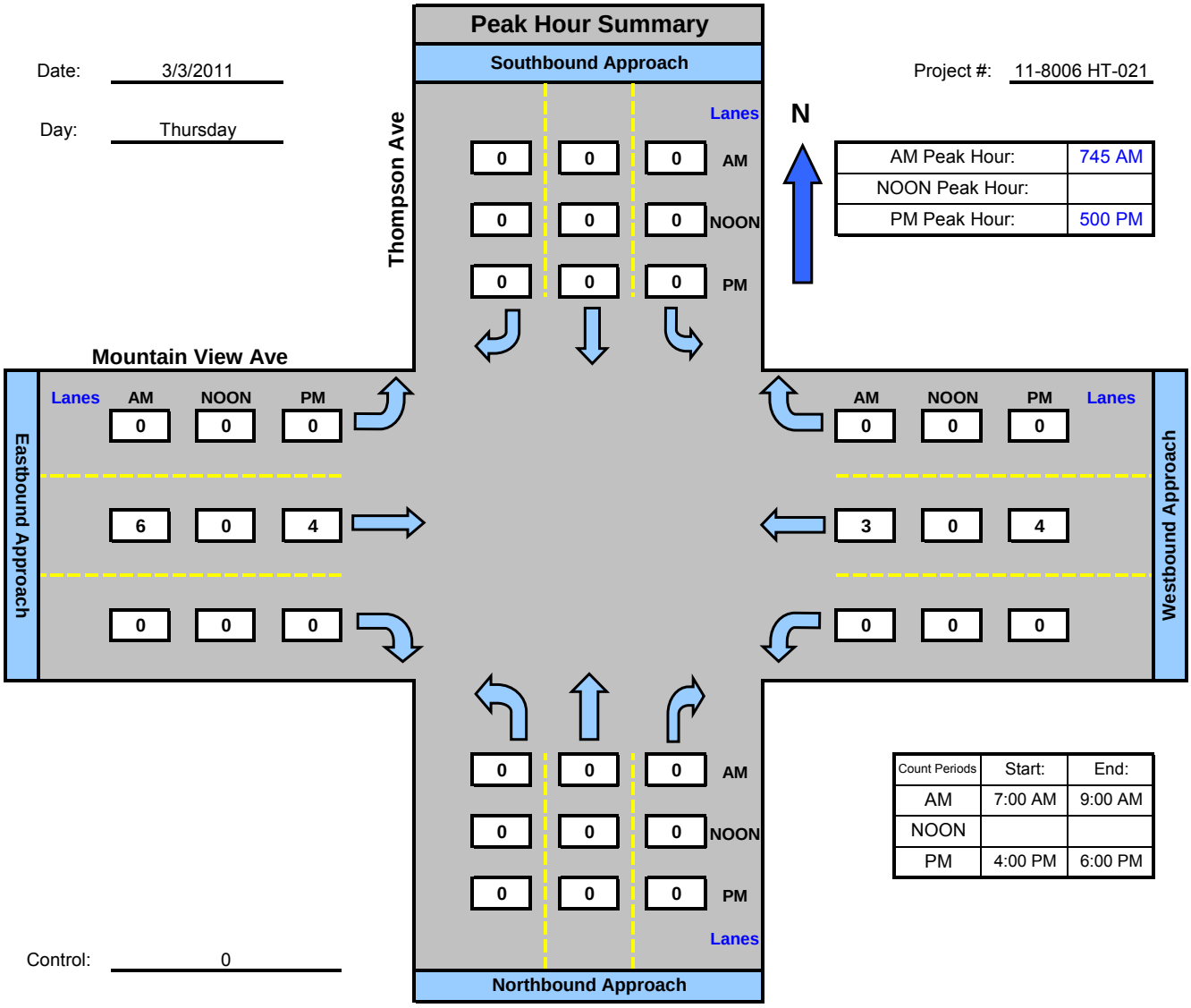
National Data & Surveying Services

## *Thompson Ave and Mountain View Ave , City of Selma*

Date: 3/3/2011

Day: Thursday

Project #: 11-8006 HT-021




| | |
|---|---|
| AM Peak Hour: | 745 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 500 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

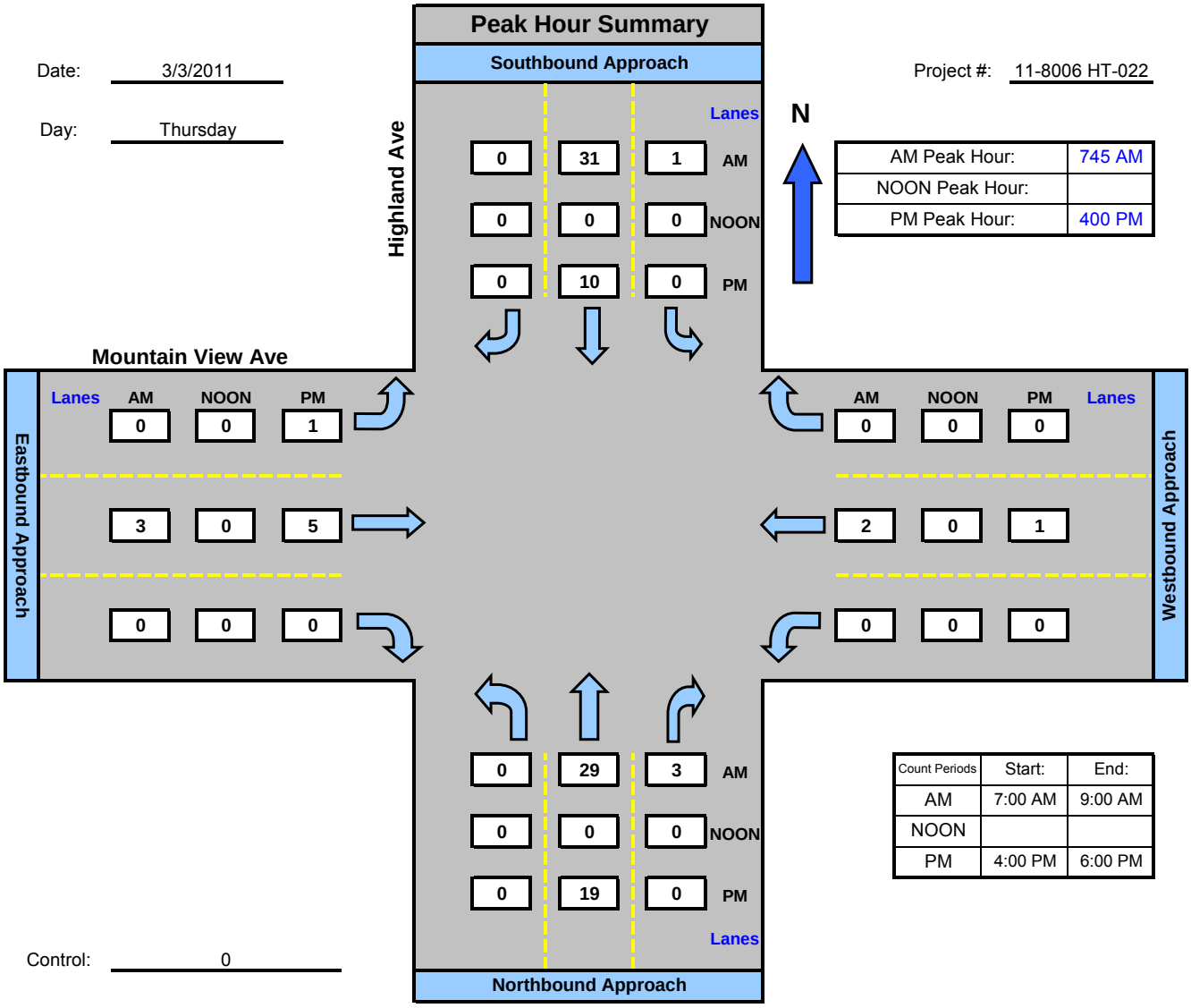
National Data & Surveying Services

## *Highland Ave and Mountain View Ave , City of Selma*

Date: 3/3/2011

Day: Thursday

Project #: 11-8006 HT-022




| AM Peak Hour: | 745 AM |
|---|---|
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

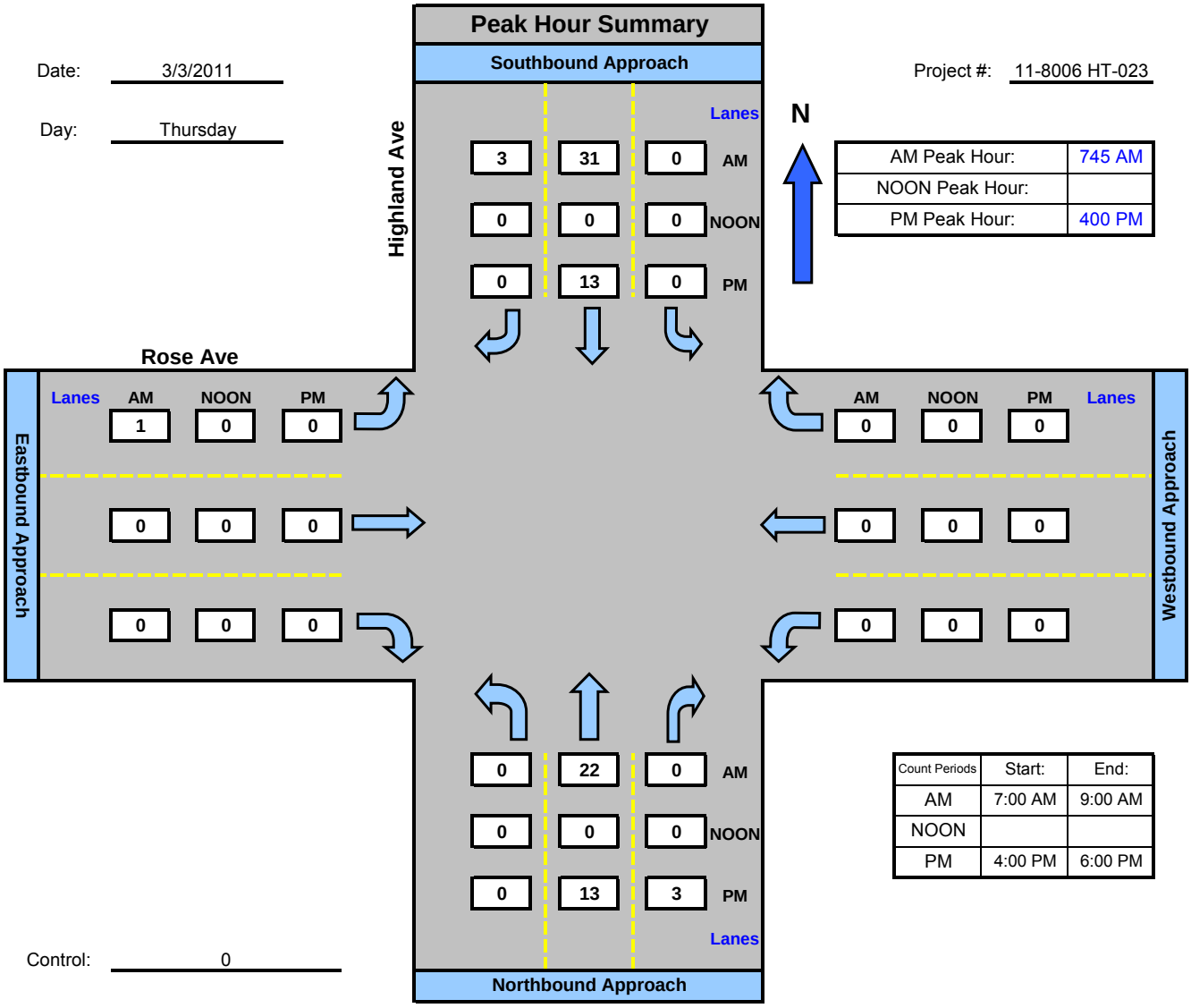
National Data & Surveying Services

## *Highland Ave and Rose Ave , City of Selma*

Date: 3/3/2011

Day: Thursday

Project #: 11-8006 HT-023




| | |
|---|---|
| AM Peak Hour: | 745 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

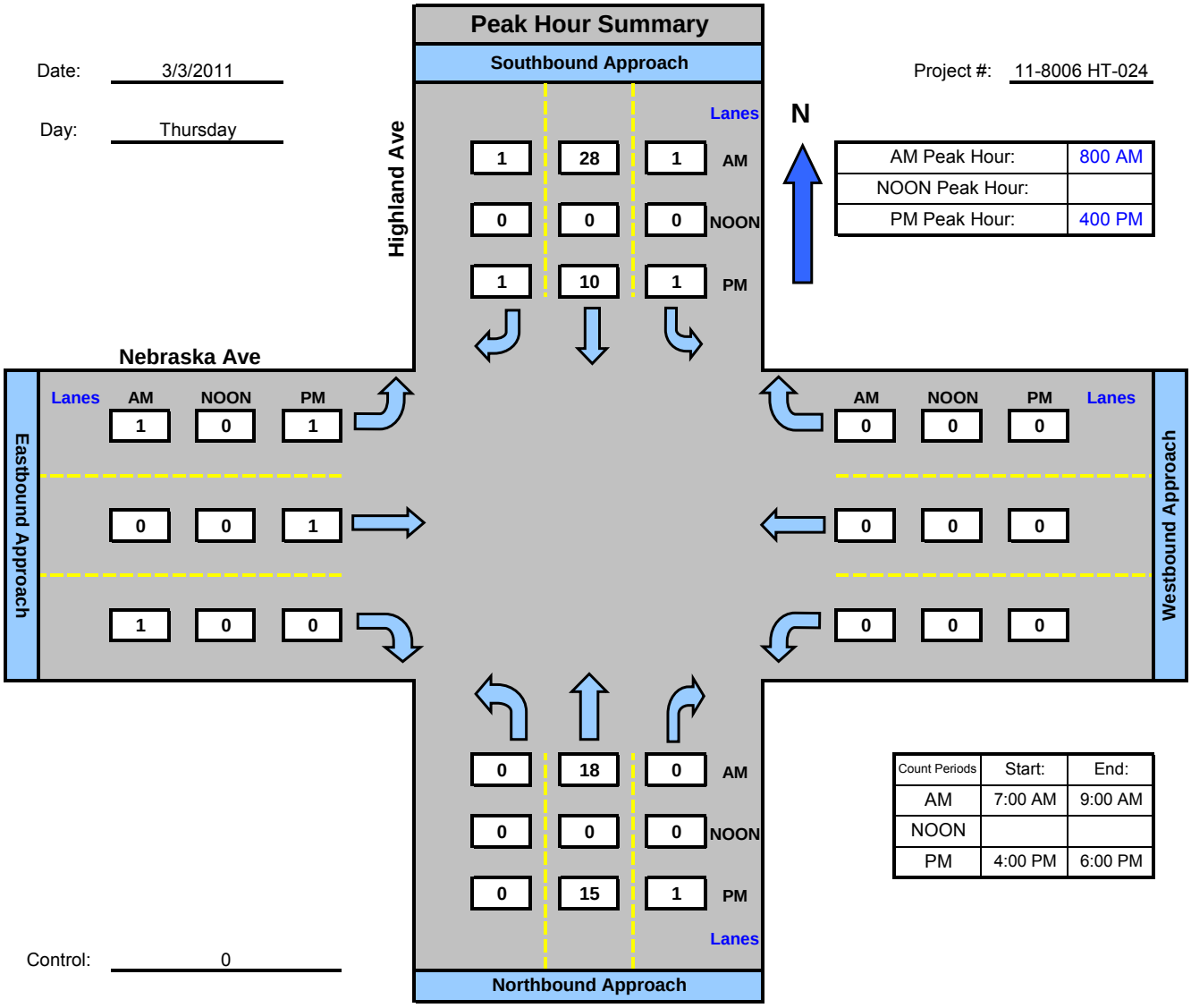
National Data & Surveying Services

## *Highland Ave and Nebraska Ave , City of Selma*

Date: 3/3/2011

Day: Thursday

Project #: 11-8006 HT-024




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

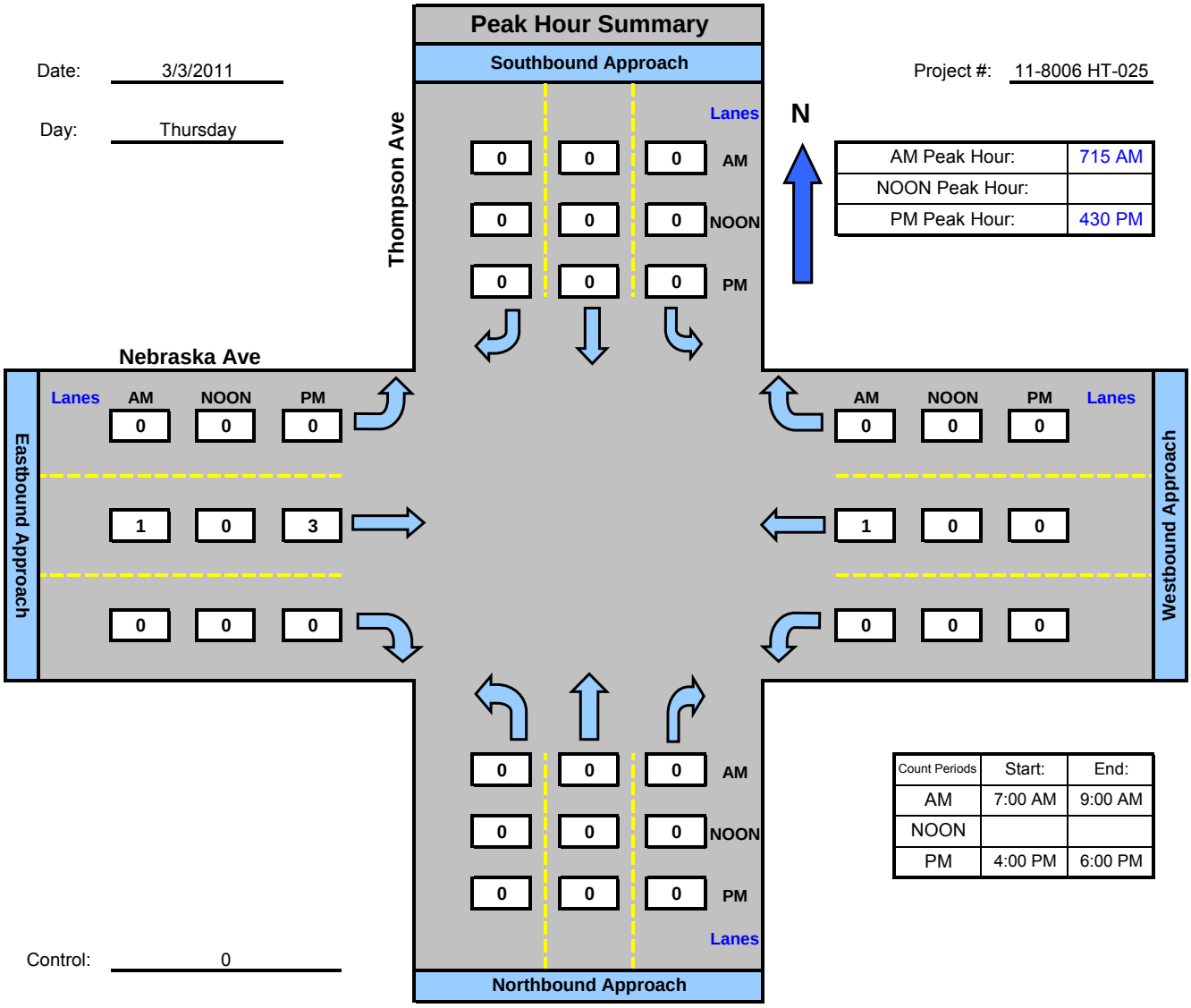
National Data & Surveying Services

## *Thompson Ave and Nebraska Ave , City of Selma*

Date: 3/3/2011

Day: Thursday

Project #: 11-8006 HT-025




| | |
|---|---|
| AM Peak Hour: | 715 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 430 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

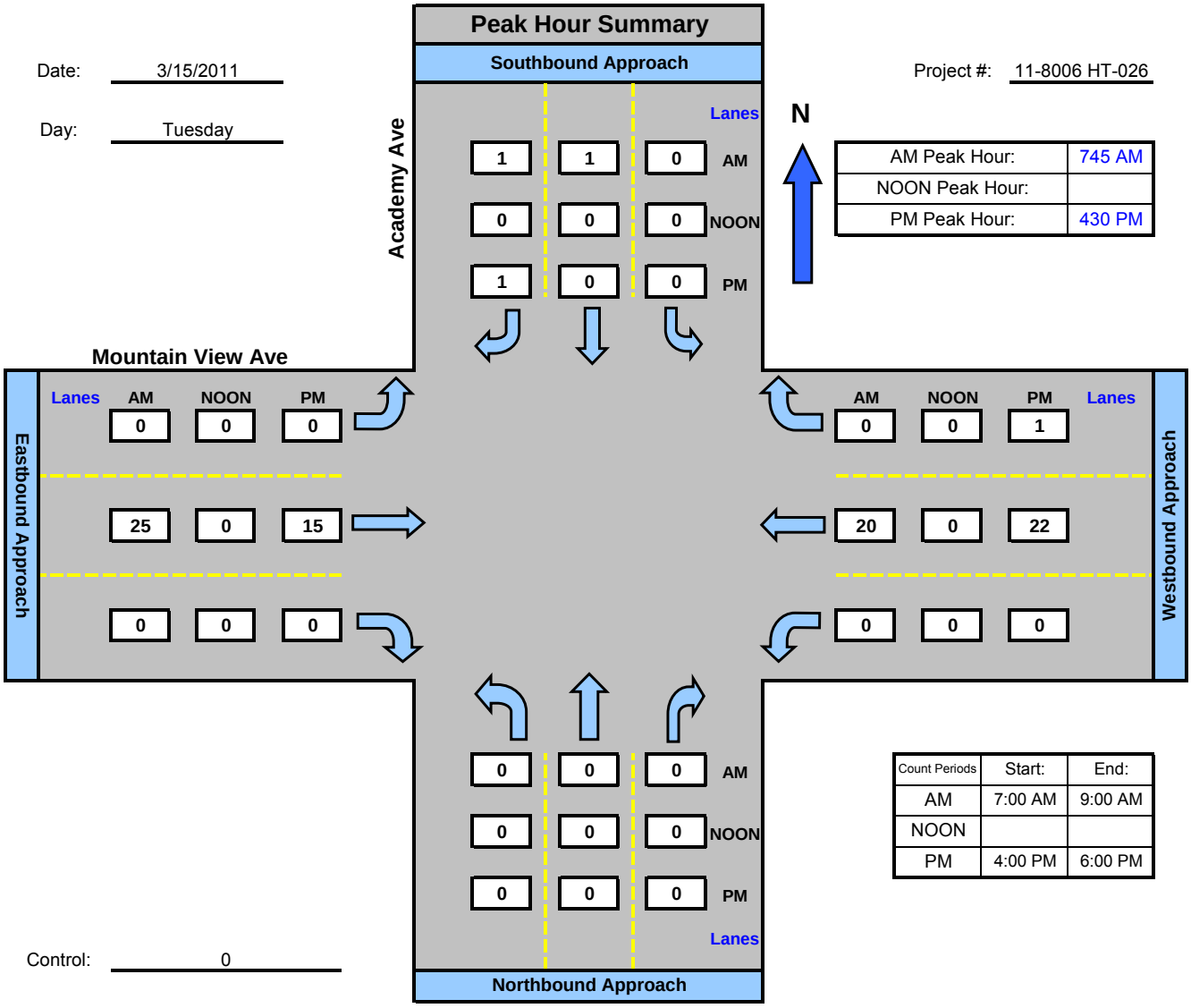
National Data & Surveying Services

## *Academy Ave and Mountain View Ave , City of Selma*

Date: 3/15/2011

Day: Tuesday

Project #: 11-8006 HT-026




| | |
|---|---|
| AM Peak Hour: | 745 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 430 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

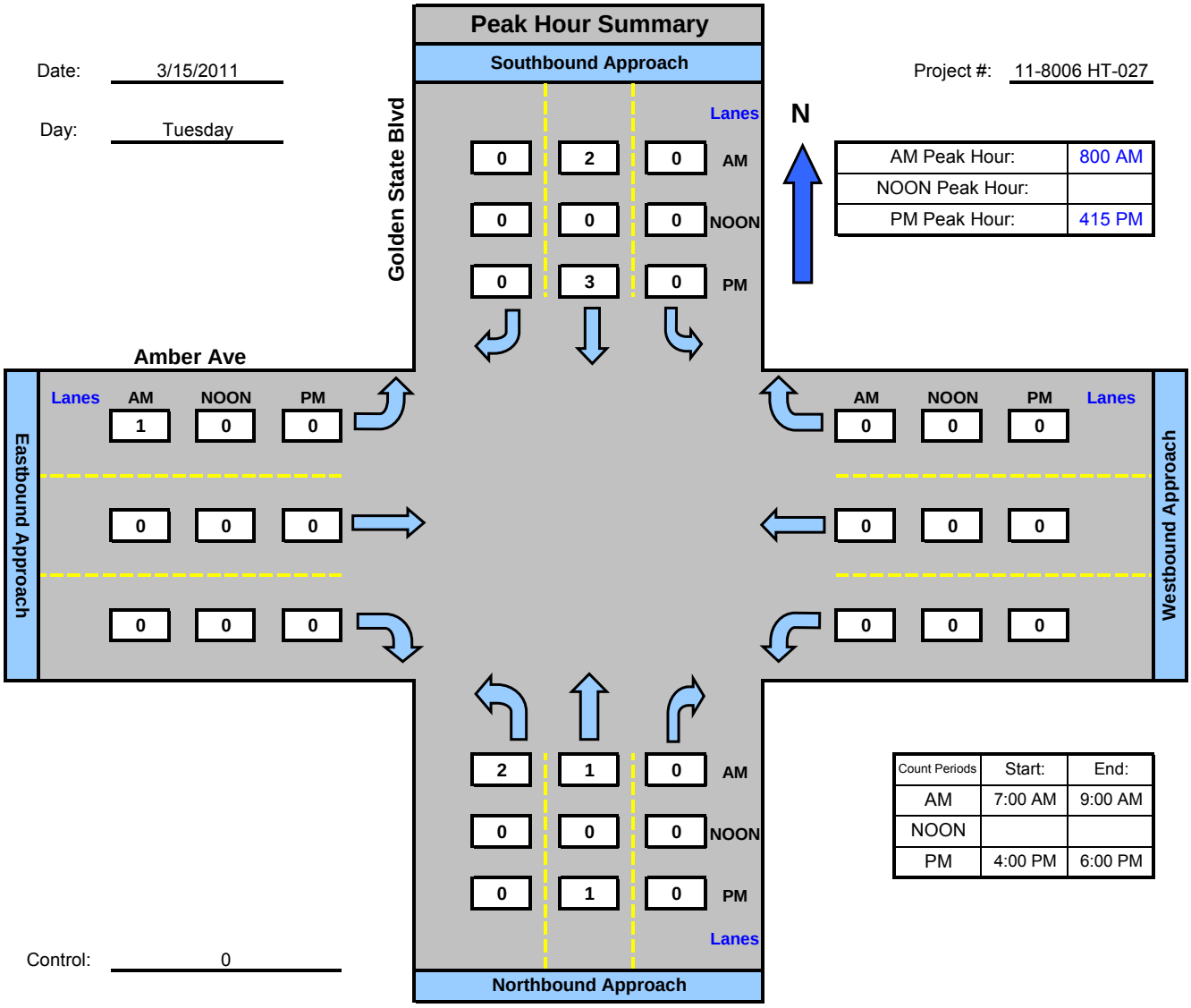
National Data & Surveying Services

## *Golden State Blvd and Amber Ave , City of Selma*

Date: 3/15/2011

Day: Tuesday

Project #: 11-8006 HT-027




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

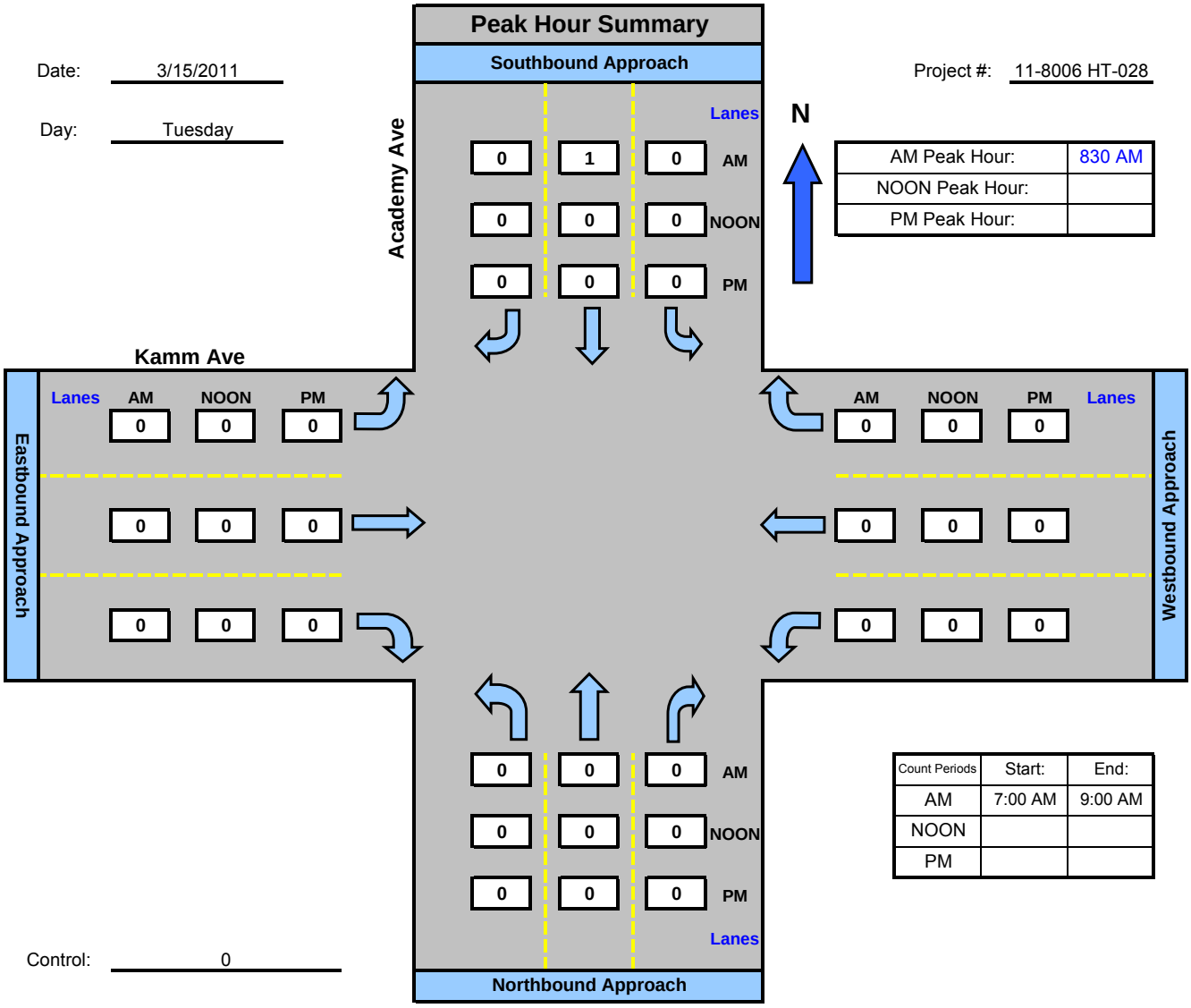
National Data & Surveying Services

## *Academy Ave and Kamm Ave , City of Selma*

Date: 3/15/2011

Day: Tuesday

Project #: 11-8006 HT-028




| | |
|---|---|
| AM Peak Hour: | 830 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | | |

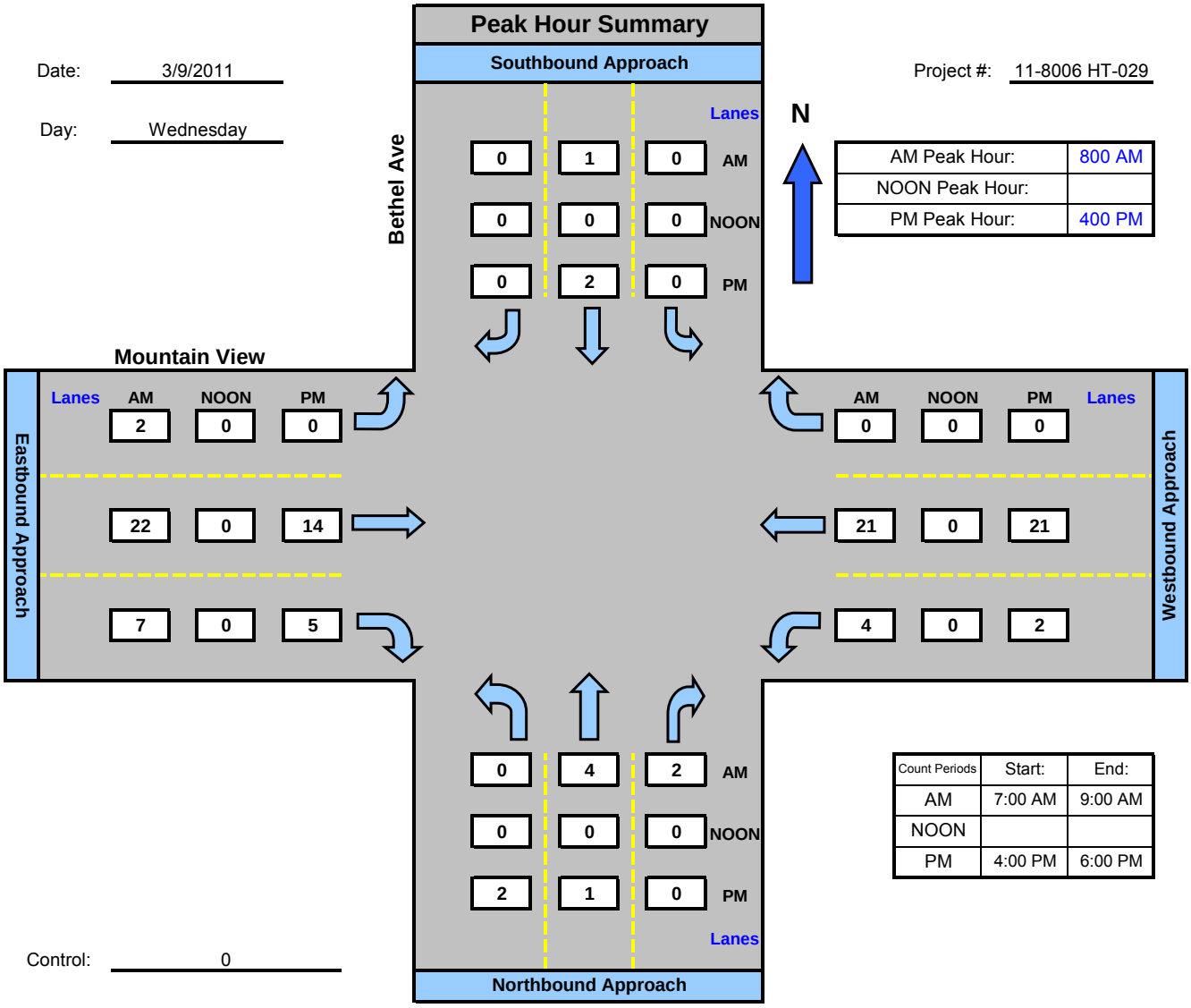
Control: 0

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

## *Bethel Ave and Mountain View , City of Selma*




Date: 3/9/2011

Day: Wednesday

Project #: 11-8006 HT-029

| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

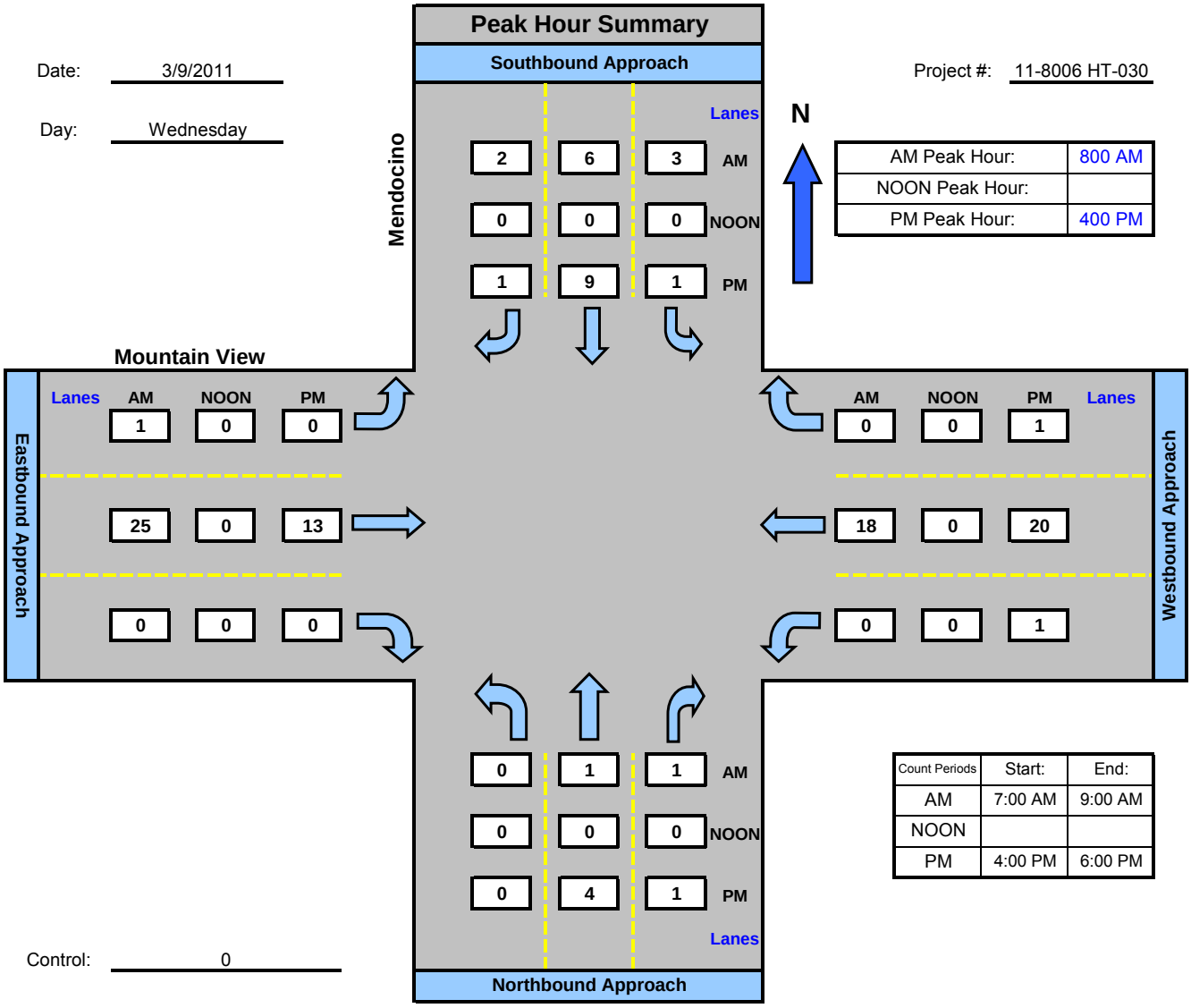
National Data & Surveying Services

## *Mendocino and Mountain View , City of Selma*

Date: 3/9/2011

Day: Wednesday

Project #: 11-8006 HT-030




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

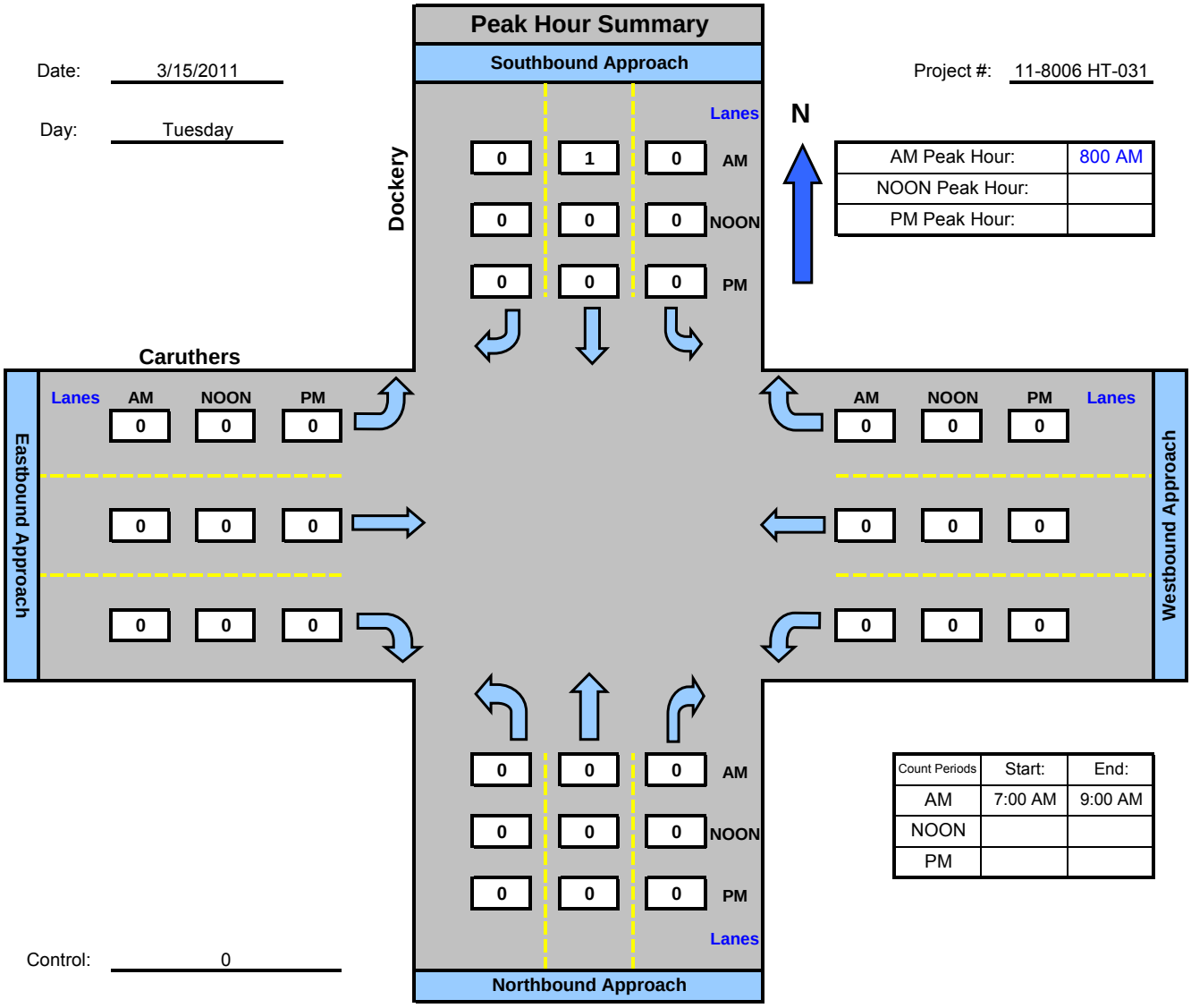
National Data & Surveying Services

## *Dockery and Caruthers , City of Selma*

Date: 3/15/2011

Day: Tuesday

Project #: 11-8006 HT-031




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | | |

Control: 0

# Intersection Turning Movement

Prepared by:

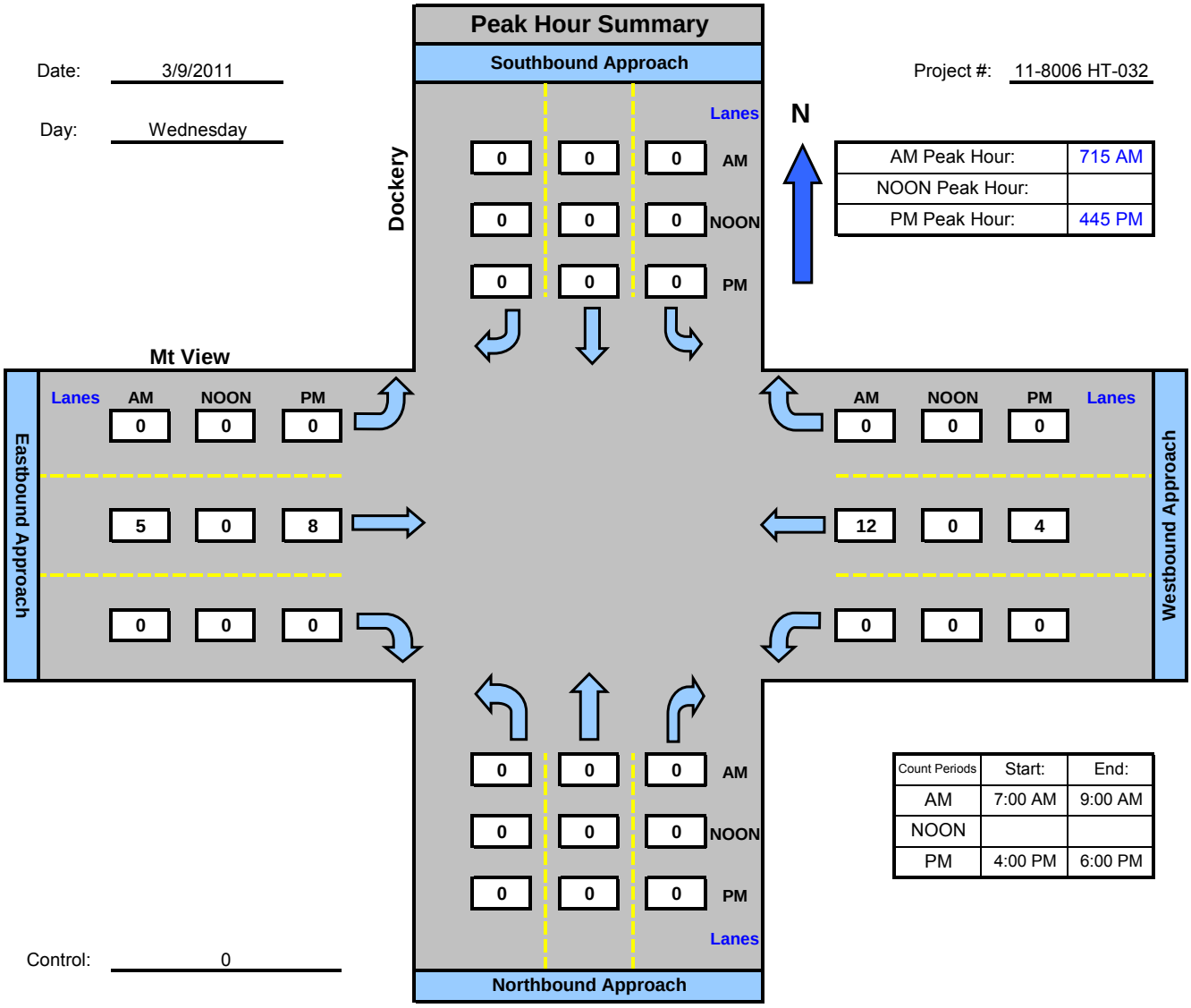
National Data & Surveying Services

## *Dockery and Mt View , City of Selma*

Date: 3/9/2011

Day: Wednesday

Project #: 11-8006 HT-032




| | |
|---|---|
| AM Peak Hour: | 715 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 445 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

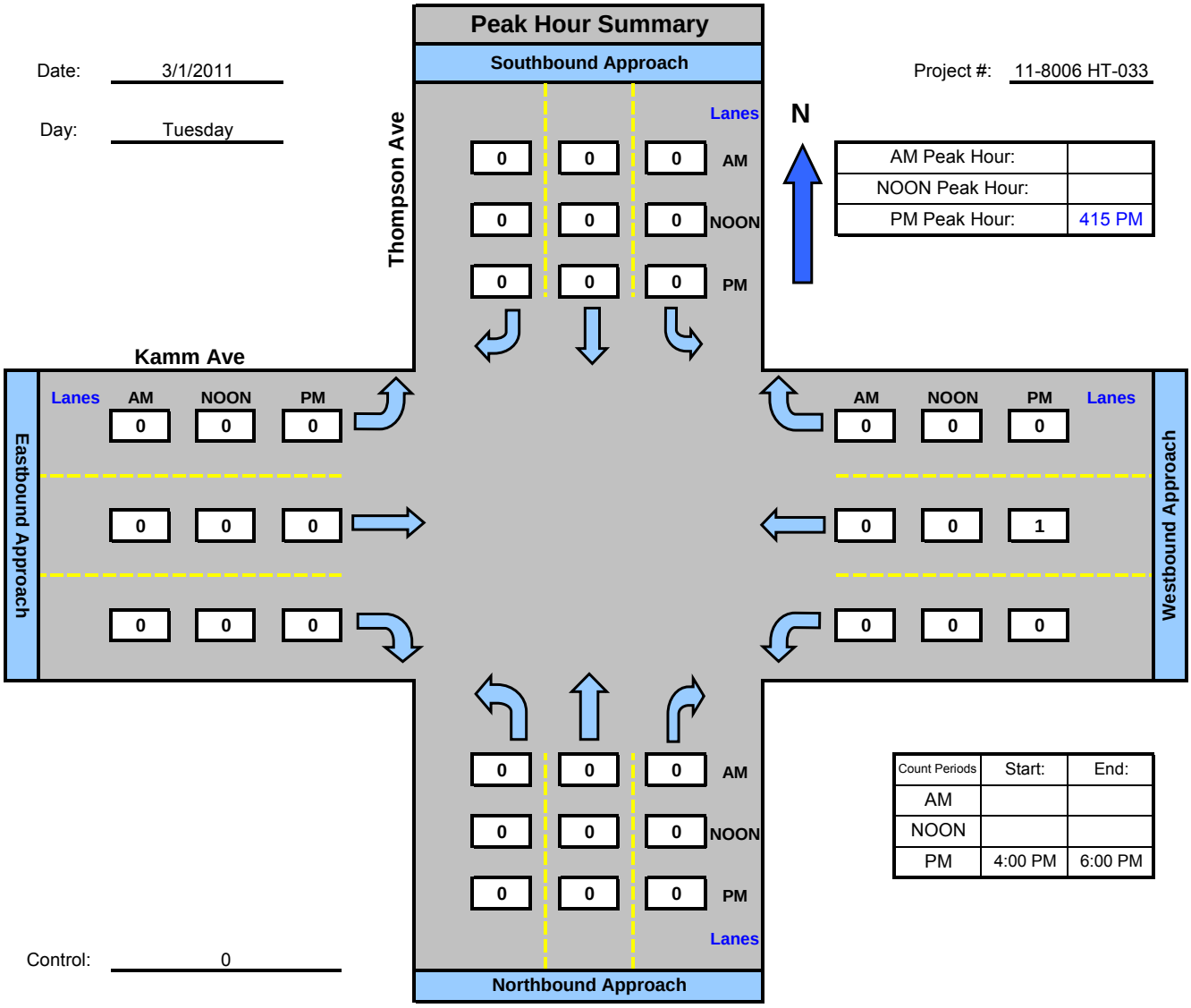
National Data & Surveying Services

## *Thompson Ave and Kamm Ave , City of Selma*

Date: 3/1/2011

Day: Tuesday

Project #: 11-8006 HT-033




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

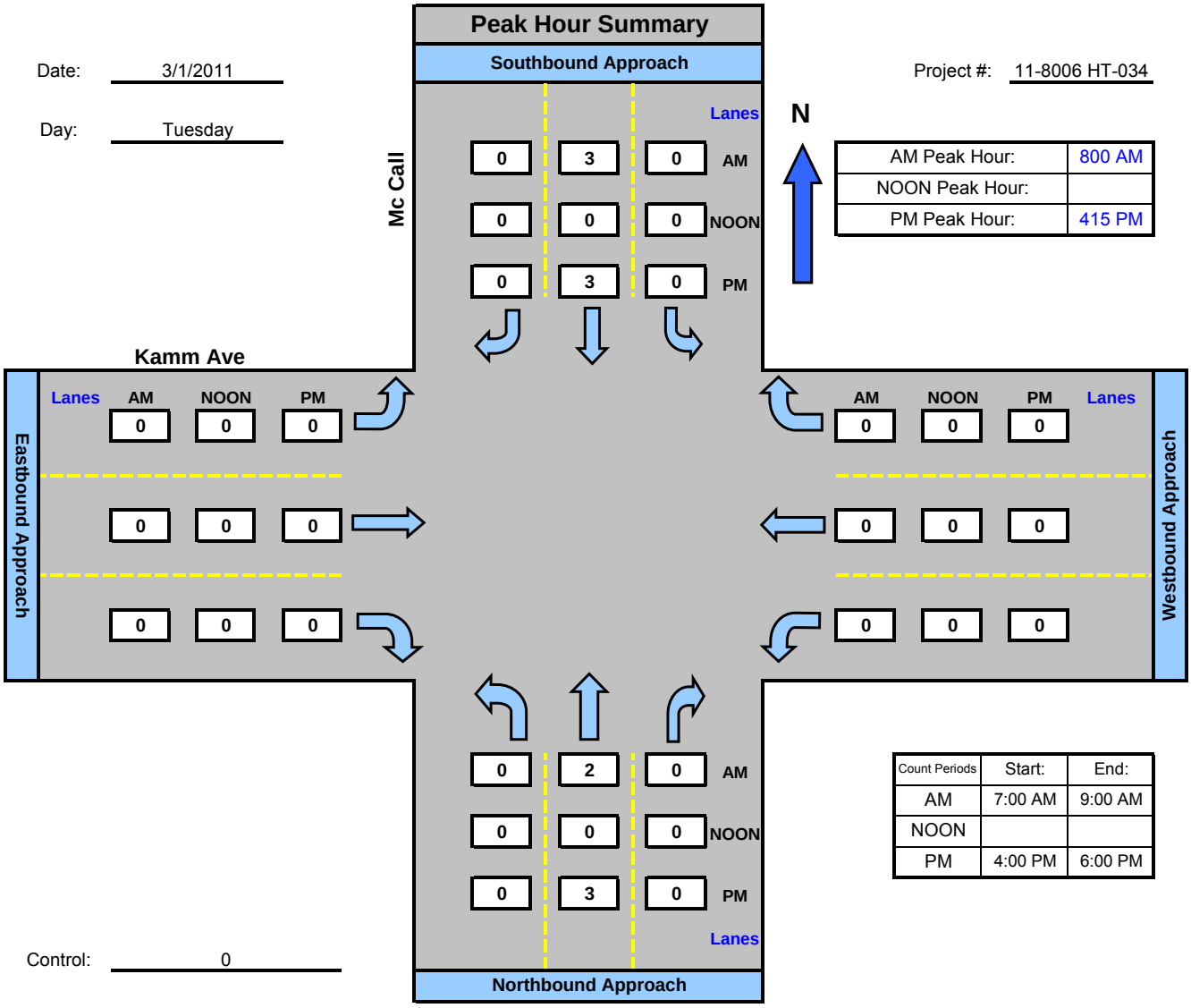
National Data & Surveying Services

## *Mc Call and Kamm Ave , City of Selma*

Date: 3/1/2011

Day: Tuesday

Project #: 11-8006 HT-034




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

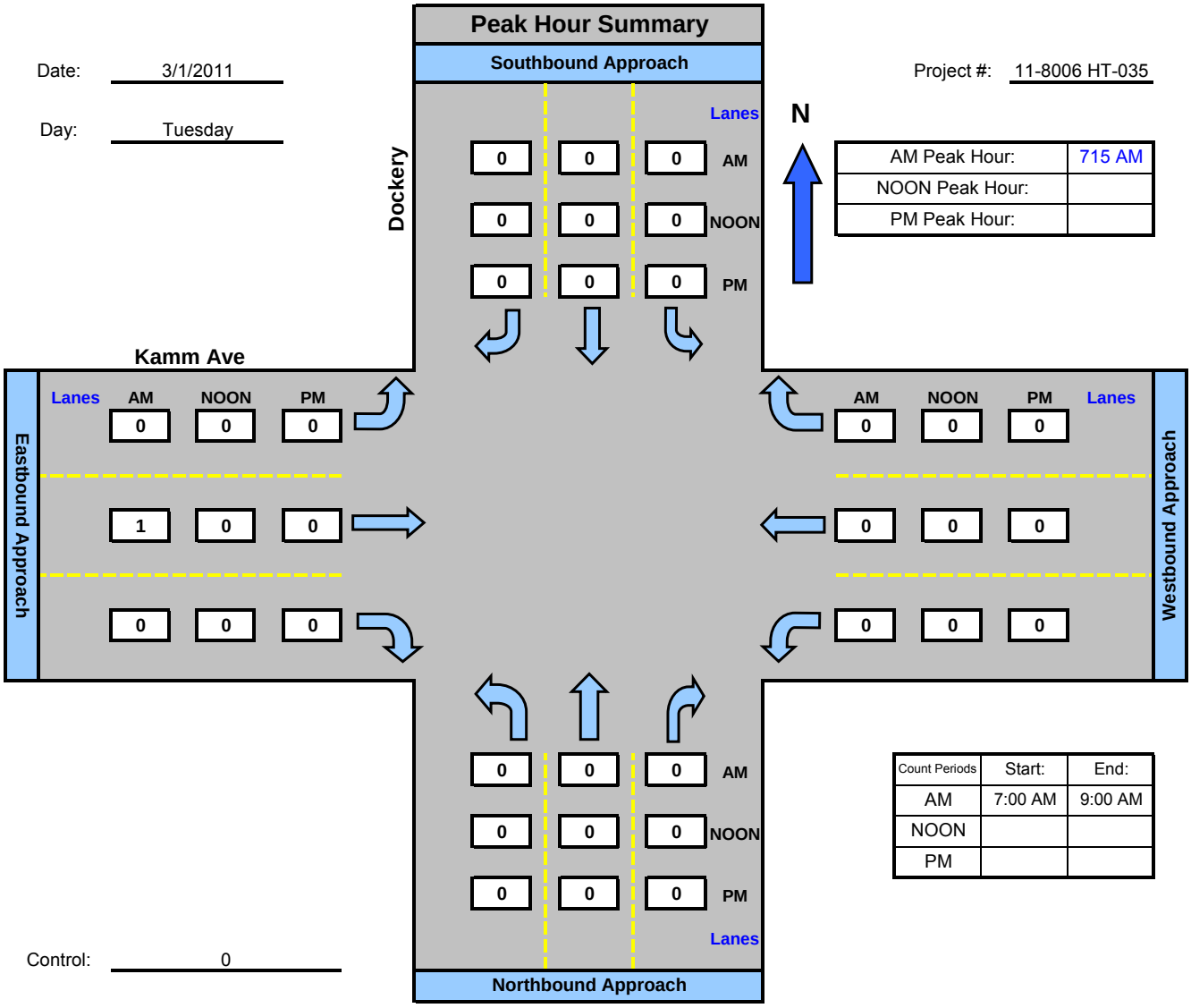
National Data & Surveying Services

## *Dockery and Kamm Ave , City of Selma*

Date: 3/1/2011

Day: Tuesday

Project #: 11-8006 HT-035




| | |
|---|---|
| AM Peak Hour: | 715 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | | |

Control: 0

# Intersection Turning Movement

Prepared by:

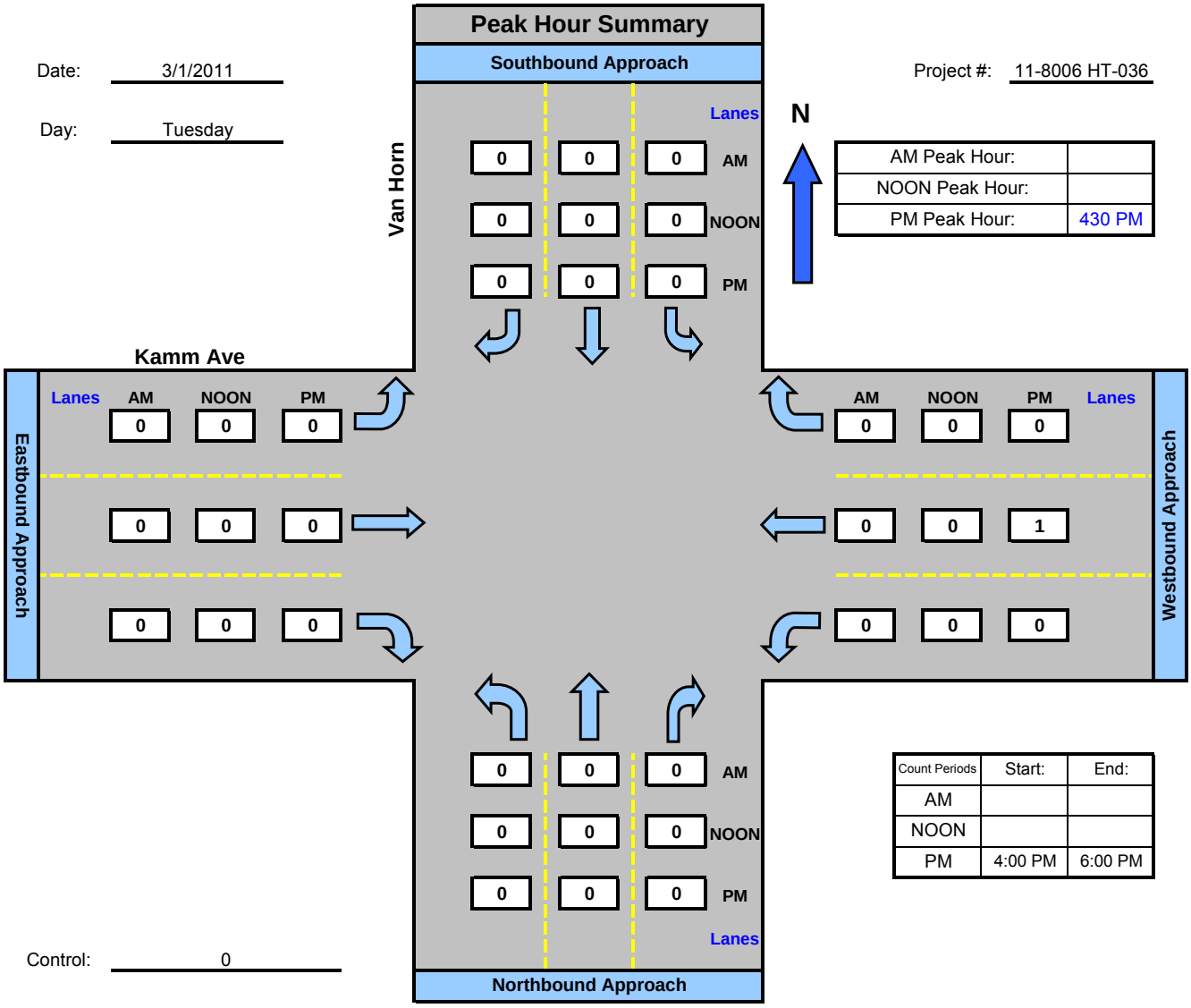
National Data & Surveying Services

## *Van Horn and Kamm Ave , City of Selma*

Date: 3/1/2011

Day: Tuesday

Project #: 11-8006 HT-036




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | |
| PM Peak Hour: | 430 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

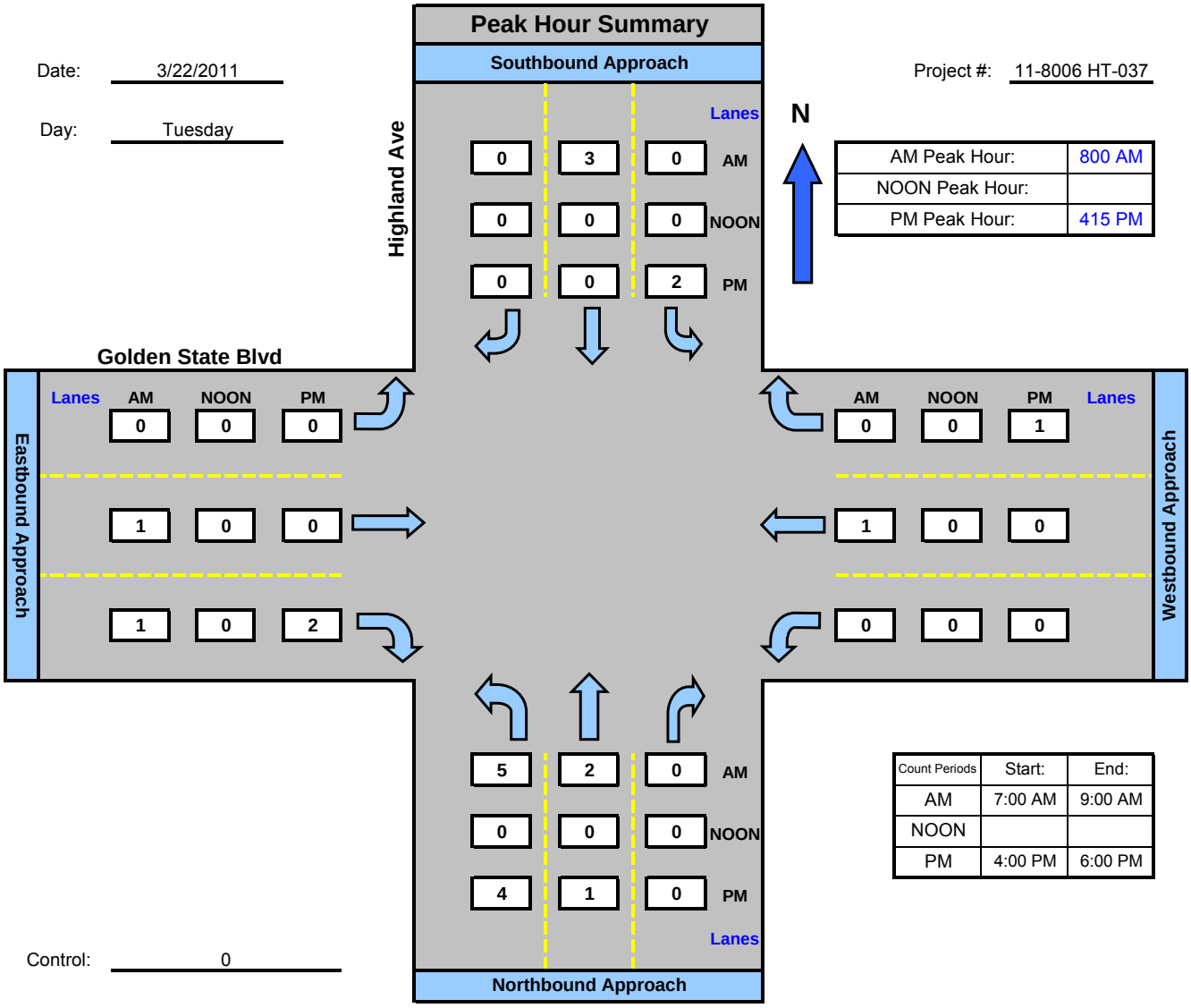
National Data & Surveying Services

## *Highland Ave and Golden State Blvd , City of Selma*

Date: 3/22/2011

Day: Tuesday

Project #: 11-8006 HT-037




| AM Peak Hour: | 800 AM |
|---|---|
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

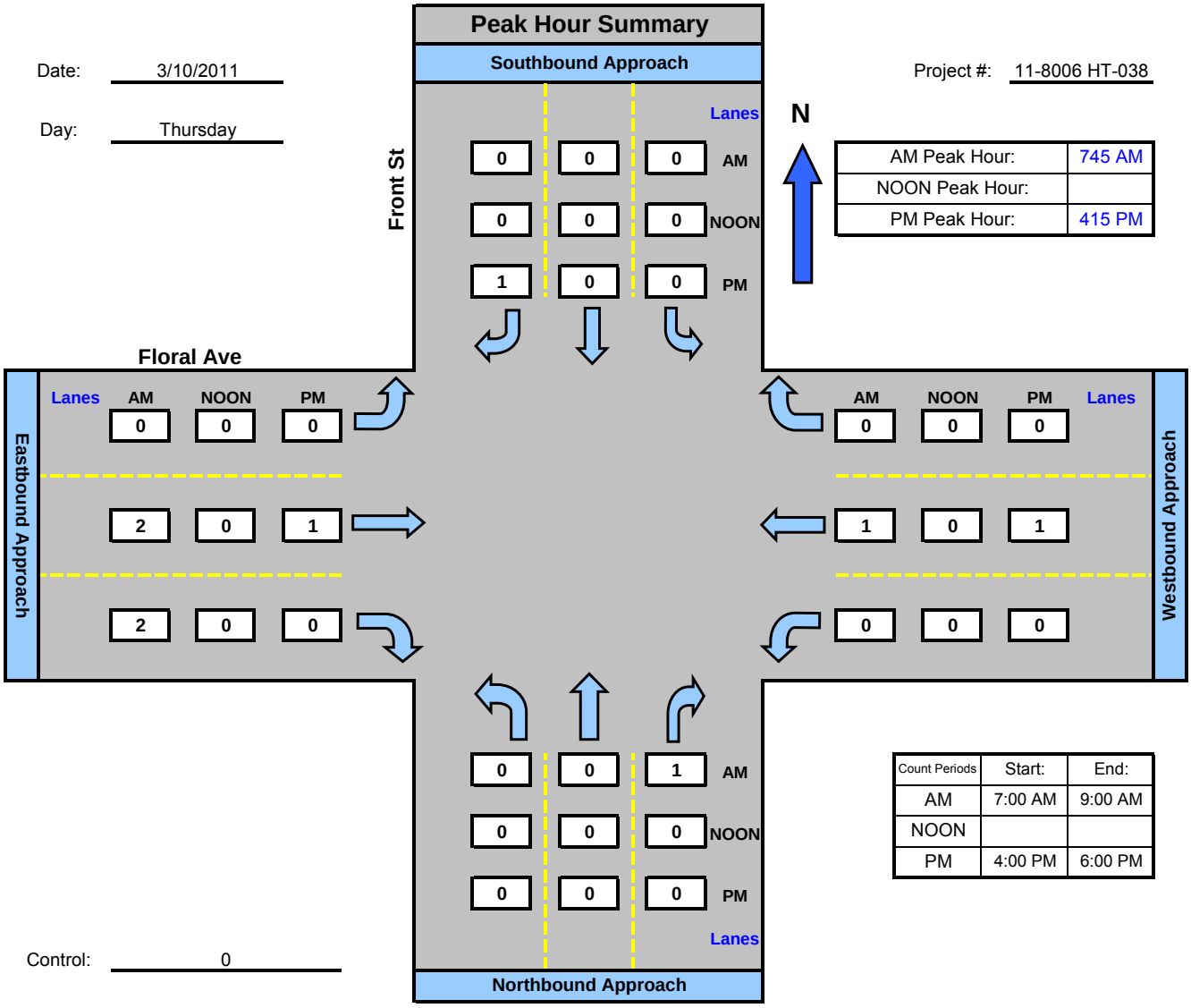
National Data & Surveying Services

## *Front St and Floral Ave , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-038




| | |
|---|---|
| AM Peak Hour: | 745 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

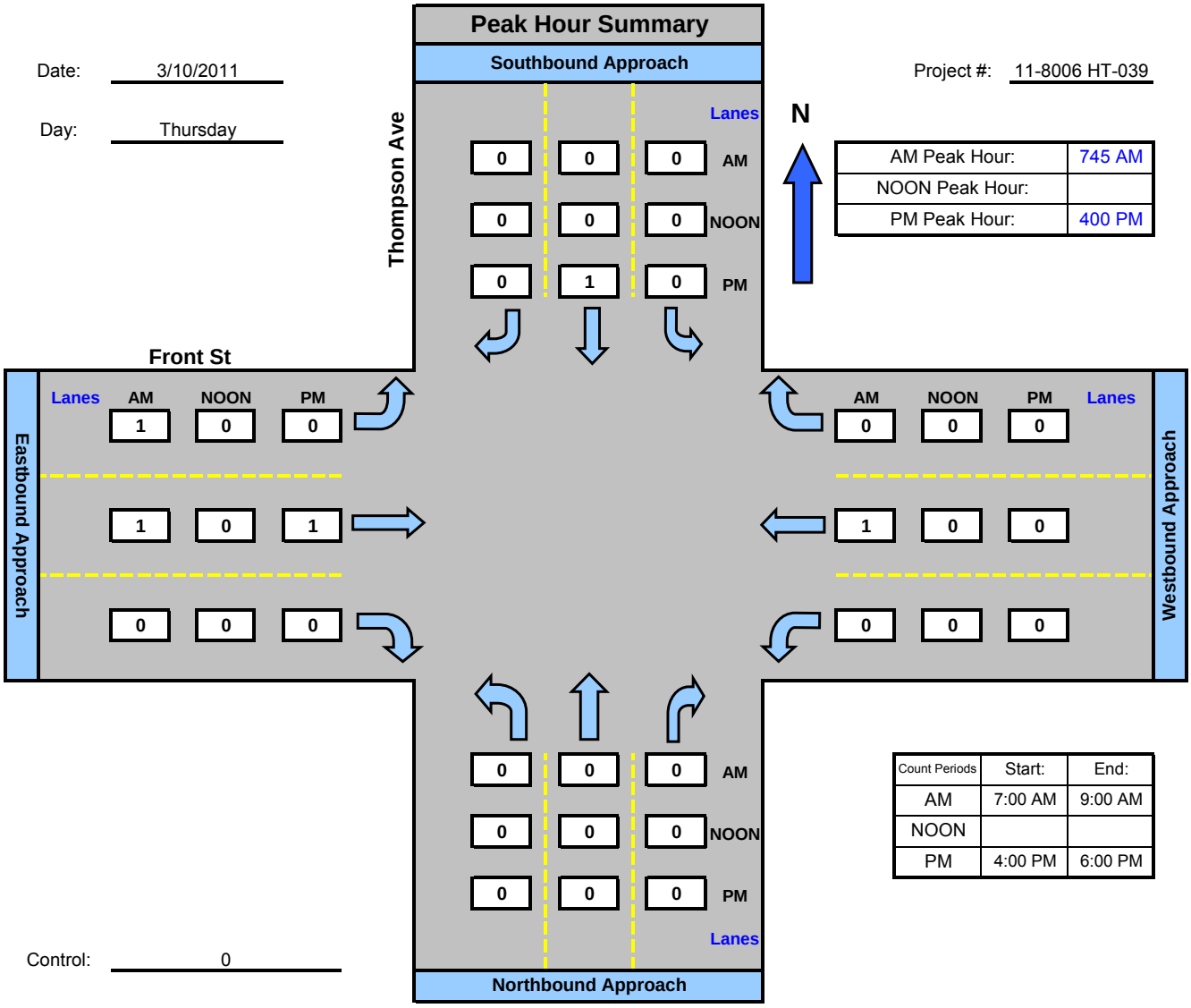
National Data & Surveying Services

## *Thompson Ave and Front St , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-039




| AM Peak Hour: | 745 AM |
|---|---|
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

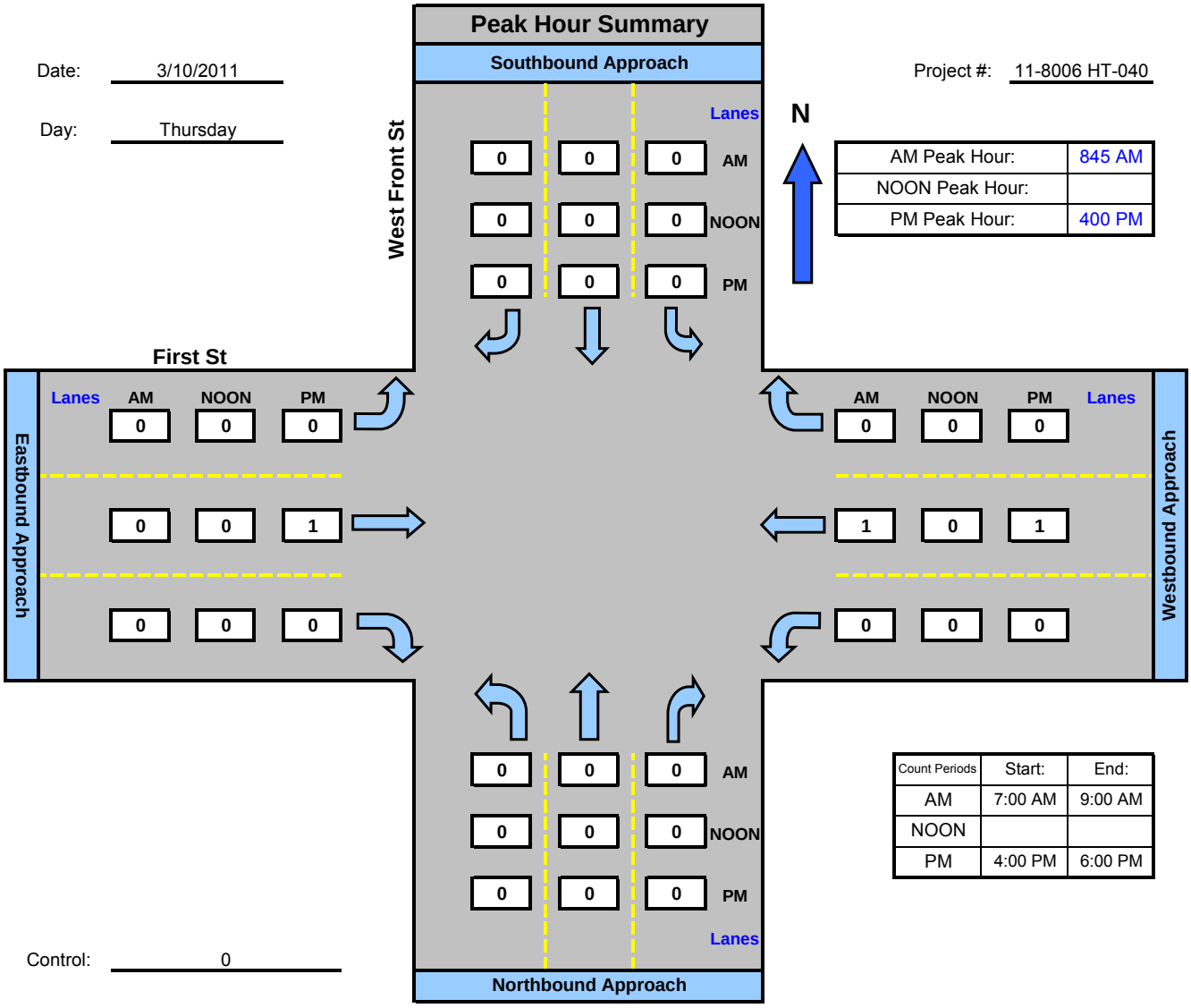
National Data & Surveying Services

## *West Front St and First St , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-040




| | |
|---|---|
| AM Peak Hour: | 845 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

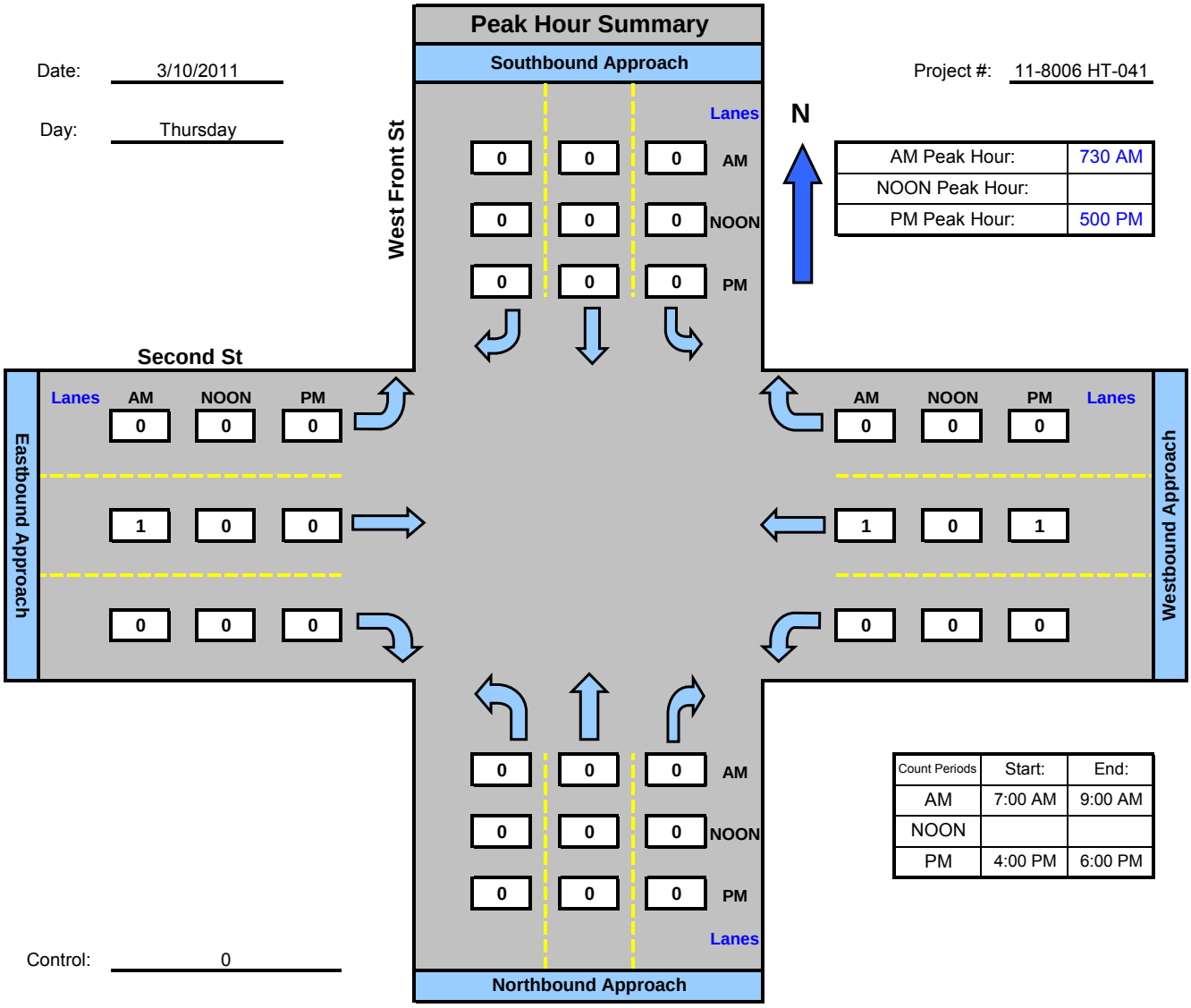
National Data & Surveying Services

## *West Front St and Second St , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-041




| | |
|---|---|
| AM Peak Hour: | 730 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 500 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

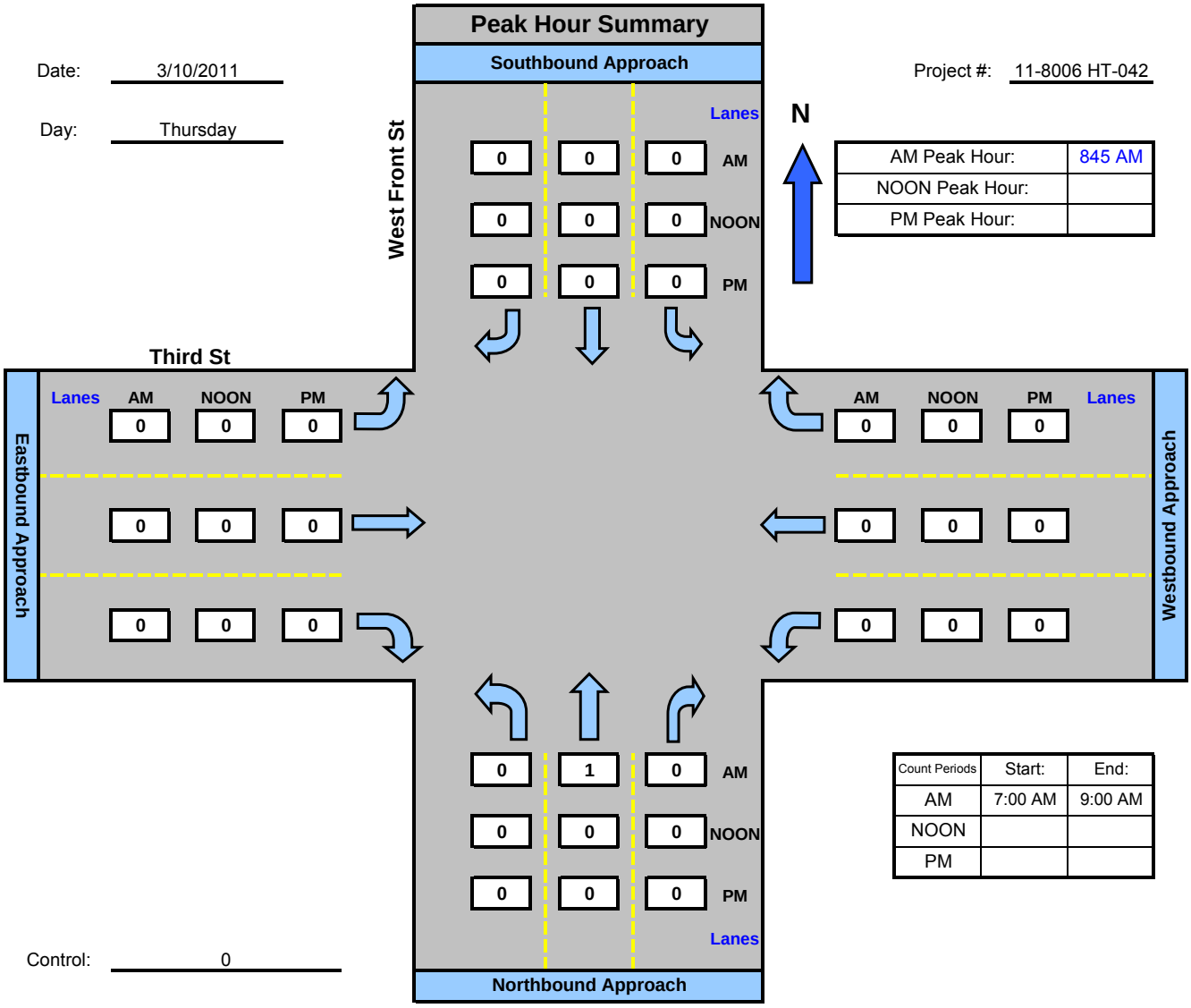
National Data & Surveying Services

## *West Front St and Third St , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-042




| | |
|---|---|
| AM Peak Hour: | 845 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | | |

Control: 0

# Intersection Turning Movement

Prepared by:

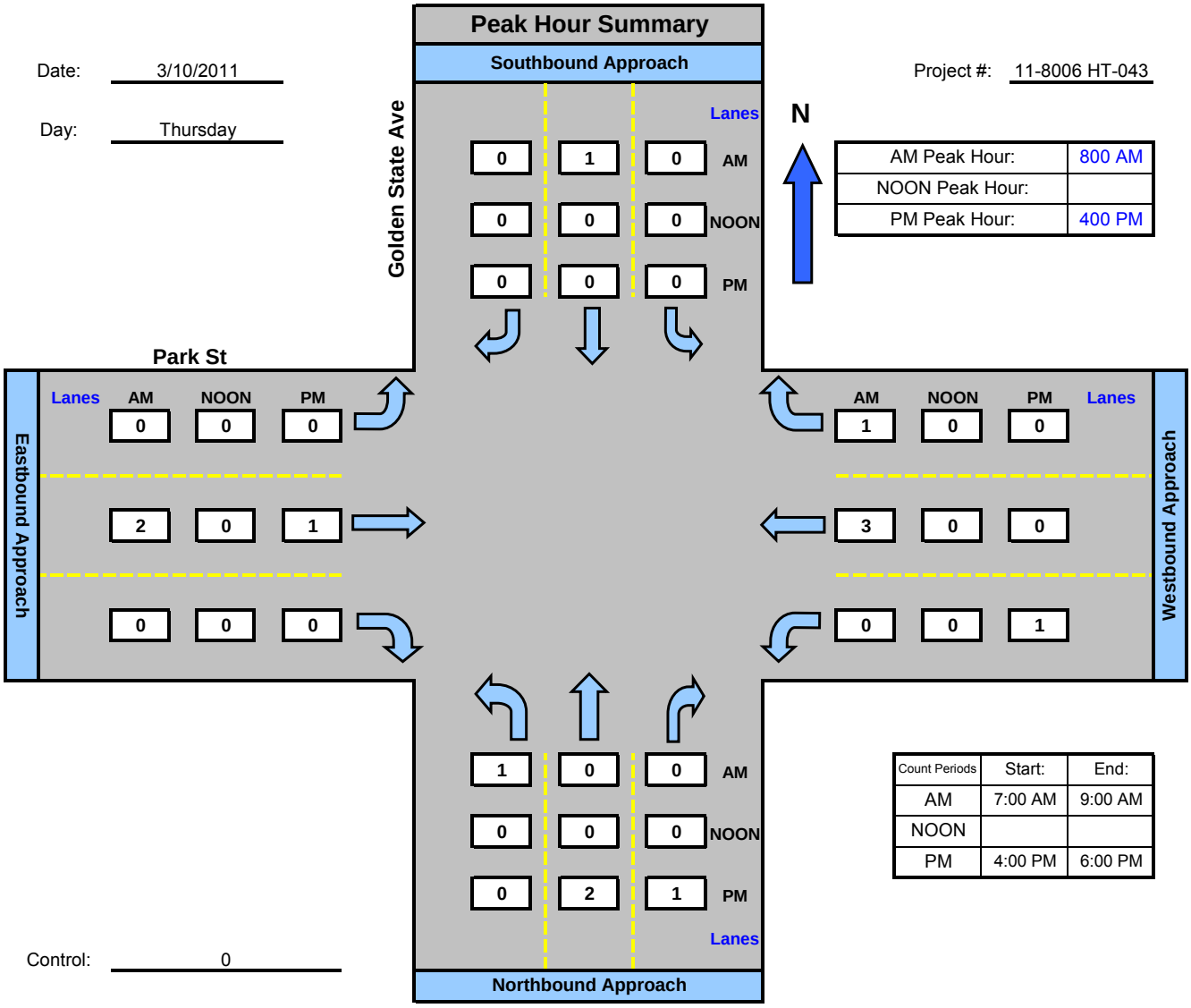
National Data & Surveying Services

## *Golden State Ave and Park St , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-043




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

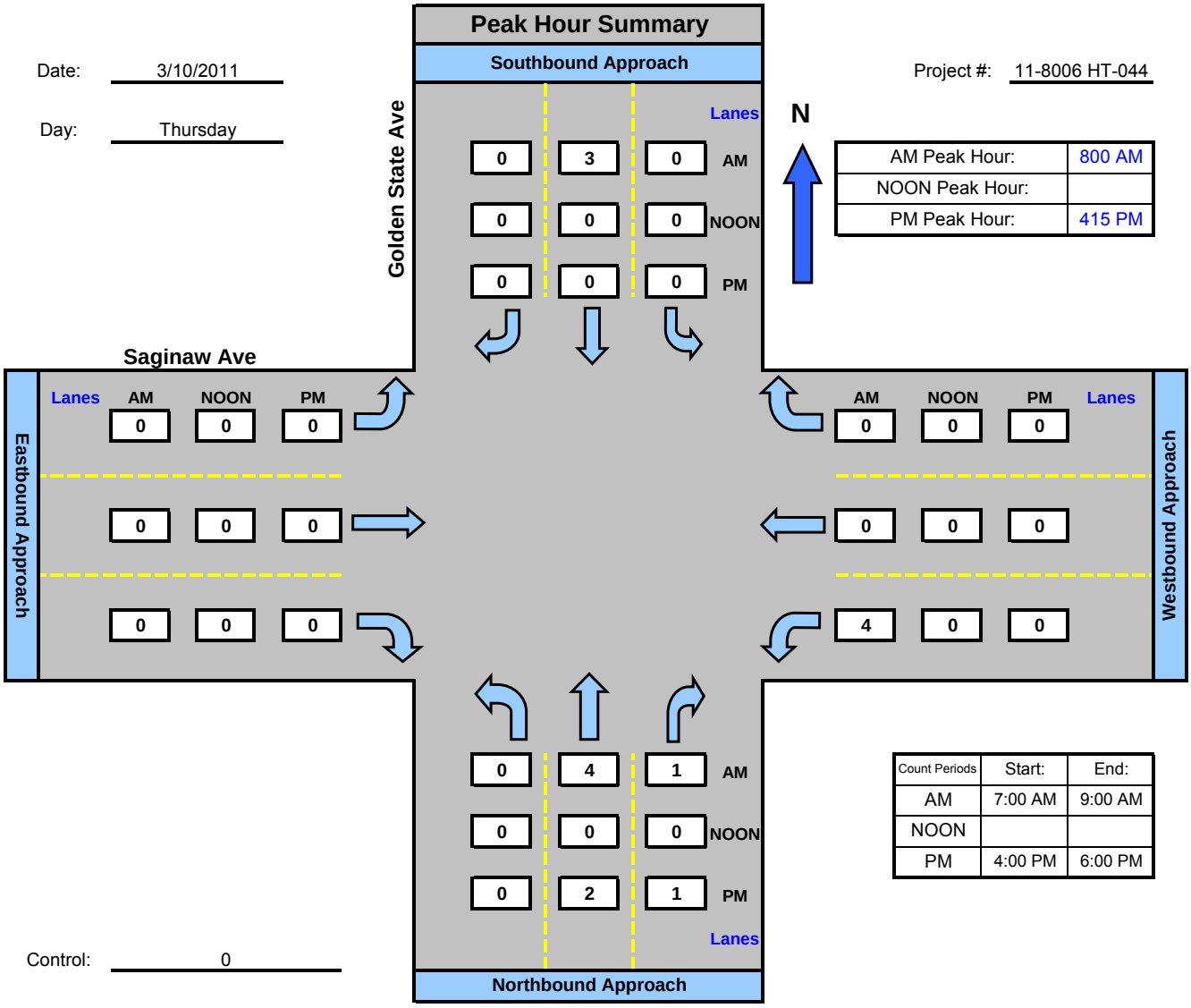
Control: 0

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

## *Golden State Ave and Saginaw Ave , City of Selma*




Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-044

| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

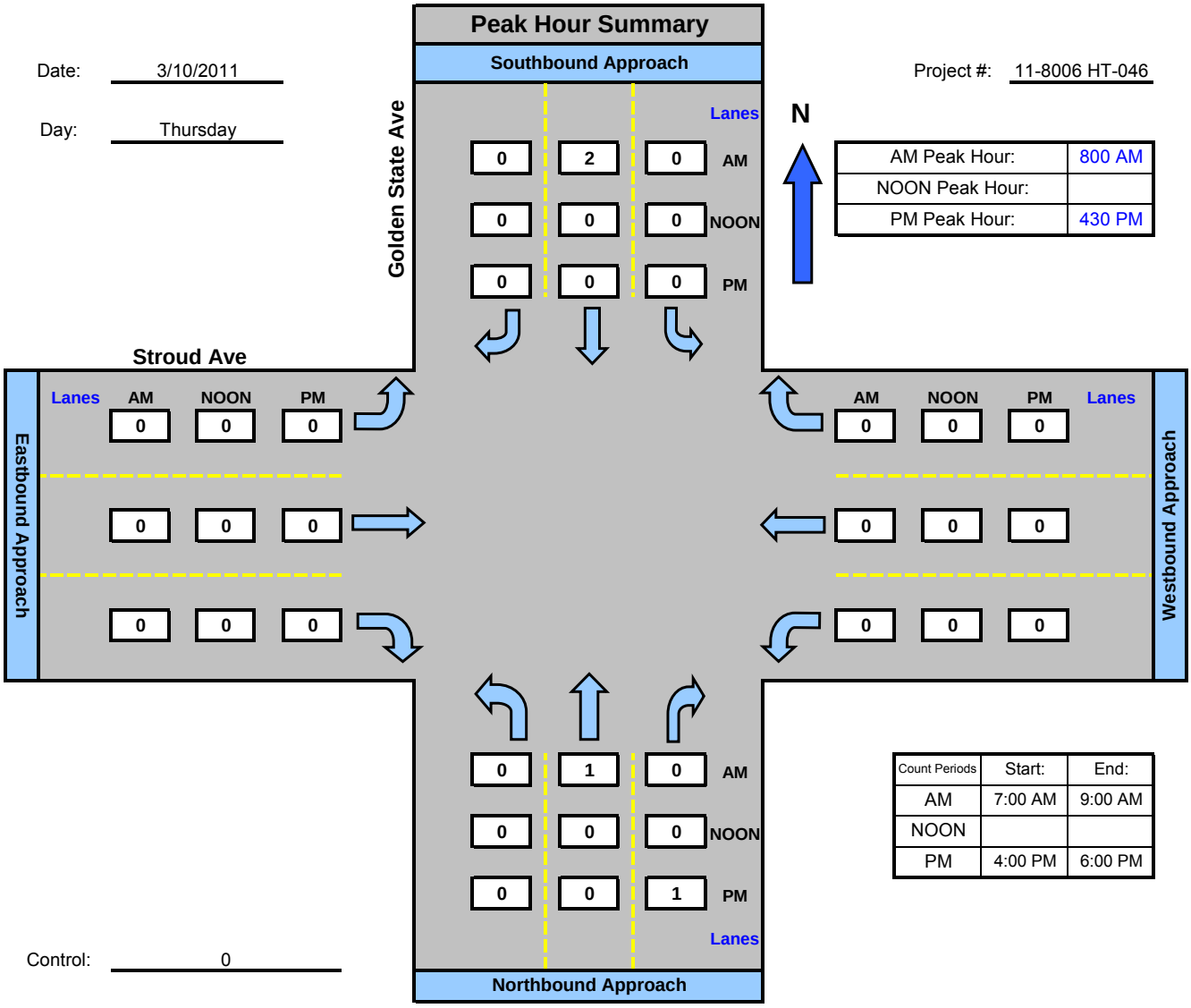
Control: 0

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

## *Golden State Ave and Stroud Ave , City of Selma*




Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-046

| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 430 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

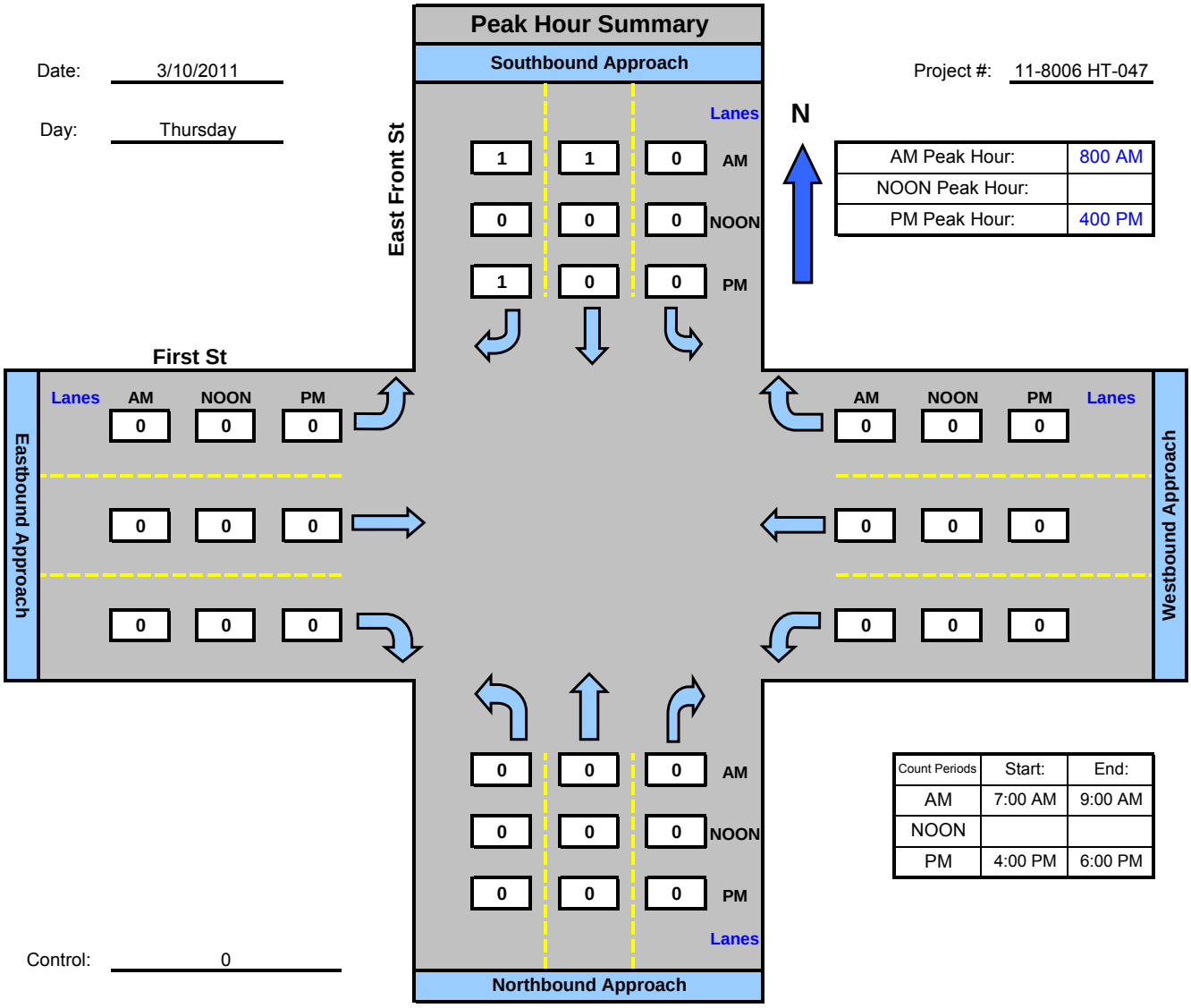
National Data & Surveying Services

## *East Front St and First St , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-047




| | |
|---|---|
| AM Peak Hour: | 800 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 400 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

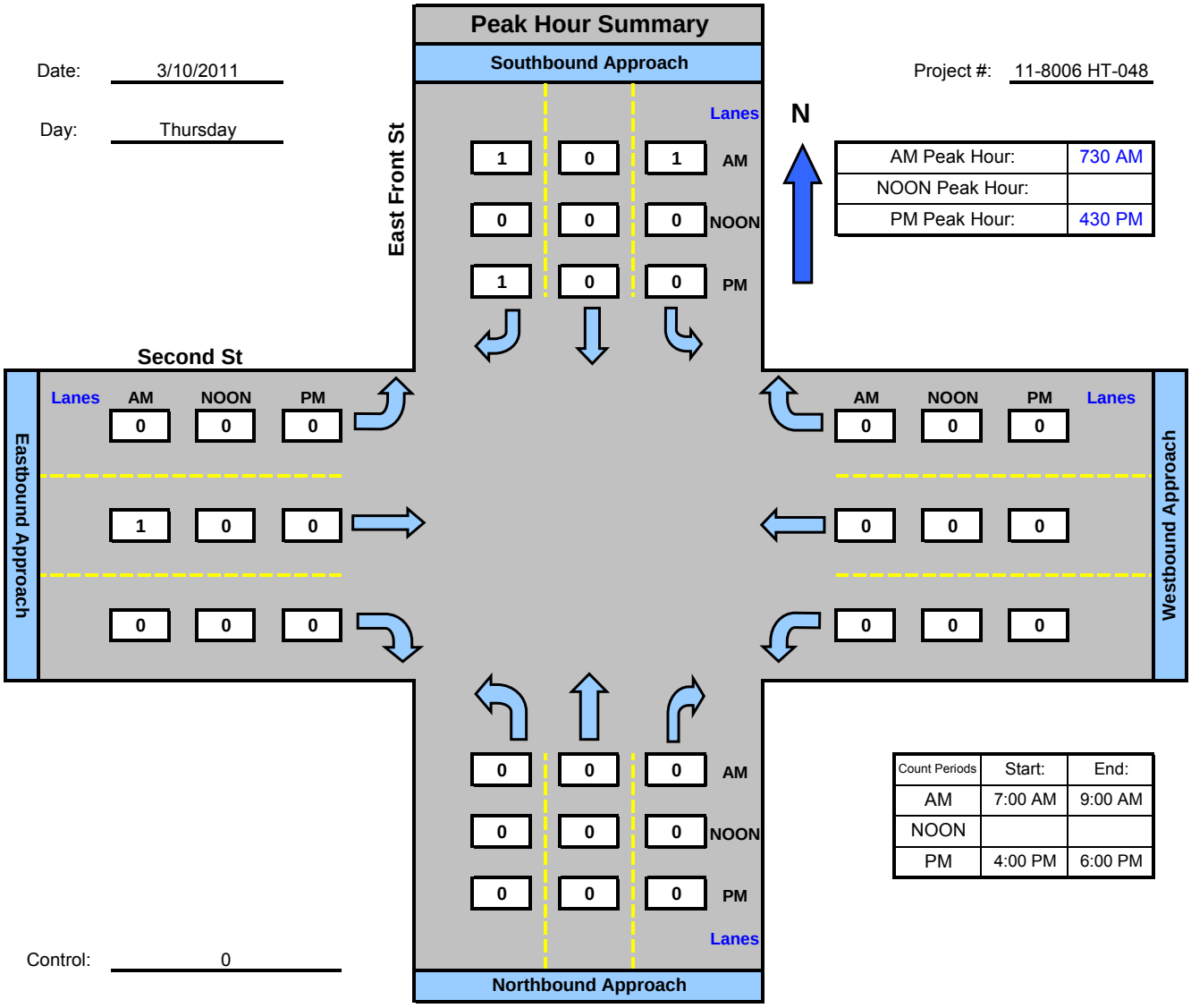
National Data & Surveying Services

## *East Front St and Second St , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-048




| | |
|---|---|
| AM Peak Hour: | 730 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 430 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

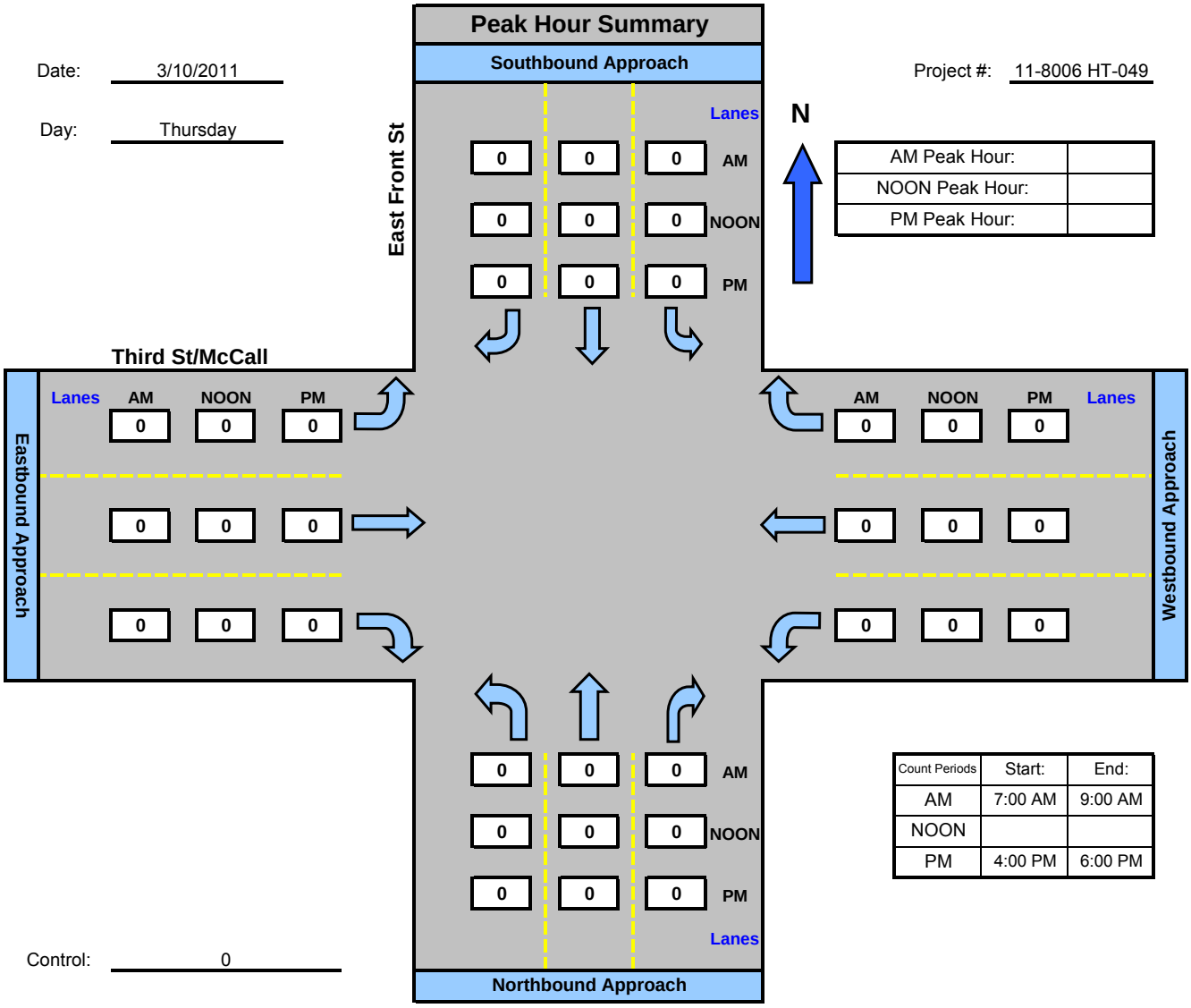
National Data & Surveying Services

## *East Front St and Third St/McCall , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-049




Control: 0

# Intersection Turning Movement

Prepared by:

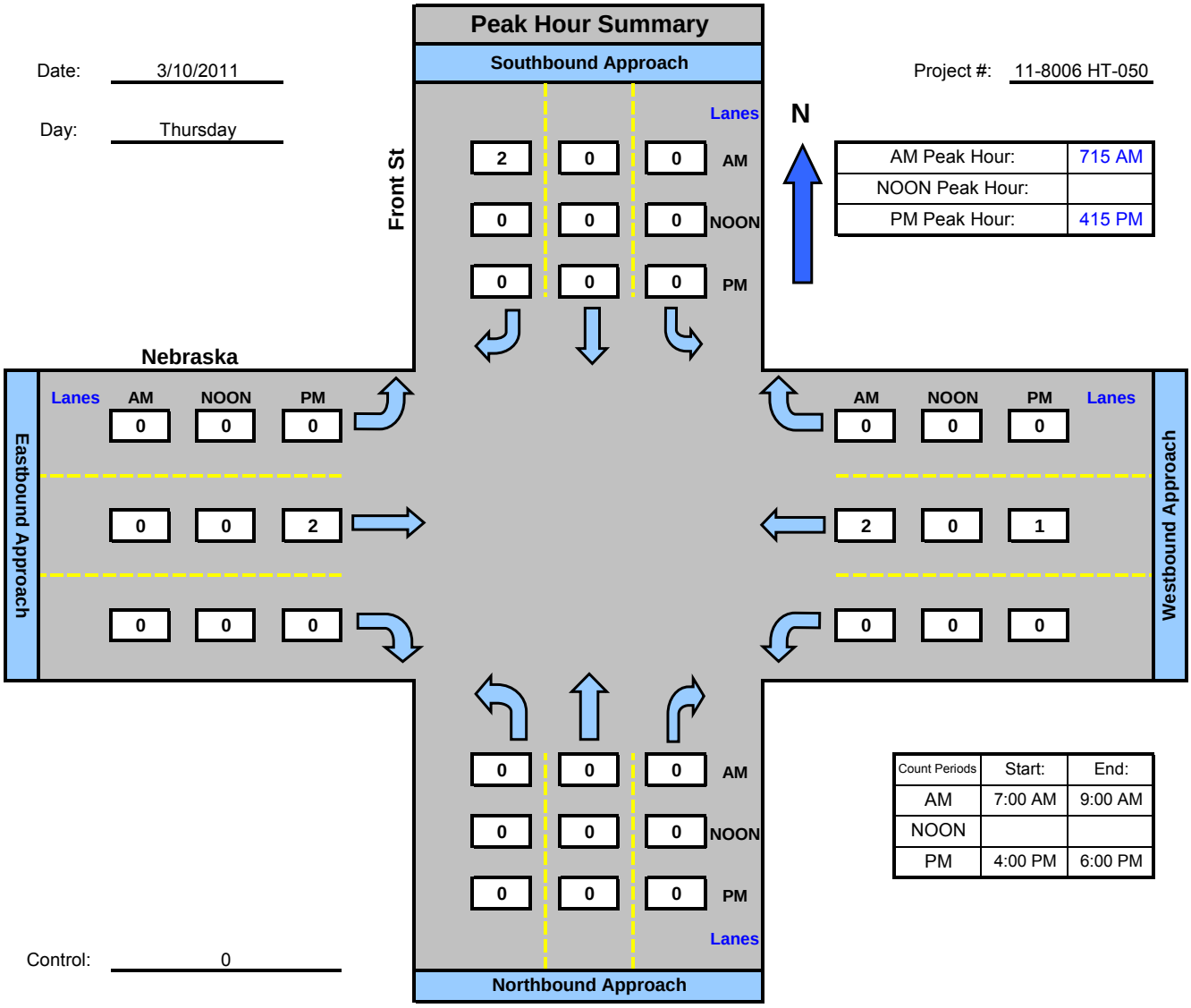
National Data & Surveying Services

## *Front St and Nebraska , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-050




| | |
|---|---|
| AM Peak Hour: | 715 AM |
| NOON Peak Hour: | |
| PM Peak Hour: | 415 PM |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | 4:00 PM | 6:00 PM |

Control: 0

# Intersection Turning Movement

Prepared by:

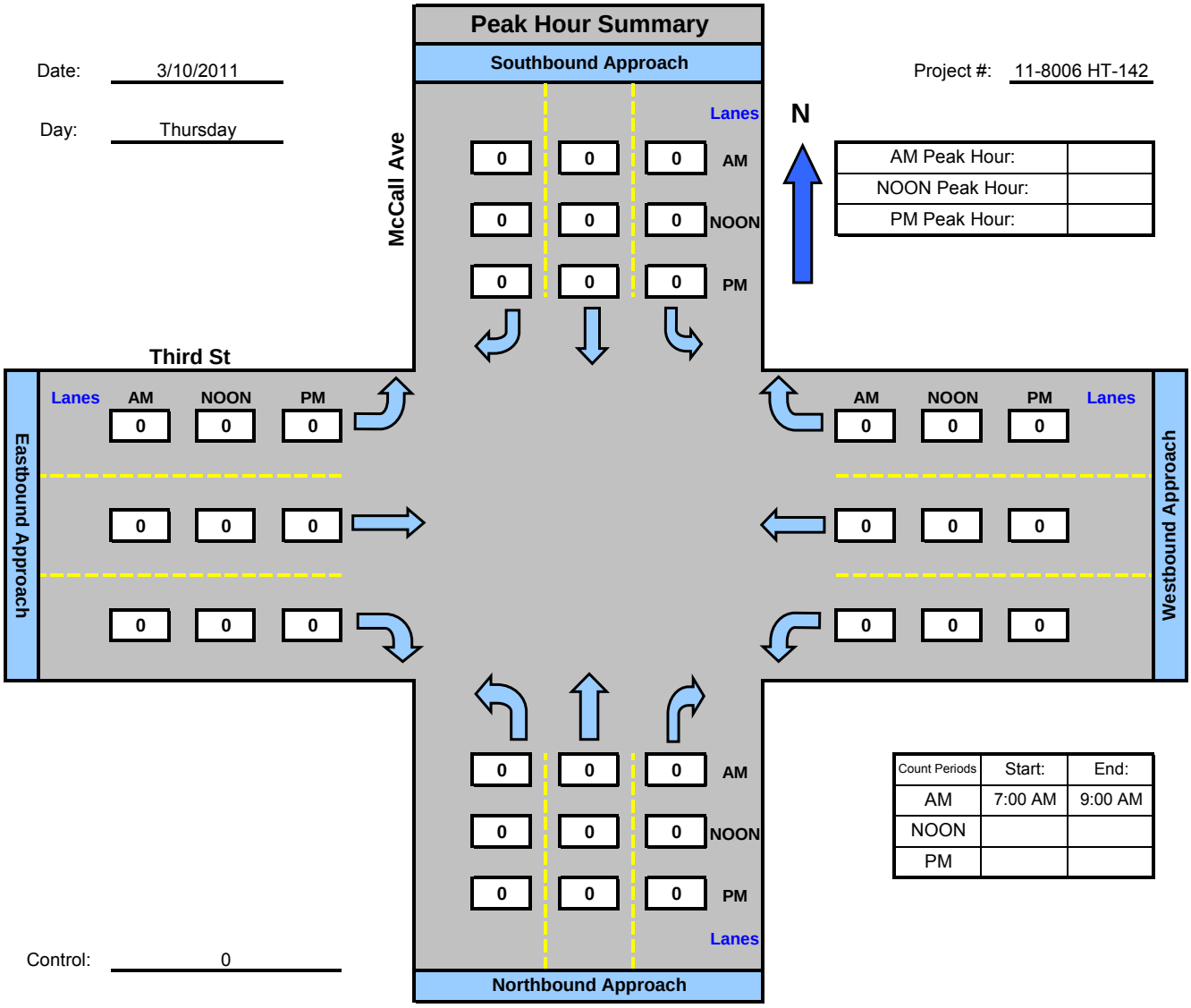
National Data & Surveying Services

## *McCall Ave and Third St , City of Selma*

Date: 3/10/2011

Day: Thursday

Project #: 11-8006 HT-142




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | | |
| PM | | |

Control: 0

# Intersection Turning Movement

Prepared by:

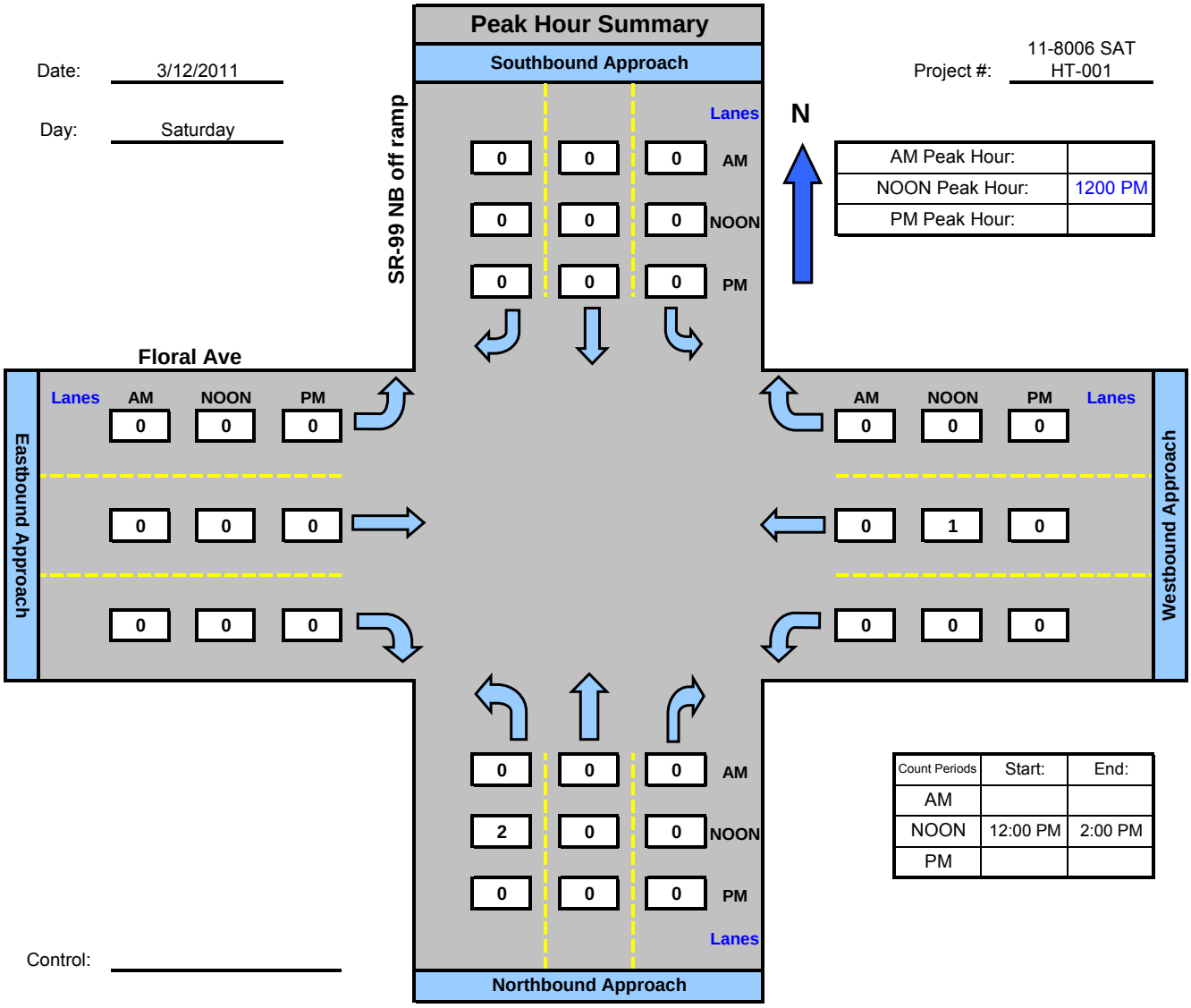
National Data & Surveying Services

## *SR-99 NB off ramp and Floral Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-001




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

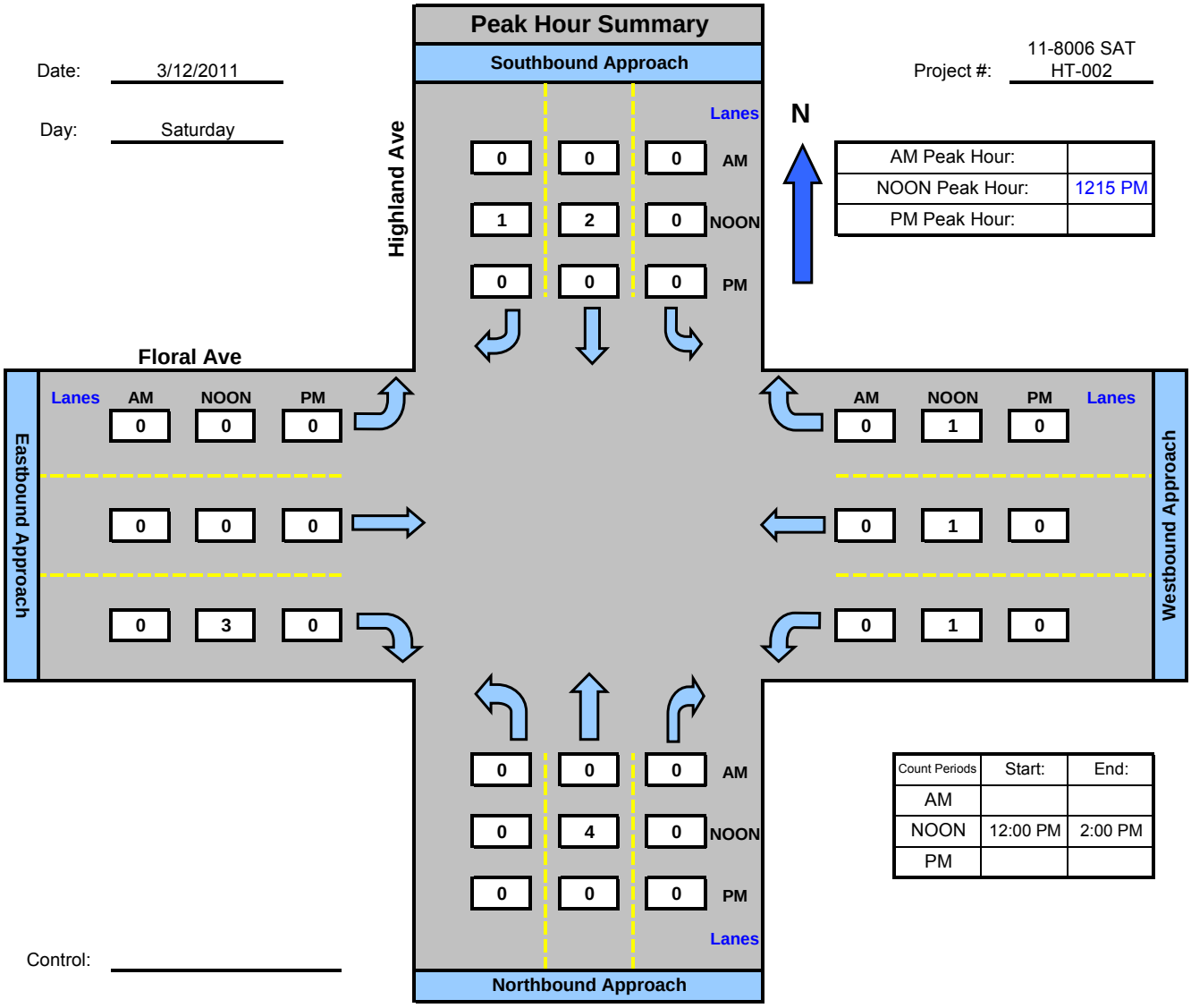
National Data & Surveying Services

## *Highland Ave and Floral Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-002




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

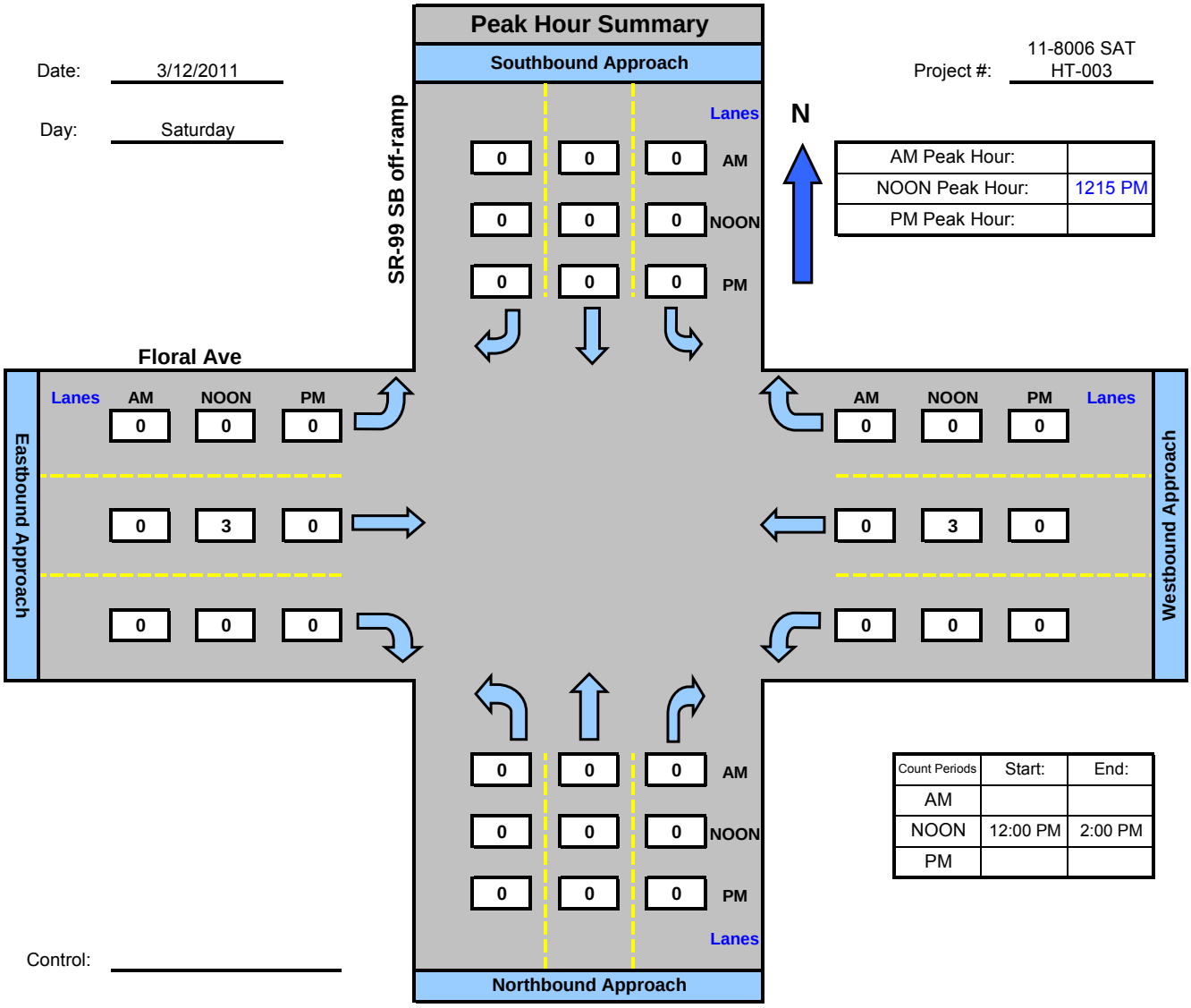
National Data & Surveying Services

## *SR-99 SB off-ramp and Floral Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-003




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

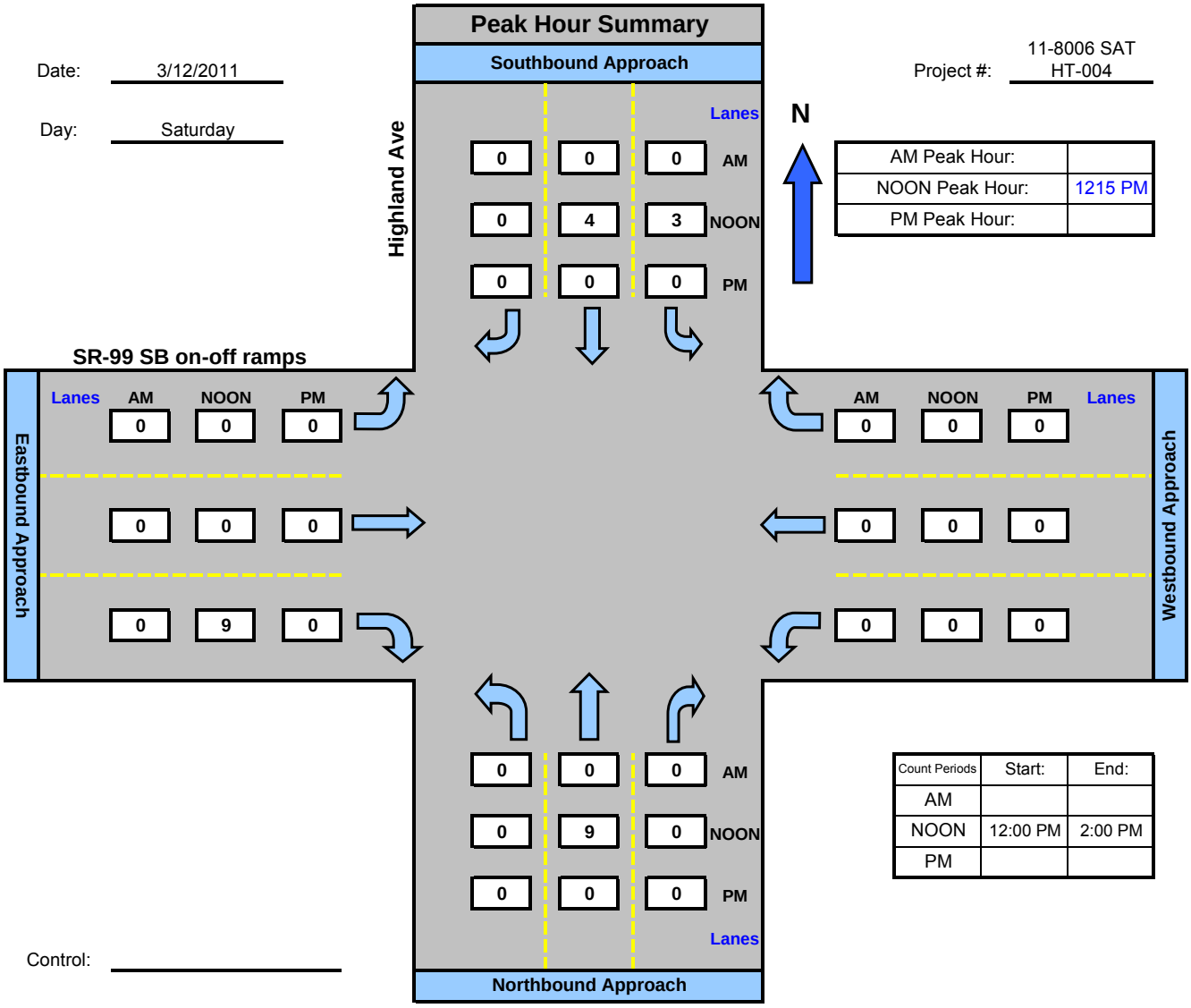
National Data & Surveying Services

## *Highland Ave and SR-99 SB on-off ramps ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-004




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

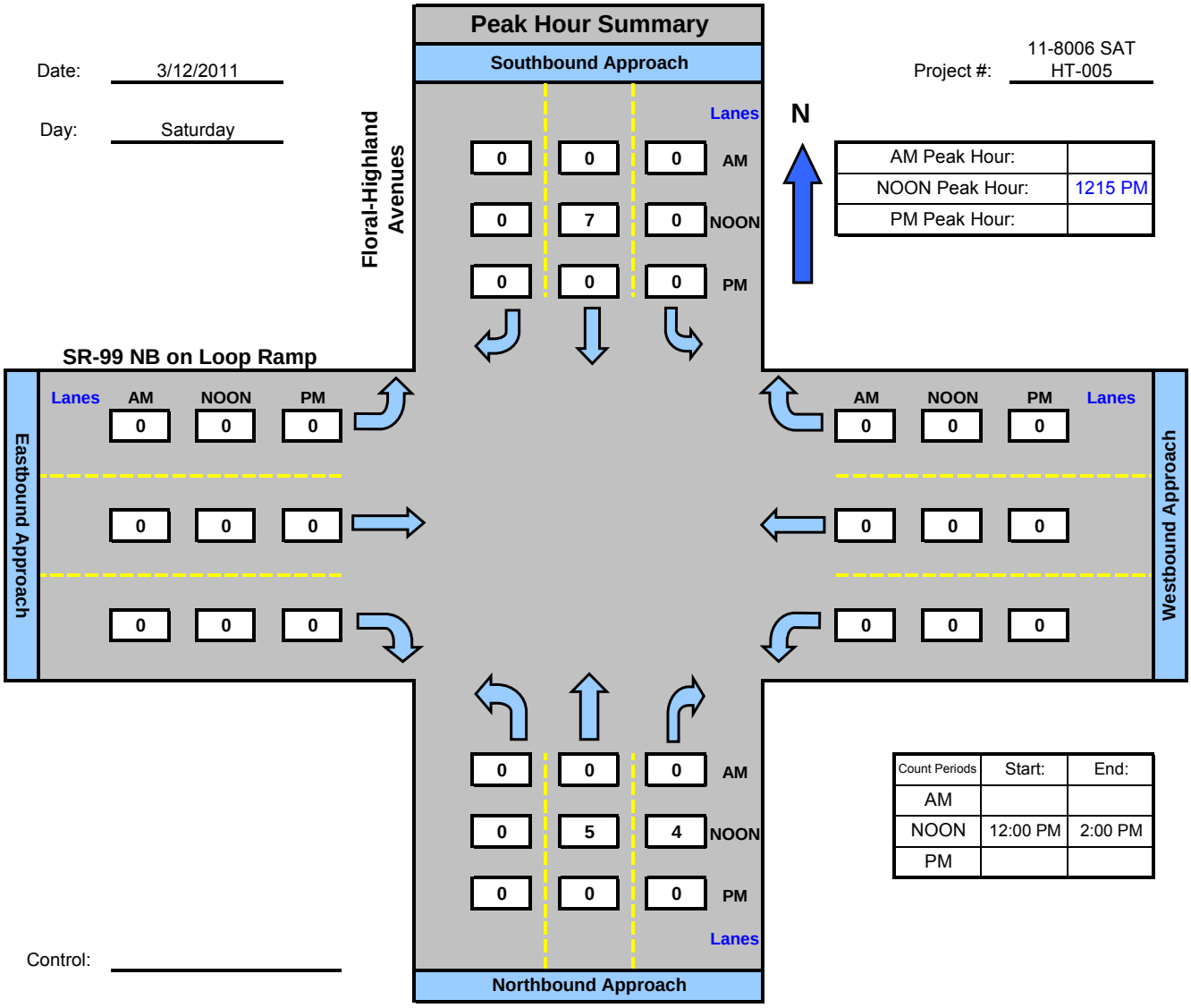
National Data & Surveying Services

## *Floral-Highland Avenues and SR-99 NB on Loop Ramp ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-005




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

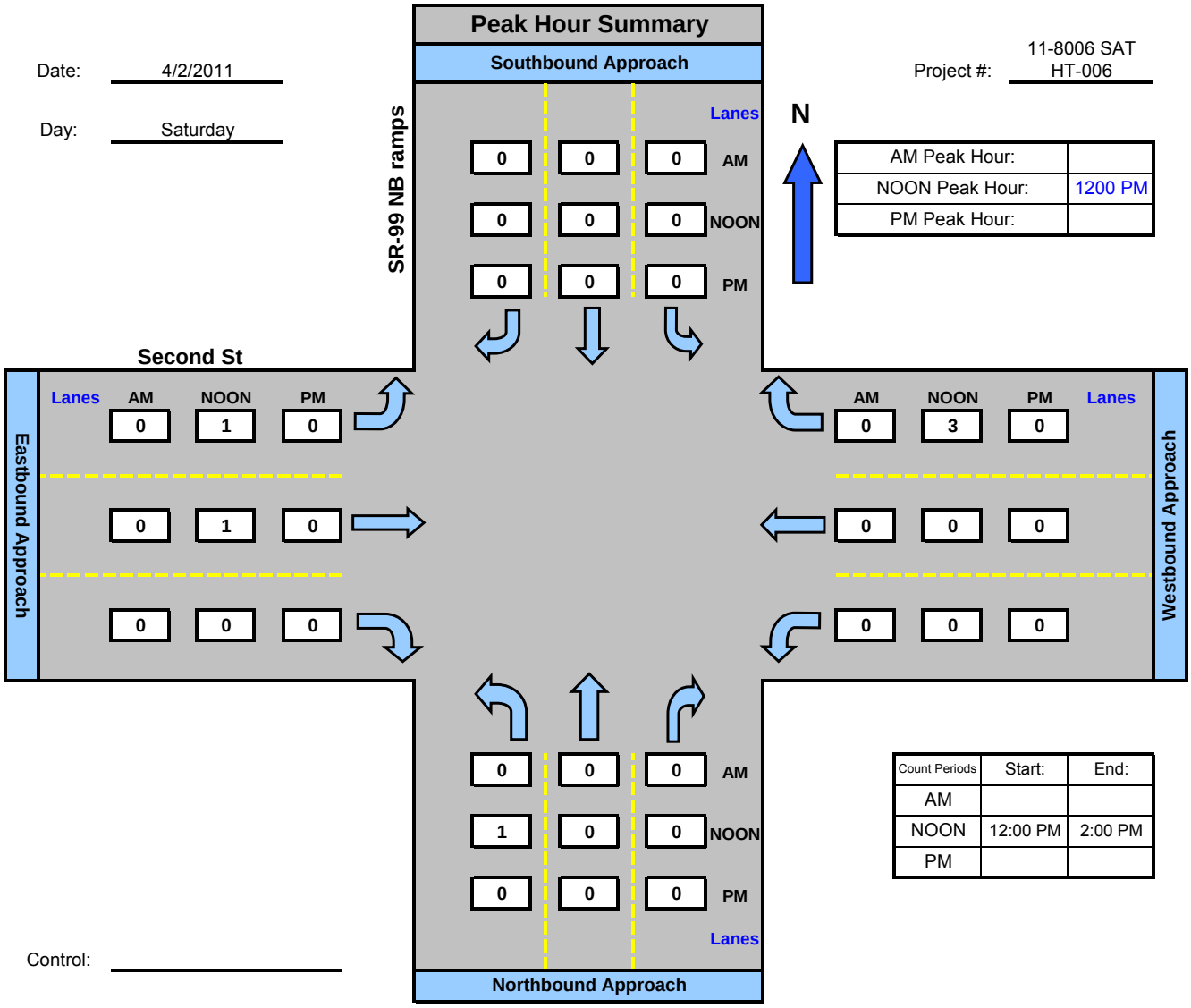
National Data & Surveying Services

## *SR-99 NB ramps and Second St ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-006




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

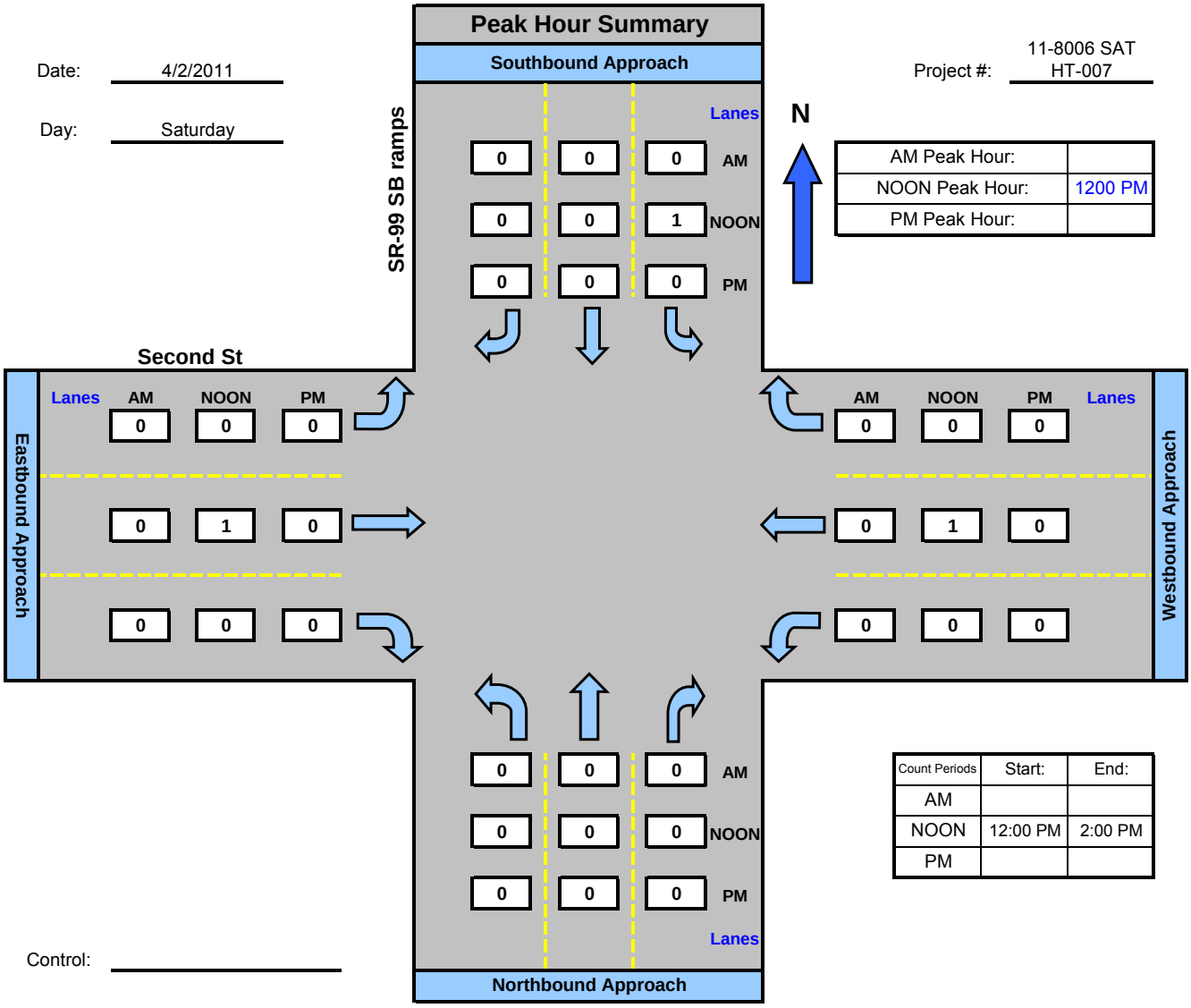
National Data & Surveying Services

## *SR-99 SB ramps and Second St ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-007




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

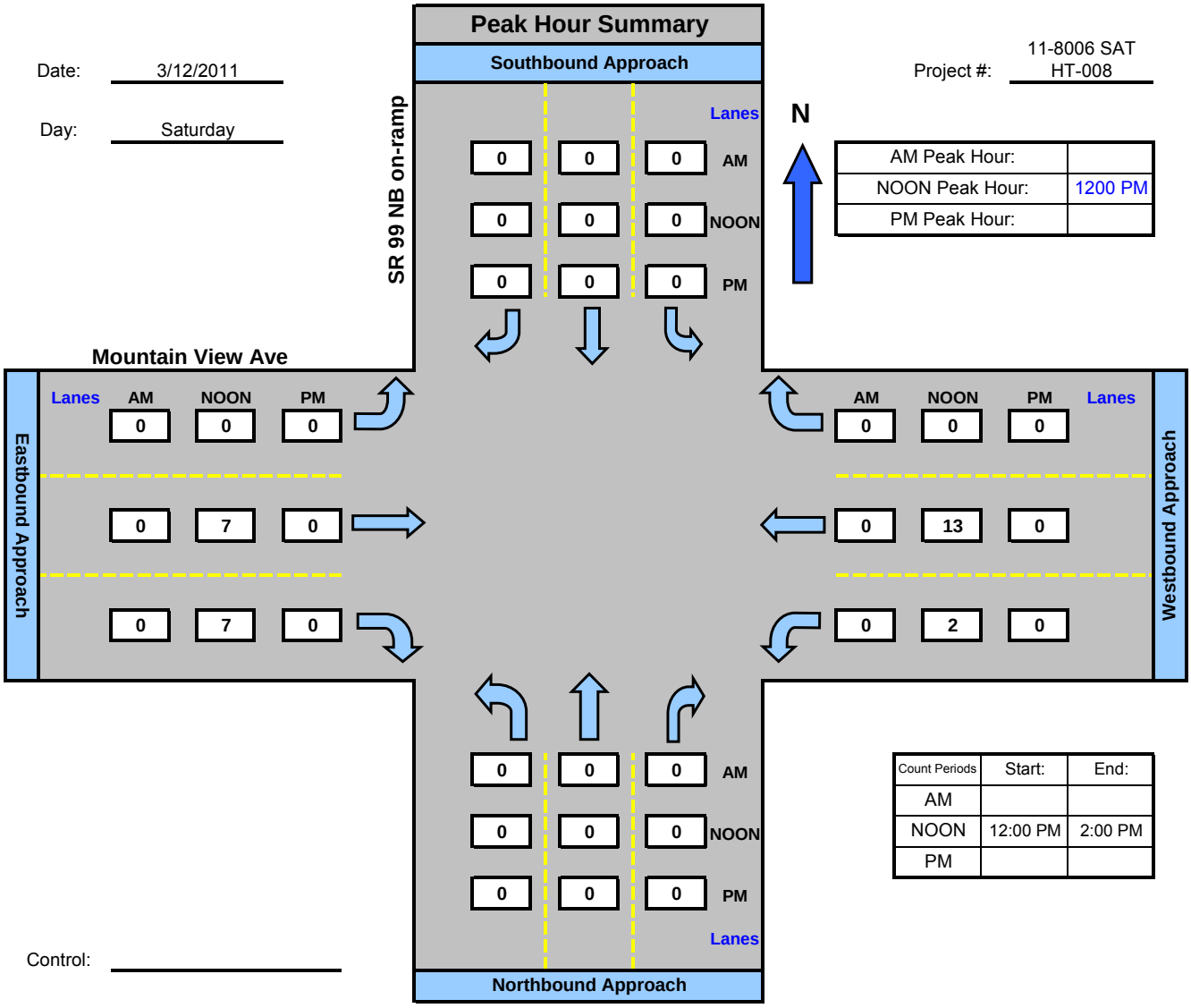
Control:

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

## *SR 99 NB on-ramp and Mountain View Ave ,*




Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-008

| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

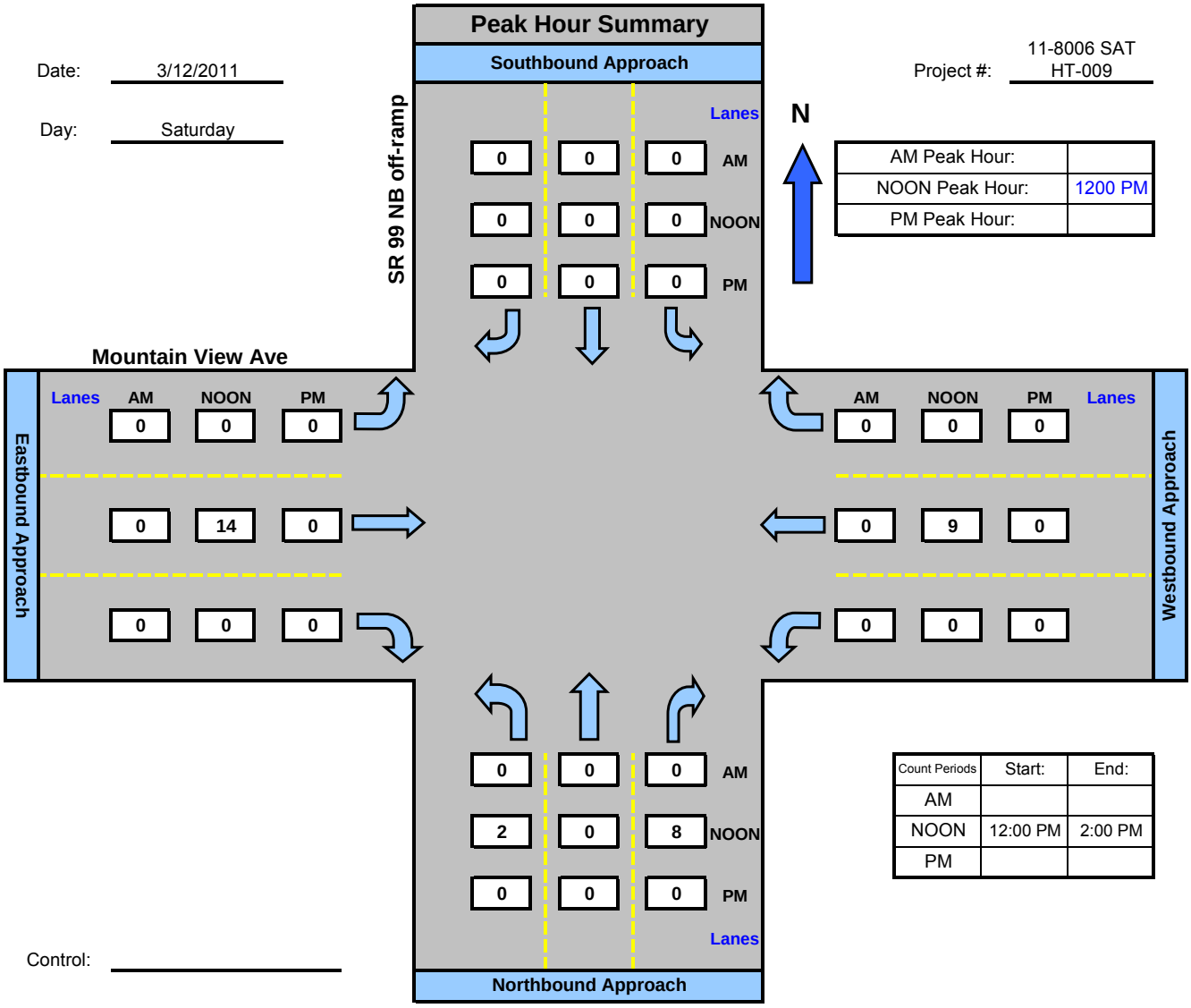
National Data & Surveying Services

## *SR 99 NB off-ramp and Mountain View Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-009




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

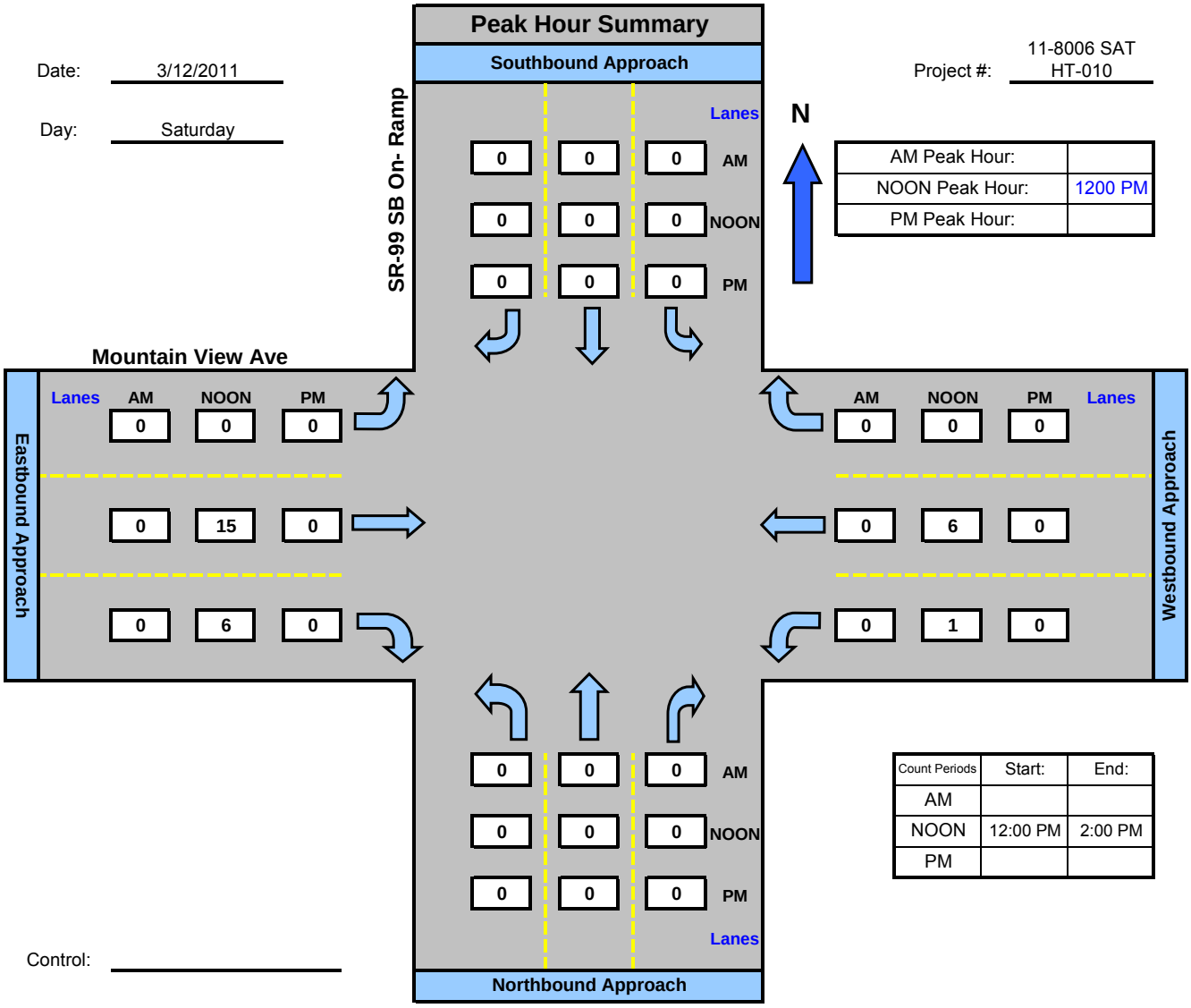
Control:

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

## *SR-99 SB On- Ramp and Mountain View Ave ,*




Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-010

| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

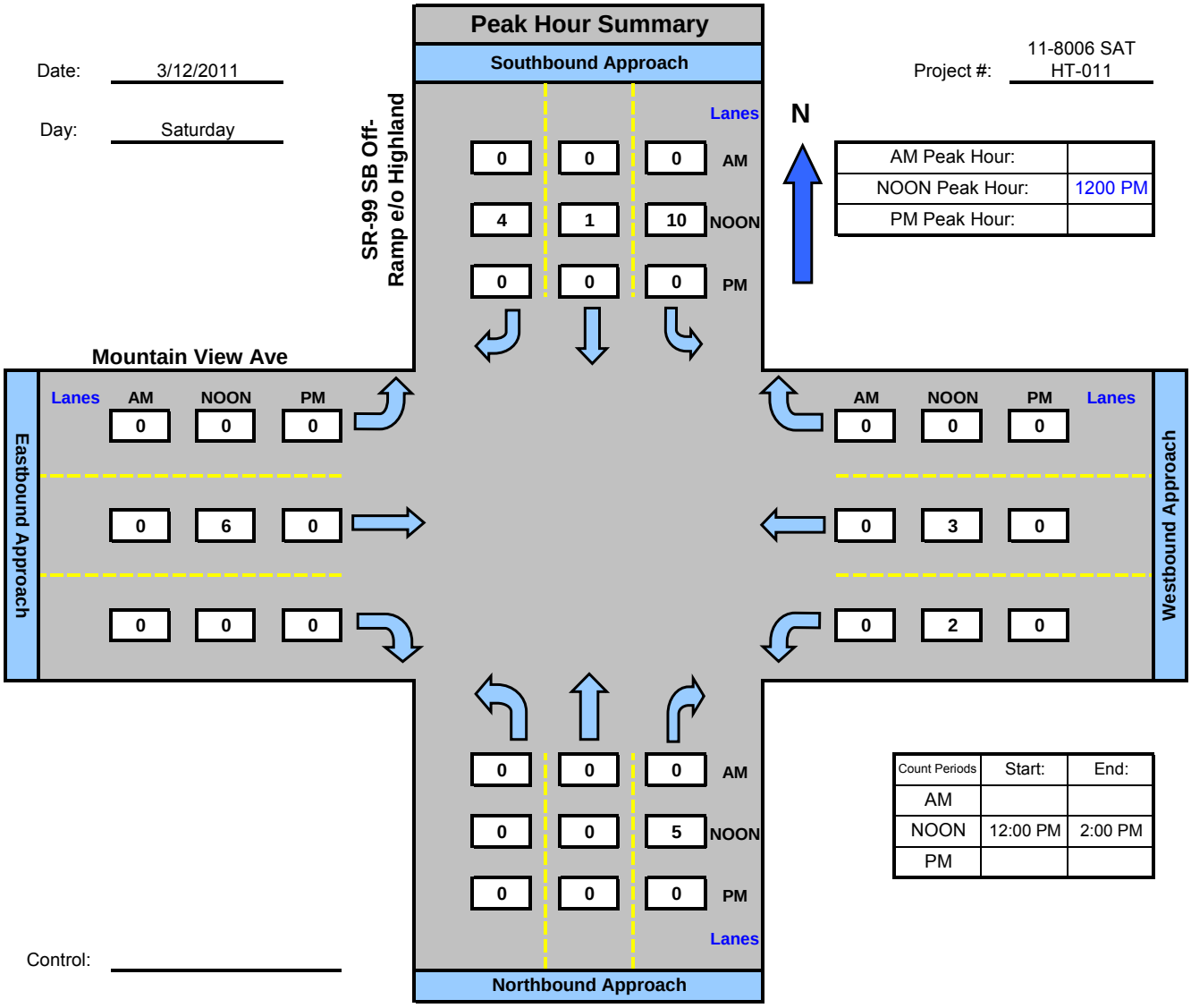
National Data & Surveying Services

## *SR-99 SB Off- Ramp e/o Highland and Mountain View Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-011




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

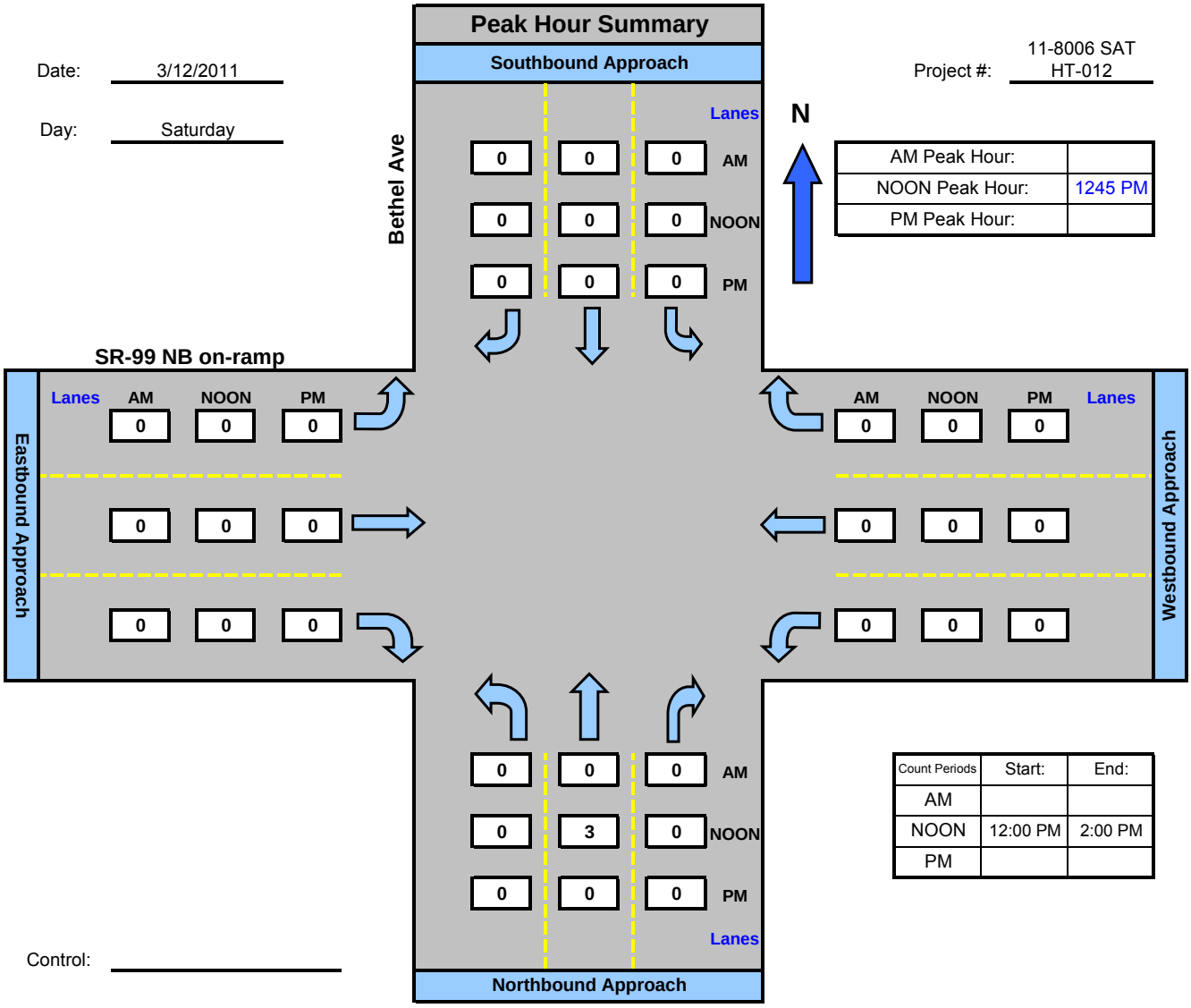
National Data & Surveying Services

## *Bethel Ave and SR-99 NB on-ramp ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-012




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1245 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

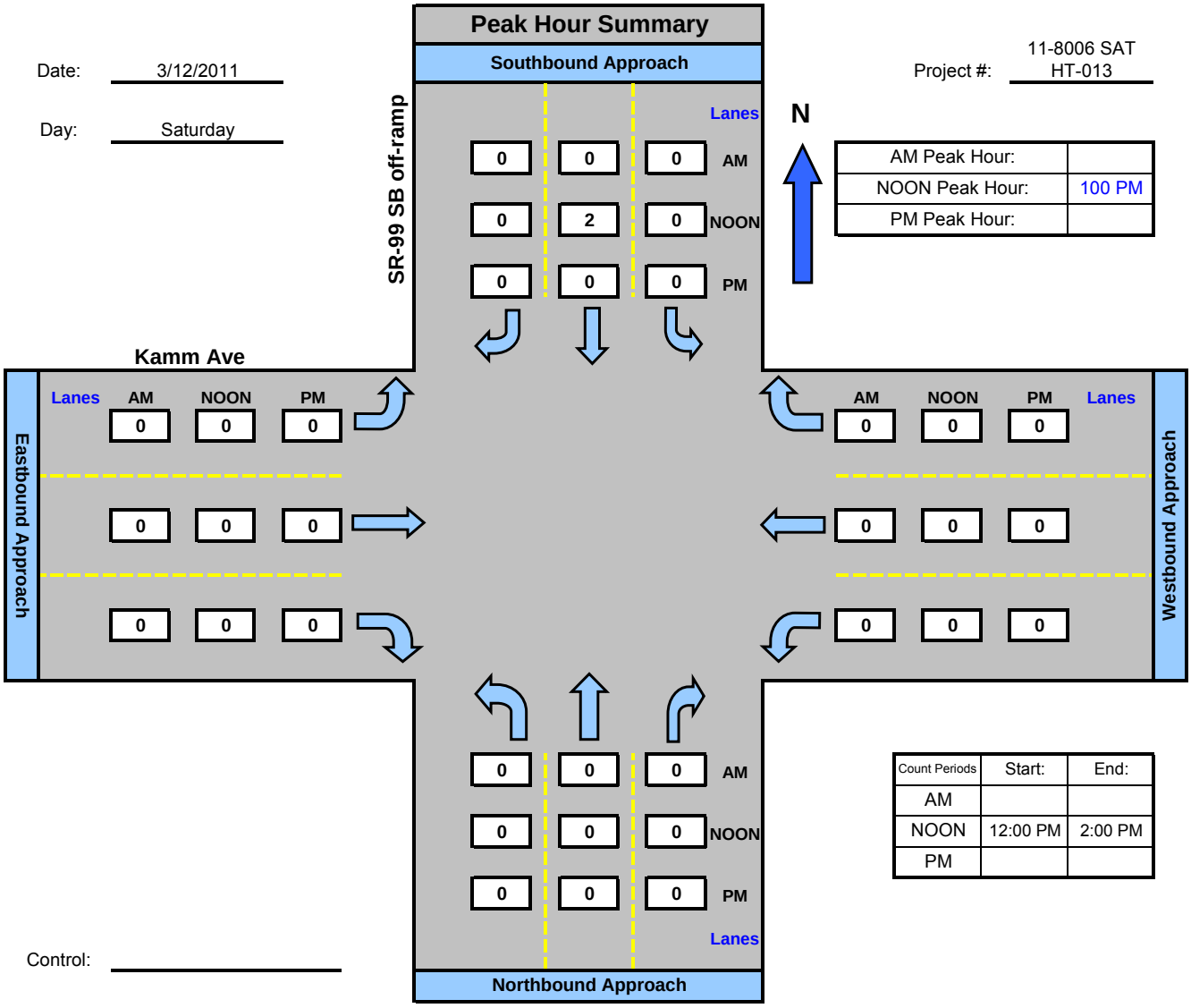
National Data & Surveying Services

## *SR-99 SB off-ramp and Kamm Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-013




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 100 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

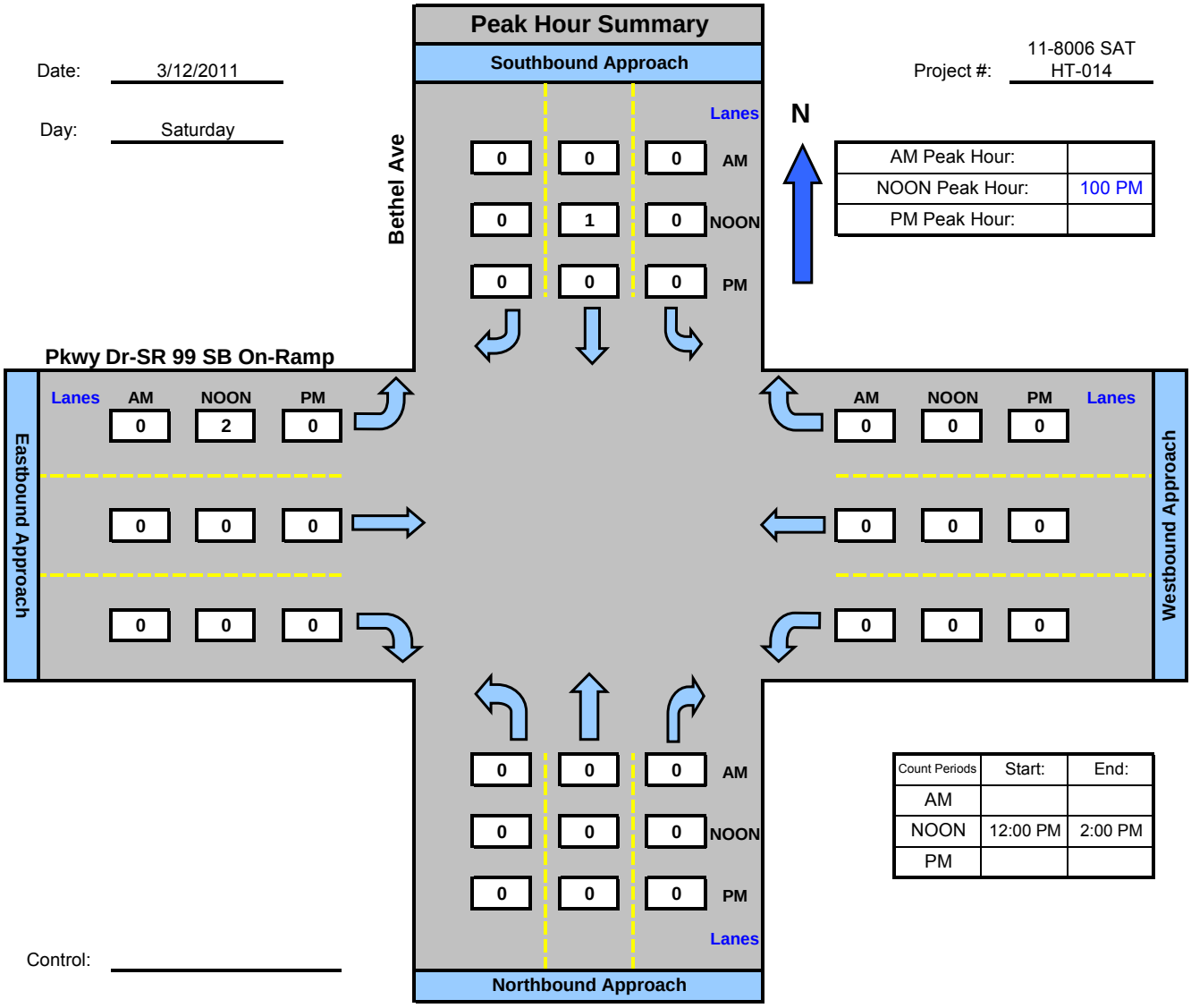
National Data & Surveying Services

## *Bethel Ave and Pkwy Dr-SR 99 SB On-Ramp ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-014




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 100 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

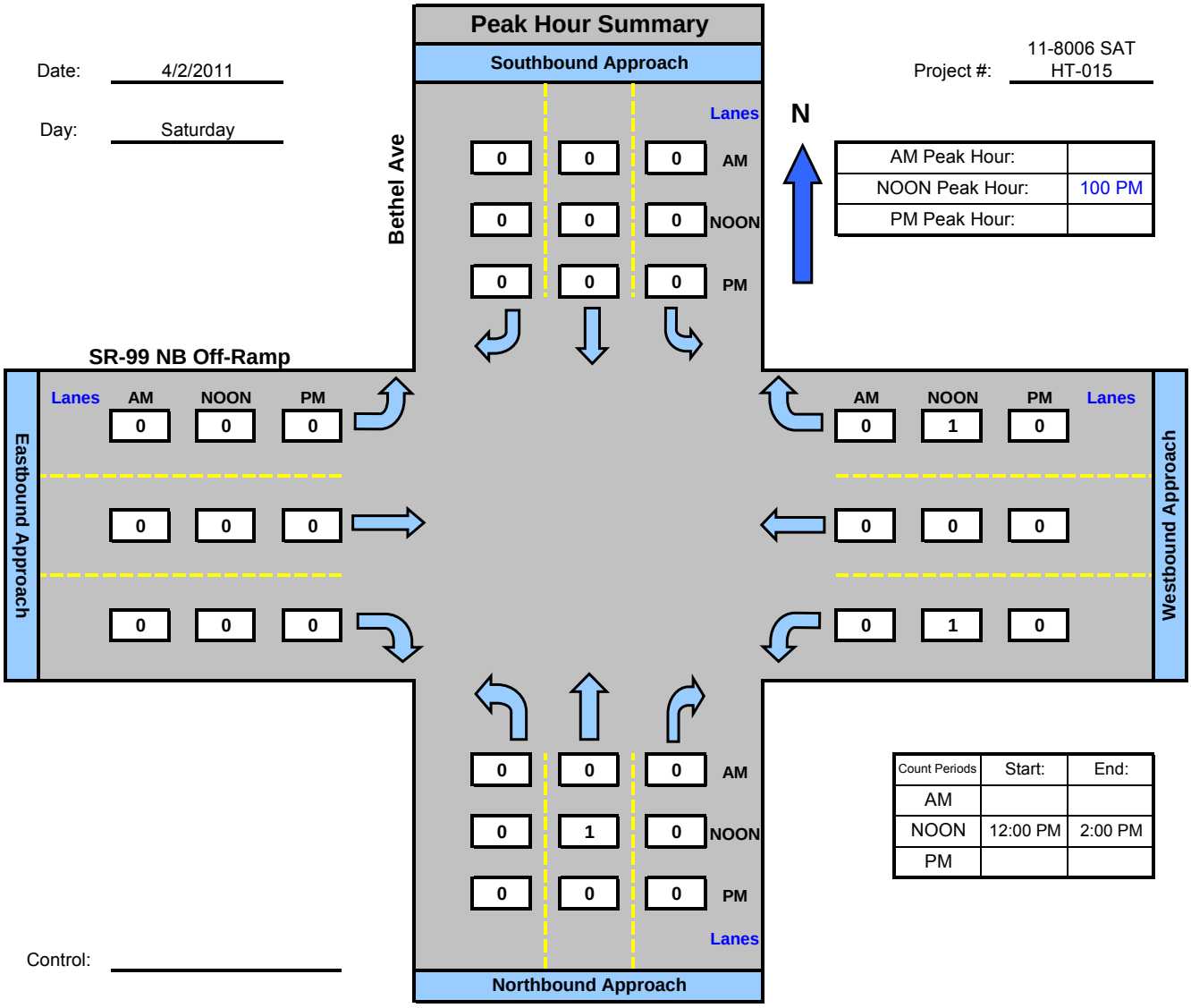
National Data & Surveying Services

## *Bethel Ave and SR-99 NB Off-Ramp ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-015




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 100 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

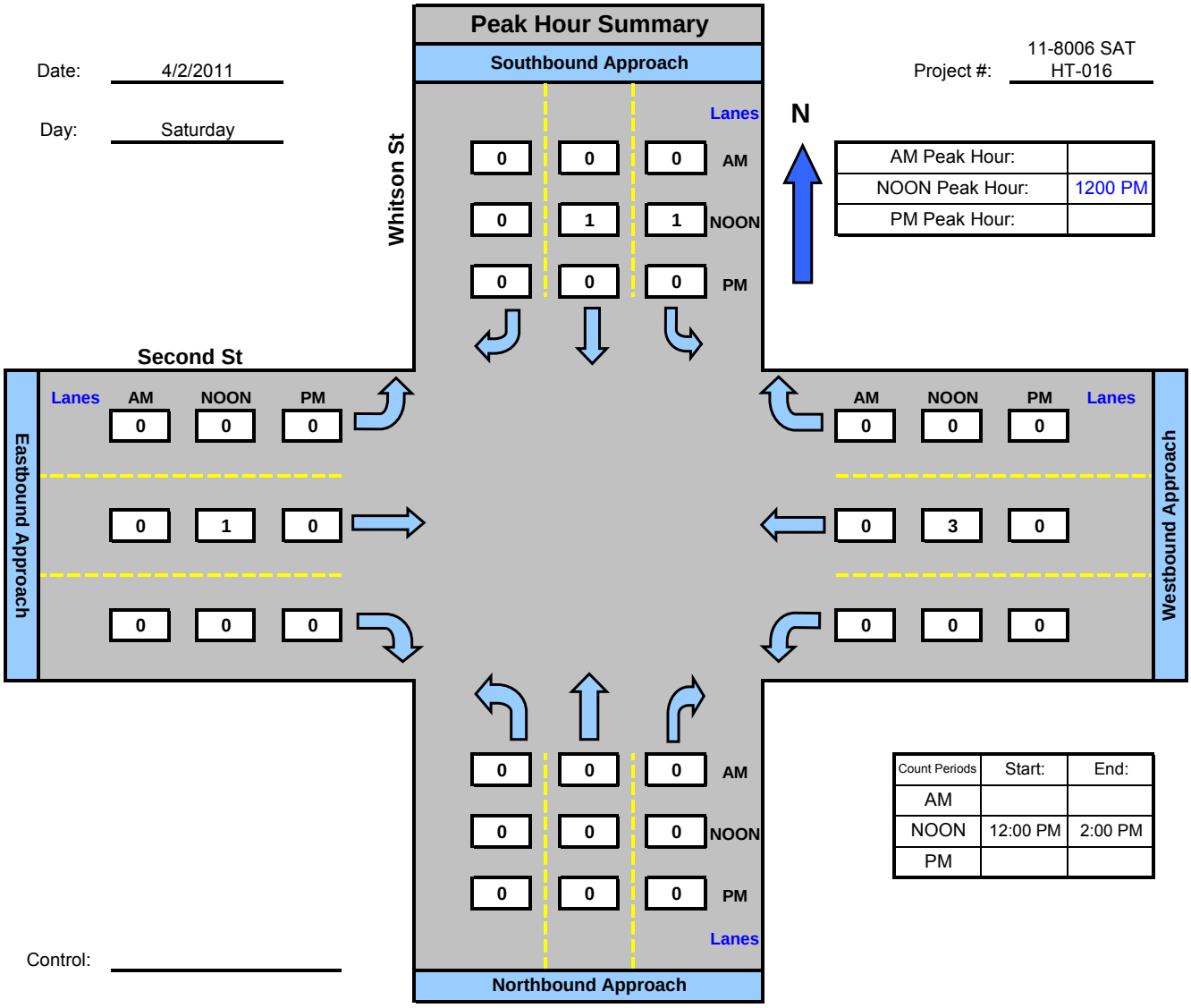
National Data & Surveying Services

## *Whitson St and Second St ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-016




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

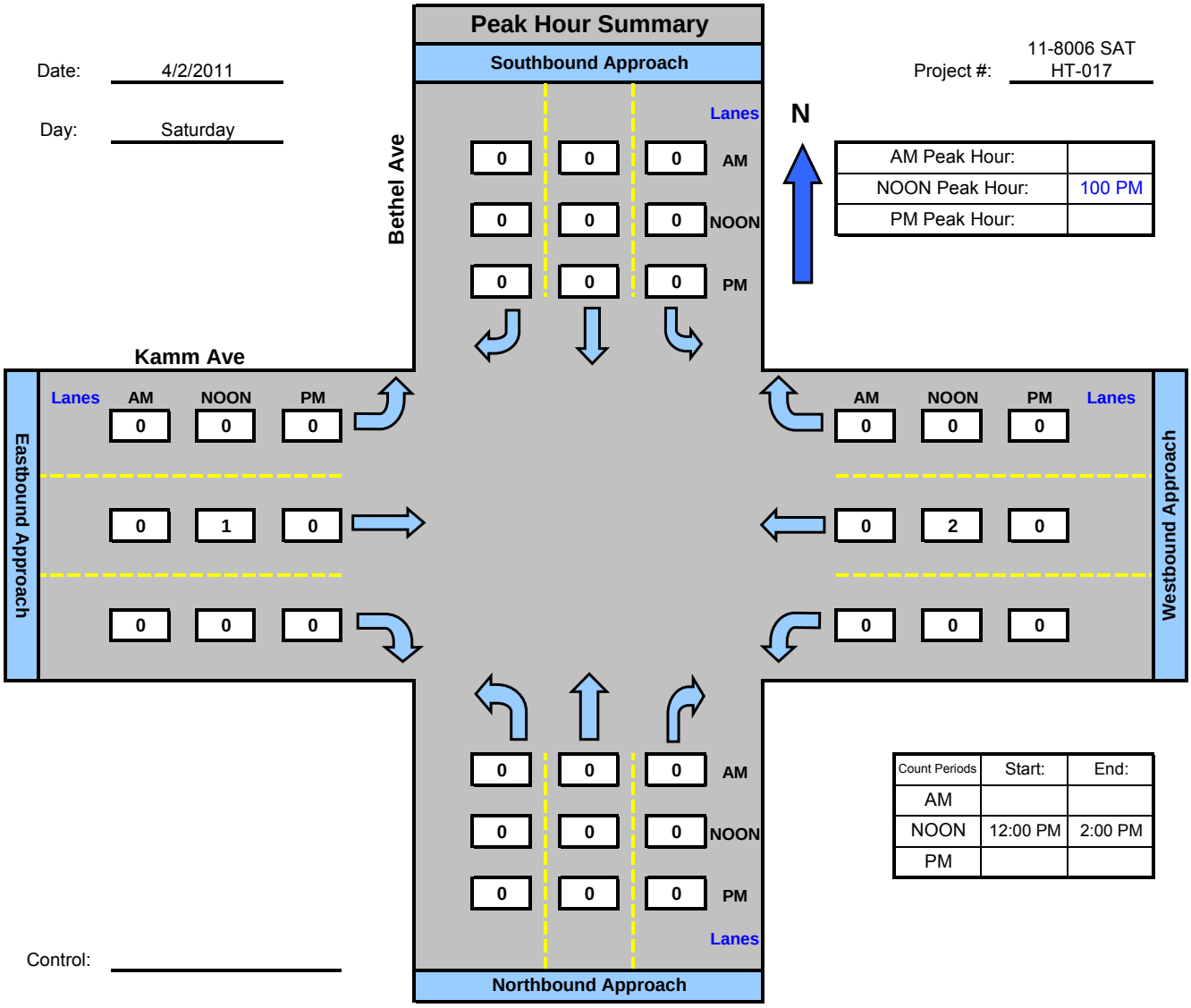
National Data & Surveying Services

## *Bethel Ave and Kamm Ave ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-017




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 100 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

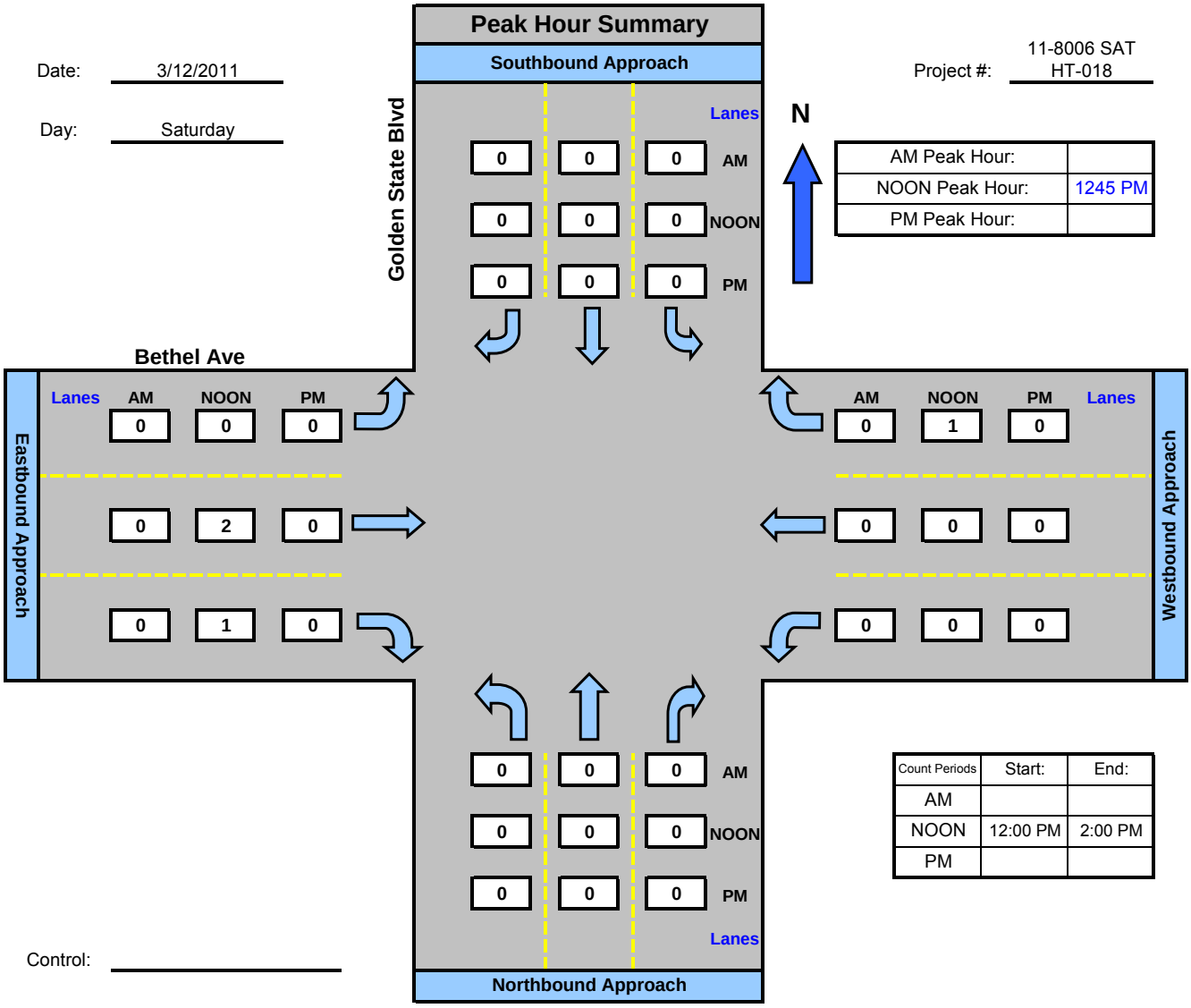
National Data & Surveying Services

## *Golden State Blvd and Bethel Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-018




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1245 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

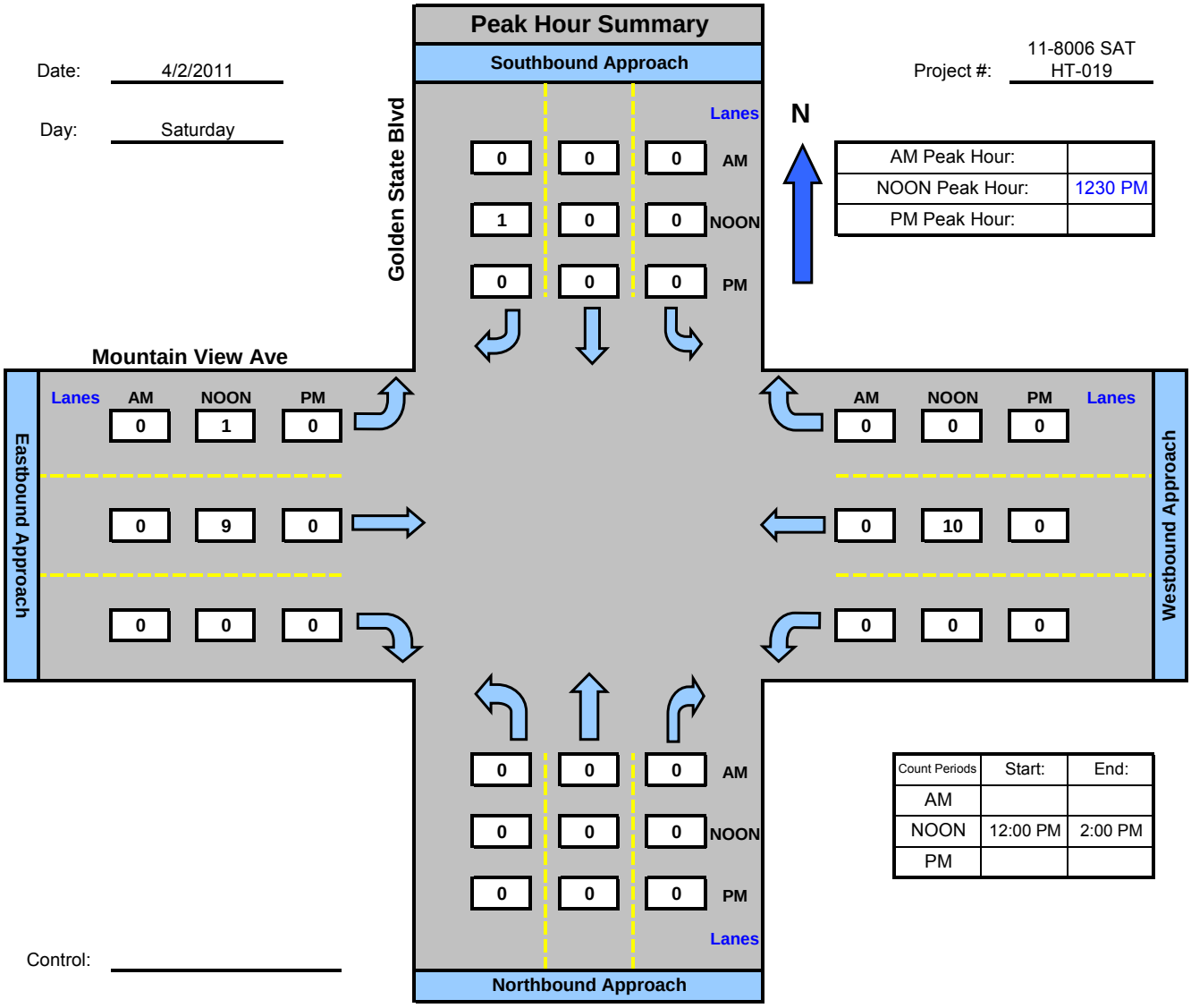
National Data & Surveying Services

## *Golden State Blvd and Mountain View Ave ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-019




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1230 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

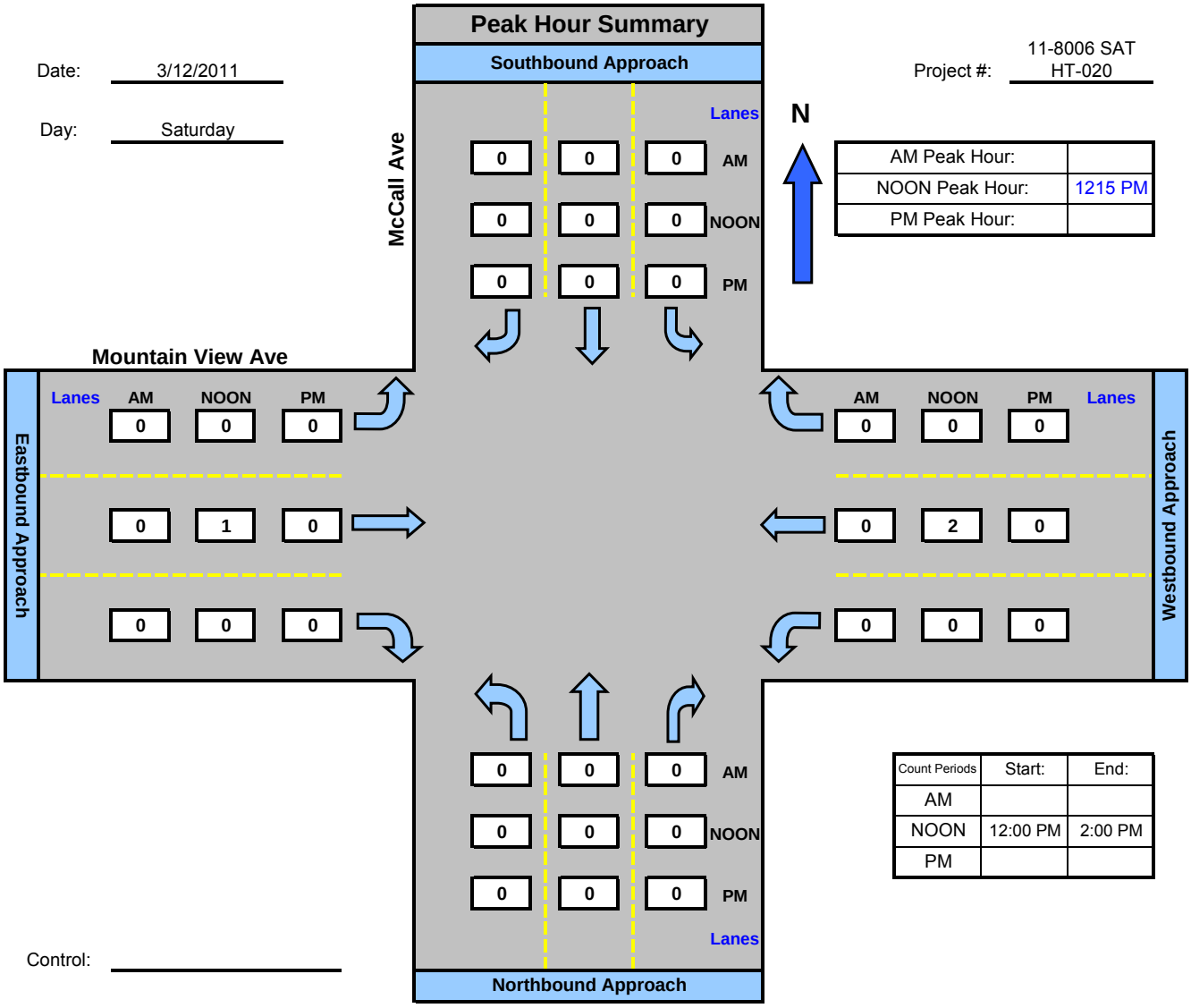
National Data & Surveying Services

## *McCall Ave and Mountain View Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-020




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

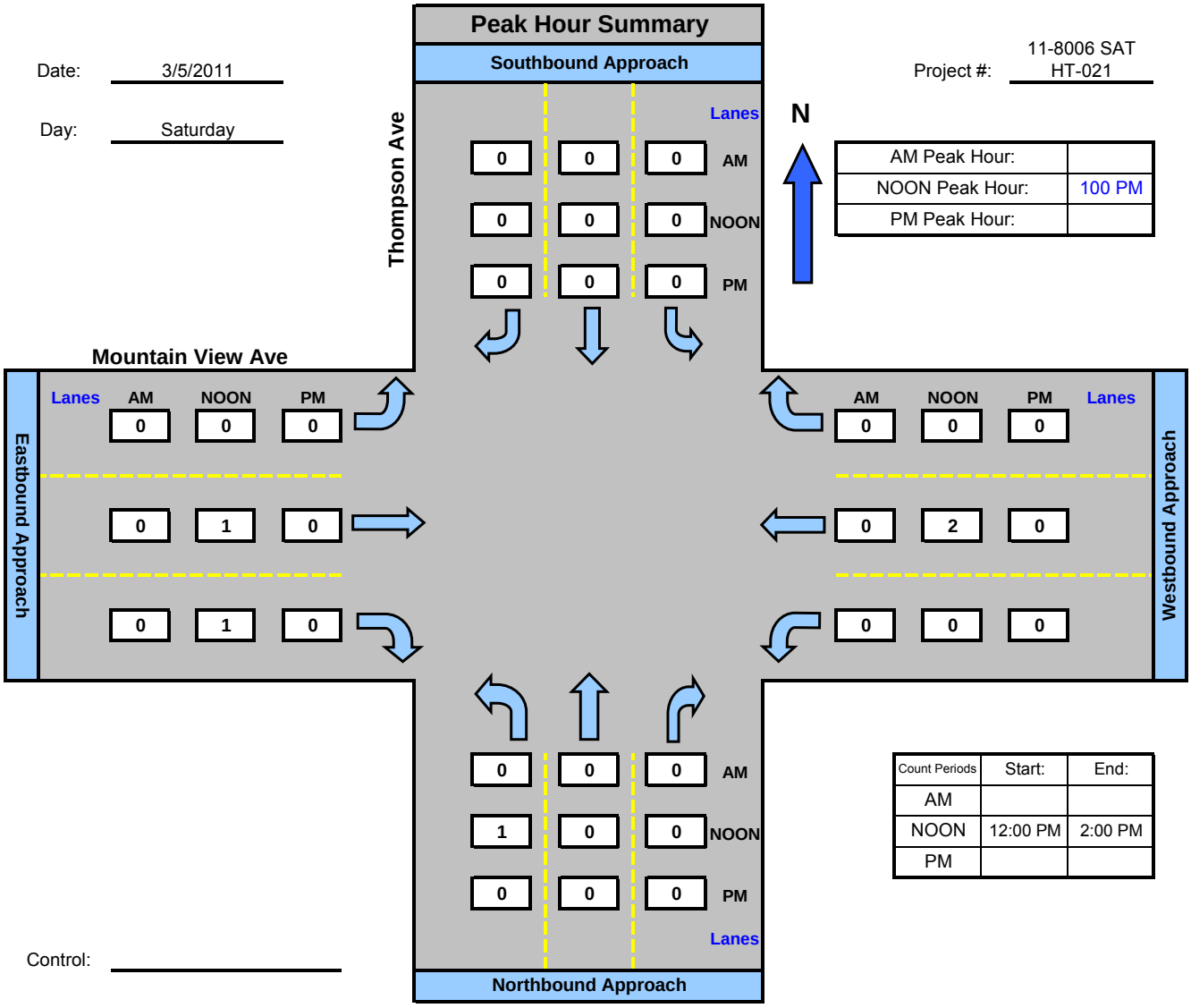
National Data & Surveying Services

## *Thompson Ave and Mountain View Ave ,*

Date: 3/5/2011

Day: Saturday

Project #: 11-8006 SAT HT-021




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 100 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

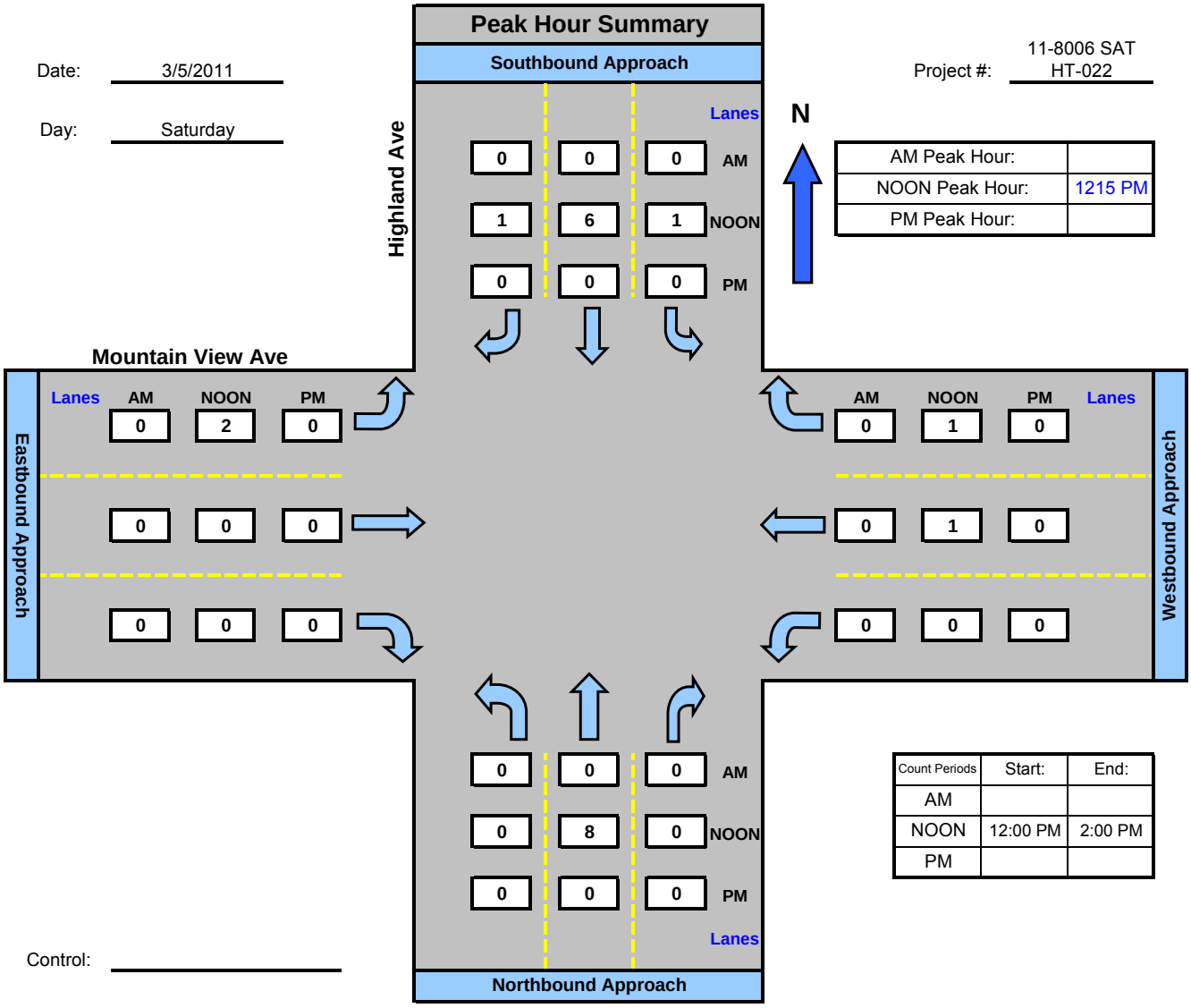
National Data & Surveying Services

## *Highland Ave and Mountain View Ave ,*

Date: 3/5/2011

Day: Saturday

Project #: 11-8006 SAT HT-022




| AM Peak Hour: | |
|---|---|
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

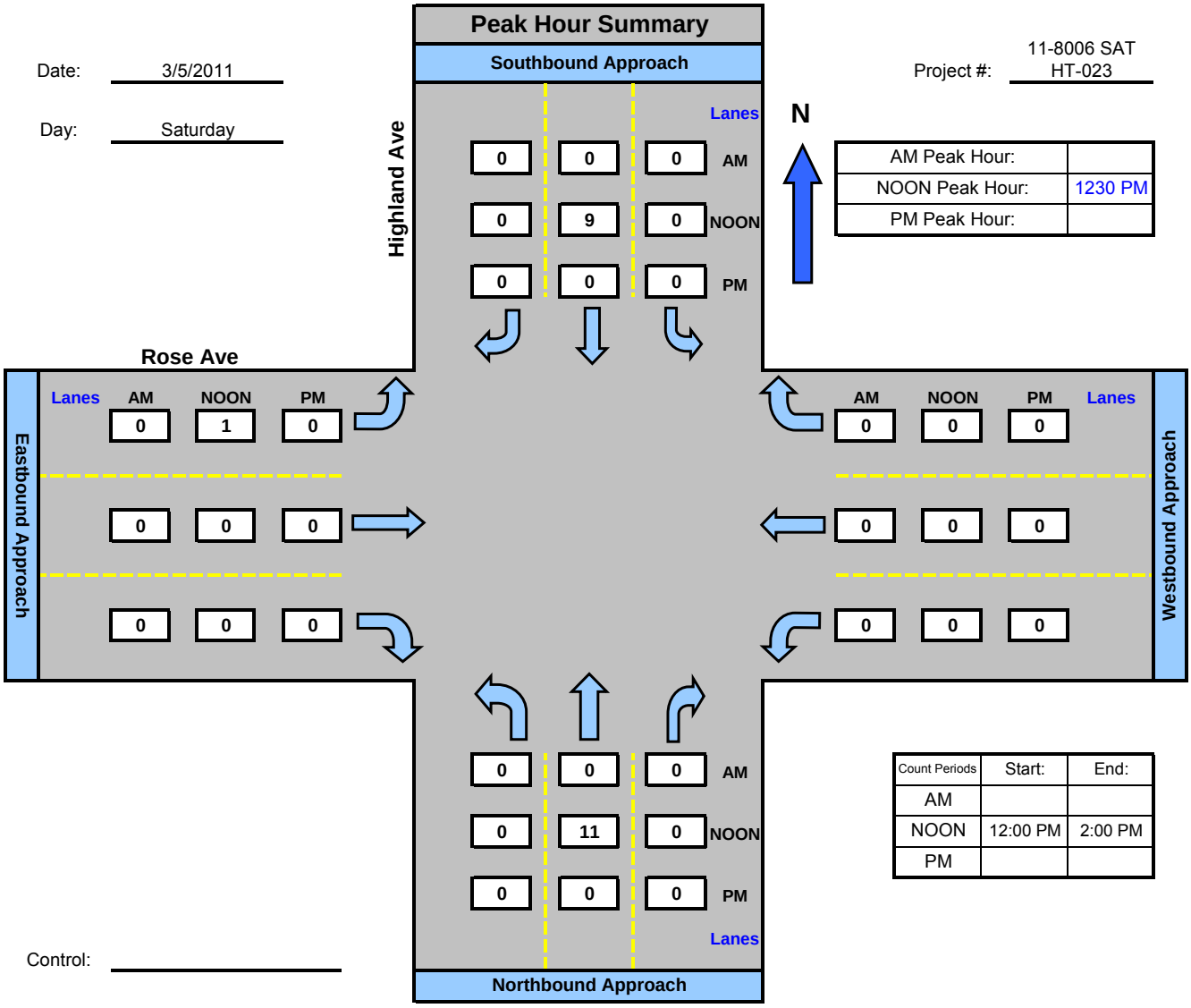
National Data & Surveying Services

## *Highland Ave and Rose Ave ,*

Date: 3/5/2011

Day: Saturday

Project #: 11-8006 SAT HT-023




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1230 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

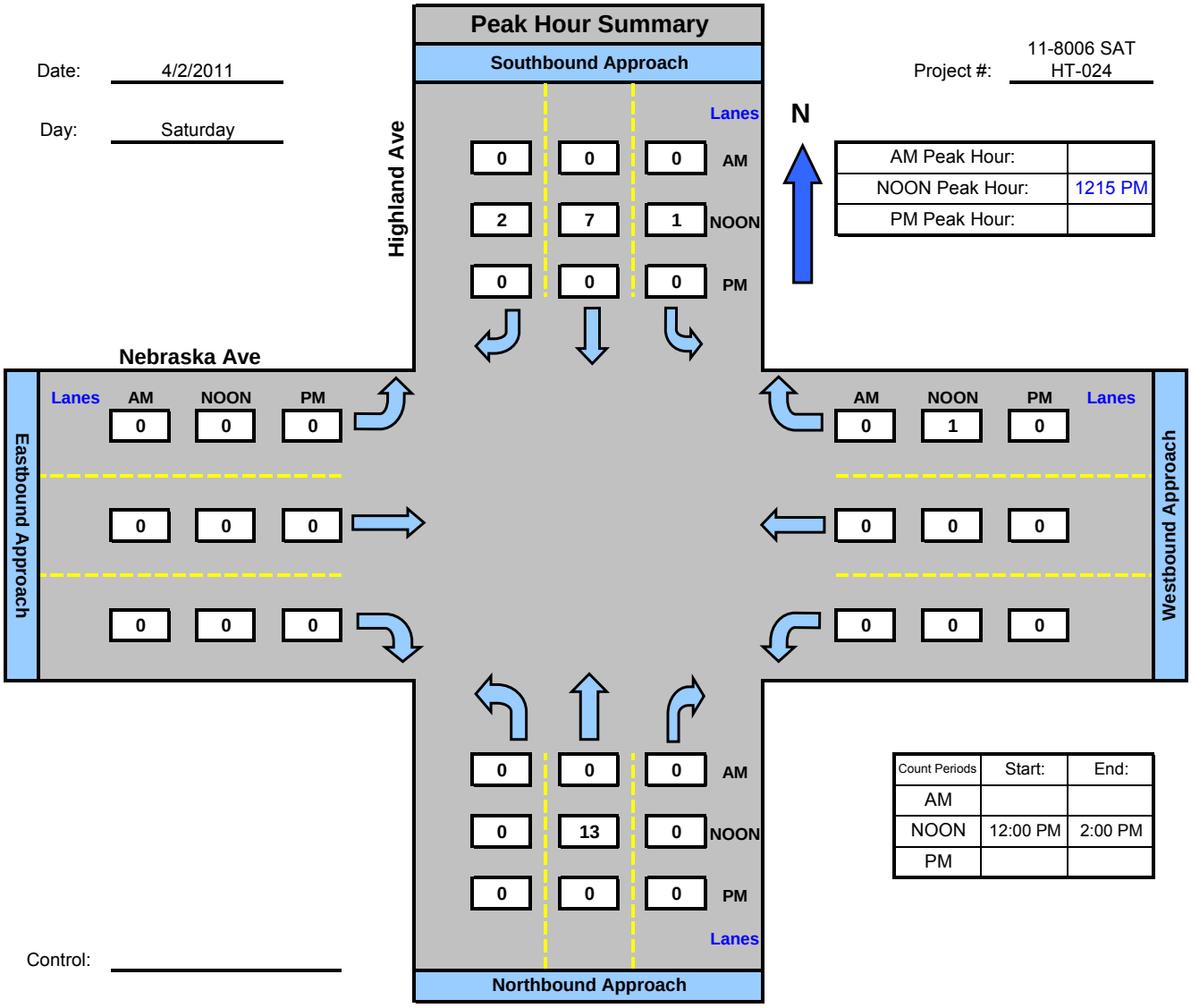
National Data & Surveying Services

## *Highland Ave and Nebraska Ave ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-024




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

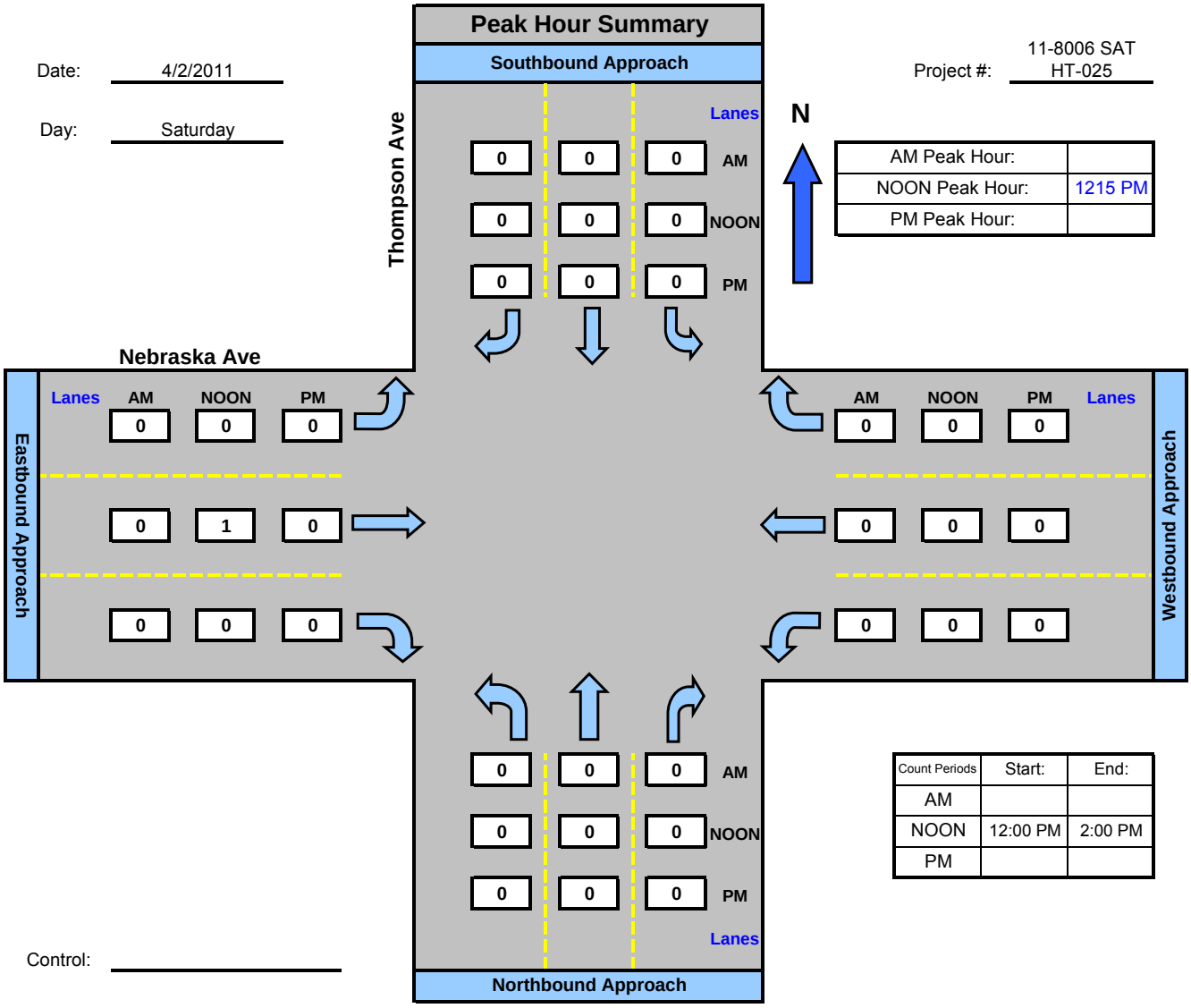
National Data & Surveying Services

## *Thompson Ave and Nebraska Ave ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-025




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

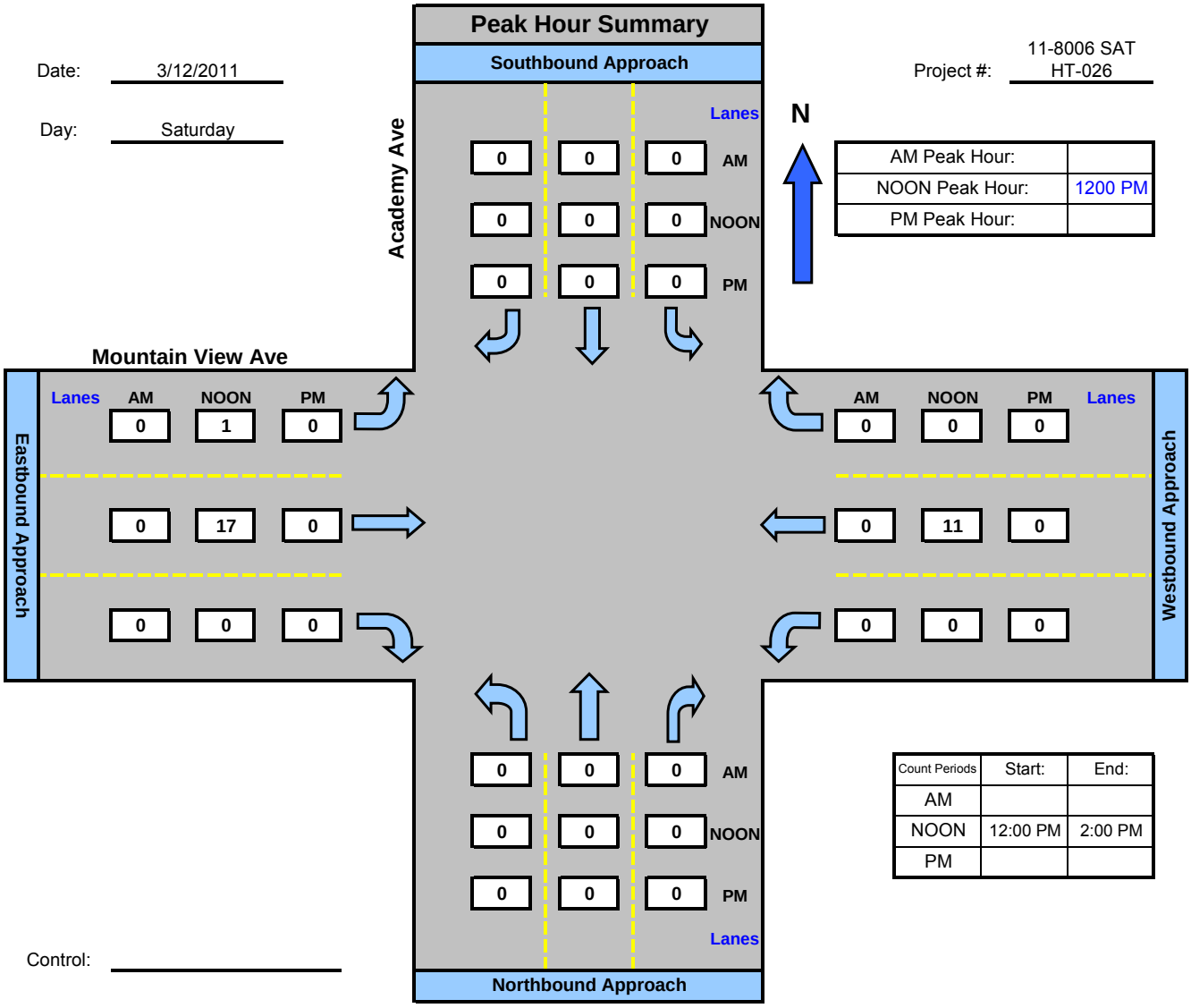
National Data & Surveying Services

## *Academy Ave and Mountain View Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-026




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

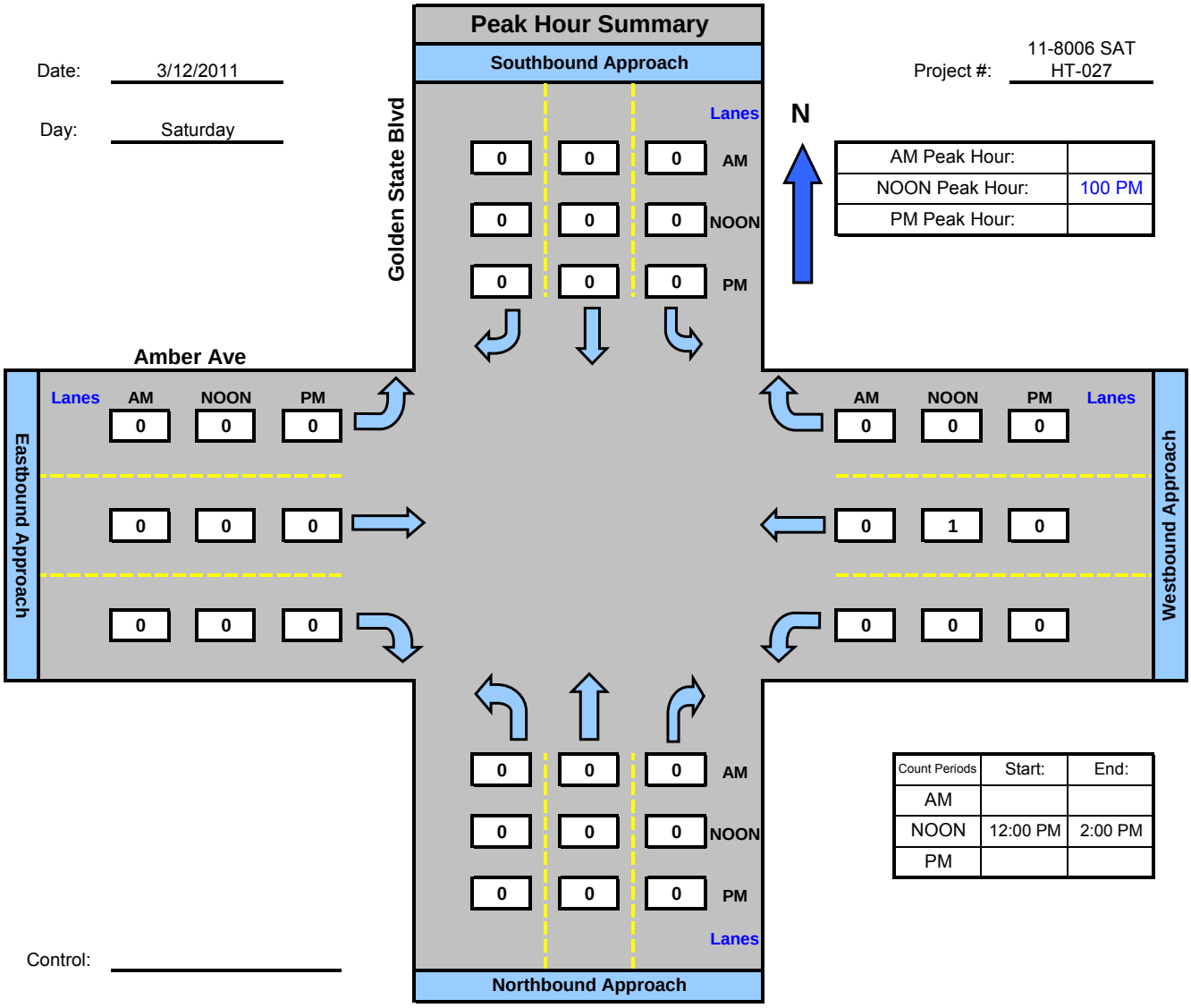
National Data & Surveying Services

## *Golden State Blvd and Amber Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-027




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 100 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

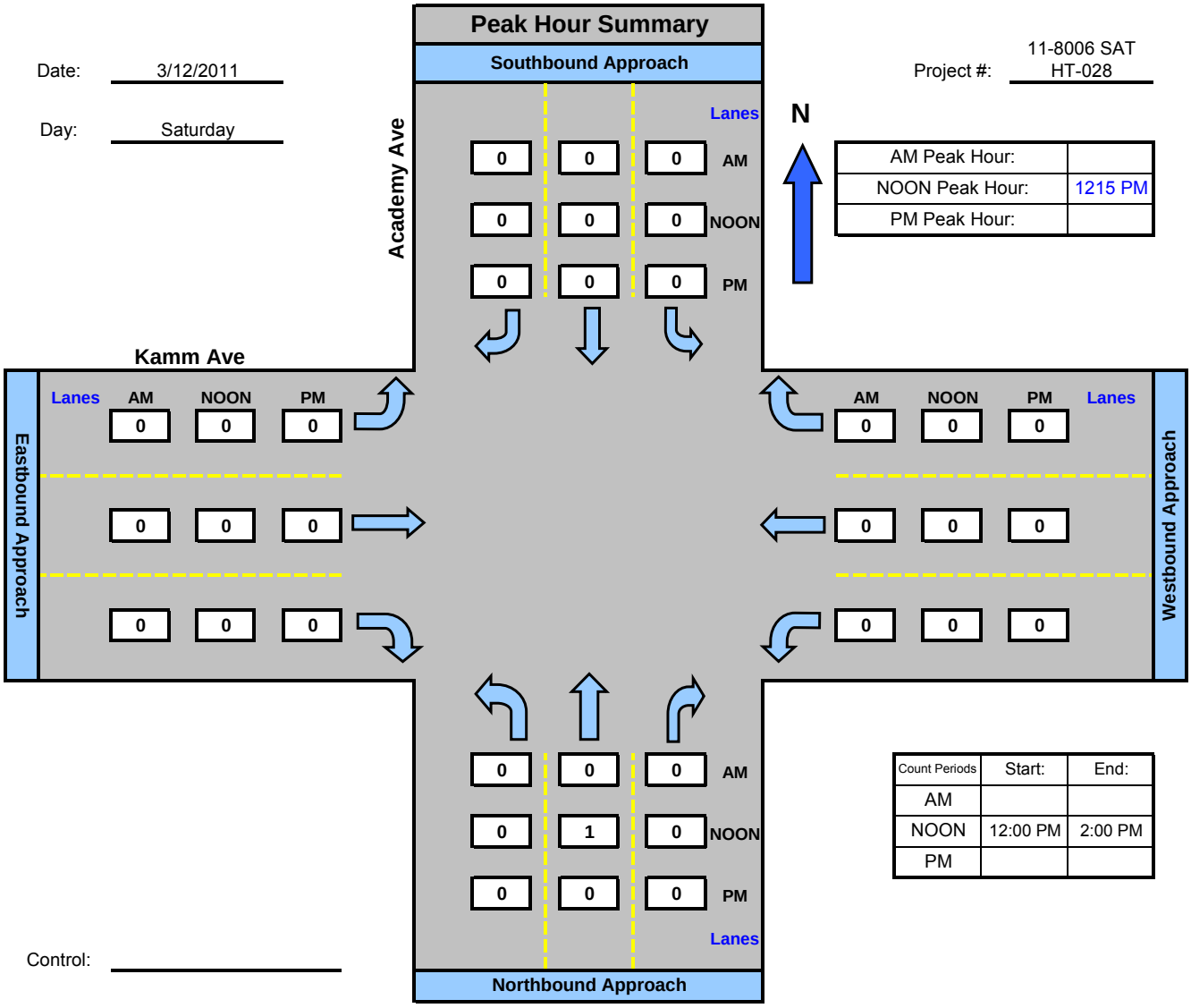
National Data & Surveying Services

## *Academy Ave and Kamm Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-028




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

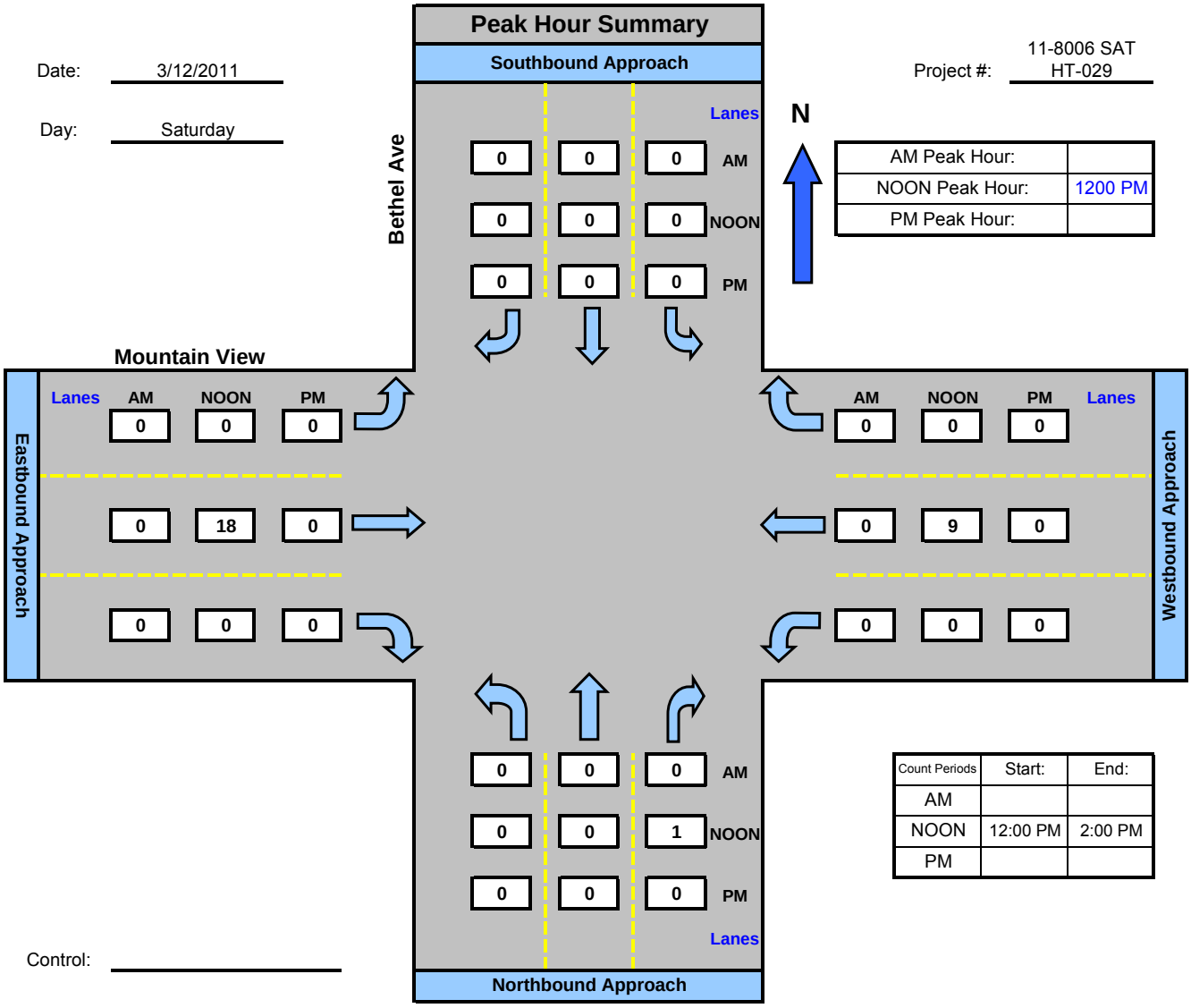
National Data & Surveying Services

## *Bethel Ave and Mountain View ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-029




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

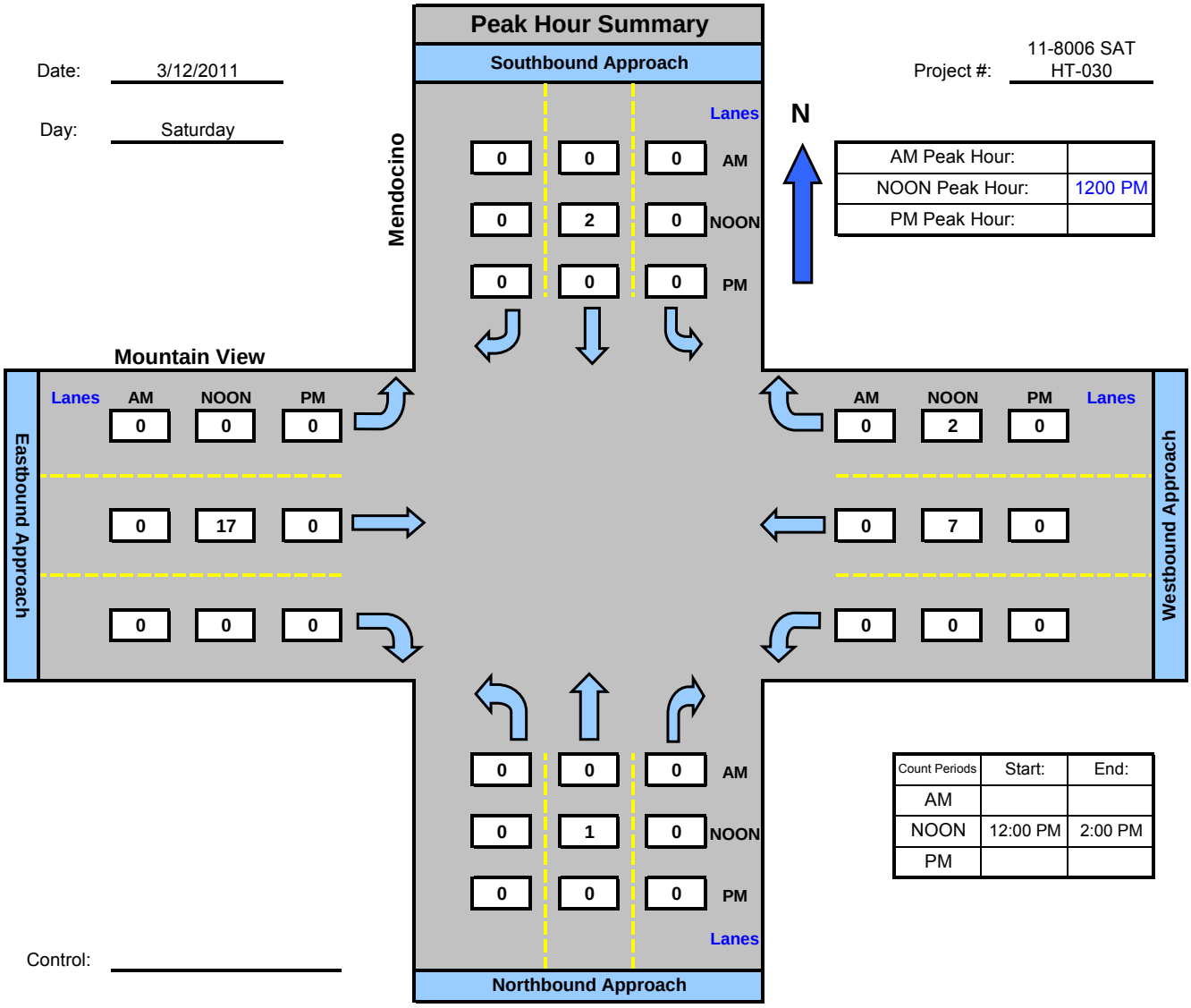
National Data & Surveying Services

## *Mendocino and Mountain View ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-030




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1200 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

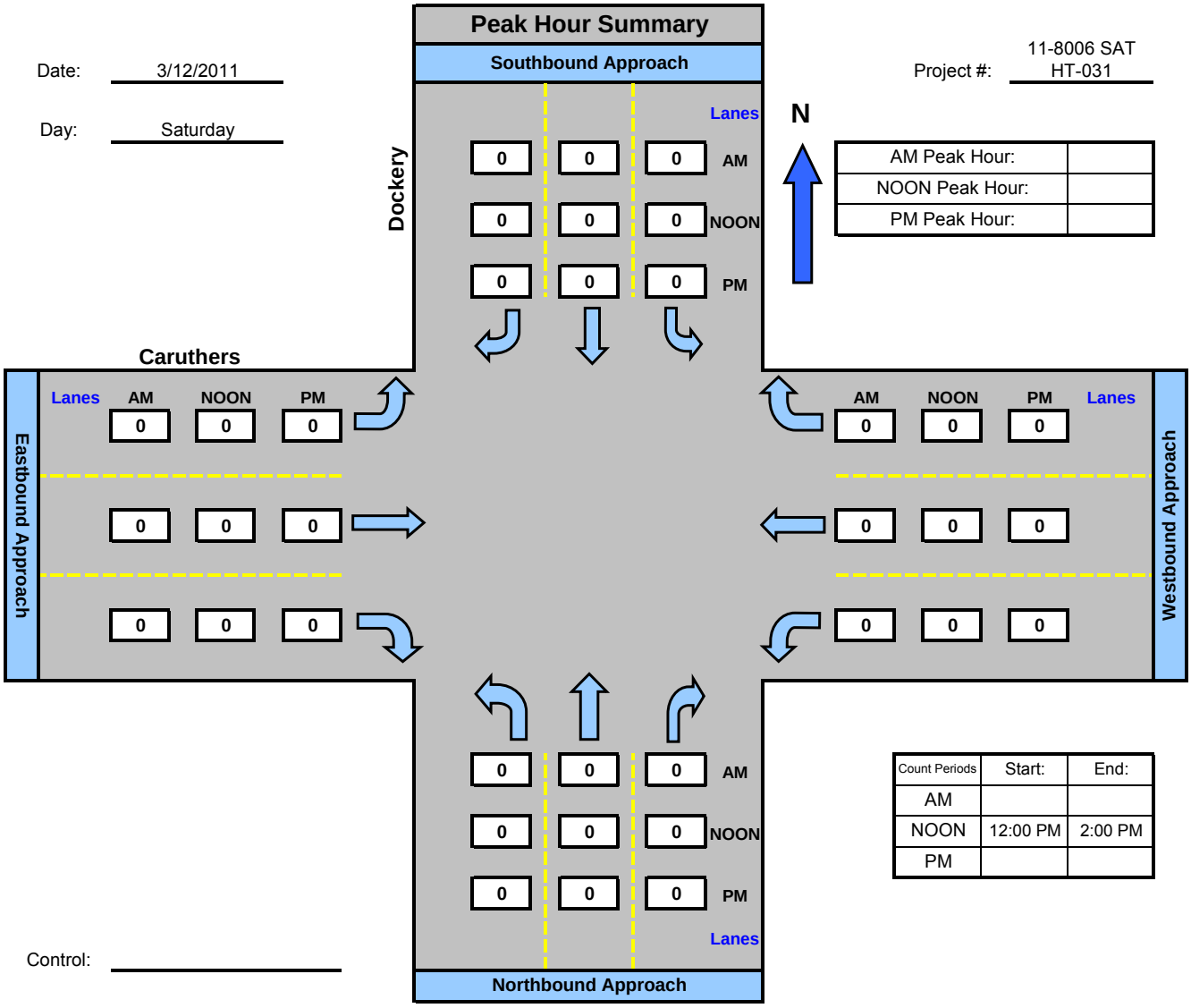
National Data & Surveying Services

## *Dockery and Caruthers ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-031



# Intersection Turning Movement

Prepared by:

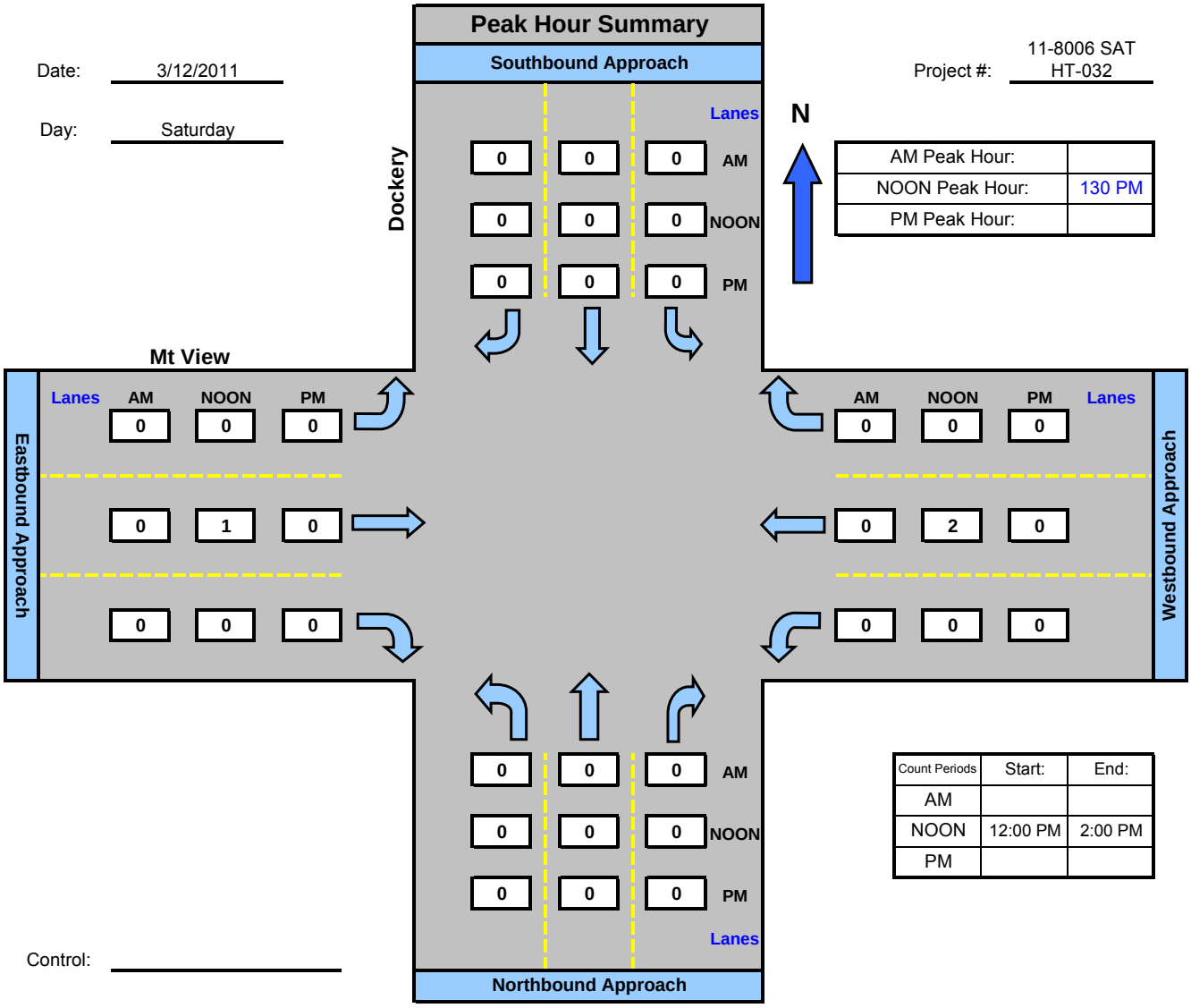
National Data & Surveying Services

***Dockery and Mt View ,***

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-032




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 130 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

# Intersection Turning Movement

Prepared by:

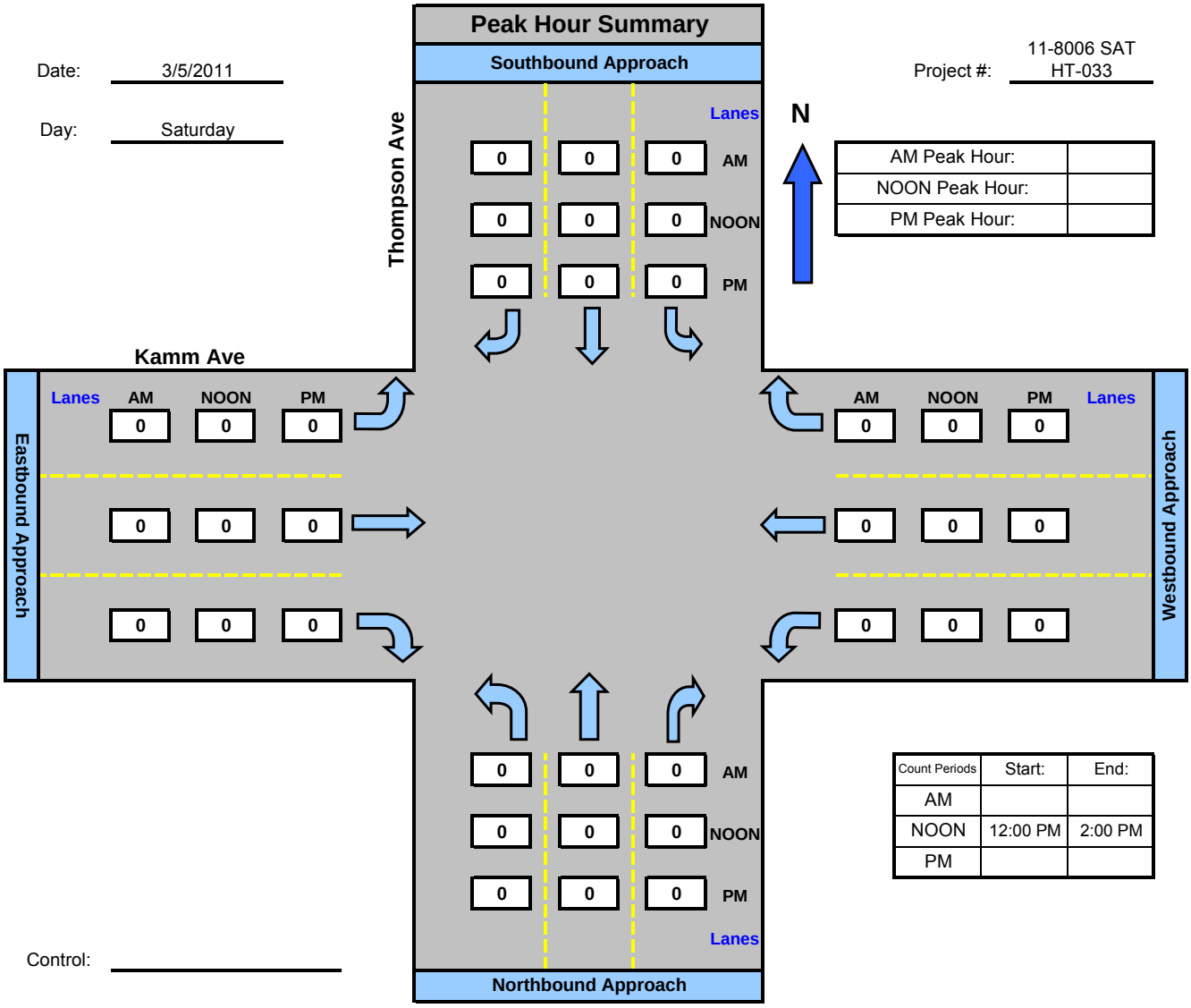
National Data & Surveying Services

## *Thompson Ave and Kamm Ave ,*

Date: 3/5/2011

Day: Saturday

Project #: 11-8006 SAT HT-033




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

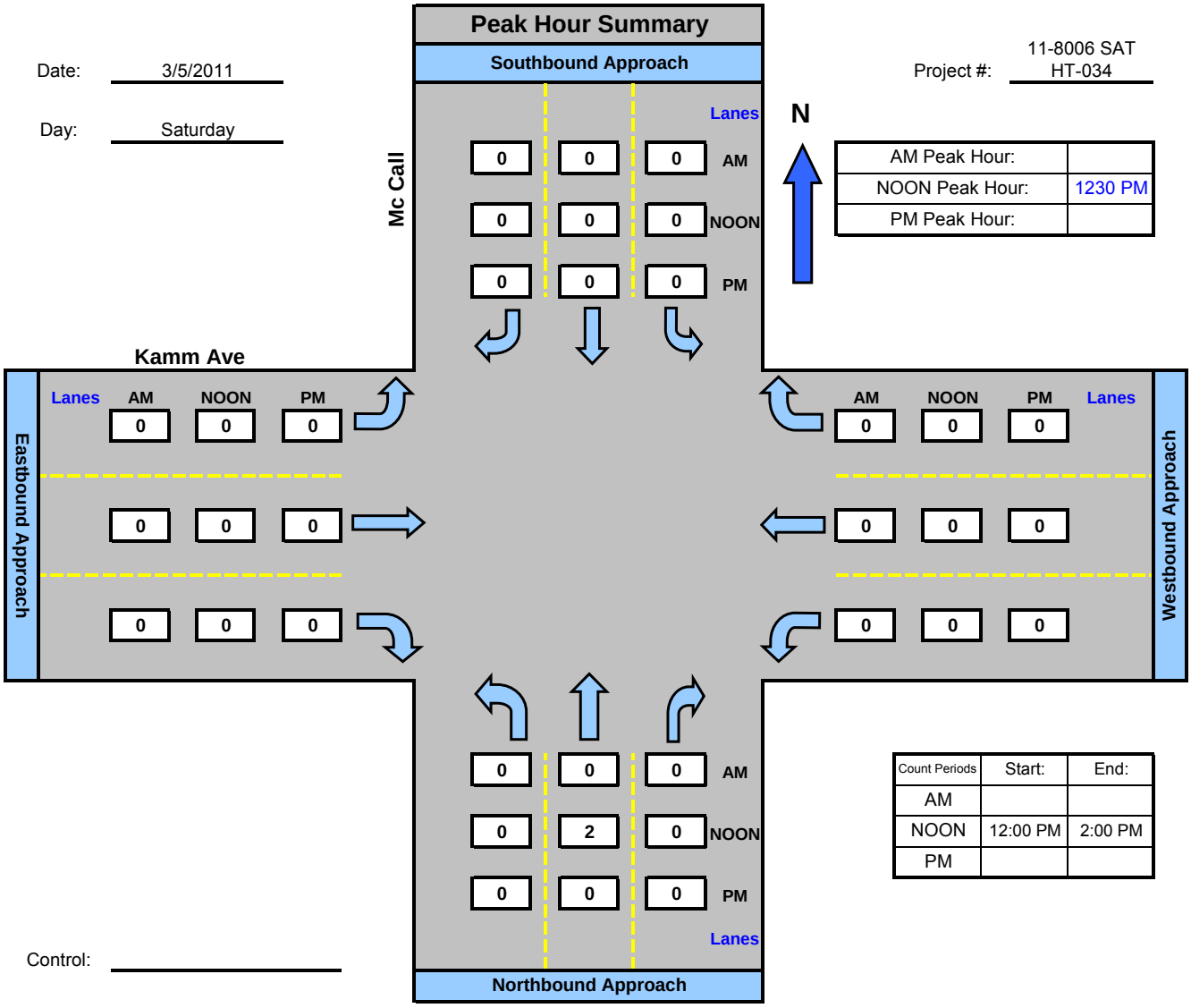
National Data & Surveying Services

## *Mc Call and Kamm Ave ,*

Date: 3/5/2011

Day: Saturday

Project #: 11-8006 SAT HT-034




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1230 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

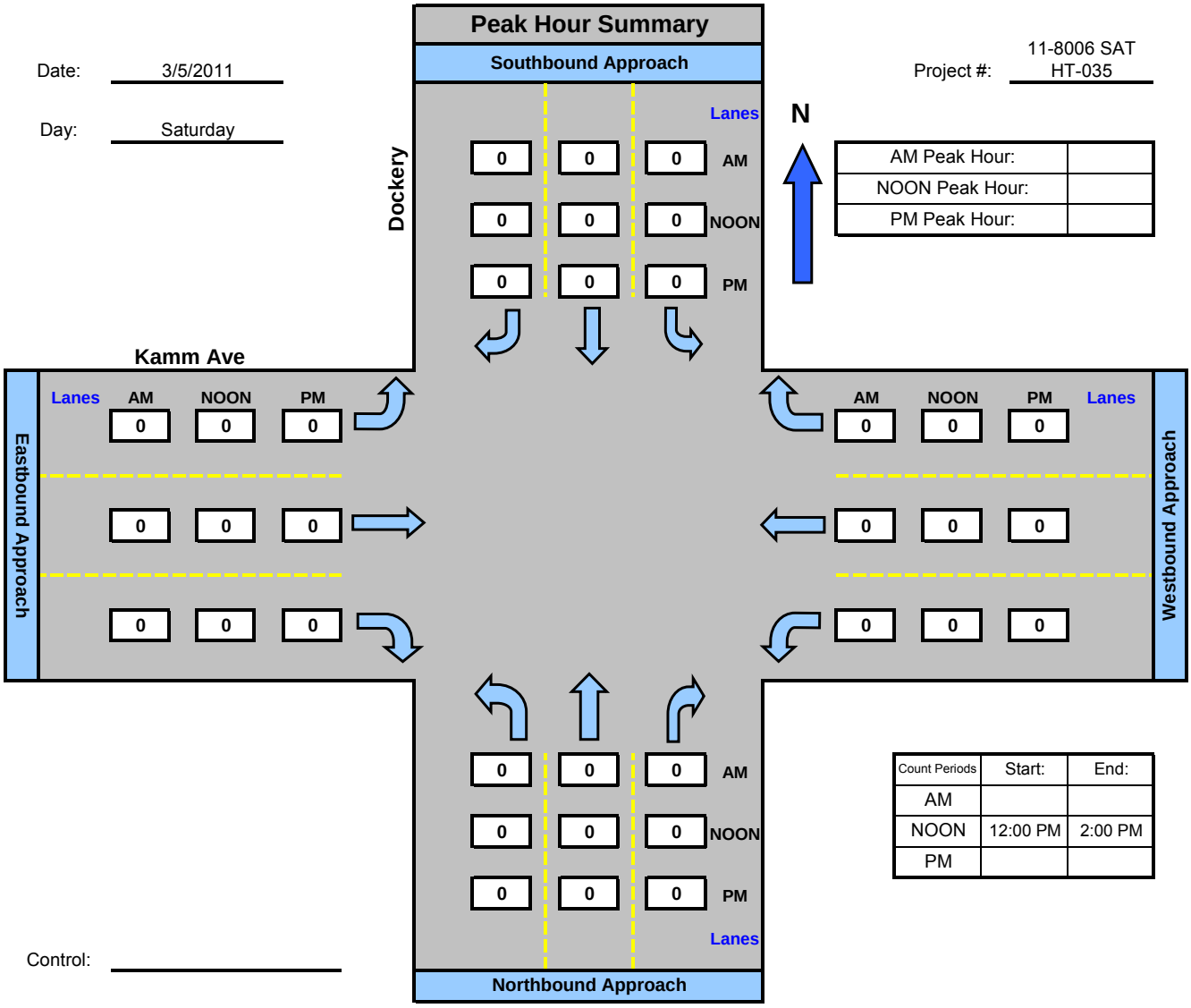
National Data & Surveying Services

## *Dockery and Kamm Ave ,*

Date: 3/5/2011

Day: Saturday

Project #: 11-8006 SAT HT-035




Control:

# Intersection Turning Movement

Prepared by:

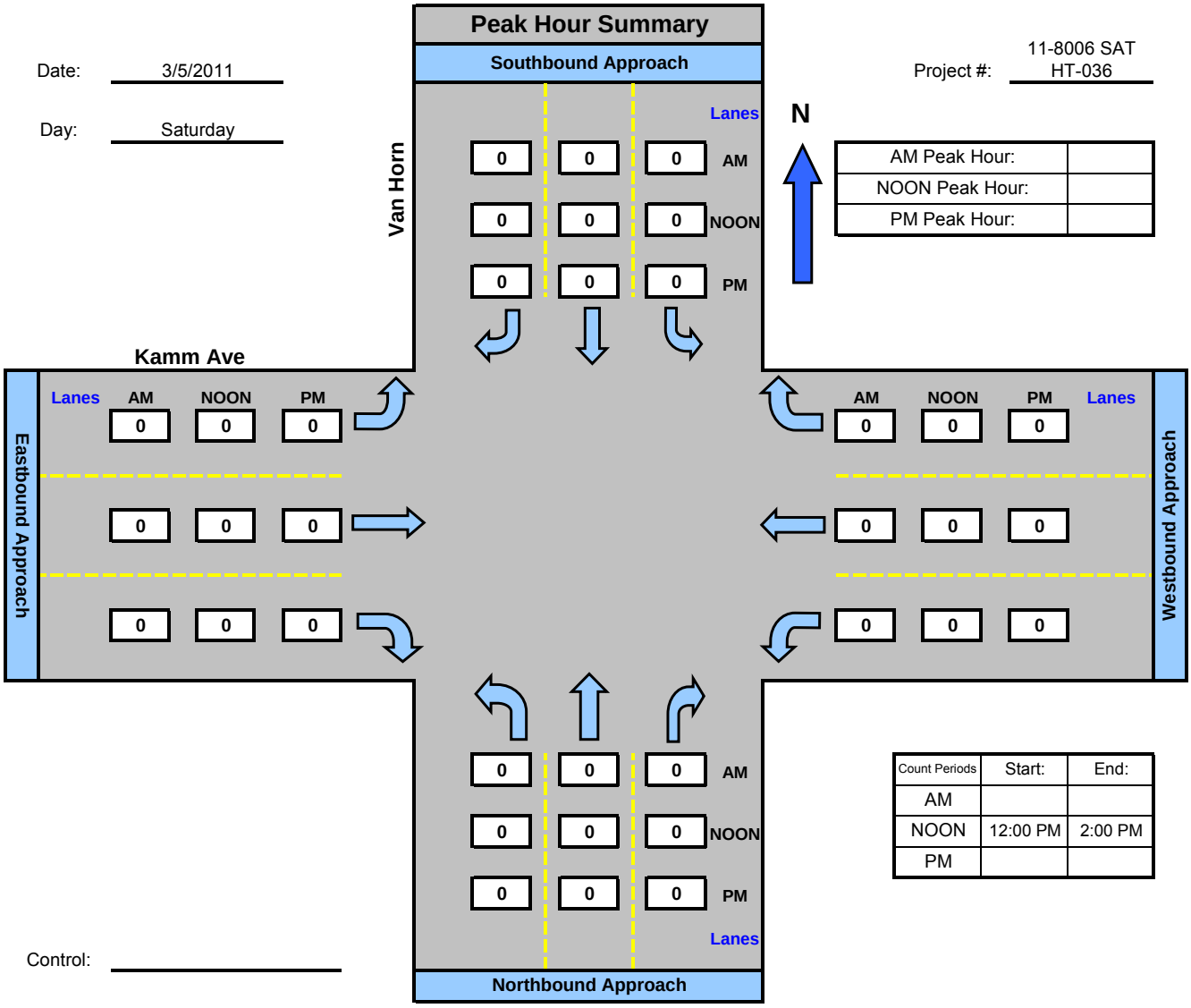
National Data & Surveying Services

***Van Horn and Kamm Ave ,***

Date: 3/5/2011

Day: Saturday

Project #: 11-8006 SAT HT-036




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control: _____

# Intersection Turning Movement

Prepared by:

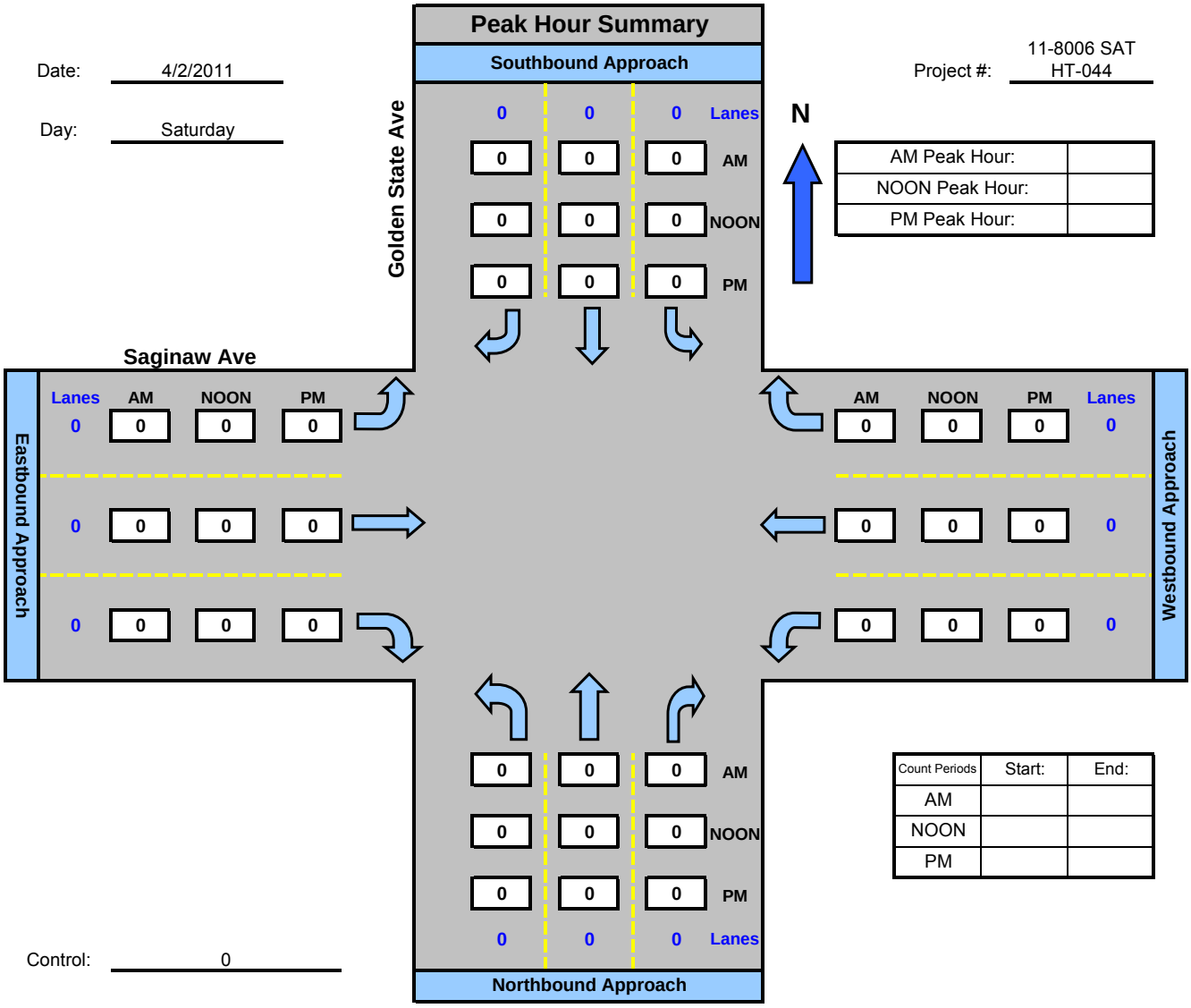
National Data & Surveying Services

## *Golden State Ave and Saginaw Ave ,*

Date: 4/2/2011

Day: Saturday

Project #: 11-8006 SAT HT-044



# Intersection Turning Movement

Prepared by:

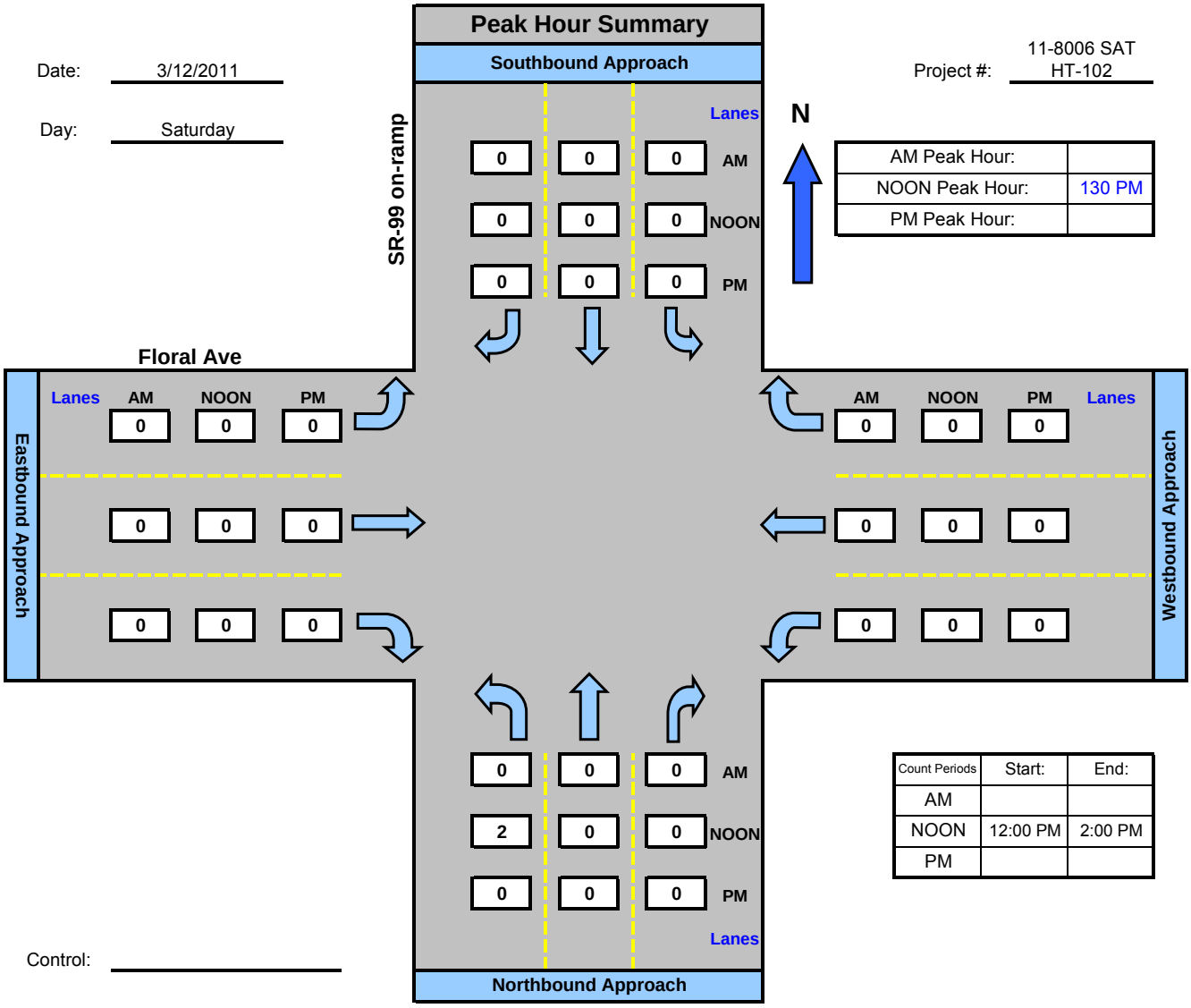
National Data & Surveying Services

## *SR-99 on-ramp and Floral Ave ,*

Date: 3/12/2011

Day: Saturday

Project #: 11-8006 SAT HT-102




| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 130 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

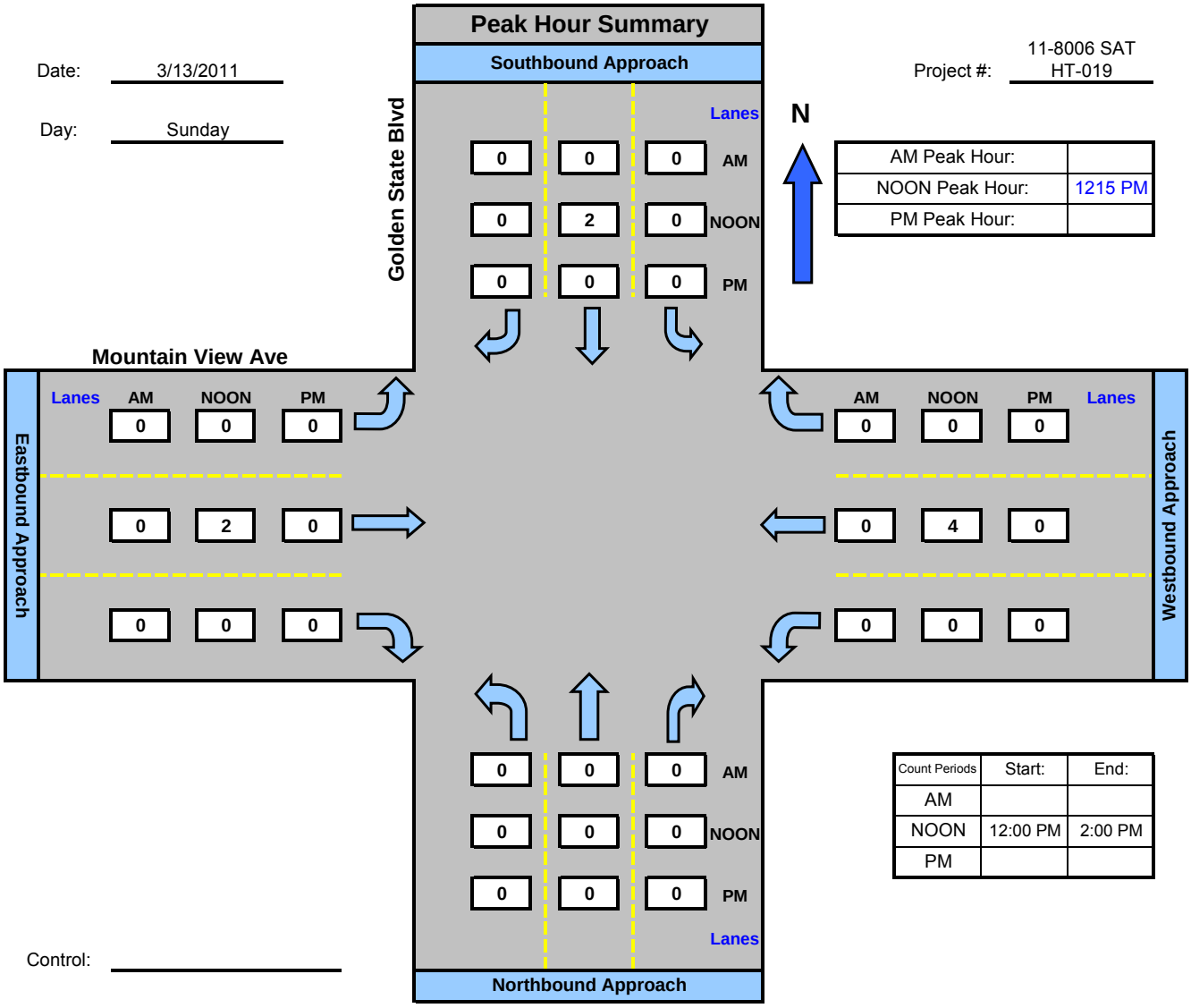
Control: _____

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

## *Golden State Blvd and Mountain View Ave ,*




Date: 3/13/2011

Day: Sunday

Project #: 11-8006 SAT HT-019

| | |
|---|---|
| AM Peak Hour: | |
| NOON Peak Hour: | 1215 PM |
| PM Peak Hour: | |

| Count Periods | Start: | End: |
|---|---|---|
| AM | | |
| NOON | 12:00 PM | 2:00 PM |
| PM | | |

Control:

Prepared by NDS/ATD

# VOLUME

Mountain View Ave between Mendocino Ave & Madsen Ave

**Day:** Tuesday
**Date:** 3/22/2011

**City:** Selma
**Project #:** CA11_8008_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,085 | 5,280 | 10,365 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 11 | | 20 | | 31 | | 12:00 | | | 76 | | 80 | | 156 | |
| 00:15 | | | 13 | | 22 | | 35 | | 12:15 | | | 74 | | 97 | | 171 | |
| 00:30 | | | 12 | | 14 | | 26 | | 12:30 | | | 85 | | 79 | | 164 | |
| 00:45 | | | 8 | 44 | 15 | 71 | 23 | 115 | 12:45 | | | 88 | 323 | 72 | 328 | 160 | 651 |
| 01:00 | | | 7 | | 10 | | 17 | | 13:00 | | | 74 | | 63 | | 137 | |
| 01:15 | | | 7 | | 13 | | 20 | | 13:15 | | | 78 | | 90 | | 168 | |
| 01:30 | | | 7 | | 7 | | 14 | | 13:30 | | | 82 | | 73 | | 155 | |
| 01:45 | | | 3 | 24 | 5 | 35 | 8 | 59 | 13:45 | | | 93 | 327 | 69 | 295 | 162 | 622 |
| 02:00 | | | 8 | | 13 | | 21 | | 14:00 | | | 95 | | 69 | | 164 | |
| 02:15 | | | 4 | | 2 | | 6 | | 14:15 | | | 88 | | 80 | | 168 | |
| 02:30 | | | 4 | | 8 | | 12 | | 14:30 | | | 106 | | 70 | | 176 | |
| 02:45 | | | 11 | 27 | 5 | 28 | 16 | 55 | 14:45 | | | 112 | 401 | 99 | 318 | 211 | 719 |
| 03:00 | | | 7 | | 1 | | 8 | | 15:00 | | | 116 | | 119 | | 235 | |
| 03:15 | | | 4 | | 8 | | 12 | | 15:15 | | | 91 | | 97 | | 188 | |
| 03:30 | | | 3 | | 9 | | 12 | | 15:30 | | | 103 | | 91 | | 194 | |
| 03:45 | | | 12 | 26 | 9 | 27 | 21 | 53 | 15:45 | | | 132 | 442 | 115 | 422 | 247 | 864 |
| 04:00 | | | 12 | | 13 | | 25 | | 16:00 | | | 99 | | 82 | | 181 | |
| 04:15 | | | 17 | | 24 | | 41 | | 16:15 | | | 111 | | 87 | | 198 | |
| 04:30 | | | 23 | | 35 | | 58 | | 16:30 | | | 107 | | 94 | | 201 | |
| 04:45 | | | 21 | 73 | 36 | 108 | 57 | 181 | 16:45 | | | 118 | 435 | 91 | 354 | 209 | 789 |
| 05:00 | | | 21 | | 45 | | 66 | | 17:00 | | | 106 | | 103 | | 209 | |
| 05:15 | | | 19 | | 52 | | 71 | | 17:15 | | | 102 | | 101 | | 203 | |
| 05:30 | | | 19 | | 50 | | 69 | | 17:30 | | | 93 | | 84 | | 177 | |
| 05:45 | | | 13 | 72 | 51 | 198 | 64 | 270 | 17:45 | | | 101 | 402 | 77 | 365 | 178 | 767 |
| 06:00 | | | 18 | | 50 | | 68 | | 18:00 | | | 105 | | 62 | | 167 | |
| 06:15 | | | 34 | | 91 | | 125 | | 18:15 | | | 72 | | 50 | | 122 | |
| 06:30 | | | 53 | | 102 | | 155 | | 18:30 | | | 80 | | 68 | | 148 | |
| 06:45 | | | 72 | 177 | 80 | 323 | 152 | 500 | 18:45 | | | 52 | 309 | 55 | 235 | 107 | 544 |
| 07:00 | | | 64 | | 85 | | 149 | | 19:00 | | | 46 | | 31 | | 77 | |
| 07:15 | | | 60 | | 103 | | 163 | | 19:15 | | | 42 | | 30 | | 72 | |
| 07:30 | | | 72 | | 108 | | 180 | | 19:30 | | | 37 | | 34 | | 71 | |
| 07:45 | | | 92 | 288 | 80 | 376 | 172 | 664 | 19:45 | | | 45 | 170 | 38 | 133 | 83 | 303 |
| 08:00 | | | 77 | | 106 | | 183 | | 20:00 | | | 23 | | 29 | | 52 | |
| 08:15 | | | 74 | | 119 | | 193 | | 20:15 | | | 40 | | 27 | | 67 | |
| 08:30 | | | 64 | | 77 | | 141 | | 20:30 | | | 38 | | 27 | | 65 | |
| 08:45 | | | 57 | 272 | 77 | 379 | 134 | 651 | 20:45 | | | 33 | 134 | 35 | 118 | 68 | 252 |
| 09:00 | | | 64 | | 87 | | 151 | | 21:00 | | | 35 | | 26 | | 61 | |
| 09:15 | | | 56 | | 95 | | 151 | | 21:15 | | | 40 | | 33 | | 73 | |
| 09:30 | | | 65 | | 84 | | 149 | | 21:30 | | | 27 | | 33 | | 60 | |
| 09:45 | | | 60 | 245 | 78 | 344 | 138 | 589 | 21:45 | | | 25 | 127 | 22 | 114 | 47 | 241 |
| 10:00 | | | 64 | | 77 | | 141 | | 22:00 | | | 33 | | 16 | | 49 | |
| 10:15 | | | 76 | | 69 | | 145 | | 22:15 | | | 27 | | 22 | | 49 | |
| 10:30 | | | 78 | | 73 | | 151 | | 22:30 | | | 25 | | 16 | | 41 | |
| 10:45 | | | 75 | 293 | 71 | 290 | 146 | 583 | 22:45 | | | 18 | 103 | 33 | 87 | 51 | 190 |
| 11:00 | | | 63 | | 67 | | 130 | | 23:00 | | | 29 | | 17 | | 46 | |
| 11:15 | | | 84 | | 70 | | 154 | | 23:15 | | | 19 | | 10 | | 29 | |
| 11:30 | | | 88 | | 69 | | 157 | | 23:30 | | | 14 | | 11 | | 25 | |
| 11:45 | | | 54 | 289 | 82 | 288 | 136 | 577 | 23:45 | | | 20 | 82 | 6 | 44 | 26 | 126 |
| TOTALS | | | | 1830 | | 2467 | | 4297 | TOTALS | | | | 3255 | | 2813 | | 6068 |
| SPLIT % | | | | 42.6% | | 57.4% | | 41.5% | SPLIT % | | | | 53.6% | | 46.4% | | 58.5% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,085 | 5,280 | 10,365 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:30 | 07:30 | 07:30 | | PM Peak Hour | | | 15:45 | 15:00 | 15:00 |
| AM Pk Volume | | | 315 | 413 | 728 | | PM Pk Volume | | | 449 | 422 | 864 |
| Pk Hr Factor | | | 0.856 | 0.868 | 0.943 | | Pk Hr Factor | | | 0.850 | 0.887 | 0.874 |
| 7 - 9 Volume | 0 | 0 | 560 | 755 | 1315 | | 4 - 6 Volume | 0 | 0 | 837 | 719 | 1556 |
| 7 - 9 Peak Hour | | | 07:30 | 07:30 | 07:30 | | 4 - 6 Peak Hour | | | 16:15 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 315 | 413 | 728 | | 4 - 6 Pk Volume | 0 | 0 | 442 | 389 | 822 |
| Pk Hr Factor | 0.000 | 0.000 | 0.856 | 0.868 | 0.943 | | Pk Hr Factor | 0.000 | 0.000 | 0.936 | 0.944 | 0.983 |

Prepared by NDS/ATD

# VOLUME

## Mountain View Ave between Mendocino Ave & Madsen Ave

**Day:** Saturday
**Date:** 4/2/2011

**City:** Selma
**Project #:** CA11_8008_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 4,369 | 4,895 | 9,264 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 19 | | 24 | | 43 | | 12:00 | | | 63 | | 78 | | 141 | |
| 00:15 | | | 20 | | 17 | | 37 | | 12:15 | | | 62 | | 79 | | 141 | |
| 00:30 | | | 22 | | 12 | | 34 | | 12:30 | | | 46 | | 84 | | 130 | |
| 00:45 | | | 18 | 79 | 16 | 69 | 34 | 148 | 12:45 | | | 73 | 244 | 74 | 315 | 147 | 559 |
| 01:00 | | | 13 | | 25 | | 38 | | 13:00 | | | 67 | | 68 | | 135 | |
| 01:15 | | | 15 | | 11 | | 26 | | 13:15 | | | 72 | | 70 | | 142 | |
| 01:30 | | | 9 | | 13 | | 22 | | 13:30 | | | 99 | | 86 | | 185 | |
| 01:45 | | | 15 | 52 | 12 | 61 | 27 | 113 | 13:45 | | | 80 | 318 | 78 | 302 | 158 | 620 |
| 02:00 | | | 11 | | 13 | | 24 | | 14:00 | | | 80 | | 58 | | 138 | |
| 02:15 | | | 12 | | 10 | | 22 | | 14:15 | | | 87 | | 87 | | 174 | |
| 02:30 | | | 9 | | 7 | | 16 | | 14:30 | | | 85 | | 73 | | 158 | |
| 02:45 | | | 5 | 37 | 8 | 38 | 13 | 75 | 14:45 | | | 84 | 336 | 89 | 307 | 173 | 643 |
| 03:00 | | | 11 | | 3 | | 14 | | 15:00 | | | 80 | | 102 | | 182 | |
| 03:15 | | | 6 | | 8 | | 14 | | 15:15 | | | 83 | | 80 | | 163 | |
| 03:30 | | | 8 | | 10 | | 18 | | 15:30 | | | 77 | | 70 | | 147 | |
| 03:45 | | | 6 | 31 | 9 | 30 | 15 | 61 | 15:45 | | | 73 | 313 | 69 | 321 | 142 | 634 |
| 04:00 | | | 9 | | 5 | | 14 | | 16:00 | | | 97 | | 75 | | 172 | |
| 04:15 | | | 13 | | 13 | | 26 | | 16:15 | | | 87 | | 83 | | 170 | |
| 04:30 | | | 14 | | 11 | | 25 | | 16:30 | | | 75 | | 60 | | 135 | |
| 04:45 | | | 17 | 53 | 8 | 37 | 25 | 90 | 16:45 | | | 89 | 348 | 89 | 307 | 178 | 655 |
| 05:00 | | | 15 | | 10 | | 25 | | 17:00 | | | 75 | | 45 | | 120 | |
| 05:15 | | | 19 | | 24 | | 43 | | 17:15 | | | 72 | | 69 | | 141 | |
| 05:30 | | | 13 | | 25 | | 38 | | 17:30 | | | 81 | | 67 | | 148 | |
| 05:45 | | | 19 | 66 | 34 | 93 | 53 | 159 | 17:45 | | | 59 | 287 | 66 | 247 | 125 | 534 |
| 06:00 | | | 21 | | 35 | | 56 | | 18:00 | | | 54 | | 83 | | 137 | |
| 06:15 | | | 33 | | 57 | | 90 | | 18:15 | | | 60 | | 65 | | 125 | |
| 06:30 | | | 39 | | 48 | | 87 | | 18:30 | | | 76 | | 51 | | 127 | |
| 06:45 | | | 34 | 127 | 32 | 172 | 66 | 299 | 18:45 | | | 74 | 264 | 53 | 252 | 127 | 516 |
| 07:00 | | | 24 | | 57 | | 81 | | 19:00 | | | 62 | | 77 | | 139 | |
| 07:15 | | | 25 | | 62 | | 87 | | 19:15 | | | 55 | | 60 | | 115 | |
| 07:30 | | | 45 | | 57 | | 102 | | 19:30 | | | 56 | | 76 | | 132 | |
| 07:45 | | | 36 | 130 | 65 | 241 | 101 | 371 | 19:45 | | | 57 | 230 | 45 | 258 | 102 | 488 |
| 08:00 | | | 35 | | 60 | | 95 | | 20:00 | | | 46 | | 46 | | 92 | |
| 08:15 | | | 42 | | 69 | | 111 | | 20:15 | | | 32 | | 51 | | 83 | |
| 08:30 | | | 48 | | 80 | | 128 | | 20:30 | | | 44 | | 56 | | 100 | |
| 08:45 | | | 36 | 161 | 81 | 290 | 117 | 451 | 20:45 | | | 39 | 161 | 58 | 211 | 97 | 372 |
| 09:00 | | | 47 | | 63 | | 110 | | 21:00 | | | 45 | | 48 | | 93 | |
| 09:15 | | | 41 | | 100 | | 141 | | 21:15 | | | 39 | | 40 | | 79 | |
| 09:30 | | | 31 | | 82 | | 113 | | 21:30 | | | 39 | | 40 | | 79 | |
| 09:45 | | | 77 | 196 | 104 | 349 | 181 | 545 | 21:45 | | | 57 | 180 | 32 | 160 | 89 | 340 |
| 10:00 | | | 48 | | 67 | | 115 | | 22:00 | | | 40 | | 40 | | 80 | |
| 10:15 | | | 43 | | 78 | | 121 | | 22:15 | | | 41 | | 45 | | 86 | |
| 10:30 | | | 56 | | 100 | | 156 | | 22:30 | | | 45 | | 39 | | 84 | |
| 10:45 | | | 90 | 237 | 83 | 328 | 173 | 565 | 22:45 | | | 28 | 154 | 25 | 149 | 53 | 303 |
| 11:00 | | | 58 | | 65 | | 123 | | 23:00 | | | 26 | | 26 | | 52 | |
| 11:15 | | | 66 | | 75 | | 141 | | 23:15 | | | 31 | | 12 | | 43 | |
| 11:30 | | | 60 | | 64 | | 124 | | 23:30 | | | 21 | | 14 | | 35 | |
| 11:45 | | | 78 | 262 | 83 | 287 | 161 | 549 | 23:45 | | | 25 | 103 | 19 | 71 | 44 | 174 |
| TOTALS | | | | 1431 | | 1995 | | 3426 | TOTALS | | | | 2938 | | 2900 | | 5838 |
| SPLIT % | | | | 41.8% | | 58.2% | | 37.0% | SPLIT % | | | | 50.3% | | 49.7% | | 63.0% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 4,369 | 4,895 | 9,264 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | | 10:45 | | 09:15 | | 10:30 | PM Peak Hour | | | | 16:00 | | 14:15 | | 14:15 |
| AM Pk Volume | | | | 274 | | 353 | | 593 | PM Pk Volume | | | | 348 | | 351 | | 687 |
| Pk Hr Factor | | | | 0.761 | | 0.849 | | 0.857 | Pk Hr Factor | | | | 0.897 | | 0.860 | | 0.944 |
| 7 - 9 Volume | 0 | 0 | | 291 | | 531 | | 822 | 4 - 6 Volume | 0 | 0 | | 635 | | 554 | | 1189 |
| 7 - 9 Peak Hour | | | | 07:45 | | 08:00 | | 08:00 | 4 - 6 Peak Hour | | | | 16:00 | | 16:00 | | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | | 161 | | 290 | | 451 | 4 - 6 Pk Volume | 0 | 0 | | 348 | | 307 | | 655 |
| Pk Hr Factor | 0.000 | 0.000 | | 0.839 | | 0.895 | | 0.881 | Pk Hr Factor | 0.000 | 0.000 | | 0.897 | | 0.862 | | 0.920 |

Prepared by NDS/ATD

# VOLUME

Mountain View Ave between Madsen Ave & Zediker Ave

**Day:** Tuesday
**Date:** 3/22/2011

**City:** Selma
**Project #:** CA11_8008_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,084 | 5,421 | 10,505 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 10 | | 24 | | 34 | | 12:00 | | | 74 | | 90 | | 164 | |
| 00:15 | | | 11 | | 22 | | 33 | | 12:15 | | | 80 | | 93 | | 173 | |
| 00:30 | | | 11 | | 14 | | 25 | | 12:30 | | | 80 | | 79 | | 159 | |
| 00:45 | | | 10 | 42 | 14 | 74 | 24 | 116 | 12:45 | | | 86 | 320 | 76 | 338 | 162 | 658 |
| 01:00 | | | 6 | | 10 | | 16 | | 13:00 | | | 75 | | 63 | | 138 | |
| 01:15 | | | 8 | | 13 | | 21 | | 13:15 | | | 78 | | 93 | | 171 | |
| 01:30 | | | 6 | | 7 | | 13 | | 13:30 | | | 78 | | 75 | | 153 | |
| 01:45 | | | 3 | 23 | 6 | 36 | 9 | 59 | 13:45 | | | 88 | 319 | 72 | 303 | 160 | 622 |
| 02:00 | | | 8 | | 12 | | 20 | | 14:00 | | | 109 | | 69 | | 178 | |
| 02:15 | | | 6 | | 2 | | 8 | | 14:15 | | | 86 | | 81 | | 167 | |
| 02:30 | | | 6 | | 8 | | 14 | | 14:30 | | | 107 | | 73 | | 180 | |
| 02:45 | | | 8 | 28 | 7 | 29 | 15 | 57 | 14:45 | | | 112 | 414 | 104 | 327 | 216 | 741 |
| 03:00 | | | 6 | | 1 | | 7 | | 15:00 | | | 116 | | 125 | | 241 | |
| 03:15 | | | 5 | | 9 | | 14 | | 15:15 | | | 91 | | 96 | | 187 | |
| 03:30 | | | 4 | | 7 | | 11 | | 15:30 | | | 110 | | 90 | | 200 | |
| 03:45 | | | 10 | 25 | 7 | 24 | 17 | 49 | 15:45 | | | 135 | 452 | 120 | 431 | 255 | 883 |
| 04:00 | | | 15 | | 15 | | 30 | | 16:00 | | | 87 | | 80 | | 167 | |
| 04:15 | | | 15 | | 22 | | 37 | | 16:15 | | | 112 | | 94 | | 206 | |
| 04:30 | | | 24 | | 36 | | 60 | | 16:30 | | | 109 | | 92 | | 201 | |
| 04:45 | | | 18 | 72 | 35 | 108 | 53 | 180 | 16:45 | | | 122 | 430 | 95 | 361 | 217 | 791 |
| 05:00 | | | 23 | | 45 | | 68 | | 17:00 | | | 101 | | 109 | | 210 | |
| 05:15 | | | 18 | | 52 | | 70 | | 17:15 | | | 110 | | 100 | | 210 | |
| 05:30 | | | 21 | | 52 | | 73 | | 17:30 | | | 102 | | 85 | | 187 | |
| 05:45 | | | 11 | 73 | 54 | 203 | 65 | 276 | 17:45 | | | 96 | 409 | 67 | 361 | 163 | 770 |
| 06:00 | | | 22 | | 53 | | 75 | | 18:00 | | | 109 | | 101 | | 210 | |
| 06:15 | | | 28 | | 91 | | 119 | | 18:15 | | | 65 | | 75 | | 140 | |
| 06:30 | | | 61 | | 100 | | 161 | | 18:30 | | | 78 | | 67 | | 145 | |
| 06:45 | | | 71 | 182 | 85 | 329 | 156 | 511 | 18:45 | | | 55 | 307 | 55 | 298 | 110 | 605 |
| 07:00 | | | 64 | | 86 | | 150 | | 19:00 | | | 42 | | 30 | | 72 | |
| 07:15 | | | 59 | | 103 | | 162 | | 19:15 | | | 47 | | 32 | | 79 | |
| 07:30 | | | 79 | | 107 | | 186 | | 19:30 | | | 36 | | 36 | | 72 | |
| 07:45 | | | 91 | 293 | 81 | 377 | 172 | 670 | 19:45 | | | 40 | 165 | 38 | 136 | 78 | 301 |
| 08:00 | | | 70 | | 110 | | 180 | | 20:00 | | | 26 | | 31 | | 57 | |
| 08:15 | | | 77 | | 117 | | 194 | | 20:15 | | | 40 | | 26 | | 66 | |
| 08:30 | | | 59 | | 78 | | 137 | | 20:30 | | | 37 | | 27 | | 64 | |
| 08:45 | | | 69 | 275 | 76 | 381 | 145 | 656 | 20:45 | | | 33 | 136 | 34 | 118 | 67 | 254 |
| 09:00 | | | 61 | | 89 | | 150 | | 21:00 | | | 32 | | 29 | | 61 | |
| 09:15 | | | 54 | | 96 | | 150 | | 21:15 | | | 39 | | 31 | | 70 | |
| 09:30 | | | 63 | | 78 | | 141 | | 21:30 | | | 25 | | 33 | | 58 | |
| 09:45 | | | 59 | 237 | 78 | 341 | 137 | 578 | 21:45 | | | 28 | 124 | 22 | 115 | 50 | 239 |
| 10:00 | | | 66 | | 82 | | 148 | | 22:00 | | | 29 | | 16 | | 45 | |
| 10:15 | | | 78 | | 71 | | 149 | | 22:15 | | | 32 | | 25 | | 57 | |
| 10:30 | | | 74 | | 73 | | 147 | | 22:30 | | | 22 | | 16 | | 38 | |
| 10:45 | | | 75 | 293 | 71 | 297 | 146 | 590 | 22:45 | | | 17 | 100 | 31 | 88 | 48 | 188 |
| 11:00 | | | 62 | | 67 | | 129 | | 23:00 | | | 30 | | 17 | | 47 | |
| 11:15 | | | 80 | | 72 | | 152 | | 23:15 | | | 19 | | 10 | | 29 | |
| 11:30 | | | 82 | | 72 | | 154 | | 23:30 | | | 12 | | 10 | | 22 | |
| 11:45 | | | 58 | 282 | 92 | 303 | 150 | 585 | 23:45 | | | 22 | 83 | 6 | 43 | 28 | 126 |
| **TOTALS** | | | | 1825 | | 2502 | | **4327** | **TOTALS** | | | | 3259 | | 2919 | | **6178** |
| **SPLIT %** | | | | 42.2% | | 57.8% | | **41.2%** | **SPLIT %** | | | | 52.8% | | 47.2% | | **58.8%** |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,084 | 5,421 | 10,505 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | | | 07:30 | 07:30 | **07:30** | | **PM Peak Hour** | | | 15:00 | 15:00 | **15:00** |
| **AM Pk Volume** | | | 317 | 415 | **732** | | **PM Pk Volume** | | | 452 | 431 | **883** |
| **Pk Hr Factor** | | | 0.871 | 0.887 | **0.943** | | **Pk Hr Factor** | | | 0.837 | 0.862 | **0.866** |
| **7 - 9 Volume** | 0 | 0 | 568 | 758 | **1326** | | **4 - 6 Volume** | 0 | 0 | 839 | 722 | **1561** |
| **7 - 9 Peak Hour** | | | 07:30 | 07:30 | **07:30** | | **4 - 6 Peak Hour** | | | 16:15 | 16:30 | **16:30** |
| **7 - 9 Pk Volume** | 0 | 0 | 317 | 415 | **732** | | **4 - 6 Pk Volume** | 0 | 0 | 444 | 396 | **838** |
| **Pk Hr Factor** | 0.000 | 0.000 | 0.871 | 0.887 | **0.943** | | **Pk Hr Factor** | 0.000 | 0.000 | 0.910 | 0.908 | **0.965** |

Prepared by NDS/ATD

# VOLUME

## Mountain View Ave between Madsen Ave & Zediker Ave

**Day:** Saturday
**Date:** 4/2/2011

**City:** Selma
**Project #:** CA11_8008_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 4,552 | 4,866 | 9,418 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 17 | | 23 | | 40 | | 12:00 | | | 67 | | 73 | | 140 | |
| 00:15 | | | 18 | | 16 | | 34 | | 12:15 | | | 59 | | 80 | | 139 | |
| 00:30 | | | 25 | | 12 | | 37 | | 12:30 | | | 50 | | 90 | | 140 | |
| 00:45 | | | 18 | 78 | 20 | 71 | 38 | 149 | 12:45 | | | 73 | 249 | 73 | 316 | 146 | 565 |
| 01:00 | | | 13 | | 19 | | 32 | | 13:00 | | | 67 | | 62 | | 129 | |
| 01:15 | | | 15 | | 14 | | 29 | | 13:15 | | | 70 | | 83 | | 153 | |
| 01:30 | | | 9 | | 11 | | 20 | | 13:30 | | | 94 | | 86 | | 180 | |
| 01:45 | | | 17 | 54 | 12 | 56 | 29 | 110 | 13:45 | | | 79 | 310 | 70 | 301 | 149 | 611 |
| 02:00 | | | 10 | | 14 | | 24 | | 14:00 | | | 92 | | 71 | | 163 | |
| 02:15 | | | 12 | | 9 | | 21 | | 14:15 | | | 91 | | 76 | | 167 | |
| 02:30 | | | 11 | | 8 | | 19 | | 14:30 | | | 85 | | 75 | | 160 | |
| 02:45 | | | 5 | 38 | 5 | 36 | 10 | 74 | 14:45 | | | 84 | 352 | 83 | 305 | 167 | 657 |
| 03:00 | | | 13 | | 4 | | 17 | | 15:00 | | | 82 | | 101 | | 183 | |
| 03:15 | | | 6 | | 8 | | 14 | | 15:15 | | | 88 | | 76 | | 164 | |
| 03:30 | | | 9 | | 9 | | 18 | | 15:30 | | | 81 | | 73 | | 154 | |
| 03:45 | | | 7 | 35 | 9 | 30 | 16 | 65 | 15:45 | | | 78 | 329 | 72 | 322 | 150 | 651 |
| 04:00 | | | 8 | | 6 | | 14 | | 16:00 | | | 99 | | 83 | | 182 | |
| 04:15 | | | 11 | | 12 | | 23 | | 16:15 | | | 86 | | 72 | | 158 | |
| 04:30 | | | 16 | | 12 | | 28 | | 16:30 | | | 80 | | 74 | | 154 | |
| 04:45 | | | 17 | 52 | 6 | 36 | 23 | 88 | 16:45 | | | 91 | 356 | 76 | 305 | 167 | 661 |
| 05:00 | | | 16 | | 13 | | 29 | | 17:00 | | | 78 | | 46 | | 124 | |
| 05:15 | | | 24 | | 26 | | 50 | | 17:15 | | | 74 | | 68 | | 142 | |
| 05:30 | | | 15 | | 22 | | 37 | | 17:30 | | | 82 | | 70 | | 152 | |
| 05:45 | | | 20 | 75 | 29 | 90 | 49 | 165 | 17:45 | | | 63 | 297 | 76 | 260 | 139 | 557 |
| 06:00 | | | 22 | | 42 | | 64 | | 18:00 | | | 61 | | 76 | | 137 | |
| 06:15 | | | 32 | | 57 | | 89 | | 18:15 | | | 55 | | 70 | | 125 | |
| 06:30 | | | 41 | | 47 | | 88 | | 18:30 | | | 86 | | 46 | | 132 | |
| 06:45 | | | 40 | 135 | 34 | 180 | 74 | 315 | 18:45 | | | 70 | 272 | 51 | 243 | 121 | 515 |
| 07:00 | | | 29 | | 54 | | 83 | | 19:00 | | | 67 | | 72 | | 139 | |
| 07:15 | | | 30 | | 64 | | 94 | | 19:15 | | | 55 | | 60 | | 115 | |
| 07:30 | | | 50 | | 62 | | 112 | | 19:30 | | | 52 | | 74 | | 126 | |
| 07:45 | | | 37 | 146 | 61 | 241 | 98 | 387 | 19:45 | | | 65 | 239 | 49 | 255 | 114 | 494 |
| 08:00 | | | 40 | | 62 | | 102 | | 20:00 | | | 48 | | 35 | | 83 | |
| 08:15 | | | 45 | | 65 | | 110 | | 20:15 | | | 30 | | 61 | | 91 | |
| 08:30 | | | 49 | | 82 | | 131 | | 20:30 | | | 45 | | 54 | | 99 | |
| 08:45 | | | 38 | 172 | 77 | 286 | 115 | 458 | 20:45 | | | 39 | 162 | 51 | 201 | 90 | 363 |
| 09:00 | | | 43 | | 79 | | 122 | | 21:00 | | | 44 | | 51 | | 95 | |
| 09:15 | | | 40 | | 88 | | 128 | | 21:15 | | | 40 | | 40 | | 80 | |
| 09:30 | | | 36 | | 76 | | 112 | | 21:30 | | | 40 | | 36 | | 76 | |
| 09:45 | | | 87 | 206 | 100 | 343 | 187 | 549 | 21:45 | | | 58 | 182 | 33 | 160 | 91 | 342 |
| 10:00 | | | 51 | | 73 | | 124 | | 22:00 | | | 43 | | 45 | | 88 | |
| 10:15 | | | 56 | | 76 | | 132 | | 22:15 | | | 42 | | 44 | | 86 | |
| 10:30 | | | 60 | | 91 | | 151 | | 22:30 | | | 43 | | 37 | | 80 | |
| 10:45 | | | 96 | 263 | 87 | 327 | 183 | 590 | 22:45 | | | 30 | 158 | 29 | 155 | 59 | 313 |
| 11:00 | | | 64 | | 63 | | 127 | | 23:00 | | | 23 | | 20 | | 43 | |
| 11:15 | | | 79 | | 74 | | 153 | | 23:15 | | | 32 | | 14 | | 46 | |
| 11:30 | | | 66 | | 60 | | 126 | | 23:30 | | | 22 | | 14 | | 36 | |
| 11:45 | | | 80 | 289 | 88 | 285 | 168 | 574 | 23:45 | | | 26 | 103 | 14 | 62 | 40 | 165 |
| **TOTALS** | | | | 1543 | | 1981 | | **3524** | **TOTALS** | | | | 3009 | | 2885 | | **5894** |
| **SPLIT %** | | | | 43.8% | | 56.2% | | **37.4%** | **SPLIT %** | | | | 51.1% | | 48.9% | | **62.6%** |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 4,552 | 4,866 | 9,418 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | | | 10:45 | 09:00 | **10:30** | **PM Peak Hour** | | | 13:30 | 14:15 | **14:15** |
| **AM Pk Volume** | | | 305 | 343 | **614** | **PM Pk Volume** | | | 356 | 335 | **677** |
| **Pk Hr Factor** | | | 0.794 | 0.858 | **0.839** | **Pk Hr Factor** | | | 0.947 | 0.829 | **0.925** |
| **7 - 9 Volume** | 0 | 0 | 318 | 527 | **845** | **4 - 6 Volume** | 0 | 0 | 653 | 565 | **1218** |
| **7 - 9 Peak Hour** | | | 07:30 | 08:00 | **08:00** | **4 - 6 Peak Hour** | | | 16:00 | 16:00 | **16:00** |
| **7 - 9 Pk Volume** | 0 | 0 | 172 | 286 | **458** | **4 - 6 Pk Volume** | 0 | 0 | 356 | 305 | **661** |
| **Pk Hr Factor** | 0.000 | 0.000 | 0.860 | 0.872 | **0.874** | **Pk Hr Factor** | 0.000 | 0.000 | 0.899 | 0.919 | **0.908** |

Prepared by NDS/ATD

# VOLUME

## Mountain View Ave E/o Zediker Ave

**Day:** Tuesday
**Date:** 3/22/2011

**City:** Selma
**Project #:** CA11_8008_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,268 | 5,792 | 11,060 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 11 | | 23 | | 34 | | 12:00 | | | 75 | | 92 | | 167 | |
| 00:15 | | | 12 | | 28 | | 40 | | 12:15 | | | 79 | | 89 | | 168 | |
| 00:30 | | | 10 | | 17 | | 27 | | 12:30 | | | 86 | | 88 | | 174 | |
| 00:45 | | | 8 | 41 | 17 | 85 | 25 | 126 | 12:45 | | | 92 | 332 | 84 | 353 | 176 | 685 |
| 01:00 | | | 9 | | 18 | | 27 | | 13:00 | | | 82 | | 64 | | 146 | |
| 01:15 | | | 8 | | 12 | | 20 | | 13:15 | | | 85 | | 93 | | 178 | |
| 01:30 | | | 8 | | 10 | | 18 | | 13:30 | | | 86 | | 86 | | 172 | |
| 01:45 | | | 4 | 29 | 6 | 46 | 10 | 75 | 13:45 | | | 94 | 347 | 79 | 322 | 173 | 669 |
| 02:00 | | | 8 | | 13 | | 21 | | 14:00 | | | 98 | | 78 | | 176 | |
| 02:15 | | | 6 | | 4 | | 10 | | 14:15 | | | 91 | | 86 | | 177 | |
| 02:30 | | | 5 | | 10 | | 15 | | 14:30 | | | 108 | | 75 | | 183 | |
| 02:45 | | | 10 | 29 | 7 | 34 | 17 | 63 | 14:45 | | | 118 | 415 | 112 | 351 | 230 | 766 |
| 03:00 | | | 7 | | 1 | | 8 | | 15:00 | | | 117 | | 115 | | 232 | |
| 03:15 | | | 5 | | 10 | | 15 | | 15:15 | | | 95 | | 94 | | 189 | |
| 03:30 | | | 6 | | 9 | | 15 | | 15:30 | | | 107 | | 94 | | 201 | |
| 03:45 | | | 13 | 31 | 12 | 32 | 25 | 63 | 15:45 | | | 141 | 460 | 127 | 430 | 268 | 890 |
| 04:00 | | | 13 | | 19 | | 32 | | 16:00 | | | 82 | | 79 | | 161 | |
| 04:15 | | | 18 | | 24 | | 42 | | 16:15 | | | 115 | | 98 | | 213 | |
| 04:30 | | | 29 | | 44 | | 73 | | 16:30 | | | 103 | | 84 | | 187 | |
| 04:45 | | | 21 | 81 | 31 | 118 | 52 | 199 | 16:45 | | | 125 | 425 | 85 | 346 | 210 | 771 |
| 05:00 | | | 21 | | 49 | | 70 | | 17:00 | | | 109 | | 111 | | 220 | |
| 05:15 | | | 19 | | 52 | | 71 | | 17:15 | | | 112 | | 102 | | 214 | |
| 05:30 | | | 20 | | 53 | | 73 | | 17:30 | | | 101 | | 84 | | 185 | |
| 05:45 | | | 12 | 72 | 63 | 217 | 75 | 289 | 17:45 | | | 96 | 418 | 81 | 378 | 177 | 796 |
| 06:00 | | | 22 | | 63 | | 85 | | 18:00 | | | 117 | | 97 | | 214 | |
| 06:15 | | | 36 | | 105 | | 141 | | 18:15 | | | 67 | | 87 | | 154 | |
| 06:30 | | | 55 | | 127 | | 182 | | 18:30 | | | 87 | | 72 | | 159 | |
| 06:45 | | | 84 | 197 | 92 | 387 | 176 | 584 | 18:45 | | | 59 | 330 | 62 | 318 | 121 | 648 |
| 07:00 | | | 65 | | 93 | | 158 | | 19:00 | | | 46 | | 41 | | 87 | |
| 07:15 | | | 70 | | 102 | | 172 | | 19:15 | | | 45 | | 33 | | 78 | |
| 07:30 | | | 76 | | 104 | | 180 | | 19:30 | | | 37 | | 46 | | 83 | |
| 07:45 | | | 84 | 295 | 92 | 391 | 176 | 686 | 19:45 | | | 37 | 165 | 42 | 162 | 79 | 327 |
| 08:00 | | | 77 | | 114 | | 191 | | 20:00 | | | 26 | | 41 | | 67 | |
| 08:15 | | | 71 | | 96 | | 167 | | 20:15 | | | 47 | | 33 | | 80 | |
| 08:30 | | | 68 | | 84 | | 152 | | 20:30 | | | 40 | | 32 | | 72 | |
| 08:45 | | | 57 | 273 | 77 | 371 | 134 | 644 | 20:45 | | | 36 | 149 | 45 | 151 | 81 | 300 |
| 09:00 | | | 65 | | 106 | | 171 | | 21:00 | | | 35 | | 33 | | 68 | |
| 09:15 | | | 55 | | 102 | | 157 | | 21:15 | | | 39 | | 36 | | 75 | |
| 09:30 | | | 73 | | 87 | | 160 | | 21:30 | | | 30 | | 34 | | 64 | |
| 09:45 | | | 63 | 256 | 92 | 387 | 155 | 643 | 21:45 | | | 27 | 131 | 20 | 123 | 47 | 254 |
| 10:00 | | | 68 | | 84 | | 152 | | 22:00 | | | 31 | | 19 | | 50 | |
| 10:15 | | | 75 | | 73 | | 148 | | 22:15 | | | 29 | | 33 | | 62 | |
| 10:30 | | | 81 | | 78 | | 159 | | 22:30 | | | 28 | | 25 | | 53 | |
| 10:45 | | | 78 | 302 | 76 | 311 | 154 | 613 | 22:45 | | | 18 | 106 | 32 | 109 | 50 | 215 |
| 11:00 | | | 67 | | 67 | | 134 | | 23:00 | | | 29 | | 19 | | 48 | |
| 11:15 | | | 84 | | 77 | | 161 | | 23:15 | | | 22 | | 15 | | 37 | |
| 11:30 | | | 87 | | 71 | | 158 | | 23:30 | | | 17 | | 18 | | 35 | |
| 11:45 | | | 59 | 297 | 94 | 309 | 153 | 606 | 23:45 | | | 19 | 87 | 9 | 61 | 28 | 148 |
| TOTALS | | | | 1903 | | 2688 | | 4591 | TOTALS | | | | 3365 | | 3104 | | 6469 |
| SPLIT % | | | | 41.5% | | 58.5% | | 41.5% | SPLIT % | | | | 52.0% | | 48.0% | | 58.5% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,268 | 5,792 | 11,060 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 10:45 | 06:15 | 07:15 | PM Peak Hour | | | 15:00 | 15:00 | 15:00 |
| AM Pk Volume | | | 316 | 417 | 719 | PM Pk Volume | | | 460 | 430 | 890 |
| Pk Hr Factor | | | 0.908 | 0.821 | 0.941 | Pk Hr Factor | | | 0.816 | 0.846 | 0.830 |
| 7 - 9 Volume | 0 | 0 | 568 | 762 | 1330 | 4 - 6 Volume | 0 | 0 | 843 | 724 | 1567 |
| 7 - 9 Peak Hour | | | 07:30 | 07:15 | 07:15 | 4 - 6 Peak Hour | | | 16:15 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 308 | 412 | 719 | 4 - 6 Pk Volume | 0 | 0 | 452 | 382 | 831 |
| Pk Hr Factor | 0.000 | 0.000 | 0.917 | 0.904 | 0.941 | Pk Hr Factor | 0.000 | 0.000 | 0.904 | 0.860 | 0.944 |

Prepared by NDS/ATD

# VOLUME

## Mountain View Ave E/o Zediker Ave

**Day:** Saturday
**Date:** 4/2/2011

**City:** Selma
**Project #:** CA11_8008_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,817 | 5,203 | 11,020 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | | | 22 | | 33 | | 55 | |
| 00:15 | | | | | 26 | | 16 | | 42 | |
| 00:30 | | | | | 33 | | 12 | | 45 | |
| 00:45 | | | | | 24 | 105 | 25 | 86 | 49 | 191 |
| 01:00 | | | | | 13 | | 23 | | 36 | |
| 01:15 | | | | | 18 | | 17 | | 35 | |
| 01:30 | | | | | 14 | | 11 | | 25 | |
| 01:45 | | | | | 19 | 64 | 12 | 63 | 31 | 127 |
| 02:00 | | | | | 13 | | 15 | | 28 | |
| 02:15 | | | | | 15 | | 10 | | 25 | |
| 02:30 | | | | | 14 | | 9 | | 23 | |
| 02:45 | | | | | 12 | 54 | 6 | 40 | 18 | 94 |
| 03:00 | | | | | 19 | | 4 | | 23 | |
| 03:15 | | | | | 5 | | 10 | | 15 | |
| 03:30 | | | | | 13 | | 10 | | 23 | |
| 03:45 | | | | | 12 | 49 | 9 | 33 | 21 | 82 |
| 04:00 | | | | | 12 | | 7 | | 19 | |
| 04:15 | | | | | 18 | | 13 | | 31 | |
| 04:30 | | | | | 24 | | 14 | | 38 | |
| 04:45 | | | | | 22 | 76 | 9 | 43 | 31 | 119 |
| 05:00 | | | | | 19 | | 15 | | 34 | |
| 05:15 | | | | | 31 | | 26 | | 57 | |
| 05:30 | | | | | 19 | | 25 | | 44 | |
| 05:45 | | | | | 29 | 98 | 31 | 97 | 60 | 195 |
| 06:00 | | | | | 30 | | 42 | | 72 | |
| 06:15 | | | | | 41 | | 62 | | 103 | |
| 06:30 | | | | | 48 | | 50 | | 98 | |
| 06:45 | | | | | 54 | 173 | 37 | 191 | 91 | 364 |
| 07:00 | | | | | 26 | | 51 | | 77 | |
| 07:15 | | | | | 35 | | 62 | | 97 | |
| 07:30 | | | | | 70 | | 65 | | 135 | |
| 07:45 | | | | | 51 | 182 | 60 | 238 | 111 | 420 |
| 08:00 | | | | | 53 | | 59 | | 112 | |
| 08:15 | | | | | 58 | | 68 | | 126 | |
| 08:30 | | | | | 61 | | 91 | | 152 | |
| 08:45 | | | | | 51 | 223 | 78 | 296 | 129 | 519 |
| 09:00 | | | | | 59 | | 80 | | 139 | |
| 09:15 | | | | | 52 | | 89 | | 141 | |
| 09:30 | | | | | 44 | | 77 | | 121 | |
| 09:45 | | | | | 123 | 278 | 106 | 352 | 229 | 630 |
| 10:00 | | | | | 80 | | 75 | | 155 | |
| 10:15 | | | | | 69 | | 79 | | 148 | |
| 10:30 | | | | | 80 | | 87 | | 167 | |
| 10:45 | | | | | 132 | 361 | 90 | 331 | 222 | 692 |
| 11:00 | | | | | 92 | | 61 | | 153 | |
| 11:15 | | | | | 92 | | 80 | | 172 | |
| 11:30 | | | | | 86 | | 65 | | 151 | |
| 11:45 | | | | | 125 | 395 | 91 | 297 | 216 | 692 |
| TOTALS | | | | | | 2058 | | 2067 | | 4125 |
| SPLIT % | | | | | | 49.9% | | 50.1% | | 37.4% |

| PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | | | | 61 | | 75 | | 136 | |
| 12:15 | | | | | 60 | | 82 | | 142 | |
| 12:30 | | | | | 53 | | 89 | | 142 | |
| 12:45 | | | | | 67 | 241 | 78 | 324 | 145 | 565 |
| 13:00 | | | | | 51 | | 67 | | 118 | |
| 13:15 | | | | | 69 | | 81 | | 150 | |
| 13:30 | | | | | 108 | | 80 | | 188 | |
| 13:45 | | | | | 87 | 315 | 66 | 294 | 153 | 609 |
| 14:00 | | | | | 122 | | 79 | | 201 | |
| 14:15 | | | | | 115 | | 79 | | 194 | |
| 14:30 | | | | | 140 | | 84 | | 224 | |
| 14:45 | | | | | 120 | 497 | 92 | 334 | 212 | 831 |
| 15:00 | | | | | 98 | | 107 | | 205 | |
| 15:15 | | | | | 113 | | 86 | | 199 | |
| 15:30 | | | | | 100 | | 79 | | 179 | |
| 15:45 | | | | | 92 | 403 | 74 | 346 | 166 | 749 |
| 16:00 | | | | | 130 | | 89 | | 219 | |
| 16:15 | | | | | 112 | | 78 | | 190 | |
| 16:30 | | | | | 99 | | 80 | | 179 | |
| 16:45 | | | | | 104 | 445 | 79 | 326 | 183 | 771 |
| 17:00 | | | | | 110 | | 51 | | 161 | |
| 17:15 | | | | | 91 | | 73 | | 164 | |
| 17:30 | | | | | 102 | | 82 | | 184 | |
| 17:45 | | | | | 75 | 378 | 92 | 298 | 167 | 676 |
| 18:00 | | | | | 98 | | 86 | | 184 | |
| 18:15 | | | | | 77 | | 75 | | 152 | |
| 18:30 | | | | | 110 | | 54 | | 164 | |
| 18:45 | | | | | 78 | 363 | 54 | 269 | 132 | 632 |
| 19:00 | | | | | 92 | | 80 | | 172 | |
| 19:15 | | | | | 72 | | 70 | | 142 | |
| 19:30 | | | | | 64 | | 89 | | 153 | |
| 19:45 | | | | | 90 | 318 | 57 | 296 | 147 | 614 |
| 20:00 | | | | | 61 | | 40 | | 101 | |
| 20:15 | | | | | 37 | | 69 | | 106 | |
| 20:30 | | | | | 63 | | 53 | | 116 | |
| 20:45 | | | | | 50 | 211 | 56 | 218 | 106 | 429 |
| 21:00 | | | | | 50 | | 66 | | 116 | |
| 21:15 | | | | | 60 | | 51 | | 111 | |
| 21:30 | | | | | 56 | | 40 | | 96 | |
| 21:45 | | | | | 82 | 248 | 38 | 195 | 120 | 443 |
| 22:00 | | | | | 55 | | 47 | | 102 | |
| 22:15 | | | | | 54 | | 46 | | 100 | |
| 22:30 | | | | | 55 | | 34 | | 89 | |
| 22:45 | | | | | 37 | 201 | 34 | 161 | 71 | 362 |
| 23:00 | | | | | 29 | | 26 | | 55 | |
| 23:15 | | | | | 43 | | 15 | | 58 | |
| 23:30 | | | | | 34 | | 19 | | 53 | |
| 23:45 | | | | | 33 | 139 | 15 | 75 | 48 | 214 |
| TOTALS | | | | | | 3759 | | 3136 | | 6895 |
| SPLIT % | | | | | | 54.5% | | 45.5% | | 62.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,817 | 5,203 | 11,020 |

| | | | | | |
|---|---|---|---|---|---|
| AM Peak Hour | | | 10:45 | 09:00 | 10:30 |
| AM Pk Volume | | | 402 | 352 | 714 |
| Pk Hr Factor | | | 0.761 | 0.830 | 0.804 |
| 7 - 9 Volume | 0 | 0 | 405 | 534 | 939 |
| 7 - 9 Peak Hour | | | 07:30 | 08:00 | 08:00 |
| 7 - 9 Pk Volume | 0 | 0 | 232 | 296 | 519 |
| Pk Hr Factor | 0.000 | 0.000 | 0.829 | 0.813 | 0.854 |

| | | | | | |
|---|---|---|---|---|---|
| PM Peak Hour | | | 14:00 | 14:30 | 14:30 |
| PM Pk Volume | | | 497 | 369 | 840 |
| Pk Hr Factor | | | 0.888 | 0.862 | 0.938 |
| 4 - 6 Volume | 0 | 0 | 823 | 624 | 1447 |
| 4 - 6 Peak Hour | | | 16:00 | 16:00 | 16:00 |
| 4 - 6 Pk Volume | 0 | 0 | 445 | 326 | 771 |
| Pk Hr Factor | 0.000 | 0.000 | 0.856 | 0.916 | 0.880 |

Prepared by National Data & Surveying Services

# Selma Rail Timing/Queuing

**Project # :** 11-8007 **Location:** Selma

| Railroad Crossing | Date | Time Train Arrived | Duration (min:sec:) | Cars Queued | |
|---|---|---|---|---|---|
| | | | | N/E | S/W |
| Highland Avenue E/O Golden State | Tuesday 3/22/11 | 6:02:40 | 2:14:00 | 6 | 1 |
| | | 8:58:40 | 1:02:00 | 2 | 3 |
| | | 9:49:15 | 0:35:00 | 1 | 0 |
| | | 11:35:40 | 1:00:00 | 5 | 3 |
| | | 12:34:30 | 1:55:00 | 5 | 2 |
| | | 13:23:40 | 0:55:00 | 5 | 2 |
| | | 17:52:00 | 1:20:00 | 9+ | 3 |
| Highland Avenue E/O Golden State | Thursday 3/10/11 | 9:01:40 | 1:05 | 5 | 3 |
| | | 10:45:40 | 0:55 | 2 | 3 |
| | | 11:20:30 | 1:20 | 10+ | 10+ |
| | | 12:22:10 | 1:27 | 10+ | 7 |
| | | 15:28:50 | 1:10 | 7 | 9+ |
| Floral Ave E/O Golden State | Tuesday 3/8/11 | 7:30:20 | 1:35 | 7 | 11+ |
| | | 8:29:30 | 1:10 | 2 | 5 |
| | | 9:17:00 | 1:30 | 10 | 13 |
| | | 9:39 | 0:25 | 6 | 6 |
| | | 10:59:40 | 1:04 | 3 | 9 |
| | | 11:37:20 | 1:45 | 11 | 15+ |
| | | 12:38:20 | 0:55 | 11 | 15 |
| Floral Ave E/O Golden State | Thursday 3/10/11 | 9:01:50 | 1:00 | 1 | 7 |
| | | 10:44:30 | 1:15 | 10 | 7 |
| | | 11:21:30 | 1:20 | 8 | 8 |
| | | 12:22:15 | 1:34 | 7 | 9 |
| | | 15:28:45 | 1:20 | 5 | 11+ |
| Thompson Ave E/O Golden State | Tuesday 3/8/11 | 7:30:30 | 1:40 | 8 | 3 |
| | | 8:29:10 | 1:20 | 0 | 0 |
| | | 9:17:20 | 1:30 | 2 | 1 |
| | | 9:40:10 | 0:28 | 2 | 1 |
| | | 11:00:00 | 0:59 | 2 | 1 |
| | | 11:37:15 | 1:30 | 0 | 1 |
| | | 12:38:10 | 0:50 | 1 | 0 |
| Thompson Ave E/O Golden State | Thursday 3/10/11 | 9:01:45 | 1:00 | 2 | 2 |
| | | 10:45:10 | 0:55 | 1 | 2 |
| | | 11:22:10 | 1:05 | 2 | 2 |
| | | 12:21:55 | 1:36 | 2 | 2 |
| | | 15:28:25 | 1:10 | 3 | 8+ |
| First Street E/O Golden State | Tuesday 3/8/11 | 7:31:30 | 1:55 | 2 | 1 |
| | | 8:28:55 | 1:15 | 2 | 1 |
| | | 9:18:10 | 1:30 | 0 | 0 |
| | | 9:40:50 | 0:35 | 0 | 3 |
| | | 11:00:30 | 1:20 | 3 | 0 |
| | | 11:36:45 | 1:35 | 2 | 5 |
| | | 12:37:55 | 0:45 | 1 | 3 |
| First Street E/O Golden State | Thursday 3/10/11 | 9:01:25 | 0:56 | 0 | 0 |
| | | 10:45:55 | 1:10 | 1 | 5 |
| | | 11:23:02 | 1:08 | 2 | 3 |
| | | 12:21:35 | 1:40 | 2 | 6+ |
| | | 15:27:40 | 1:44 | 3 | 5 |

Prepared by National Data & Surveying Services

# Selma Rail Timing/Queuing

**Project # :** 11-8007 **Location:** Selma

| Railroad Crossing | Date | Time Train Arrived | Duration (min:sec:) | Cars Queued | |
|---|---|---|---|---|---|
| | | | | N/E | S/W |
| Second Street E/O Golden State | Tuesday 3/8/11 | 7:31:30 | 1:30 | 6 | 9 |
| | | 8:28:40 | 1:15 | 7 | 6 |
| | | 9:18:10 | 1:30 | 11 | 9 |
| | | 9:40:50 | 0:35 | 2 | 2 |
| | | 11:00:40 | 1:00 | 2 | 10+ |
| | | 11:36:30 | 1:40 | 5 | 6 |
| | | 12:37:30 | 0:50 | 6 | 4 |
| Second Street E/O Golden State | Thursday 3/10/11 | 9:01:11 | 1:00 | 4 | 4 |
| | | 10:46:00 | 0:58 | 4 | 8 |
| | | 11:22:45 | 1:15 | 4 | 8 |
| | | 12:21:05 | 1:40 | 10+ | 10+ |
| | | 15:27:30 | 1:25 | 7 | 10+ |
| Third Street E/O Golden State | Tuesday 3/8/11 | 7:31:50 | 1:45 | 4 | 1 |
| | | 8:28:55 | 1:20 | 3 | 1 |
| | | 9:18:45 | 1:25 | 1 | 2 |
| | | 9:41:25 | 0:35 | 0 | 0 |
| | | 11:01:00 | 1:15 | 0 | 2 |
| | | 11:36:45 | 1:40 | 3 | 1 |
| | | 12:37:55 | 0:45 | 0 | 1 |
| Third Street E/O Golden State | Thursday 3/10/11 | 9:01:20 | 1:11 | 2 | 1 |
| | | 10:46:20 | 1:15 | 1 | 1 |
| | | 11:23:30 | 1:10 | 0 | 3 |
| | | 12:21:35 | 1:35 | 3 | 3 |
| | | 15:28:00 | 1:25 | 6 | 4 |
| Nebraska Avenue E/O Golden State | Tuesday 3/8/11 | 7:32:20 | 1:35 | 2 | 1 |
| | | 8:28:25 | 1:20 | 2 | 1 |
| | | 9:19:00 | 1:30 | 1 | 0 |
| | | 9:41:40 | 0:30 | 1 | 0 |
| | | 11:01:20 | 1:10 | 0 | 3 |
| | | 11:36:05 | 1:45 | 2 | 3 |
| | | 12:37:10 | 0:50 | 1 | 2 |
| Nebraska Avenue E/O Golden State | Thursday 3/10/11 | 9:00:30 | 1:05 | 0 | 1 |
| | | 10:46:25 | 1:00 | 0 | 0 |
| | | 11:23:20 | 1:05 | 1 | 0 |
| | | 12:20 | 1:30 | 3 | 1 |
| | | 15:26:50 | 1:25 | 2 | 3 |
| Saginaw Avenue E/O Golden State | Tuesday 3/8/11 | 7:32:30 | 1:50 | 0 | 2 |
| | | 8:27:20 | 1:25 | 0 | 2 |
| | | 9:19:10 | 1:45 | 0 | 0 |
| | | 9:42:00 | 0:25 | 0 | 0 |
| | | 11:01:40 | 1:00 | 0 | 2 |
| | | 11:34:55 | 1:40 | 0 | 2 |
| | | 12:36:10 | 0:40 | 0 | 0 |
| Saginaw Avenue E/O Golden State | Thursday 3/10/11 | 8:59:35 | 1:15 | 1 | 0 |
| | | 10:47:15 | 1:00 | 0 | 0 |
| | | 11:24:10 | 1:00 | 0 | 1 |
| | | 12:19:40 | 1:35 | 0 | 1 |
| | | 15:25:30 | 1:45 | 0 | 0 |

Prepared by National Data & Surveying Services

# Selma Rail Timing/Queuing

**Project # :** 11-8007 **Location:** Selma

| Railroad Crossing | Date | Time Train Arrived | Duration (min:sec:) | Cars Queued | |
|---|---|---|---|---|---|
| | | | | N/E | S/W |
| Mountain View Avenue E/O Golden State | Tuesday 3/8/11 | 8:54:30 | 1:19 | 6 | 10+ |
| | | 9:52:15 | 0:25 | 5 | 4 |
| | | 11:38:25 | 1:15 | 6 | 7 |
| | | 12:28:25 | 2:05 | 9+ | 7 |
| | | 13:18:05 | 1:10 | 11 | 3 |
| | | 17:55:05 | 1:15 | 11+ | 4 |
| Mountain View Avenue E/O Golden State | Thursday 3/10/11 | 8:59:40 | 1:15 | 5 | 6 |
| | | 10:48:45 | 1:05 | 4 | 4 |
| | | 11:25:40 | 1:15 | 4 | 7 |
| | | 12:19:15 | 1:55 | 8+ | 10+ |
| | | 15:24:15 | 2:45 | 10+ | 11+ |
| Mountain View Avenue E/O Golden State | Sunday 3/13/11 | 11:19:45 | 1:17 | 20+ | 11 |
| | | 12:09:05 | 1:45 | 20+ | 13 |
| | | 13:35:00 | 1:00 | 10 | 14 |
| | | 7:52:50 | 1:32 | 11 | 4 |
| Bethel Avenue E/O Golden State | Tuesday 3/8/11 | 7:33:20 | 1:50 | 3 | 4 |
| | | 8:24:00 | 1:15 | 1 | 1 |
| | | 9:14:55 | 1:29 | 2 | 1 |
| | | 9:42:30 | 0:40 | 3 | 2 |
| | | 11:01:55 | 1:40 | 1 | 1 |
| | | 11:31:00 | 1:45 | 2 | 2 |
| | | 12:32:20 | 0:50 | 5 | 2 |
| Bethel Avenue E/O Golden State | Thursday 3/10/11 | 8:58:00 | 1:15 | 1 | 1 |
| | | 10:50:00 | 1:20 | 3 | 3 |
| | | 11:26:40 | 2:20 | 2 | 5 |
| | | 12:17:30 | 1:35 | 6 | 1 |
| | | 15:00:00 | 2:50 | 5 | 5 |
| Stroud Avenue E/O Golden State | Tuesday 3/8/11 | 7:35:40 | 1:55 | 0 | 4 |
| | | 8:24:30 | 1:30 | 0 | 0 |
| | | 9:22:30 | 1:30 | 2 | 0 |
| | | 9:45:25 | 24:30 | 0 | 0 |
| | | 11:04:20 | 1:00 | 0 | 1 |
| | | 11:31:35 | 1:40 | 2 | 0 |
| | | 12:33:00 | 0:41 | 1 | 1 |
| Stroud Avenue E/O Golden State | Thursday 3/10/11 | 8:57:00 | 1:00 | 0 | 0 |
| | | 10:51 | 18:30 | 3 | 0 |
| | | 11:28:20 | 15:20 | 1 | 3 |
| | | 12:16:00 | 1:45 | 1 | 2 |
| | | 14:58:25 | 2:00 | 1 | 6+ |

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/22/2011  LOCATION: City of Selma

E-W STREET: Golden State Blvd  DAY: TUESDAY  PROJECT# 11-8006-037

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 10 | 23 | 1 | 5 | 24 | 3 | 2 | 11 | 10 | 2 | 14 | 4 | 109 |
| 7:15 AM | 11 | 18 | 1 | 11 | 39 | 6 | 0 | 14 | 11 | 0 | 29 | 9 | 149 |
| 7:30 AM | 24 | 26 | 1 | 16 | 53 | 7 | 1 | 14 | 17 | 3 | 26 | 7 | 195 |
| 7:45 AM | 26 | 26 | 4 | 24 | 70 | 4 | 1 | 29 | 11 | 1 | 31 | 7 | 234 |
| 8:00 AM | 14 | 12 | 3 | 24 | 41 | 1 | 1 | 22 | 18 | 0 | 28 | 19 | 183 |
| 8:15 AM | 11 | 37 | 1 | 17 | 36 | 1 | 1 | 25 | 13 | 0 | 14 | 13 | 169 |
| 8:30 AM | 10 | 15 | 4 | 12 | 34 | 2 | 1 | 27 | 17 | 0 | 20 | 9 | 151 |
| 8:45 AM | 8 | 23 | 6 | 12 | 36 | 0 | 1 | 14 | 17 | 3 | 15 | 10 | 145 |
| TOTAL VOLUMES = | NL 114 | NT 180 | NR 21 | SL 121 | ST 333 | SR 24 | EL 8 | ET 156 | ER 114 | WL 9 | WT 177 | WR 78 | TOTAL 1335 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 75 | 101 | 9 | 81 | 200 | 13 | 4 | 90 | 59 | 4 | 99 | 46 | 781 |
| PEAK HR. FACTOR: | | 0.826 | | | 0.750 | | | 0.933 | | | 0.793 | | 0.834 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Highland Ave  DATE: 03/22/2011  LOCATION: City of Selma

E-W STREET: Golden State Blvd  DAY: TUESDAY  PROJECT# 11-8006-037

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 27 | 49 | 3 | 16 | 51 | 0 | 6 | 23 | 33 | 1 | 27 | 27 | 263 |
| 4:15 PM | 24 | 75 | 3 | 12 | 62 | 1 | 2 | 30 | 22 | 6 | 27 | 24 | 288 |
| 4:30 PM | 23 | 66 | 2 | 14 | 51 | 3 | 4 | 45 | 42 | 5 | 33 | 22 | 310 |
| 4:45 PM | 17 | 60 | 4 | 13 | 50 | 3 | 3 | 38 | 32 | 5 | 21 | 20 | 266 |
| 5:00 PM | 18 | 79 | 6 | 14 | 56 | 5 | 3 | 61 | 49 | 3 | 23 | 27 | 344 |
| 5:15 PM | 14 | 57 | 7 | 15 | 60 | 0 | 7 | 35 | 33 | 3 | 24 | 27 | 282 |
| 5:30 PM | 35 | 72 | 3 | 15 | 46 | 0 | 1 | 34 | 25 | 2 | 21 | 31 | 285 |
| 5:45 PM | 13 | 58 | 4 | 17 | 60 | 2 | 0 | 25 | 31 | 4 | 27 | 29 | 270 |
| TOTAL VOLUMES = | NL 171 | NT 516 | NR 32 | SL 116 | ST 436 | SR 14 | EL 26 | ET 291 | ER 267 | WL 29 | WT 203 | WR 207 | TOTAL 2308 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 82 | 280 | 15 | 53 | 219 | 12 | 12 | 174 | 145 | 19 | 104 | 93 | 1208 |
| | | 377 | | | 284 | | | 331 | | | 216 | | |
| PEAK HR. FACTOR: | | 0.915 | | | 0.947 | | | 0.732 | | | 0.900 | | 0.878 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Floral Ave  DAY: THURSDAY  PROJECT# 11-8006-038

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 43 | 4 | 0 | 89 | 12 | 152 |
| 7:15 AM | 8 | 2 | 1 | 1 | 0 | 0 | 3 | 54 | 5 | 0 | 91 | 10 | 175 |
| 7:30 AM | 6 | 3 | 0 | 2 | 1 | 0 | 3 | 79 | 8 | 0 | 122 | 10 | 234 |
| 7:45 AM | 2 | 9 | 1 | 1 | 0 | 1 | 4 | 112 | 15 | 0 | 100 | 17 | 262 |
| 8:00 AM | 1 | 5 | 0 | 0 | 0 | 2 | 5 | 47 | 16 | 1 | 136 | 19 | 232 |
| 8:15 AM | 6 | 5 | 3 | 0 | 2 | 0 | 3 | 49 | 13 | 0 | 90 | 7 | 178 |
| 8:30 AM | 12 | 6 | 0 | 2 | 0 | 1 | 1 | 58 | 14 | 4 | 69 | 5 | 172 |
| 8:45 AM | 8 | 7 | 2 | 1 | 0 | 3 | 5 | 44 | 17 | 1 | 79 | 5 | 172 |
| TOTAL VOLUMES = | NL 45 | NT 37 | NR 7 | SL 7 | ST 3 | SR 8 | EL 25 | ET 486 | ER 92 | WL 6 | WT 776 | WR 85 | TOTAL 1577 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 15 | 22 | 4 | 3 | 3 | 3 | 15 | 287 | 52 | 1 | 448 | 53 | 906 |
| PEAK HR. FACTOR: | | 0.732 | | | 0.750 | | | 0.676 | | | 0.804 | | 0.865 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Floral Ave  DAY: THURSDAY  PROJECT# 11-8006-038

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 6 | 6 | 7 | 6 | 0 | 1 | 10 | 110 | 15 | 2 | 105 | 11 | 279 |
| 4:15 PM | 7 | 11 | 4 | 2 | 1 | 1 | 7 | 132 | 26 | 2 | 116 | 14 | 323 |
| 4:30 PM | 9 | 5 | 6 | 3 | 1 | 1 | 5 | 127 | 17 | 5 | 98 | 2 | 279 |
| 4:45 PM | 8 | 5 | 4 | 9 | 4 | 4 | 5 | 157 | 18 | 2 | 136 | 13 | 365 |
| 5:00 PM | 10 | 4 | 1 | 2 | 1 | 3 | 6 | 131 | 16 | 4 | 100 | 9 | 287 |
| 5:15 PM | 10 | 7 | 7 | 6 | 1 | 4 | 6 | 157 | 10 | 1 | 124 | 13 | 346 |
| 5:30 PM | 5 | 4 | 3 | 4 | 5 | 0 | 9 | 145 | 13 | 2 | 105 | 4 | 299 |
| 5:45 PM | 7 | 3 | 3 | 9 | 2 | 0 | 9 | 124 | 10 | 4 | 129 | 6 | 306 |
| TOTAL VOLUMES = | 62 | 45 | 35 | 41 | 15 | 14 | 57 | 1083 | 125 | 22 | 913 | 72 | 2484 |

PM Peak Hr Begins at: 445 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 33 | 20 | 15 | 21 | 11 | 11 | 26 | 590 | 57 | 9 | 465 | 39 | 1297 |
| | | 68 | | | 43 | | | 673 | | | 513 | | |
| PEAK HR. FACTOR: | | 0.708 | | | 0.632 | | | 0.935 | | | 0.849 | | 0.888 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Front St  DAY: THURSDAY  PROJECT# 11-8006-039

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 20 | 2 | 1 | 19 | 1 | 0 | 3 | 1 | 0 | 5 | 4 | 56 |
| 7:15 AM | 1 | 22 | 0 | 0 | 16 | 0 | 1 | 5 | 0 | 3 | 10 | 2 | 60 |
| 7:30 AM | 0 | 61 | 4 | 1 | 36 | 1 | 0 | 7 | 0 | 3 | 13 | 0 | 126 |
| 7:45 AM | 1 | 86 | 7 | 2 | 44 | 1 | 1 | 16 | 2 | 4 | 9 | 0 | 173 |
| 8:00 AM | 0 | 27 | 5 | 0 | 49 | 2 | 0 | 16 | 0 | 4 | 7 | 1 | 111 |
| 8:15 AM | 0 | 22 | 2 | 4 | 18 | 1 | 1 | 11 | 1 | 7 | 12 | 0 | 79 |
| 8:30 AM | 2 | 15 | 2 | 1 | 15 | 0 | 2 | 15 | 1 | 3 | 14 | 1 | 71 |
| 8:45 AM | 1 | 21 | 1 | 1 | 8 | 1 | 3 | 14 | 2 | 2 | 9 | 0 | 63 |
| TOTAL VOLUMES = | 5 | 274 | 23 | 10 | 205 | 7 | 8 | 87 | 7 | 26 | 79 | 8 | 739 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 196 | 18 | 7 | 147 | 5 | 2 | 50 | 3 | 18 | 41 | 1 | 489 |
| PEAK HR. FACTOR: | | 0.572 | | | 0.779 | | | 0.724 | | | 0.789 | | 0.707 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Thompson Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Front St  DAY: THURSDAY  PROJECT# 11-8006-039

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 3 | 44 | 6 | 2 | 24 | 2 | 2 | 19 | 5 | 7 | 14 | 1 | 129 |
| 4:15 PM | 0 | 34 | 3 | 2 | 24 | 1 | 6 | 20 | 3 | 4 | 18 | 3 | 118 |
| 4:30 PM | 0 | 44 | 2 | 1 | 28 | 2 | 4 | 18 | 2 | 5 | 15 | 4 | 125 |
| 4:45 PM | 0 | 33 | 7 | 2 | 21 | 1 | 4 | 18 | 3 | 3 | 18 | 3 | 113 |
| 5:00 PM | 0 | 34 | 1 | 5 | 29 | 0 | 2 | 15 | 2 | 7 | 18 | 1 | 114 |
| 5:15 PM | 2 | 44 | 2 | 2 | 27 | 2 | 1 | 11 | 1 | 4 | 15 | 3 | 114 |
| 5:30 PM | 1 | 55 | 1 | 3 | 33 | 1 | 3 | 12 | 2 | 1 | 12 | 4 | 128 |
| 5:45 PM | 1 | 52 | 1 | 3 | 24 | 3 | 2 | 9 | 1 | 2 | 9 | 0 | 107 |
| TOTAL VOLUMES = | 7 | 340 | 23 | 20 | 210 | 12 | 24 | 122 | 19 | 33 | 119 | 19 | 948 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 155 | 18 | 7 | 97 | 6 | 16 | 75 | 13 | 19 | 65 | 11 | 485 |
| | | 176 | | | 110 | | | 104 | | | 95 | | |
| PEAK HR. FACTOR: | | 0.830 | | | 0.887 | | | 0.897 | | | 0.950 | | 0.940 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: West Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: First St  DAY: THURSDAY  PROJECT# 11-8006-040

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 4 | 0 | 0 | 6 | 2 | 1 | 2 | 1 | 1 | 8 | 0 | 25 |
| 7:15 AM | 0 | 5 | 2 | 0 | 3 | 2 | 1 | 9 | 1 | 1 | 6 | 1 | 31 |
| 7:30 AM | 2 | 8 | 2 | 0 | 10 | 4 | 3 | 10 | 0 | 3 | 14 | 2 | 58 |
| 7:45 AM | 0 | 13 | 0 | 2 | 14 | 3 | 11 | 23 | 0 | 2 | 15 | 0 | 83 |
| 8:00 AM | 0 | 7 | 3 | 0 | 9 | 5 | 8 | 22 | 0 | 6 | 28 | 2 | 90 |
| 8:15 AM | 1 | 4 | 4 | 1 | 9 | 5 | 1 | 15 | 2 | 5 | 18 | 2 | 67 |
| 8:30 AM | 0 | 7 | 1 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 17 | 1 | 46 |
| 8:45 AM | 3 | 4 | 3 | 1 | 5 | 4 | 1 | 9 | 5 | 4 | 29 | 0 | 68 |
| TOTAL VOLUMES = | 6 | 52 | 15 | 4 | 63 | 28 | 26 | 100 | 9 | 22 | 135 | 8 | 468 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 32 | 9 | 3 | 42 | 17 | 23 | 70 | 2 | 16 | 75 | 6 | 298 |
| PEAK HR. FACTOR: | | 0.846 | | | 0.816 | | | 0.699 | | | 0.674 | | 0.828 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: West Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: First St  DAY: THURSDAY  PROJECT# 11-8006-040

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | 7 | 3 | 6 | 9 | 4 | 3 | 31 | 4 | 5 | 25 | 7 | 105 |
| 4:15 PM | 0 | 6 | 3 | 4 | 14 | 4 | 2 | 33 | 6 | 2 | 30 | 3 | 107 |
| 4:30 PM | 2 | 9 | 0 | 6 | 19 | 6 | 7 | 21 | 4 | 7 | 31 | 1 | 113 |
| 4:45 PM | 1 | 7 | 3 | 2 | 10 | 7 | 5 | 28 | 1 | 3 | 29 | 1 | 97 |
| 5:00 PM | 2 | 9 | 1 | 3 | 13 | 4 | 6 | 22 | 2 | 4 | 29 | 2 | 97 |
| 5:15 PM | 1 | 6 | 0 | 3 | 12 | 2 | 6 | 20 | 2 | 11 | 28 | 0 | 91 |
| 5:30 PM | 1 | 6 | 0 | 3 | 10 | 4 | 4 | 12 | 3 | 2 | 19 | 2 | 66 |
| 5:45 PM | 0 | 4 | 2 | 1 | 16 | 6 | 6 | 17 | 3 | 7 | 27 | 1 | 90 |
| TOTAL VOLUMES = | NL 8 | NT 54 | NR 12 | SL 28 | ST 103 | SR 37 | EL 39 | ET 184 | ER 25 | WL 41 | WT 218 | WR 17 | TOTAL 766 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 4 | 29 | 9 | 18 | 52 | 21 | 17 | 113 | 15 | 17 | 115 | 12 | 422 |
| | | 42 | | | 91 | | | 145 | | | 144 | | |
| PEAK HR. FACTOR: | | 0.955 | | | 0.734 | | | 0.884 | | | 0.923 | | 0.934 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: West Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-041

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 1 | 2 | 0 | 0 | 1 | 5 | 2 | 60 | 1 | 4 | 60 | 0 | 136 |
| 7:15 AM | 1 | 2 | 1 | 0 | 0 | 6 | 5 | 76 | 3 | 2 | 62 | 0 | 158 |
| 7:30 AM | 0 | 4 | 0 | 0 | 1 | 11 | 10 | 122 | 1 | 1 | 84 | 1 | 235 |
| 7:45 AM | 1 | 4 | 2 | 2 | 5 | 11 | 11 | 139 | 2 | 3 | 105 | 0 | 285 |
| 8:00 AM | 1 | 4 | 1 | 2 | 1 | 10 | 10 | 95 | 2 | 5 | 115 | 1 | 247 |
| 8:15 AM | 0 | 2 | 0 | 2 | 3 | 11 | 10 | 89 | 8 | 0 | 77 | 0 | 202 |
| 8:30 AM | 1 | 1 | 2 | 2 | 2 | 1 | 5 | 81 | 1 | 0 | 52 | 2 | 150 |
| 8:45 AM | 0 | 3 | 2 | 3 | 3 | 7 | 4 | 93 | 0 | 5 | 64 | 0 | 184 |
| TOTAL VOLUMES = | 5 | 22 | 8 | 11 | 16 | 62 | 57 | 755 | 18 | 20 | 619 | 4 | 1597 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 2 | 14 | 3 | 6 | 10 | 43 | 41 | 445 | 13 | 9 | 381 | 2 | 969 |
| PEAK HR. FACTOR: | | 0.679 | | | 0.819 | | | 0.821 | | | 0.810 | | 0.850 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: West Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-041

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | 5 | 0 | 5 | 8 | 20 | 3 | 126 | 3 | 3 | 89 | 2 | 265 |
| 4:15 PM | 2 | 2 | 0 | 2 | 6 | 15 | 1 | 109 | 1 | 5 | 94 | 1 | 238 |
| 4:30 PM | 4 | 4 | 3 | 0 | 1 | 16 | 7 | 116 | 1 | 3 | 108 | 4 | 267 |
| 4:45 PM | 5 | 5 | 2 | 2 | 0 | 10 | 6 | 138 | 4 | 7 | 106 | 6 | 291 |
| 5:00 PM | 1 | 3 | 3 | 1 | 4 | 19 | 7 | 115 | 0 | 2 | 130 | 2 | 287 |
| 5:15 PM | 1 | 2 | 1 | 1 | 6 | 18 | 5 | 112 | 1 | 2 | 84 | 0 | 233 |
| 5:30 PM | 1 | 1 | 0 | 2 | 3 | 8 | 5 | 115 | 0 | 3 | 91 | 0 | 229 |
| 5:45 PM | 3 | 3 | 1 | 2 | 5 | 17 | 6 | 118 | 1 | 3 | 87 | 3 | 249 |
| TOTAL VOLUMES = | NL 18 | NT 25 | NR 10 | SL 15 | ST 33 | SR 123 | EL 40 | ET 949 | ER 11 | WL 28 | WT 789 | WR 18 | TOTAL 2059 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 12 | 14 | 8 | 5 | 11 | 60 | 21 | 478 | 6 | 17 | 438 | 13 | 1083 |
| | | 34 | | | 76 | | | 505 | | | 468 | | |
| PEAK HR. FACTOR: | | 0.708 | | | 0.792 | | | 0.853 | | | 0.873 | | 0.930 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: West Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Third St  DAY: THURSDAY  PROJECT# 11-8006-042

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 3 | | 0 | 4 | 1 | 15 |
| 7:15 AM | 1 | 1 | 4 | 5 | 0 | 0 | 1 | 2 | | 1 | 4 | 2 | 21 |
| 7:30 AM | 1 | 3 | 12 | 0 | 2 | 0 | 0 | 3 | | 0 | 7 | 2 | 30 |
| 7:45 AM | 0 | 4 | 13 | 2 | 1 | 0 | 0 | 5 | | 0 | 14 | 3 | 42 |
| 8:00 AM | 3 | 4 | 10 | 3 | 2 | 0 | 0 | 4 | | 0 | 10 | 2 | 38 |
| 8:15 AM | 1 | 3 | 16 | 1 | 1 | 0 | 0 | 4 | | 0 | 10 | 0 | 36 |
| 8:30 AM | 1 | 1 | 13 | 0 | 1 | 0 | 1 | 3 | | 0 | 13 | 2 | 35 |
| 8:45 AM | 1 | 3 | 13 | 2 | 1 | 1 | 1 | 1 | | 0 | 8 | 1 | 32 |

| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 8 | 21 | 85 | 13 | 9 | 1 | 3 | 25 | 0 | 1 | 70 | 13 | 249 |

AM Peak Hr Begins at: 745 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 5 | 12 | 52 | 6 | 5 | 0 | 1 | 16 | 0 | 0 | 47 | 7 | 151 |
| PEAK HR. FACTOR: | | 0.863 | | | 0.550 | | | 0.850 | | | 0.794 | | 0.899 |

CONTROL:

NL= Cars from W Front St to 3rd St
NT= Cars from W Front St to W Front St
NR= Cars from W Front St to 3rd St
SL= Cars from W Front St to 3rd St
ST= Cars from W Front St to W Front St
SR= Cars from W Front St to 3rd St

EL= Cars from 3rd St to W Front St
ET= Cars from 3rd St to 3rd St
ER= Cars from 3rd St to W Front St
WL= Cars from 3rd St to W Front St
WT= Cars from 3rd St to 3rd St
WR= Cars from 3rd St to W Front St

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: West Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Third St  DAY: THURSDAY  PROJECT# 11-8006-042

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 0 | 3 | 11 | 8 | 4 | | 1 | 8 | 0 | | 6 | 2 | 43 |
| 4:15 PM | 2 | 1 | 17 | 1 | 4 | | 0 | 6 | 0 | | 9 | 4 | 44 |
| 4:30 PM | 4 | 3 | 13 | 0 | 1 | | 0 | 8 | 1 | | 15 | 6 | 51 |
| 4:45 PM | 3 | 4 | 10 | 3 | 3 | | 1 | 10 | 0 | | 23 | 3 | 60 |
| 5:00 PM | 3 | 2 | 12 | 1 | 1 | | 0 | 6 | 0 | | 25 | 2 | 52 |
| 5:15 PM | 0 | 2 | 10 | 6 | 1 | | 0 | 5 | 0 | | 13 | 1 | 38 |
| 5:30 PM | 1 | 1 | 11 | 1 | 1 | | 0 | 5 | 0 | | 6 | 1 | 27 |
| 5:45 PM | 0 | 1 | 9 | 2 | 3 | | 2 | 3 | 0 | | 8 | 2 | 30 |
| TOTAL VOLUMES = | NL 13 | NT 17 | NR 93 | SL 22 | ST 18 | SR 0 | EL 4 | ET 51 | ER 1 | WL 0 | WT 105 | WR 21 | TOTAL 345 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 12 | 10 | 52 | 5 | 9 | 0 | 1 | 30 | 1 | 0 | 72 | 15 | 207 |
| | | 74 | | | 14 | | | 32 | | | 87 | | |
| PEAK HR. FACTOR: | | 0.925 | | | 0.583 | | | 0.727 | | | 0.806 | | 0.863 |

CONTROL:

NL= Cars from W Front St to 3rd St
NT= Cars from W Front St to W Front St
NR= Cars from W Front St to 3rd St
SL= Cars from W Front St to 3rd St
ST= Cars from W Front St to W Front St
SR= Cars from W Front St to 3rd St

EL= Cars from 3rd St to W Front St
ET= Cars from 3rd St to 3rd St
ER= Cars from 3rd St to W Front St
WL= Cars from 3rd St to W Front St
WT= Cars from 3rd St to 3rd St
WR= Cars from 3rd St to W Front St

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Park St  DAY: THURSDAY  PROJECT# 11-8006-043

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 20 | 4 | 11 | 8 | 0 | 0 | 2 | 0 | 3 | 8 | 13 | 69 |
| 7:15 AM | 0 | 25 | 3 | 7 | 17 | 0 | 0 | 3 | 0 | 10 | 1 | 14 | 80 |
| 7:30 AM | 0 | 28 | 8 | 4 | 24 | 0 | 0 | 4 | 0 | 8 | 5 | 13 | 94 |
| 7:45 AM | 1 | 35 | 9 | 10 | 24 | 0 | 0 | 1 | 0 | 19 | 4 | 7 | 110 |
| 8:00 AM | 1 | 31 | 15 | 12 | 25 | 2 | 1 | 2 | 0 | 4 | 11 | 11 | 115 |
| 8:15 AM | 4 | 34 | 4 | 6 | 24 | 0 | 0 | 2 | 0 | 8 | 2 | 12 | 96 |
| 8:30 AM | 2 | 34 | 7 | 1 | 20 | 1 | 0 | 6 | 1 | 10 | 5 | 8 | 95 |
| 8:45 AM | 0 | 39 | 4 | 8 | 20 | 1 | 1 | 3 | 1 | 7 | 4 | 7 | 95 |
| TOTAL VOLUMES = | 8 | 246 | 54 | 59 | 162 | 4 | 2 | 23 | 2 | 69 | 40 | 85 | 754 |

AM Peak Hr Begins at: 745 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 8 | 134 | 35 | 29 | 93 | 3 | 1 | 11 | 1 | 41 | 22 | 38 | 416 |
| PEAK HR. FACTOR: | | 0.941 | | | 0.801 | | | 0.464 | | | 0.842 | | 0.904 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Park St  DAY: THURSDAY  PROJECT# 11-8006-043

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 1 | 38 | 9 | 10 | 41 | 0 | 1 | 3 | 1 | 8 | 3 | 14 | 129 |
| 4:15 PM | 1 | 44 | 7 | 17 | 57 | 0 | 0 | 5 | 1 | 10 | 9 | 13 | 164 |
| 4:30 PM | 2 | 53 | 11 | 14 | 56 | 1 | 0 | 7 | 1 | 5 | 4 | 12 | 166 |
| 4:45 PM | 2 | 31 | 6 | 10 | 43 | 0 | 1 | 6 | 2 | 4 | 10 | 13 | 128 |
| 5:00 PM | 1 | 30 | 9 | 7 | 55 | 1 | 0 | 10 | 1 | 5 | 5 | 5 | 129 |
| 5:15 PM | 2 | 43 | 6 | 15 | 42 | 0 | 1 | 7 | 1 | 6 | 6 | 10 | 139 |
| 5:30 PM | 0 | 31 | 4 | 13 | 38 | 0 | 1 | 5 | 4 | 10 | 6 | 14 | 126 |
| 5:45 PM | 1 | 27 | 8 | 12 | 35 | 0 | 1 | 6 | 0 | 4 | 4 | 7 | 105 |
| TOTAL VOLUMES = | NL 10 | NT 297 | NR 60 | SL 98 | ST 367 | SR 2 | EL 5 | ET 49 | ER 11 | WL 52 | WT 47 | WR 88 | TOTAL 1086 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 6 | 158 | 33 | 48 | 211 | 2 | 1 | 28 | 5 | 24 | 28 | 43 | 587 |
| | | 197 | | | 261 | | | 34 | | | 95 | | |
| PEAK HR. FACTOR: | | 0.746 | | | 0.882 | | | 0.773 | | | 0.742 | | 0.884 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Saginaw Ave  DAY: THURSDAY  PROJECT# 11-8006-044

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | 21 | 1 | 0 | 15 | | | | | 1 | | 2 | 40 |
| 7:15 AM | | 25 | 2 | 2 | 23 | | | | | 1 | | 1 | 54 |
| 7:30 AM | | 32 | 1 | 2 | 28 | | | | | 2 | | 2 | 67 |
| 7:45 AM | | 53 | 2 | 3 | 36 | | | | | 1 | | 1 | 96 |
| 8:00 AM | | 41 | 0 | 2 | 28 | | | | | 2 | | 1 | 74 |
| 8:15 AM | | 38 | 2 | 2 | 27 | | | | | 3 | | 3 | 75 |
| 8:30 AM | | 33 | 2 | 2 | 23 | | | | | 2 | | 2 | 64 |
| 8:45 AM | | 40 | 3 | 1 | 25 | | | | | 1 | | 0 | 70 |
| TOTAL VOLUMES = | NL 0 | NT 283 | NR 13 | SL 14 | ST 205 | SR 0 | EL 0 | ET 0 | ER 0 | WL 13 | WT 0 | WR 12 | TOTAL 540 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 164 | 5 | 9 | 119 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 312 |
| PEAK HR. FACTOR: | | 0.768 | | | 0.821 | | | 0.000 | | | 0.625 | | 0.813 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Saginaw Ave  DAY: THURSDAY  PROJECT# 11-8006-044

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | 44 | 4 | 0 | 50 | | | | | 3 | | 0 | 101 |
| 4:15 PM | | 55 | 4 | 4 | 56 | | | | | 1 | | 0 | 120 |
| 4:30 PM | | 57 | 1 | 1 | 66 | | | | | 2 | | 1 | 128 |
| 4:45 PM | | 33 | 1 | 2 | 40 | | | | | 0 | | 3 | 79 |
| 5:00 PM | | 41 | 2 | 4 | 57 | | | | | 2 | | 0 | 106 |
| 5:15 PM | | 46 | 1 | 2 | 52 | | | | | 2 | | 5 | 108 |
| 5:30 PM | | 38 | 0 | 3 | 47 | | | | | 1 | | 2 | 91 |
| 5:45 PM | | 31 | 0 | 0 | 40 | | | | | 1 | | 0 | 72 |
| TOTAL VOLUMES = | NL 0 | NT 345 | NR 13 | SL 16 | ST 408 | SR 0 | EL 0 | ET 0 | ER 0 | WL 12 | WT 0 | WR 11 | TOTAL 805 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 186 | 8 | 11 | 219 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 433 |
| | | 194 | | | 230 | | | 0 | | | 9 | | |
| PEAK HR. FACTOR: | | 0.822 | | | 0.858 | | | 0.000 | | | 0.750 | | 0.846 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Stroud Ave  DAY: THURSDAY  PROJECT# 11-8006-046

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 15 | 3 | 6 | 12 | 1 | 0 | 0 | | 1 | 0 | 17 | 55 |
| 7:15 AM | 0 | 15 | 1 | 14 | 12 | 0 | 0 | 0 | | 8 | 0 | 31 | 81 |
| 7:30 AM | 1 | 21 | 4 | 15 | 19 | 0 | 0 | 0 | | 6 | 0 | 34 | 100 |
| 7:45 AM | 2 | 24 | 5 | 8 | 23 | 0 | 1 | 0 | | 10 | 0 | 27 | 100 |
| 8:00 AM | 0 | 17 | 3 | 7 | 15 | 0 | 0 | 0 | | 1 | 0 | 15 | 58 |
| 8:15 AM | 0 | 14 | 0 | 8 | 10 | 0 | 0 | 0 | | 6 | 0 | 14 | 52 |
| 8:30 AM | 1 | 19 | 1 | 5 | 12 | 0 | 0 | 0 | | 4 | 0 | 21 | 63 |
| 8:45 AM | 2 | 13 | 2 | 5 | 10 | 0 | 1 | 1 | | 3 | 1 | 19 | 57 |
| TOTAL VOLUMES = | NL 6 | NT 138 | NR 19 | SL 68 | ST 113 | SR 1 | EL 2 | ET 1 | ER 0 | WL 39 | WT 1 | WR 178 | TOTAL 566 |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 77 | 13 | 44 | 69 | 0 | 1 | 0 | 0 | 25 | 0 | 107 | 339 |
| PEAK HR. FACTOR: | | 0.750 | | | 0.831 | | | 0.250 | | | 0.825 | | 0.848 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Golden State Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Stroud Ave  DAY: THURSDAY  PROJECT# 11-8006-046

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 0 | 20 | 2 | 17 | 24 | 1 | 0 | 0 | 0 | 4 | | 15 | 83 |
| 4:15 PM | 1 | 29 | 2 | 17 | 27 | 1 | 0 | 1 | 0 | 5 | | 15 | 98 |
| 4:30 PM | 0 | 23 | 2 | 22 | 23 | 0 | 5 | 2 | 3 | 7 | | 10 | 97 |
| 4:45 PM | 0 | 17 | 5 | 31 | 24 | 0 | 1 | 0 | 0 | 4 | | 16 | 98 |
| 5:00 PM | 2 | 18 | 3 | 20 | 25 | 0 | 0 | 0 | 2 | 2 | | 16 | 88 |
| 5:15 PM | 0 | 17 | 3 | 24 | 20 | 0 | 0 | 0 | 1 | 0 | | 15 | 80 |
| 5:30 PM | 1 | 16 | 0 | 13 | 17 | 0 | 2 | 0 | 0 | 0 | | 18 | 67 |
| 5:45 PM | 0 | 13 | 3 | 19 | 14 | 0 | 0 | 1 | 0 | 4 | | 10 | 64 |
| TOTAL VOLUMES = | NL 4 | NT 153 | NR 20 | SL 163 | ST 174 | SR 2 | EL 8 | ET 4 | ER 6 | WL 26 | WT 0 | WR 115 | TOTAL 675 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 87 | 12 | 90 | 99 | 1 | 6 | 3 | 5 | 18 | 0 | 57 | 381 |
| | | 102 | | | 190 | | | 14 | | | 75 | | |
| PEAK HR. FACTOR: | | 0.797 | | | 0.864 | | | 0.350 | | | 0.938 | | 0.972 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: East Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: First St  DAY: THURSDAY  PROJECT# 11-8006-047

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 4 | 2 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 8 | 0 | 21 |
| 7:15 AM | 1 | 5 | 0 | 0 | 3 | 2 | 4 | 5 | 1 | 0 | 9 | 0 | 30 |
| 7:30 AM | 2 | 9 | 1 | 0 | 6 | 0 | 2 | 10 | 1 | 2 | 13 | 1 | 47 |
| 7:45 AM | 0 | 9 | 6 | 0 | 10 | 1 | 4 | 15 | 4 | 0 | 16 | 2 | 67 |
| 8:00 AM | 3 | 9 | 3 | 1 | 9 | 3 | 6 | 20 | 3 | 6 | 30 | 2 | 95 |
| 8:15 AM | 2 | 8 | 7 | 0 | 7 | 5 | 4 | 13 | 0 | 1 | 20 | 7 | 74 |
| 8:30 AM | 0 | 9 | 3 | 3 | 4 | 3 | 1 | 10 | 1 | 2 | 16 | 2 | 54 |
| 8:45 AM | 3 | 10 | 13 | 0 | 10 | 8 | 6 | 10 | 3 | 2 | 21 | 3 | 89 |
| TOTAL VOLUMES = | 11 | 63 | 35 | 5 | 51 | 23 | 27 | 86 | 13 | 13 | 133 | 17 | 477 |

AM Peak Hr Begins at: 800 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 8 | 36 | 26 | 4 | 30 | 19 | 17 | 53 | 7 | 11 | 87 | 14 | 312 |
| PEAK HR. FACTOR: | | 0.673 | | | 0.736 | | | 0.664 | | | 0.737 | | 0.821 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: East Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: First St  DAY: THURSDAY  PROJECT# 11-8006-047

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 3 | 16 | 11 | 4 | 11 | 10 | 7 | 30 | 1 | 0 | 25 | 2 | 120 |
| 4:15 PM | 2 | 12 | 8 | 0 | 9 | 8 | 7 | 32 | 1 | 2 | 24 | 2 | 107 |
| 4:30 PM | 1 | 11 | 11 | 2 | 8 | 6 | 4 | 22 | 1 | 5 | 30 | 7 | 108 |
| 4:45 PM | 3 | 16 | 10 | 2 | 9 | 11 | 9 | 23 | 2 | 2 | 18 | 1 | 106 |
| 5:00 PM | 1 | 18 | 14 | 0 | 13 | 8 | 4 | 21 | 1 | 4 | 27 | 4 | 115 |
| 5:15 PM | 3 | 12 | 12 | 1 | 7 | 12 | 7 | 16 | 0 | 4 | 24 | 2 | 100 |
| 5:30 PM | 2 | 14 | 14 | 5 | 7 | 2 | 4 | 12 | 1 | 1 | 20 | 3 | 85 |
| 5:45 PM | 4 | 18 | 9 | 1 | 7 | 4 | 1 | 17 | 2 | 3 | 27 | 2 | 95 |
| TOTAL VOLUMES = | NL 19 | NT 117 | NR 89 | SL 15 | ST 71 | SR 61 | EL 43 | ET 173 | ER 9 | WL 21 | WT 195 | WR 23 | TOTAL 836 |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 9 | 55 | 40 | 8 | 37 | 35 | 27 | 107 | 5 | 9 | 97 | 12 | 441 |
| PEAK HR. FACTOR: | | 0.867 | | | 0.800 | | | 0.869 | | | 0.702 | | 0.919 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: East Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-048

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 2 | 2 | 3 | 0 | 2 | 2 | 1 | 53 | 2 | 2 | 61 | 0 | 130 |
| 7:15 AM | 3 | 3 | 5 | 0 | 4 | 0 | 2 | 76 | 3 | 1 | 63 | 1 | 161 |
| 7:30 AM | 2 | 8 | 7 | 1 | 4 | 2 | 5 | 106 | 7 | 2 | 81 | 0 | 225 |
| 7:45 AM | 2 | 2 | 16 | 2 | 7 | 6 | 16 | 129 | 5 | 6 | 102 | 1 | 294 |
| 8:00 AM | 2 | 3 | 2 | 1 | 4 | 7 | 11 | 85 | 7 | 7 | 113 | 5 | 247 |
| 8:15 AM | 4 | 7 | 9 | 1 | 5 | 1 | 9 | 76 | 1 | 6 | 70 | 3 | 192 |
| 8:30 AM | 3 | 5 | 7 | 0 | 2 | 4 | 7 | 67 | 9 | 4 | 47 | 6 | 161 |
| 8:45 AM | 4 | 11 | 8 | 0 | 4 | 7 | 9 | 82 | 5 | 3 | 58 | 5 | 196 |
| TOTAL VOLUMES = | NL 22 | NT 41 | NR 57 | SL 5 | ST 32 | SR 29 | EL 60 | ET 674 | ER 39 | WL 31 | WT 595 | WR 21 | TOTAL 1606 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 10 | 20 | 34 | 5 | 20 | 16 | 41 | 396 | 20 | 21 | 366 | 9 | 958 |
| PEAK HR. FACTOR: | | 0.800 | | | 0.683 | | | 0.762 | | | 0.792 | | 0.815 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: East Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Second St  DAY: THURSDAY  PROJECT# 11-8006-048

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 3 | 6 | 11 | 2 | 3 | 8 | 20 | 101 | 11 | 4 | 88 | 4 | 261 |
| 4:15 PM | 4 | 8 | 15 | 0 | 1 | 8 | 12 | 91 | 8 | 5 | 84 | 7 | 243 |
| 4:30 PM | 8 | 2 | 9 | 5 | 4 | 4 | 16 | 98 | 7 | 4 | 104 | 7 | 268 |
| 4:45 PM | 1 | 4 | 5 | 1 | 4 | 8 | 19 | 108 | 5 | 7 | 111 | 6 | 279 |
| 5:00 PM | 2 | 6 | 13 | 3 | 3 | 11 | 13 | 104 | 6 | 5 | 114 | 16 | 296 |
| 5:15 PM | 1 | 7 | 9 | 4 | 6 | 5 | 14 | 87 | 11 | 5 | 88 | 6 | 243 |
| 5:30 PM | 3 | 5 | 8 | 2 | 4 | 5 | 18 | 90 | 10 | 6 | 87 | 8 | 246 |
| 5:45 PM | 3 | 4 | 10 | 1 | 2 | 3 | 20 | 85 | 10 | 4 | 77 | 9 | 228 |
| TOTAL VOLUMES = | NL 25 | NT 42 | NR 80 | SL 18 | ST 27 | SR 52 | EL 132 | ET 764 | ER 68 | WL 40 | WT 753 | WR 63 | TOTAL 2064 |

PM Peak Hr Begins at: 430 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 12 | 19 | 36 | 13 | 17 | 28 | 62 | 397 | 29 | 21 | 417 | 35 | 1086 |
| PEAK HR. FACTOR: | | 0.798 | | | 0.853 | | | 0.924 | | | 0.876 | | 0.917 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: East Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Third St/McCall  DAY: THURSDAY  PROJECT# 11-8006-049

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 3 | 1 | 1 | 0 | 3 | 0 | 3 | 7 | 2 | 0 | 8 | 0 | 28 |
| 7:15 AM | 2 | 4 | 1 | 0 | 5 | 3 | 7 | 12 | 3 | 2 | 7 | 1 | 47 |
| 7:30 AM | 5 | 6 | 1 | 2 | 8 | 1 | 13 | 19 | 1 | 0 | 15 | 1 | 72 |
| 7:45 AM | 5 | 1 | 0 | 4 | 9 | 2 | 13 | 24 | 2 | 0 | 20 | 9 | 89 |
| 8:00 AM | 7 | 1 | 0 | 4 | 7 | 4 | 6 | 18 | 2 | 0 | 17 | 5 | 71 |
| 8:15 AM | 4 | 4 | 1 | 3 | 6 | 3 | 12 | 15 | 2 | 1 | 9 | 3 | 63 |
| 8:30 AM | 5 | 1 | 3 | 3 | 6 | 3 | 9 | 16 | 0 | 1 | 14 | 1 | 62 |
| 8:45 AM | 2 | 7 | 0 | 3 | 7 | 4 | 13 | 9 | 2 | 0 | 12 | 2 | 61 |
| TOTAL VOLUMES = | NL 33 | NT 25 | NR 7 | SL 19 | ST 51 | SR 20 | EL 76 | ET 120 | ER 14 | WL 4 | WT 102 | WR 22 | TOTAL 493 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 21 | 12 | 2 | 13 | 30 | 10 | 44 | 76 | 7 | 1 | 61 | 18 | 295 |
| PEAK HR. FACTOR: | | 0.729 | | | 0.883 | | | 0.814 | | | 0.690 | | 0.829 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: East Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Third St/McCall  DAY: THURSDAY  PROJECT# 11-8006-049

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 10 | 5 | 0 | 10 | 4 | 4 | 16 | 21 | 7 | 0 | 15 | 3 | 95 |
| 4:15 PM | 6 | 4 | 1 | 4 | 6 | 2 | 15 | 25 | 5 | 0 | 11 | 1 | 80 |
| 4:30 PM | 6 | 4 | 1 | 5 | 7 | 6 | 12 | 19 | 6 | 1 | 26 | 5 | 98 |
| 4:45 PM | 6 | 3 | 0 | 3 | 5 | 2 | 9 | 24 | 5 | 0 | 16 | 9 | 82 |
| 5:00 PM | 12 | 3 | 2 | 6 | 12 | 6 | 10 | 23 | 7 | 1 | 31 | 3 | 116 |
| 5:15 PM | 6 | 3 | 1 | 6 | 7 | 4 | 12 | 19 | 2 | 0 | 14 | 2 | 76 |
| 5:30 PM | 6 | 3 | 0 | 1 | 13 | 3 | 8 | 18 | 5 | 1 | 8 | 3 | 69 |
| 5:45 PM | 10 | 5 | 2 | 2 | 7 | 2 | 9 | 18 | 2 | 0 | 11 | 3 | 71 |
| TOTAL VOLUMES = | NL 62 | NT 30 | NR 7 | SL 37 | ST 61 | SR 29 | EL 91 | ET 167 | ER 39 | WL 3 | WT 132 | WR 29 | TOTAL 687 |

PM Peak Hr Begins at: 415 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 30 | 14 | 4 | 18 | 30 | 16 | 46 | 91 | 23 | 2 | 84 | 18 | 376 |
| | | 48 | | | 64 | | | 160 | | | 104 | | |
| PEAK HR. FACTOR: | | 0.706 | | | 0.667 | | | 0.889 | | | 0.743 | | 0.810 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Nebraska  DAY: THURSDAY  PROJECT# 11-8006-050

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | | | | 0 | | 2 | 2 | 6 | | | 11 | 2 | 23 |
| 7:15 AM | | | | 2 | | 0 | 0 | 9 | | | 15 | 3 | 29 |
| 7:30 AM | | | | 1 | | 3 | 0 | 16 | | | 25 | 1 | 46 |
| 7:45 AM | | | | 3 | | 3 | 1 | 18 | | | 24 | 3 | 52 |
| 8:00 AM | | | | 3 | | 9 | 3 | 19 | | | 27 | 2 | 63 |
| 8:15 AM | | | | 0 | | 5 | 3 | 31 | | | 26 | 0 | 65 |
| 8:30 AM | | | | 2 | | 7 | 1 | 12 | | | 15 | 3 | 40 |
| 8:45 AM | | | | 1 | | 1 | 4 | 11 | | | 22 | 1 | 40 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | SL 12 | ST 0 | SR 30 | EL 14 | ET 122 | ER 0 | WL 0 | WT 165 | WR 15 | TOTAL 358 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 7 | 0 | 20 | 7 | 84 | 0 | 0 | 102 | 6 | 226 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.563 | | | 0.669 | | | 0.931 | | 0.869 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: Front St  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Nebraska  DAY: THURSDAY  PROJECT# 11-8006-050

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | | | | 1 | | 4 | 1 | 12 | | | 14 | 3 | 35 |
| 4:15 PM | | | | 2 | | 4 | 1 | 25 | | | 21 | 4 | 57 |
| 4:30 PM | | | | 4 | | 2 | 7 | 27 | | | 20 | 2 | 62 |
| 4:45 PM | | | | 1 | | 1 | 1 | 20 | | | 27 | 2 | 52 |
| 5:00 PM | | | | 7 | | 3 | 5 | 25 | | | 19 | 3 | 62 |
| 5:15 PM | | | | 3 | | 1 | 1 | 27 | | | 19 | 2 | 53 |
| 5:30 PM | | | | 7 | | 5 | 3 | 24 | | | 23 | 1 | 63 |
| 5:45 PM | | | | 4 | | 4 | 2 | 26 | | | 20 | 2 | 58 |
| TOTAL VOLUMES = | 0 | 0 | 0 | 29 | 0 | 24 | 21 | 186 | 0 | 0 | 163 | 19 | 442 |

PM Peak Hr Begins at: 500 PM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 0 | 0 | 0 | 21 | 0 | 13 | 11 | 102 | 0 | 0 | 81 | 8 | 236 |
| PEAK HR. FACTOR: | | 0.000 | | | 0.708 | | | 0.942 | | | 0.927 | | 0.937 |

CONTROL:

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: McCall Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Third St  DAY: THURSDAY  PROJECT# 11-8006-142

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 7:00 AM | 0 | 4 | | | 6 | | | | 4 | 0 | | | 14 |
| 7:15 AM | 0 | 10 | | | 5 | | | | 2 | 0 | | | 17 |
| 7:30 AM | 0 | 20 | | | 10 | | | | 0 | 0 | | | 30 |
| 7:45 AM | 0 | 18 | | | 10 | | | | 5 | 0 | | | 33 |
| 8:00 AM | 1 | 9 | | | 14 | | | | 4 | 0 | | | 28 |
| 8:15 AM | 0 | 8 | | | 10 | | | | 3 | 0 | | | 21 |
| 8:30 AM | 0 | 10 | | | 6 | | | | 2 | 1 | | | 19 |
| 8:45 AM | 0 | 9 | | | 7 | | | | 6 | 0 | | | 22 |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL VOLUMES = | 1 | 88 | 0 | 0 | 68 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 184 |

AM Peak Hr Begins at: 730 AM

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 1 | 55 | 0 | 0 | 44 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 112 |
| PEAK HR. FACTOR: | | 0.700 | | | 0.786 | | | 0.600 | | | 0.000 | | 0.848 |

CONTROL:

NL= Cars from McCall Ave to W Front St
NT= Cars from McCall Ave to 3rd St
NR= Cars from McCall Ave to W Front St
ST= Cars from 3rd St to McCall Ave
ER= Cars from W Front St to McCall Ave
WL= Cars from W Front St to McCall Ave

# Intersection Turning Movement

**Prepared by:**

## National Data & Surveying Services

N-S STREET: McCall Ave  DATE: 03/10/2011  LOCATION: City of Selma

E-W STREET: Third St  DAY: THURSDAY  PROJECT# 11-8006-142

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:00 PM | 0 | 18 | 0 | | 8 | | | | 3 | | | | 29 |
| 4:15 PM | 1 | 22 | 1 | | 5 | | | | 6 | | | | 35 |
| 4:30 PM | 0 | 16 | 0 | | 13 | | | | 3 | | | | 32 |
| 4:45 PM | 1 | 16 | 0 | | 12 | | | | 5 | | | | 34 |
| 5:00 PM | 1 | 20 | 2 | | 22 | | | | 8 | | | | 53 |
| 5:15 PM | 1 | 10 | 0 | | 12 | | | | 5 | | | | 28 |
| 5:30 PM | 1 | 15 | 0 | | 14 | | | | 3 | | | | 33 |
| 5:45 PM | 2 | 14 | 0 | | 9 | | | | 3 | | | | 28 |
| TOTAL VOLUMES = | 7 | 131 | 3 | 0 | 95 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 272 |

PM Peak Hr Begins at: 415 PM

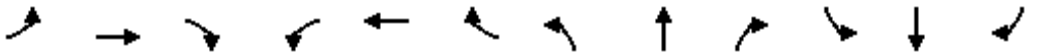
| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK VOLUMES = | 3 | 74 | 3 | 0 | 52 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 154 |
| PEAK HR. FACTOR: | | 0.833 | | | 0.591 | | | 0.688 | | | 0.000 | | 0.726 |

CONTROL:

NL= Cars from McCall Ave to W Front St
NT= Cars from McCall Ave to 3rd St
NR= Cars from McCall Ave to W Front St
ST= Cars from 3rd St to McCall Ave
ER= Cars from W Front St to McCall Ave
WL= Cars from W Front St to McCall Ave

# APPENDIX C

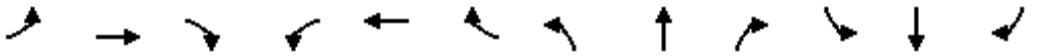
EXISTING INTERSECTION ANALYSIS SHEETS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 194 | 23 | 47 | 237 | 0 | 0 | 0 | 52 | 151 | 48 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.97 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1531 | 1770 | 3539 | | | | 1579 | 3433 | 1863 | 1552 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1531 | 1770 | 3539 | | | | 1579 | 3433 | 1863 | 1552 |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.76 | 0.76 | 0.76 | 0.88 | 0.88 | 1.00 | 0.84 | 0.84 | 0.84 |
| Adj. Flow (vph) | 0 | 226 | 27 | 62 | 312 | 0 | 0 | 0 | 52 | 180 | 57 | 55 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 37 |
| Lane Group Flow (vph) | 0 | 226 | 7 | 62 | 312 | 0 | 0 | 0 | 5 | 180 | 57 | 18 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 10.8 | 10.8 | 3.2 | 18.9 | | | | 3.8 | 5.8 | 14.5 | 14.5 |
| Effective Green, g (s) | | 10.8 | 10.8 | 3.2 | 18.9 | | | | 3.8 | 5.8 | 14.5 | 14.5 |
| Actuated g/C Ratio | | 0.25 | 0.25 | 0.07 | 0.44 | | | | 0.09 | 0.13 | 0.34 | 0.34 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 885 | 383 | 131 | 1548 | | | | 139 | 461 | 625 | 521 |
| v/s Ratio Prot | | c0.06 | | c0.04 | 0.09 | | | | | c0.05 | c0.03 | |
| v/s Ratio Perm | | | 0.00 | | | | | | 0.00 | | | 0.01 |
| v/c Ratio | | 0.26 | 0.02 | 0.47 | 0.20 | | | | 0.03 | 0.39 | 0.09 | 0.04 |
| Uniform Delay, d1 | | 13.0 | 12.2 | 19.2 | 7.5 | | | | 18.0 | 17.1 | 9.8 | 9.6 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.2 | 0.0 | 2.7 | 0.1 | | | | 0.1 | 0.5 | 0.1 | 0.0 |
| Delay (s) | | 13.1 | 12.2 | 21.9 | 7.6 | | | | 18.1 | 17.6 | 9.9 | 9.7 |
| Level of Service | | B | B | C | A | | | | B | B | A | A |
| Approach Delay (s) | | 13.0 | | | 9.9 | | | 18.1 | | | 14.6 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.25 | | |
| Actuated Cycle Length (s) | 43.2 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 31.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 85 | 240 | 60 | 143 | 185 | 96 | 21 | 92 | 60 | 19 | 162 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.99 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1552 | 3433 | 3335 | | 3400 | 3539 | 1552 | 1758 | 3539 | 2694 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1552 | 3433 | 3335 | | 3400 | 3539 | 1552 | 1758 | 3539 | 2694 |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.85 | 0.85 | 0.85 | 0.73 | 0.73 | 0.73 | 0.83 | 0.83 | 0.83 |
| Adj. Flow (vph) | 99 | 279 | 70 | 168 | 218 | 113 | 29 | 126 | 82 | 23 | 195 | 34 |
| RTOR Reduction (vph) | 0 | 0 | 50 | 0 | 78 | 0 | 0 | 0 | 69 | 0 | 0 | 29 |
| Lane Group Flow (vph) | 99 | 279 | 20 | 168 | 253 | 0 | 29 | 126 | 13 | 23 | 195 | 5 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 4.3 | 12.2 | 12.2 | 5.4 | 13.3 | | 0.8 | 6.6 | 6.6 | 0.9 | 6.7 | 6.7 |
| Effective Green, g (s) | 4.3 | 12.2 | 12.2 | 5.4 | 13.3 | | 0.8 | 6.6 | 6.6 | 0.9 | 6.7 | 6.7 |
| Actuated g/C Ratio | 0.10 | 0.28 | 0.28 | 0.13 | 0.31 | | 0.02 | 0.15 | 0.15 | 0.02 | 0.16 | 0.16 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 177 | 1006 | 441 | 432 | 1034 | | 63 | 544 | 239 | 37 | 553 | 421 |
| v/s Ratio Prot | c0.06 | c0.08 | | 0.05 | 0.08 | | 0.01 | 0.04 | | c0.01 | c0.06 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.01 | | | 0.00 |
| v/c Ratio | 0.56 | 0.28 | 0.05 | 0.39 | 0.24 | | 0.46 | 0.23 | 0.05 | 0.62 | 0.35 | 0.01 |
| Uniform Delay, d1 | 18.4 | 11.9 | 11.1 | 17.2 | 11.0 | | 20.8 | 15.9 | 15.5 | 20.8 | 16.2 | 15.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.8 | 0.2 | 0.0 | 0.6 | 0.1 | | 5.2 | 0.2 | 0.1 | 28.2 | 0.4 | 0.0 |
| Delay (s) | 22.2 | 12.1 | 11.2 | 17.8 | 11.2 | | 26.1 | 16.1 | 15.6 | 49.1 | 16.6 | 15.3 |
| Level of Service | C | B | B | B | B | | C | B | B | D | B | B |
| Approach Delay (s) | | 14.2 | | | 13.4 | | | 17.2 | | | 19.4 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.3 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.29 | | |
| Actuated Cycle Length (s) | 42.9 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 36.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

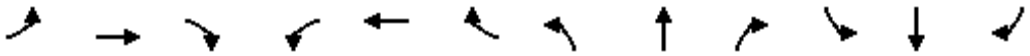
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 324 | 0 | 0 | 479 | 138 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.96 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1714 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1714 | |
| Peak-hour factor, PHF | 0.78 | 0.88 | 0.88 | 0.85 | 0.78 | 0.78 |
| Adj. Flow (vph) | 415 | 0 | 0 | 564 | 177 | 83 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 415 | 0 | 0 | 564 | 228 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 11.7 | | | 11.7 | 7.7 | |
| Effective Green, g (s) | 11.7 | | | 11.7 | 7.7 | |
| Actuated g/C Ratio | 0.40 | | | 0.40 | 0.26 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1418 | | | 1418 | 452 | |
| v/s Ratio Prot | 0.12 | | | c0.16 | c0.13 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.29 | | | 0.40 | 0.51 | |
| Uniform Delay, d1 | 5.9 | | | 6.2 | 9.1 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | | | 0.2 | 0.9 | |
| Delay (s) | 6.1 | | | 6.4 | 10.0 | |
| Level of Service | A | | | A | B | |
| Approach Delay (s) | 6.1 | | | 6.4 | 10.0 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.1 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 29.2 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 33.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 304 | 0 | 0 | 0 | 0 | 612 | 40 | 107 | 268 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.97 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2695 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2695 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.92 | 0.92 | 0.88 |
| Adj. Flow (vph) | 0 | 0 | 330 | 0 | 0 | 0 | 0 | 712 | 47 | 116 | 291 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 712 | 47 | 116 | 291 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.5 | | | | | 14.8 | 42.2 | 6.1 | 24.9 | |
| Effective Green, g (s) | | | 7.5 | | | | | 14.8 | 42.2 | 6.1 | 24.9 | |
| Actuated g/C Ratio | | | 0.18 | | | | | 0.35 | 1.00 | 0.14 | 0.59 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 479 | | | | | 1241 | 1544 | 256 | 2088 | |
| v/s Ratio Prot | | | | | | | | c0.20 | | c0.07 | 0.08 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.03 | | | |
| v/c Ratio | | | 0.12 | | | | | 0.57 | 0.03 | 0.45 | 0.14 | |
| Uniform Delay, d1 | | | 14.6 | | | | | 11.1 | 0.0 | 16.5 | 3.9 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.1 | | | | | 0.6 | 0.0 | 1.3 | 0.0 | |
| Delay (s) | | | 14.7 | | | | | 11.8 | 0.0 | 17.8 | 3.9 | |
| Level of Service | | | B | | | | | B | A | B | A | |
| Approach Delay (s) | | 14.7 | | | 0.0 | | | 11.1 | | | 7.9 | |
| Approach LOS | | B | | | A | | | B | | | A | |

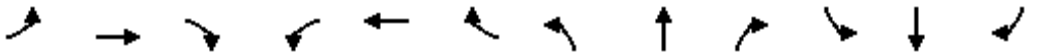
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 42.2 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 30.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 11 | 2 | 12 | 6 | 105 | 3 | 423 | 31 | 61 | 310 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.71 | 0.71 | 0.71 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 4 | 14 | 2 | 17 | 8 | 148 | 3 | 486 | 36 | 66 | 333 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 887 | 1013 | 187 | 820 | 985 | 263 | 351 | | | 532 | | |
| vC1, stage 1 conf vol | 475 | 475 | | 503 | 503 | | | | | | | |
| vC2, stage 2 conf vol | 412 | 539 | | 317 | 482 | | | | | | | |
| vCu, unblocked vol | 887 | 1013 | 187 | 820 | 985 | 263 | 351 | | | 532 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 96 | 100 | 96 | 98 | 80 | 100 | | | 94 | | |
| cM capacity (veh/h) | 336 | 381 | 810 | 434 | 412 | 723 | 1195 | | | 1023 | | |

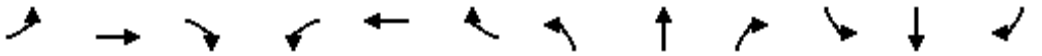
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 173 | 3 | 243 | 243 | 36 | 66 | 167 | 167 | 8 |
| Volume Left | 4 | 17 | 3 | 0 | 0 | 0 | 66 | 0 | 0 | 0 |
| Volume Right | 2 | 148 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 8 |
| cSH | 397 | 656 | 1195 | 1700 | 1700 | 1700 | 1023 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.26 | 0.00 | 0.14 | 0.14 | 0.02 | 0.06 | 0.10 | 0.10 | 0.00 |
| Queue Length 95th (ft) | 4 | 26 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Control Delay (s) | 14.5 | 12.4 | 8.0 | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | B | A | | | | A | | | |
| Approach Delay (s) | 14.5 | 12.4 | 0.1 | | | | 1.4 | | | |
| Approach LOS | B | B | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.7 | | | |
| Intersection Capacity Utilization | 36.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 62 | 60 | 5 | 31 | 40 | 40 | 11 | 346 | 32 | 21 | 252 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1811 | 1553 | | 1819 | 1553 | 1757 | 3471 | 1533 | 1759 | 3282 | 1533 |
| Flt Permitted | | 0.79 | 1.00 | | 0.79 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1465 | 1553 | | 1471 | 1553 | 1757 | 3471 | 1533 | 1759 | 3282 | 1533 |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.73 | 0.73 | 0.73 | 0.78 | 0.78 | 0.78 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 75 | 72 | 6 | 42 | 55 | 55 | 14 | 444 | 41 | 26 | 315 | 51 |
| RTOR Reduction (vph) | 0 | 0 | 5 | 0 | 0 | 46 | 0 | 0 | 23 | 0 | 0 | 29 |
| Lane Group Flow (vph) | 0 | 147 | 1 | 0 | 97 | 9 | 14 | 444 | 18 | 26 | 315 | 22 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 10% | 2% |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 0.8 | 16.5 | 16.5 | 0.8 | 16.5 | 16.5 |
| Effective Green, g (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 0.8 | 16.5 | 16.5 | 0.8 | 16.5 | 16.5 |
| Actuated g/C Ratio | | 0.16 | 0.16 | | 0.16 | 0.16 | 0.02 | 0.43 | 0.43 | 0.02 | 0.43 | 0.43 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 231 | 245 | | 232 | 245 | 37 | 1507 | 666 | 37 | 1425 | 666 |
| v/s Ratio Prot | | | | | | | 0.01 | c0.13 | | c0.01 | 0.10 | |
| v/s Ratio Perm | | c0.10 | 0.00 | | 0.07 | 0.01 | | | 0.01 | | | 0.01 |
| v/c Ratio | | 0.64 | 0.00 | | 0.42 | 0.04 | 0.38 | 0.29 | 0.03 | 0.70 | 0.22 | 0.03 |
| Uniform Delay, d1 | | 15.0 | 13.5 | | 14.4 | 13.5 | 18.4 | 7.0 | 6.2 | 18.5 | 6.7 | 6.2 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 5.6 | 0.0 | | 1.2 | 0.1 | 6.4 | 0.1 | 0.0 | 46.2 | 0.1 | 0.0 |
| Delay (s) | | 20.6 | 13.5 | | 15.6 | 13.6 | 24.7 | 7.1 | 6.2 | 64.6 | 6.8 | 6.2 |
| Level of Service | | C | B | | B | B | C | A | A | E | A | A |
| Approach Delay (s) | | 20.3 | | | 14.9 | | | 7.5 | | | 10.6 | |
| Approach LOS | | C | | | B | | | A | | | B | |

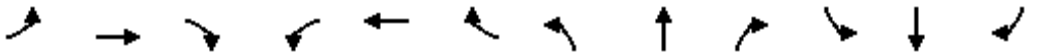
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.40 | | |
| Actuated Cycle Length (s) | 38.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 38.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 122 | 27 | 35 | 101 | 23 | 23 | 42 | 46 | 47 | 35 | 13 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 | 0.76 | 0.82 | 0.82 | 0.82 | 0.68 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 12 | 156 | 35 | 46 | 133 | 30 | 28 | 51 | 56 | 69 | 51 | 19 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 203 | 209 | 135 | 121 | 19 |
| Volume Left (vph) | 12 | 46 | 28 | 69 | 0 |
| Volume Right (vph) | 35 | 30 | 56 | 0 | 19 |
| Hadj (s) | -0.06 | -0.01 | -0.17 | 0.32 | -0.67 |
| Departure Headway (s) | 4.9 | 4.9 | 5.1 | 6.0 | 5.0 |
| Degree Utilization, x | 0.27 | 0.29 | 0.19 | 0.20 | 0.03 |
| Capacity (veh/h) | 687 | 685 | 644 | 551 | 652 |
| Control Delay (s) | 9.7 | 9.9 | 9.3 | 9.3 | 7.0 |
| Approach Delay (s) | 9.7 | 9.9 | 9.3 | 9.0 | |
| Approach LOS | A | A | A | A | |

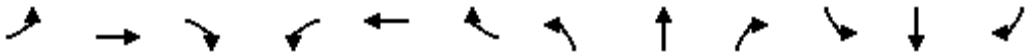
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.5 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 39.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 380 | 26 | 92 | 255 | 0 | 0 | 0 | 0 | 120 | 1 | 19 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 | 0.88 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 0 | 528 | 36 | 108 | 300 | 0 | 0 | 0 | 0 | 141 | 1 | 22 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 11 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 311 | | | 577 | | | 947 | 1086 | 305 | 801 | 1104 | 171 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 311 | | | 577 | | | 947 | 1086 | 305 | 801 | 1104 | 171 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 89 | | | 100 | 100 | 100 | 43 | 99 | 97 |
| cM capacity (veh/h) | 1235 | | | 993 | | | 189 | 190 | 685 | 246 | 185 | 828 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 352 | 212 | 108 | 150 | 150 | 165 |
| Volume Left | 0 | 0 | 108 | 0 | 0 | 141 |
| Volume Right | 0 | 36 | 0 | 0 | 0 | 22 |
| cSH | 1700 | 1700 | 993 | 1700 | 1700 | 284 |
| Volume to Capacity | 0.21 | 0.12 | 0.11 | 0.09 | 0.09 | 0.58 |
| Queue Length 95th (ft) | 0 | 0 | 9 | 0 | 0 | 84 |
| Control Delay (s) | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 34.1 |
| Lane LOS | | | A | | | D |
| Approach Delay (s) | 0.0 | | 2.4 | | | 34.1 |
| Approach LOS | | | | | | D |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.8 | | | |
| Intersection Capacity Utilization | 40.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 44 | 450 | 0 | 0 | 332 | 141 | 15 | 4 | 114 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.88 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 61 | 625 | 0 | 0 | 391 | 166 | 18 | 5 | 137 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 11 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 573 | | | 636 | | | 964 | 1332 | 334 | 938 | 1249 | 305 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 573 | | | 636 | | | 964 | 1332 | 334 | 938 | 1249 | 305 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 94 | | | 100 | | | 91 | 97 | 79 | 100 | 100 | 100 |
| cM capacity (veh/h) | 996 | | | 935 | | | 195 | 142 | 651 | 158 | 160 | 685 |

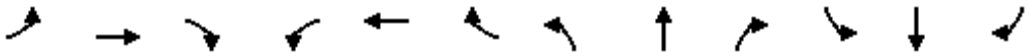
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 269 | 417 | 260 | 296 | 160 |
| Volume Left | 61 | 0 | 0 | 0 | 18 |
| Volume Right | 0 | 0 | 0 | 166 | 137 |
| cSH | 996 | 1700 | 1700 | 1700 | 759 |
| Volume to Capacity | 0.06 | 0.25 | 0.15 | 0.17 | 0.21 |
| Queue Length 95th (ft) | 5 | 0 | 0 | 0 | 20 |
| Control Delay (s) | 2.5 | 0.0 | 0.0 | 0.0 | 14.2 |
| Lane LOS | A | | | | B |
| Approach Delay (s) | 1.0 | | 0.0 | | 14.2 |
| Approach LOS | | | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.1 | | | |
| Intersection Capacity Utilization | 47.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 43 | 448 | 37 | 33 | 356 | 25 | 39 | 117 | 21 | 35 | 76 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3493 | | 1770 | 3500 | | 1770 | 3449 | | 1770 | 3358 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3493 | | 1770 | 3500 | | 1770 | 3449 | | 1770 | 3358 | |
| Peak-hour factor, PHF | 0.73 | 0.73 | 0.73 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 59 | 614 | 51 | 41 | 445 | 31 | 43 | 130 | 23 | 38 | 83 | 36 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 20 | 0 | 0 | 31 | 0 |
| Lane Group Flow (vph) | 59 | 658 | 0 | 41 | 469 | 0 | 43 | 133 | 0 | 38 | 88 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.6 | 17.5 | | 2.0 | 15.9 | | 2.0 | 6.5 | | 2.0 | 6.5 | |
| Effective Green, g (s) | 3.6 | 17.5 | | 2.0 | 15.9 | | 2.0 | 6.5 | | 2.0 | 6.5 | |
| Actuated g/C Ratio | 0.08 | 0.38 | | 0.04 | 0.35 | | 0.04 | 0.14 | | 0.04 | 0.14 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 139 | 1335 | | 77 | 1215 | | 77 | 489 | | 77 | 477 | |
| v/s Ratio Prot | c0.03 | c0.19 | | 0.02 | 0.13 | | c0.02 | c0.04 | | 0.02 | 0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.42 | 0.49 | | 0.53 | 0.39 | | 0.56 | 0.27 | | 0.49 | 0.18 | |
| Uniform Delay, d1 | 20.1 | 10.8 | | 21.4 | 11.3 | | 21.5 | 17.5 | | 21.4 | 17.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.1 | 0.3 | | 6.9 | 0.2 | | 8.5 | 0.3 | | 4.9 | 0.2 | |
| Delay (s) | 22.2 | 11.1 | | 28.4 | 11.5 | | 30.0 | 17.8 | | 26.3 | 17.5 | |
| Level of Service | C | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 12.0 | | | 12.8 | | | 20.5 | | | 19.6 | |
| Approach LOS | | B | | | B | | | C | | | B | |

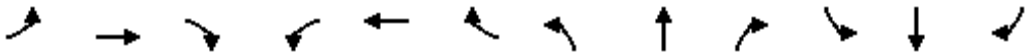
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 45.8 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 41.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 18 | 51 | 1 | 26 | 53 | 18 | 4 | 355 | 28 | 11 | 309 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1750 | 1858 | | 1750 | 1778 | | 1757 | 1789 | | 1758 | 1724 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1750 | 1858 | | 1750 | 1778 | | 1757 | 1789 | | 1758 | 1724 | |
| Peak-hour factor, PHF | 0.72 | 0.72 | 0.72 | 0.80 | 0.80 | 0.80 | 0.86 | 0.86 | 0.86 | 0.83 | 0.83 | 0.83 |
| Adj. Flow (vph) | 25 | 71 | 1 | 32 | 66 | 22 | 5 | 413 | 33 | 13 | 372 | 7 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 20 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 25 | 71 | 0 | 32 | 68 | 0 | 5 | 443 | 0 | 13 | 378 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 10% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 0.8 | 4.5 | | 0.8 | 4.5 | | 0.6 | 17.9 | | 0.7 | 18.0 | |
| Effective Green, g (s) | 0.8 | 4.5 | | 0.8 | 4.5 | | 0.6 | 17.9 | | 0.7 | 18.0 | |
| Actuated g/C Ratio | 0.02 | 0.11 | | 0.02 | 0.11 | | 0.01 | 0.43 | | 0.02 | 0.43 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 34 | 201 | | 34 | 192 | | 25 | 768 | | 30 | 744 | |
| v/s Ratio Prot | 0.01 | 0.04 | | c0.02 | c0.04 | | 0.00 | c0.25 | | c0.01 | 0.22 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.74 | 0.35 | | 0.94 | 0.36 | | 0.20 | 0.58 | | 0.43 | 0.51 | |
| Uniform Delay, d1 | 20.3 | 17.3 | | 20.4 | 17.3 | | 20.3 | 9.0 | | 20.3 | 8.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 57.7 | 1.1 | | 129.7 | 1.1 | | 3.9 | 1.1 | | 9.7 | 0.5 | |
| Delay (s) | 78.0 | 18.3 | | 150.2 | 18.4 | | 24.2 | 10.1 | | 30.0 | 9.2 | |
| Level of Service | E | B | | F | B | | C | B | | C | A | |
| Approach Delay (s) | | 33.7 | | | 53.5 | | | 10.2 | | | 9.9 | |
| Approach LOS | | C | | | D | | | B | | | A | |

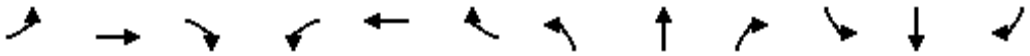
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.54 | | |
| Actuated Cycle Length (s) | 41.7 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 38.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 92 | 2 | 1 | 94 | 2 | 4 | 5 | 3 | 5 | 5 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 105 | 2 | 1 | 107 | 2 | 5 | 6 | 3 | 6 | 6 | 6 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 119 | | | 117 | | | 251 | 244 | 126 | 249 | 244 | 128 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 119 | | | 117 | | | 251 | 244 | 126 | 249 | 244 | 128 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 99 | 100 | 99 | 99 | 99 |
| cM capacity (veh/h) | 1457 | | | 1459 | | | 671 | 645 | 909 | 675 | 645 | 907 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 110 | 110 | 14 | 17 |
| Volume Left | 3 | 1 | 5 | 6 |
| Volume Right | 2 | 2 | 3 | 6 |
| cSH | 1457 | 1459 | 706 | 726 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 2 |
| Control Delay (s) | 0.2 | 0.1 | 10.2 | 10.1 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.2 | 0.1 | 10.2 | 10.1 |
| Approach LOS | | | B | B |

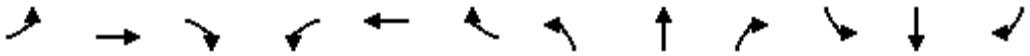
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 12 | 87 | 5 | 33 | 70 | 6 | 10 | 20 | 21 | 14 | 17 | 5 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 16 | 118 | 7 | 39 | 82 | 7 | 12 | 24 | 25 | 16 | 19 | 6 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 141 | 128 | 60 | 41 |
| Volume Left (vph) | 16 | 39 | 12 | 16 |
| Volume Right (vph) | 7 | 7 | 25 | 6 |
| Hadj (s) | 0.06 | 0.07 | -0.17 | 0.03 |
| Departure Headway (s) | 4.3 | 4.4 | 4.4 | 4.6 |
| Degree Utilization, x | 0.17 | 0.16 | 0.07 | 0.05 |
| Capacity (veh/h) | 805 | 791 | 766 | 724 |
| Control Delay (s) | 8.2 | 8.2 | 7.7 | 7.9 |
| Approach Delay (s) | 8.2 | 8.2 | 7.7 | 7.9 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 8.1 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 25.6% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 122 | 1 | 1 | 112 | 1 | 1 | 1 | 4 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.69 | 0.69 | 0.69 | 0.76 | 0.76 | 0.76 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 177 | 1 | 1 | 147 | 1 | 1 | 1 | 5 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 159 | | | 188 | | | 353 | 352 | 198 | 356 | 352 | 168 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 159 | | | 188 | | | 353 | 352 | 198 | 356 | 352 | 168 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1409 | | | 1374 | | | 582 | 562 | 830 | 577 | 562 | 862 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 180 | 150 | 7 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 5 | 1 |
| cSH | 1409 | 1374 | 721 | 642 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 0 |
| Control Delay (s) | 0.1 | 0.1 | 10.0 | 10.6 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.1 | 0.1 | 10.0 | 10.6 |
| Approach LOS | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.4 | | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 161 | 4 | 3 | 101 | 0 | 4 | 0 | 37 | 213 | 2 | 55 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.62 | 0.62 | 0.62 | 0.63 | 0.63 | 0.63 | 0.68 | 0.68 | 0.68 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 260 | 6 | 5 | 160 | 0 | 6 | 0 | 54 | 242 | 2 | 62 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 170 | | | 276 | | | 485 | 453 | 283 | 507 | 456 | 180 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 170 | | | 276 | | | 485 | 453 | 283 | 507 | 456 | 180 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.4 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 99 | 100 | 93 | 41 | 100 | 92 |
| cM capacity (veh/h) | 1395 | | | 1276 | | | 438 | 493 | 743 | 413 | 490 | 814 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 266 | 165 | 60 | 307 |
| Volume Left | 0 | 5 | 6 | 242 |
| Volume Right | 6 | 0 | 54 | 62 |
| cSH | 1700 | 1276 | 696 | 520 |
| Volume to Capacity | 0.16 | 0.00 | 0.09 | 0.59 |
| Queue Length 95th (ft) | 0 | 0 | 7 | 95 |
| Control Delay (s) | 0.0 | 0.3 | 10.7 | 22.3 |
| Lane LOS | | A | B | C |
| Approach Delay (s) | 0.0 | 0.3 | 10.7 | 22.3 |
| Approach LOS | | | B | C |

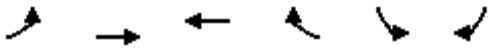
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 9.4 | | | |
| Intersection Capacity Utilization | 35.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 371 | 51 | 19 | 106 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.82 | 0.82 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 422 | 58 | 23 | 129 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 490 | | 646 | 471 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 490 | | 646 | 471 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 100 | 100 |
| cM capacity (veh/h) | | | 1074 | | 423 | 588 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 480 | 152 |
| Volume Left | 0 | 23 |
| Volume Right | 58 | 0 |
| cSH | 1700 | 1074 |
| Volume to Capacity | 0.28 | 0.02 |
| Queue Length 95th (ft) | 0 | 2 |
| Control Delay (s) | 0.0 | 1.4 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 1.4 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 35.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 37 | 333 | 125 | 285 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.84 | 0.84 | 0.90 | 0.90 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 44 | 396 | 139 | 317 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 466 | | | | 802 | 317 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 466 | | | | 802 | 317 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 100 | 100 |
| cM capacity (veh/h) | 1096 | | | | 336 | 717 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 440 | 456 |
| Volume Left | 44 | 0 |
| Volume Right | 0 | 317 |
| cSH | 1096 | 1700 |
| Volume to Capacity | 0.04 | 0.27 |
| Queue Length 95th (ft) | 3 | 0 |
| Control Delay (s) | 1.2 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 1.2 | 0.0 |
| Approach LOS | | |

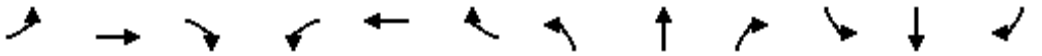
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 60.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 336 | 0 | 0 | 404 | 17 | 18 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.87 | 0.87 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 410 | 0 | 0 | 464 | 19 | 20 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.92 | |
| vC, conflicting volume | | | 420 | | 894 | 430 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 420 | | 839 | 430 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.6 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.6 |
| p0 queue free % | | | 100 | | 94 | 96 |
| cM capacity (veh/h) | | | 1130 | | 303 | 546 |

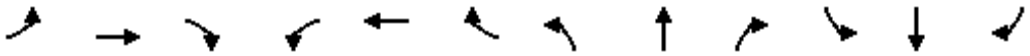
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 410 | 464 | 40 |
| Volume Left | 0 | 0 | 19 |
| Volume Right | 0 | 0 | 20 |
| cSH | 1700 | 1700 | 623 |
| Volume to Capacity | 0.24 | 0.27 | 0.06 |
| Queue Length 95th (ft) | 0 | 0 | 5 |
| Control Delay (s) | 0.0 | 0.0 | 14.7 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | 0.0 | 14.7 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.6 | |
| Intersection Capacity Utilization | | 34.1% | ICU Level of Service |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 34 | 276 | 24 | 4 | 346 | 15 | 18 | 99 | 4 | 20 | 73 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3400 | | 1763 | 3356 | | 1760 | 3539 | 1554 | 1760 | 3539 | 1554 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3400 | | 1763 | 3356 | | 1760 | 3539 | 1554 | 1760 | 3539 | 1554 |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 41 | 333 | 29 | 4 | 360 | 16 | 21 | 115 | 5 | 22 | 80 | 22 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 19 |
| Lane Group Flow (vph) | 41 | 354 | 0 | 4 | 372 | 0 | 21 | 115 | 1 | 22 | 80 | 3 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 1.9 | 11.1 | | 0.6 | 9.8 | | 0.7 | 4.3 | 4.3 | 0.7 | 4.3 | 4.3 |
| Effective Green, g (s) | 1.9 | 11.1 | | 0.6 | 9.8 | | 0.7 | 4.3 | 4.3 | 0.7 | 4.3 | 4.3 |
| Actuated g/C Ratio | 0.06 | 0.32 | | 0.02 | 0.28 | | 0.02 | 0.12 | 0.12 | 0.02 | 0.12 | 0.12 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 97 | 1094 | | 31 | 953 | | 36 | 441 | 194 | 36 | 441 | 194 |
| v/s Ratio Prot | c0.02 | 0.10 | | 0.00 | c0.11 | | 0.01 | c0.03 | | c0.01 | 0.02 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | 0.00 |
| v/c Ratio | 0.42 | 0.32 | | 0.13 | 0.39 | | 0.58 | 0.26 | 0.00 | 0.61 | 0.18 | 0.01 |
| Uniform Delay, d1 | 15.8 | 8.9 | | 16.7 | 9.9 | | 16.8 | 13.7 | 13.2 | 16.8 | 13.5 | 13.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.0 | 0.2 | | 1.9 | 0.3 | | 21.8 | 0.3 | 0.0 | 27.0 | 0.2 | 0.0 |
| Delay (s) | 18.7 | 9.0 | | 18.6 | 10.2 | | 38.6 | 14.0 | 13.2 | 43.7 | 13.7 | 13.3 |
| Level of Service | B | A | | B | B | | D | B | B | D | B | B |
| Approach Delay (s) | | 10.0 | | | 10.3 | | | 17.6 | | | 19.0 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.37 | | |
| Actuated Cycle Length (s) | 34.5 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 35.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 6 | 222 | 30 | 28 | 374 | 8 | 4 | 30 | 24 | 3 | 35 | 6 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.92 | 0.92 | 0.92 | 0.85 | 0.85 | 0.85 | 0.73 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 7 | 264 | 36 | 30 | 407 | 9 | 5 | 35 | 28 | 4 | 48 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 425 | | | 310 | | | 613 | 793 | 170 | 684 | 806 | 228 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 425 | | | 310 | | | 613 | 793 | 170 | 684 | 806 | 228 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 98 | 88 | 97 | 99 | 84 | 99 |
| cM capacity (veh/h) | 1121 | | | 1237 | | | 310 | 305 | 830 | 280 | 299 | 762 |

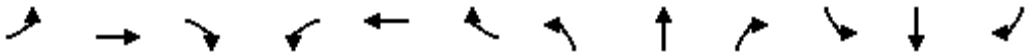
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 7 | 176 | 124 | 30 | 271 | 144 | 68 | 60 |
| Volume Left | 7 | 0 | 0 | 30 | 0 | 0 | 5 | 4 |
| Volume Right | 0 | 0 | 36 | 0 | 0 | 9 | 28 | 8 |
| cSH | 1121 | 1700 | 1700 | 1237 | 1700 | 1700 | 414 | 325 |
| Volume to Capacity | 0.01 | 0.10 | 0.07 | 0.02 | 0.16 | 0.08 | 0.16 | 0.19 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 2 | 0 | 0 | 15 | 17 |
| Control Delay (s) | 8.2 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 15.4 | 18.6 |
| Lane LOS | A | | | A | | | C | C |
| Approach Delay (s) | 0.2 | | | 0.5 | | | 15.4 | 18.6 |
| Approach LOS | | | | | | | C | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.8 | | | |
| Intersection Capacity Utilization | 31.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 7 | 230 | 7 | 20 | 363 | 4 | 10 | 27 | 18 | 5 | 36 | 24 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 8 | 256 | 8 | 22 | 403 | 4 | 12 | 31 | 21 | 6 | 44 | 30 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 418 | | | 273 | | | 797 | 747 | 279 | 782 | 749 | 426 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 418 | | | 273 | | | 797 | 747 | 279 | 782 | 749 | 426 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 95 | 90 | 97 | 98 | 86 | 95 |
| cM capacity (veh/h) | 1132 | | | 1279 | | | 248 | 328 | 747 | 268 | 327 | 618 |

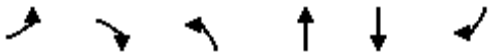
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 271 | 430 | 64 | 80 |
| Volume Left | 8 | 22 | 12 | 6 |
| Volume Right | 8 | 4 | 21 | 30 |
| cSH | 1132 | 1279 | 374 | 388 |
| Volume to Capacity | 0.01 | 0.02 | 0.17 | 0.21 |
| Queue Length 95th (ft) | 1 | 1 | 15 | 19 |
| Control Delay (s) | 0.3 | 0.6 | 16.6 | 16.7 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.3 | 0.6 | 16.6 | 16.7 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 43.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 40 | 224 | 6 | 15 | 362 | 39 | 19 | 146 | 40 | 41 | 133 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1760 | 1819 | | 1757 | 1799 | | 1756 | 1791 | | 1756 | 1770 | |
| Flt Permitted | 0.45 | 1.00 | | 0.59 | 1.00 | | 0.60 | 1.00 | | 0.62 | 1.00 | |
| Satd. Flow (perm) | 826 | 1819 | | 1090 | 1799 | | 1115 | 1791 | | 1143 | 1770 | |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.90 | 0.90 | 0.90 | 0.83 | 0.83 | 0.83 | 0.73 | 0.73 | 0.73 |
| Adj. Flow (vph) | 48 | 270 | 7 | 17 | 402 | 43 | 23 | 176 | 48 | 56 | 182 | 70 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 18 | 0 | 0 | 26 | 0 |
| Lane Group Flow (vph) | 48 | 275 | 0 | 17 | 438 | 0 | 23 | 206 | 0 | 56 | 226 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.9 | 13.9 | | 13.9 | 13.9 | | 10.1 | 10.1 | | 10.1 | 10.1 | |
| Effective Green, g (s) | 13.9 | 13.9 | | 13.9 | 13.9 | | 10.1 | 10.1 | | 10.1 | 10.1 | |
| Actuated g/C Ratio | 0.41 | 0.41 | | 0.41 | 0.41 | | 0.30 | 0.30 | | 0.30 | 0.30 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 340 | 748 | | 448 | 740 | | 333 | 535 | | 342 | 529 | |
| v/s Ratio Prot | | 0.15 | | | c0.24 | | | 0.11 | | | c0.13 | |
| v/s Ratio Perm | 0.06 | | | 0.02 | | | 0.02 | | | 0.05 | | |
| v/c Ratio | 0.14 | 0.37 | | 0.04 | 0.59 | | 0.07 | 0.38 | | 0.16 | 0.43 | |
| Uniform Delay, d1 | 6.2 | 6.9 | | 6.0 | 7.7 | | 8.5 | 9.4 | | 8.7 | 9.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.3 | | 0.0 | 1.3 | | 0.1 | 0.5 | | 0.2 | 0.6 | |
| Delay (s) | 6.4 | 7.2 | | 6.0 | 9.0 | | 8.6 | 9.8 | | 9.0 | 10.1 | |
| Level of Service | A | A | | A | A | | A | A | | A | B | |
| Approach Delay (s) | | 7.1 | | | 8.9 | | | 9.7 | | | 9.9 | |
| Approach LOS | | A | | | A | | | A | | | A | |

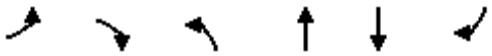
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 8.8 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 33.8 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 55.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 1 | 1 | 1 | 2 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 1 | 1 | 1 | 2 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 26 | 23 | 13 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 26 | 23 | 13 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 972 | 1037 | 1592 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 3 | 2 | 3 |
| Volume Left | 2 | 1 | 0 |
| Volume Right | 1 | 0 | 1 |
| cSH | 993 | 1592 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 3.6 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 3.6 | 0.0 |
| Approach LOS | A | | |

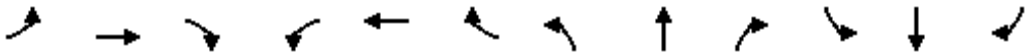
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 1 | 3 | 150 | 109 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.85 | 0.85 | 0.74 | 0.74 |
| Hourly flow rate (vph) | 2 | 1 | 4 | 176 | 147 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 263 | 94 | 159 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 263 | 94 | 159 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 690 | 928 | 1407 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 3 | 62 | 118 | 98 | 50 |
| Volume Left | 2 | 4 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 1 |
| cSH | 755 | 1407 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.07 | 0.06 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.8 | 0.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | | |
| Approach Delay (s) | 9.8 | 0.2 | | 0.0 | |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 19.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 6 | 1 | 1 | 2 | 1 | 3 | 2 | 1 | 1 | 2 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 7 | 1 | 1 | 2 | 1 | 3 | 2 | 1 | 1 | 2 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 13 | | | 18 | | | 38 | 35 | 27 | 37 | 35 | 23 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 13 | | | 18 | | | 38 | 35 | 27 | 37 | 35 | 23 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1592 | | | 1586 | | | 934 | 842 | 1031 | 936 | 842 | 1037 |

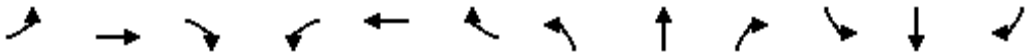
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 5 | 7 | 6 |
| Volume Left | 1 | 1 | 3 | 1 |
| Volume Right | 1 | 1 | 1 | 2 |
| cSH | 1592 | 1586 | 915 | 930 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 0 |
| Control Delay (s) | 0.9 | 1.8 | 9.0 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.9 | 1.8 | 9.0 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.9 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 5 | 1 | 4 | 2 | 3 | 1 | 35 | 2 | 4 | 74 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 6 | 1 | 5 | 2 | 3 | 1 | 40 | 2 | 5 | 84 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 161 | 158 | 105 | 161 | 158 | 61 | 95 | | | 52 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 161 | 158 | 105 | 161 | 158 | 61 | 95 | | | 52 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 99 | 100 | 99 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 774 | 719 | 934 | 773 | 720 | 988 | 1486 | | | 1541 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 10 | 43 | 90 |
| Volume Left | 2 | 5 | 1 | 5 |
| Volume Right | 1 | 3 | 2 | 1 |
| cSH | 754 | 819 | 1486 | 1541 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 9.8 | 9.5 | 0.2 | 0.4 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.8 | 9.5 | 0.2 | 0.4 |
| Approach LOS | A | A | | |

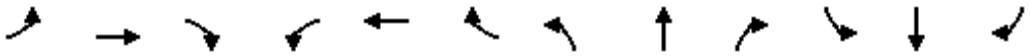
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.5 | | | |
| Intersection Capacity Utilization | 20.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 9 | 1 | 1 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 10 | 1 | 1 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 20 | | | 21 | | | 47 | 46 | 31 | 47 | 46 | 30 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 20 | | | 21 | | | 47 | 46 | 31 | 47 | 46 | 30 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1583 | | | 1581 | | | 924 | 831 | 1026 | 924 | 831 | 1028 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 12 | 11 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1583 | 1581 | 920 | 920 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.7 | 0.7 | 8.9 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.7 | 0.7 | 8.9 | 8.9 |
| Approach LOS | | | A | A |

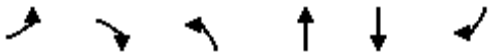
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.5 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 1 | 5 | 10 | 1 | 1 | 2 | 5 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 1 | 6 | 11 | 1 | 1 | 2 | 6 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 27 | | | 12 | | | 39 | 43 | 22 | 40 | 38 | 31 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 27 | | | 12 | | | 39 | 43 | 22 | 40 | 38 | 31 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 100 |
| cM capacity (veh/h) | 1574 | | | 1593 | | | 934 | 833 | 1038 | 931 | 839 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 18 | 5 | 8 |
| Volume Left | 1 | 1 | 1 | 6 |
| Volume Right | 1 | 11 | 2 | 1 |
| cSH | 1574 | 1593 | 953 | 929 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 2.4 | 0.5 | 8.8 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.4 | 0.5 | 8.8 | 8.9 |
| Approach LOS | | | A | A |

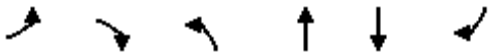
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 12 | 11 | 0 | 45 | 4 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 14 | 12 | 0 | 51 | 5 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 14 | 13 | 51 | 5 |
| Volume Left (vph) | 0 | 13 | 0 | 0 |
| Volume Right (vph) | 14 | 0 | 0 | 5 |
| Hadj (s) | -0.57 | 0.23 | 0.17 | -0.67 |
| Departure Headway (s) | 3.5 | 4.3 | 4.7 | 3.9 |
| Degree Utilization, x | 0.01 | 0.01 | 0.07 | 0.00 |
| Capacity (veh/h) | 1005 | 818 | 759 | 924 |
| Control Delay (s) | 6.5 | 7.4 | 6.8 | 5.7 |
| Approach Delay (s) | 6.5 | 7.4 | 6.7 | |
| Approach LOS | A | A | A | |

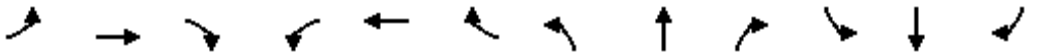
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 6.8 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 131 | 143 | 104 | 146 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.79 | 0.79 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 1 | 1 | 166 | 181 | 121 | 170 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 654 | 141 | 131 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 654 | 141 | 131 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 89 | | | |
| cM capacity (veh/h) | 376 | 892 | 1442 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 2 | 347 | 121 | 170 |
| Volume Left | 1 | 166 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 170 |
| cSH | 529 | 1442 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.11 | 0.07 | 0.10 |
| Queue Length 95th (ft) | 0 | 10 | 0 | 0 |
| Control Delay (s) | 11.8 | 4.3 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 11.8 | 4.3 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 34.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 31 | 83 | 22 | 14 | 152 | 19 | 84 | 73 | 15 | 8 | 67 | 11 |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | 0.80 | 0.80 | 0.80 |
| Hourly flow rate (vph) | 48 | 128 | 34 | 17 | 183 | 23 | 100 | 87 | 18 | 10 | 84 | 14 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 175 | 34 | 223 | 143 | 61 | 38 | 56 | 14 |
| Volume Left (vph) | 48 | 0 | 17 | 100 | 0 | 10 | 0 | 0 |
| Volume Right (vph) | 0 | 34 | 23 | 0 | 18 | 0 | 0 | 14 |
| Hadj (s) | 0.10 | -0.57 | 0.00 | 0.38 | -0.17 | 0.17 | 0.03 | -0.67 |
| Departure Headway (s) | 5.1 | 3.2 | 5.0 | 6.1 | 5.5 | 6.0 | 5.9 | 3.2 |
| Degree Utilization, x | 0.25 | 0.03 | 0.31 | 0.24 | 0.09 | 0.06 | 0.09 | 0.01 |
| Capacity (veh/h) | 659 | 1121 | 686 | 560 | 611 | 548 | 562 | 1121 |
| Control Delay (s) | 9.9 | 6.3 | 10.2 | 9.8 | 7.9 | 8.2 | 8.3 | 5.0 |
| Approach Delay (s) | 9.3 | | 10.2 | 9.2 | | 7.9 | | |
| Approach LOS | A | | B | A | | A | | |

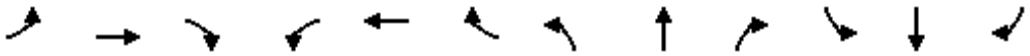
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.3 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 35.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 71 | 31 | 3 | 61 | 119 | 8 |
| Peak Hour Factor | 0.80 | 0.80 | 0.73 | 0.73 | 0.76 | 0.76 |
| Hourly flow rate (vph) | 89 | 39 | 4 | 84 | 157 | 11 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 128 | 88 | 167 |
| Volume Left (vph) | 0 | 4 | 157 |
| Volume Right (vph) | 39 | 0 | 11 |
| Hadj (s) | -0.11 | 0.09 | 0.18 |
| Departure Headway (s) | 4.3 | 4.5 | 4.6 |
| Degree Utilization, x | 0.15 | 0.11 | 0.21 |
| Capacity (veh/h) | 801 | 749 | 752 |
| Control Delay (s) | 8.1 | 8.1 | 8.8 |
| Approach Delay (s) | 8.1 | 8.1 | 8.8 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.4 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 23.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 1 | 22 | 20 | 49 | 76 | 4 | 50 | 59 | 41 | 11 | 55 | 6 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 1 | 25 | 23 | 64 | 99 | 5 | 59 | 69 | 48 | 15 | 73 | 8 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 49 | 168 | 128 | 48 | 96 |
| Volume Left (vph) | 1 | 64 | 59 | 0 | 15 |
| Volume Right (vph) | 23 | 5 | 0 | 48 | 8 |
| Hadj (s) | -0.24 | 0.09 | 0.26 | -0.67 | 0.01 |
| Departure Headway (s) | 4.6 | 4.7 | 5.4 | 4.5 | 4.8 |
| Degree Utilization, x | 0.06 | 0.22 | 0.19 | 0.06 | 0.13 |
| Capacity (veh/h) | 727 | 718 | 639 | 765 | 708 |
| Control Delay (s) | 7.9 | 9.0 | 8.5 | 6.5 | 8.5 |
| Approach Delay (s) | 7.9 | 9.0 | 7.9 | | 8.5 |
| Approach LOS | A | A | A | | A |

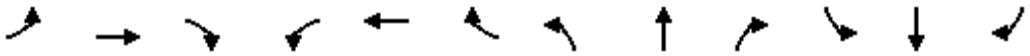
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.4 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 33.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 23 | 251 | 0 | 0 | 101 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.67 | 0.67 | 0.71 | 0.71 | 0.59 | 0.59 |
| Hourly flow rate (vph) | 1 | 34 | 354 | 0 | 0 | 171 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 545 | 374 | | | 364 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 545 | 374 | | | 364 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 95 | | | 100 | |
| cM capacity (veh/h) | 491 | 661 | | | 1185 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 36 | 354 | 171 |
| Volume Left | 1 | 0 | 0 |
| Volume Right | 34 | 0 | 0 |
| cSH | 652 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.21 | 0.10 |
| Queue Length 95th (ft) | 4 | 0 | 0 |
| Control Delay (s) | 10.8 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 10.8 | 0.0 | 0.0 |
| Approach LOS | B | | |

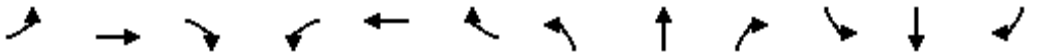
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 26.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 33 | 5 | 20 | 0 | 0 | 0 | 4 | 220 | 1 | 26 | 84 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.88 | 0.88 | 0.88 | 0.79 | 0.79 | 0.79 | 0.67 | 0.67 | 0.67 |
| Hourly flow rate (vph) | 45 | 7 | 27 | 0 | 0 | 0 | 5 | 278 | 1 | 39 | 125 | 7 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 516 | 517 | 149 | 533 | 520 | 299 | 143 | | | 290 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 516 | 517 | 149 | 533 | 520 | 299 | 143 | | | 290 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 90 | 98 | 97 | 100 | 100 | 100 | 100 | | | 97 | | |
| cM capacity (veh/h) | 447 | 443 | 883 | 420 | 441 | 734 | 1428 | | | 1272 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 79 | 285 | 172 |
| Volume Left | 45 | 5 | 39 |
| Volume Right | 27 | 1 | 7 |
| cSH | 681 | 1428 | 1272 |
| Volume to Capacity | 0.12 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 10 | 0 | 2 |
| Control Delay (s) | 12.4 | 0.2 | 2.0 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 12.4 | 0.2 | 2.0 |
| Approach LOS | B | | |

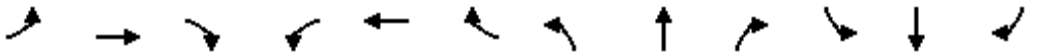
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.6 | | | |
| Intersection Capacity Utilization | 37.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 486 | 57 | 122 | 454 | 0 | 0 | 0 | 176 | 296 | 55 | 114 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1525 | 1770 | 3539 | | | | 1576 | 3433 | 1863 | 1548 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1525 | 1770 | 3539 | | | | 1576 | 3433 | 1863 | 1548 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.81 | 0.81 | 0.81 |
| Adj. Flow (vph) | 0 | 528 | 62 | 134 | 499 | 0 | 0 | 0 | 191 | 365 | 68 | 141 |
| RTOR Reduction (vph) | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 0 | 88 |
| Lane Group Flow (vph) | 0 | 528 | 15 | 134 | 499 | 0 | 0 | 0 | 19 | 365 | 68 | 53 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 13.7 | 13.7 | 5.8 | 24.4 | | | | 5.5 | 10.4 | 20.8 | 20.8 |
| Effective Green, g (s) | | 13.7 | 13.7 | 5.8 | 24.4 | | | | 5.5 | 10.4 | 20.8 | 20.8 |
| Actuated g/C Ratio | | 0.25 | 0.25 | 0.11 | 0.44 | | | | 0.10 | 0.19 | 0.38 | 0.38 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 882 | 380 | 187 | 1570 | | | | 158 | 649 | 705 | 585 |
| v/s Ratio Prot | | c0.15 | | c0.08 | 0.14 | | | | | c0.11 | c0.04 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.01 | | | 0.03 |
| v/c Ratio | | 0.60 | 0.04 | 0.72 | 0.32 | | | | 0.12 | 0.56 | 0.10 | 0.09 |
| Uniform Delay, d1 | | 18.2 | 15.7 | 23.8 | 9.9 | | | | 22.5 | 20.2 | 11.0 | 11.0 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.1 | 0.0 | 12.3 | 0.1 | | | | 0.3 | 1.1 | 0.1 | 0.1 |
| Delay (s) | | 19.3 | 15.7 | 36.1 | 10.0 | | | | 22.9 | 21.4 | 11.1 | 11.1 |
| Level of Service | | B | B | D | B | | | | C | C | B | B |
| Approach Delay (s) | | 18.9 | | | 15.5 | | | 22.9 | | | 17.6 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.47 | | |
| Actuated Cycle Length (s) | 55.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 196 | 564 | 91 | 126 | 430 | 105 | 77 | 132 | 58 | 60 | 189 | 89 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1547 | 3433 | 3420 | | 3433 | 3539 | 1547 | 1770 | 3539 | 2681 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1547 | 3433 | 3420 | | 3433 | 3539 | 1547 | 1770 | 3539 | 2681 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.96 | 0.96 | 0.96 | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 209 | 600 | 97 | 131 | 448 | 109 | 96 | 165 | 72 | 69 | 217 | 102 |
| RTOR Reduction (vph) | 0 | 0 | 58 | 0 | 30 | 0 | 0 | 0 | 58 | 0 | 0 | 84 |
| Lane Group Flow (vph) | 209 | 600 | 39 | 131 | 527 | 0 | 96 | 165 | 14 | 69 | 217 | 18 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 10.5 | 19.5 | 19.5 | 5.6 | 14.6 | | 5.4 | 11.7 | 11.7 | 4.2 | 10.5 | 10.5 |
| Effective Green, g (s) | 10.5 | 19.5 | 19.5 | 5.6 | 14.6 | | 5.4 | 11.7 | 11.7 | 4.2 | 10.5 | 10.5 |
| Actuated g/C Ratio | 0.18 | 0.33 | 0.33 | 0.10 | 0.25 | | 0.09 | 0.20 | 0.20 | 0.07 | 0.18 | 0.18 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 316 | 1174 | 513 | 327 | 849 | | 315 | 704 | 308 | 126 | 632 | 479 |
| v/s Ratio Prot | c0.12 | 0.17 | | 0.04 | c0.15 | | 0.03 | 0.05 | | c0.04 | c0.06 | |
| v/s Ratio Perm | | | 0.03 | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.66 | 0.51 | 0.08 | 0.40 | 0.62 | | 0.30 | 0.23 | 0.05 | 0.55 | 0.34 | 0.04 |
| Uniform Delay, d1 | 22.5 | 15.8 | 13.5 | 25.0 | 19.6 | | 24.9 | 19.8 | 19.0 | 26.4 | 21.1 | 20.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.1 | 0.4 | 0.1 | 0.8 | 1.4 | | 0.6 | 0.2 | 0.1 | 4.8 | 0.3 | 0.0 |
| Delay (s) | 27.6 | 16.2 | 13.5 | 25.8 | 21.1 | | 25.5 | 20.0 | 19.1 | 31.2 | 21.5 | 20.0 |
| Level of Service | C | B | B | C | C | | C | B | B | C | C | C |
| Approach Delay (s) | | 18.5 | | | 22.0 | | | 21.4 | | | 22.8 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.53 | | |
| Actuated Cycle Length (s) | 58.8 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 52.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

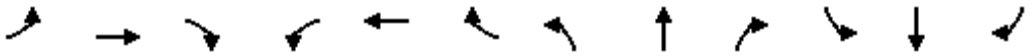
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 728 | 0 | 0 | 612 | 125 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.96 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1713 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1713 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 774 | 0 | 0 | 695 | 142 | 69 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 31 | 0 |
| Lane Group Flow (vph) | 774 | 0 | 0 | 695 | 180 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 14.5 | | | 14.5 | 7.4 | |
| Effective Green, g (s) | 14.5 | | | 14.5 | 7.4 | |
| Actuated g/C Ratio | 0.46 | | | 0.46 | 0.23 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1619 | | | 1619 | 400 | |
| v/s Ratio Prot | c0.22 | | | 0.20 | c0.11 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.48 | | | 0.43 | 0.45 | |
| Uniform Delay, d1 | 6.0 | | | 5.8 | 10.4 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | | | 0.2 | 0.8 | |
| Delay (s) | 6.2 | | | 6.0 | 11.2 | |
| Level of Service | A | | | A | B | |
| Approach Delay (s) | 6.2 | | | 6.0 | 11.2 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 6.7 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.47 | | |
| Actuated Cycle Length (s) | 31.7 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 39.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 340 | 0 | 0 | 0 | 0 | 649 | 73 | 152 | 259 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.97 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2692 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2692 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.92 | 0.92 | 0.88 |
| Adj. Flow (vph) | 0 | 0 | 386 | 0 | 0 | 0 | 0 | 698 | 78 | 165 | 282 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 698 | 78 | 165 | 282 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.5 | | | | | 16.4 | 45.5 | 7.8 | 28.2 | |
| Effective Green, g (s) | | | 7.5 | | | | | 16.4 | 45.5 | 7.8 | 28.2 | |
| Actuated g/C Ratio | | | 0.16 | | | | | 0.36 | 1.00 | 0.17 | 0.62 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 444 | | | | | 1276 | 1544 | 303 | 2193 | |
| v/s Ratio Prot | | | | | | | | c0.20 | | c0.09 | 0.08 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.05 | | | |
| v/c Ratio | | | 0.14 | | | | | 0.55 | 0.05 | 0.54 | 0.13 | |
| Uniform Delay, d1 | | | 16.3 | | | | | 11.6 | 0.0 | 17.2 | 3.6 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.1 | | | | | 0.5 | 0.1 | 2.0 | 0.0 | |
| Delay (s) | | | 16.4 | | | | | 12.1 | 0.1 | 19.2 | 3.6 | |
| Level of Service | | | B | | | | | B | A | B | A | |
| Approach Delay (s) | | 16.4 | | | 0.0 | | | 10.9 | | | 9.4 | |
| Approach LOS | | B | | | A | | | B | | | A | |

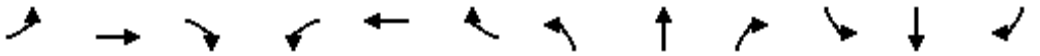
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.45 | | |
| Actuated Cycle Length (s) | 45.5 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 33.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 11 | 2 | 20 | 13 | 92 | 5 | 481 | 29 | 138 | 532 | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 4 | 14 | 2 | 23 | 15 | 106 | 5 | 523 | 32 | 145 | 560 | 9 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1256 | 1436 | 300 | 1134 | 1414 | 281 | 579 | | | 564 | | |
| vC1, stage 1 conf vol | 861 | 861 | | 544 | 544 | | | | | | | |
| vC2, stage 2 conf vol | 396 | 575 | | 590 | 870 | | | | | | | |
| vCu, unblocked vol | 1256 | 1436 | 300 | 1134 | 1414 | 281 | 579 | | | 564 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 95 | 100 | 93 | 95 | 85 | 99 | | | 85 | | |
| cM capacity (veh/h) | 223 | 250 | 685 | 309 | 273 | 704 | 982 | | | 995 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 144 | 5 | 261 | 261 | 32 | 145 | 280 | 280 | 9 |
| Volume Left | 4 | 23 | 5 | 0 | 0 | 0 | 145 | 0 | 0 | 0 |
| Volume Right | 2 | 106 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 9 |
| cSH | 265 | 514 | 982 | 1700 | 1700 | 1700 | 995 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.08 | 0.28 | 0.01 | 0.15 | 0.15 | 0.02 | 0.15 | 0.16 | 0.16 | 0.01 |
| Queue Length 95th (ft) | 6 | 28 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| Control Delay (s) | 19.7 | 14.7 | 8.7 | 0.0 | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | A | | | | A | | | |
| Approach Delay (s) | 19.7 | 14.7 | 0.1 | | | | 1.9 | | | |
| Approach LOS | C | B | | | | | | | | |

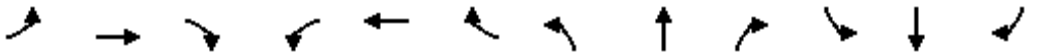
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.7 | | | |
| Intersection Capacity Utilization | 42.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 65 | 66 | 26 | 56 | 65 | 56 | 17 | 426 | 41 | 62 | 443 | 85 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1811 | 1552 | | 1815 | 1552 | 1770 | 3539 | 1530 | 1770 | 3539 | 1530 |
| Flt Permitted | | 0.78 | 1.00 | | 0.78 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1443 | 1552 | | 1444 | 1552 | 1770 | 3539 | 1530 | 1770 | 3539 | 1530 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.91 | 0.91 | 0.91 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 75 | 76 | 30 | 60 | 69 | 60 | 19 | 468 | 45 | 73 | 521 | 100 |
| RTOR Reduction (vph) | 0 | 0 | 24 | 0 | 0 | 49 | 0 | 0 | 27 | 0 | 0 | 55 |
| Lane Group Flow (vph) | 0 | 151 | 6 | 0 | 129 | 11 | 19 | 468 | 18 | 73 | 521 | 45 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 8.2 | 8.2 | | 8.2 | 8.2 | 1.0 | 17.4 | 17.4 | 3.5 | 19.9 | 19.9 |
| Effective Green, g (s) | | 8.2 | 8.2 | | 8.2 | 8.2 | 1.0 | 17.4 | 17.4 | 3.5 | 19.9 | 19.9 |
| Actuated g/C Ratio | | 0.19 | 0.19 | | 0.19 | 0.19 | 0.02 | 0.40 | 0.40 | 0.08 | 0.45 | 0.45 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 270 | 291 | | 270 | 291 | 40 | 1406 | 608 | 141 | 1608 | 695 |
| v/s Ratio Prot | | | | | | | 0.01 | 0.13 | | c0.04 | c0.15 | |
| v/s Ratio Perm | | c0.10 | 0.00 | | 0.09 | 0.01 | | | 0.01 | | | 0.03 |
| v/c Ratio | | 0.56 | 0.02 | | 0.48 | 0.04 | 0.47 | 0.33 | 0.03 | 0.52 | 0.32 | 0.07 |
| Uniform Delay, d1 | | 16.2 | 14.5 | | 15.9 | 14.6 | 21.1 | 9.2 | 8.1 | 19.3 | 7.6 | 6.7 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.5 | 0.0 | | 1.3 | 0.1 | 8.6 | 0.1 | 0.0 | 3.2 | 0.1 | 0.0 |
| Delay (s) | | 18.7 | 14.5 | | 17.2 | 14.6 | 29.8 | 9.3 | 8.1 | 22.5 | 7.8 | 6.8 |
| Level of Service | | B | B | | B | B | C | A | A | C | A | A |
| Approach Delay (s) | | 18.0 | | | 16.4 | | | 9.9 | | | 9.2 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.3 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.38 | | |
| Actuated Cycle Length (s) | 43.8 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 41.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

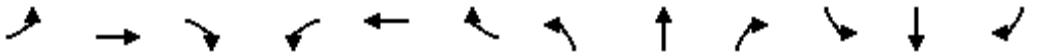
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 10 | 137 | 24 | 53 | 145 | 13 | 29 | 31 | 35 | 18 | 19 | 10 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.79 | 0.79 | 0.79 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 11 | 151 | 26 | 58 | 158 | 14 | 37 | 39 | 44 | 21 | 23 | 12 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 188 | 229 | 120 | 44 | 12 |
| Volume Left (vph) | 11 | 58 | 37 | 21 | 0 |
| Volume Right (vph) | 26 | 14 | 44 | 0 | 12 |
| Hadj (s) | -0.04 | 0.05 | -0.13 | 0.28 | -0.67 |
| Departure Headway (s) | 4.6 | 4.6 | 5.0 | 5.9 | 5.0 |
| Degree Utilization, x | 0.24 | 0.30 | 0.17 | 0.07 | 0.02 |
| Capacity (veh/h) | 746 | 738 | 667 | 555 | 654 |
| Control Delay (s) | 9.1 | 9.6 | 8.9 | 8.2 | 6.9 |
| Approach Delay (s) | 9.1 | 9.6 | 8.9 | 7.9 | |
| Approach LOS | A | A | A | A | |

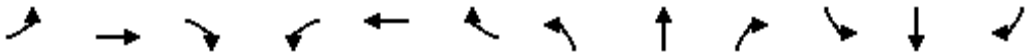
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.1 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 45.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 306 | 19 | 103 | 402 | 0 | 0 | 0 | 0 | 178 | 2 | 59 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 0 | 364 | 23 | 117 | 457 | 0 | 0 | 0 | 0 | 191 | 2 | 63 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 467 | | | 397 | | | 891 | 1087 | 213 | 893 | 1098 | 248 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 467 | | | 397 | | | 891 | 1087 | 213 | 893 | 1098 | 248 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 90 | | | 100 | 100 | 100 | 10 | 99 | 91 |
| cM capacity (veh/h) | 1082 | | | 1158 | | | 195 | 191 | 785 | 213 | 189 | 739 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 243 | 144 | 117 | 228 | 228 | 257 |
| Volume Left | 0 | 0 | 117 | 0 | 0 | 191 |
| Volume Right | 0 | 23 | 0 | 0 | 0 | 63 |
| cSH | 1700 | 1700 | 1158 | 1700 | 1700 | 282 |
| Volume to Capacity | 0.14 | 0.08 | 0.10 | 0.13 | 0.13 | 0.91 |
| Queue Length 95th (ft) | 0 | 0 | 8 | 0 | 0 | 209 |
| Control Delay (s) | 0.0 | 0.0 | 8.5 | 0.0 | 0.0 | 68.3 |
| Lane LOS | | | A | | | F |
| Approach Delay (s) | 0.0 | | 1.7 | | | 68.3 |
| Approach LOS | | | | | | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 15.2 | | | |
| Intersection Capacity Utilization | 42.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 33 | 463 | 0 | 0 | 475 | 117 | 31 | 3 | 118 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.83 | 0.83 | 0.83 | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 35 | 493 | 0 | 0 | 572 | 141 | 34 | 3 | 130 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 723 | | | 503 | | | 869 | 1296 | 266 | 981 | 1226 | 377 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 723 | | | 503 | | | 869 | 1296 | 266 | 981 | 1226 | 377 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 96 | | | 100 | | | 85 | 98 | 82 | 100 | 100 | 100 |
| cM capacity (veh/h) | 875 | | | 1049 | | | 233 | 153 | 720 | 157 | 169 | 616 |

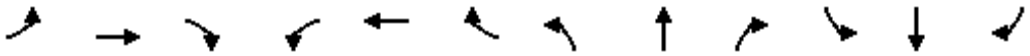
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 199 | 328 | 382 | 332 | 167 |
| Volume Left | 35 | 0 | 0 | 0 | 34 |
| Volume Right | 0 | 0 | 0 | 141 | 130 |
| cSH | 875 | 1700 | 1700 | 1700 | 927 |
| Volume to Capacity | 0.04 | 0.19 | 0.22 | 0.20 | 0.18 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 | 16 |
| Control Delay (s) | 2.0 | 0.0 | 0.0 | 0.0 | 14.0 |
| Lane LOS | A | | | | B |
| Approach Delay (s) | 0.7 | | 0.0 | | 14.0 |
| Approach LOS | | | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.9 | | | |
| Intersection Capacity Utilization | 50.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 80 | 415 | 72 | 49 | 363 | 70 | 93 | 169 | 23 | 70 | 148 | 79 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3449 | | 1770 | 3442 | | 1770 | 3468 | | 1770 | 3329 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3449 | | 1770 | 3442 | | 1770 | 3468 | | 1770 | 3329 | |
| Peak-hour factor, PHF | 1.00 | 0.94 | 0.94 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 80 | 441 | 77 | 57 | 422 | 81 | 115 | 209 | 28 | 80 | 170 | 91 |
| RTOR Reduction (vph) | 0 | 18 | 0 | 0 | 21 | 0 | 0 | 17 | 0 | 0 | 77 | 0 |
| Lane Group Flow (vph) | 80 | 500 | 0 | 57 | 482 | 0 | 115 | 220 | 0 | 80 | 184 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.7 | 15.3 | | 3.6 | 15.2 | | 6.3 | 10.4 | | 3.7 | 7.8 | |
| Effective Green, g (s) | 3.7 | 15.3 | | 3.6 | 15.2 | | 6.3 | 10.4 | | 3.7 | 7.8 | |
| Actuated g/C Ratio | 0.07 | 0.30 | | 0.07 | 0.30 | | 0.12 | 0.20 | | 0.07 | 0.15 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 129 | 1039 | | 125 | 1030 | | 220 | 710 | | 129 | 511 | |
| v/s Ratio Prot | c0.05 | c0.14 | | 0.03 | 0.14 | | c0.06 | c0.06 | | 0.05 | 0.06 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.62 | 0.48 | | 0.46 | 0.47 | | 0.52 | 0.31 | | 0.62 | 0.36 | |
| Uniform Delay, d1 | 22.9 | 14.5 | | 22.7 | 14.5 | | 20.8 | 17.2 | | 22.9 | 19.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.9 | 0.4 | | 2.6 | 0.3 | | 2.2 | 0.3 | | 8.9 | 0.4 | |
| Delay (s) | 31.8 | 14.9 | | 25.3 | 14.8 | | 23.1 | 17.4 | | 31.8 | 19.7 | |
| Level of Service | C | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 17.1 | | | 15.9 | | | 19.3 | | | 22.5 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 50.8 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 46.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 15 | 49 | 6 | 31 | 54 | 20 | 4 | 426 | 41 | 27 | 432 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1826 | | 1770 | 1769 | | 1757 | 1832 | | 1770 | 1832 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1826 | | 1770 | 1769 | | 1757 | 1832 | | 1770 | 1832 | |
| Peak-hour factor, PHF | 0.65 | 0.65 | 0.65 | 0.85 | 0.85 | 0.85 | 0.81 | 0.81 | 0.81 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 23 | 75 | 9 | 36 | 64 | 24 | 5 | 526 | 51 | 31 | 502 | 49 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 19 | 0 | 0 | 4 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 23 | 78 | 0 | 36 | 69 | 0 | 5 | 573 | 0 | 31 | 548 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 1.8 | 4.9 | | 1.8 | 4.9 | | 0.7 | 24.8 | | 1.8 | 25.9 | |
| Effective Green, g (s) | 1.8 | 4.9 | | 1.8 | 4.9 | | 0.7 | 24.8 | | 1.8 | 25.9 | |
| Actuated g/C Ratio | 0.04 | 0.10 | | 0.04 | 0.10 | | 0.01 | 0.49 | | 0.04 | 0.51 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 62 | 175 | | 62 | 170 | | 24 | 889 | | 62 | 929 | |
| v/s Ratio Prot | 0.01 | c0.04 | | c0.02 | 0.04 | | 0.00 | c0.31 | | c0.02 | 0.30 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.37 | 0.44 | | 0.58 | 0.41 | | 0.21 | 0.64 | | 0.50 | 0.59 | |
| Uniform Delay, d1 | 24.1 | 21.8 | | 24.3 | 21.7 | | 24.9 | 9.9 | | 24.2 | 8.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.7 | 1.8 | | 13.1 | 1.6 | | 4.3 | 1.6 | | 6.2 | 1.0 | |
| Delay (s) | 27.8 | 23.6 | | 37.4 | 23.3 | | 29.2 | 11.5 | | 30.4 | 9.8 | |
| Level of Service | C | C | | D | C | | C | B | | C | A | |
| Approach Delay (s) | | 24.5 | | | 27.4 | | | 11.6 | | | 10.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |

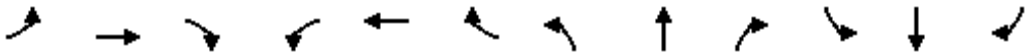
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 51.1 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 43.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 8 | 130 | 6 | 1 | 85 | 3 | 1 | 12 | 1 | 3 | 10 | 10 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 9 | 148 | 7 | 1 | 97 | 3 | 1 | 14 | 1 | 3 | 11 | 11 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 110 | | | 165 | | | 307 | 292 | 171 | 298 | 293 | 118 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 110 | | | 165 | | | 307 | 292 | 171 | 298 | 293 | 118 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 98 | 100 | 99 | 98 | 99 |
| cM capacity (veh/h) | 1468 | | | 1402 | | | 607 | 604 | 858 | 620 | 603 | 918 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 164 | 101 | 16 | 26 |
| Volume Left | 9 | 1 | 1 | 3 |
| Volume Right | 7 | 3 | 1 | 11 |
| cSH | 1468 | 1402 | 618 | 712 |
| Volume to Capacity | 0.01 | 0.00 | 0.03 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 2 | 3 |
| Control Delay (s) | 0.5 | 0.1 | 11.0 | 10.2 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.5 | 0.1 | 11.0 | 10.2 |
| Approach LOS | | | B | B |

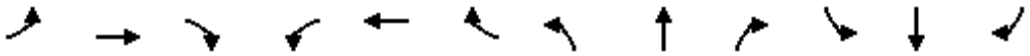
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 25.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 22 | 114 | 10 | 13 | 74 | 21 | 9 | 82 | 70 | 10 | 41 | 6 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 25 | 130 | 11 | 15 | 84 | 24 | 10 | 93 | 80 | 11 | 47 | 7 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 166 | 123 | 183 | 65 |
| Volume Left (vph) | 25 | 15 | 10 | 11 |
| Volume Right (vph) | 11 | 24 | 80 | 7 |
| Hadj (s) | 0.02 | -0.06 | -0.22 | 0.01 |
| Departure Headway (s) | 4.7 | 4.6 | 4.5 | 4.8 |
| Degree Utilization, x | 0.22 | 0.16 | 0.23 | 0.09 |
| Capacity (veh/h) | 721 | 723 | 757 | 685 |
| Control Delay (s) | 8.9 | 8.5 | 8.8 | 8.3 |
| Approach Delay (s) | 8.9 | 8.5 | 8.8 | 8.3 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.7 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 29.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 167 | 1 | 5 | 113 | 1 | 1 | 1 | 3 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 190 | 1 | 6 | 128 | 1 | 1 | 1 | 3 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 140 | | | 201 | | | 355 | 354 | 210 | 357 | 354 | 149 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 140 | | | 201 | | | 355 | 354 | 210 | 357 | 354 | 149 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1432 | | | 1360 | | | 579 | 559 | 816 | 575 | 559 | 883 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 192 | 135 | 6 | 3 |
| Volume Left | 1 | 6 | 1 | 1 |
| Volume Right | 1 | 1 | 3 | 1 |
| cSH | 1432 | 1360 | 695 | 644 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 0 |
| Control Delay (s) | 0.1 | 0.4 | 10.2 | 10.6 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.1 | 0.4 | 10.2 | 10.6 |
| Approach LOS | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.5 | | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 211 | 2 | 10 | 123 | 0 | 2 | 0 | 34 | 285 | 9 | 48 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 251 | 2 | 11 | 140 | 0 | 2 | 0 | 41 | 297 | 9 | 50 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 150 | | | 264 | | | 465 | 435 | 272 | 476 | 436 | 160 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 150 | | | 264 | | | 465 | 435 | 272 | 476 | 436 | 160 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 99 | 100 | 94 | 34 | 98 | 94 |
| cM capacity (veh/h) | 1420 | | | 1290 | | | 455 | 501 | 754 | 452 | 501 | 871 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 254 | 151 | 44 | 356 |
| Volume Left | 0 | 11 | 2 | 297 |
| Volume Right | 2 | 0 | 41 | 50 |
| cSH | 1700 | 1290 | 727 | 527 |
| Volume to Capacity | 0.15 | 0.01 | 0.06 | 0.68 |
| Queue Length 95th (ft) | 0 | 1 | 5 | 126 |
| Control Delay (s) | 0.0 | 0.7 | 10.3 | 25.3 |
| Lane LOS | | A | B | D |
| Approach Delay (s) | 0.0 | 0.7 | 10.3 | 25.3 |
| Approach LOS | | | B | D |

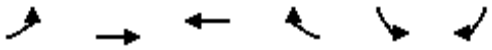
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 11.9 | | |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 500 | 42 | 24 | 132 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.80 | 0.80 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 515 | 43 | 30 | 165 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 569 | | 782 | 557 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 569 | | 782 | 557 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 100 | 100 |
| cM capacity (veh/h) | | | 1004 | | 349 | 525 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 559 | 195 |
| Volume Left | 0 | 30 |
| Volume Right | 43 | 0 |
| cSH | 1700 | 1004 |
| Volume to Capacity | 0.33 | 0.03 |
| Queue Length 95th (ft) | 0 | 2 |
| Control Delay (s) | 0.0 | 1.6 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 1.6 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 41.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 34 | 449 | 151 | 216 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.90 | 0.90 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 36 | 478 | 168 | 240 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 418 | | | | 858 | 308 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 418 | | | | 858 | 308 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 100 |
| cM capacity (veh/h) | 1141 | | | | 314 | 726 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 514 | 408 |
| Volume Left | 36 | 0 |
| Volume Right | 0 | 240 |
| cSH | 1141 | 1700 |
| Volume to Capacity | 0.03 | 0.24 |
| Queue Length 95th (ft) | 2 | 0 |
| Control Delay (s) | 0.9 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 0.9 | 0.0 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 63.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



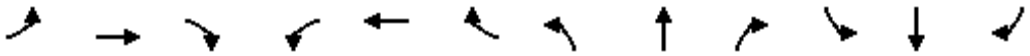
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 449 | 0 | 0 | 342 | 22 | 22 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.89 | 0.65 | 0.65 |
| Hourly flow rate (vph) | 510 | 0 | 0 | 384 | 34 | 34 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.92 | |
| vC, conflicting volume | | | 520 | | 914 | 530 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 520 | | 865 | 530 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 88 | 94 |
| cM capacity (veh/h) | | | 1037 | | 294 | 540 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 510 | 384 | 68 |
| Volume Left | 0 | 0 | 34 |
| Volume Right | 0 | 0 | 34 |
| cSH | 1700 | 1700 | 588 |
| Volume to Capacity | 0.30 | 0.23 | 0.12 |
| Queue Length 95th (ft) | 0 | 0 | 10 |
| Control Delay (s) | 0.0 | 0.0 | 15.5 |
| Lane LOS | | | C |
| Approach Delay (s) | 0.0 | 0.0 | 15.5 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.1 | | |
| Intersection Capacity Utilization | 36.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 23 | 388 | 48 | 6 | 282 | 40 | 17 | 122 | 5 | 48 | 144 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1762 | 3443 | | 1763 | 3435 | | 1760 | 3539 | 1553 | 1770 | 3539 | 1553 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1762 | 3443 | | 1763 | 3435 | | 1760 | 3539 | 1553 | 1770 | 3539 | 1553 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.78 | 0.78 | 0.78 |
| Adj. Flow (vph) | 26 | 441 | 55 | 8 | 352 | 50 | 18 | 128 | 5 | 62 | 185 | 33 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 4 | 0 | 0 | 26 |
| Lane Group Flow (vph) | 26 | 484 | 0 | 8 | 388 | 0 | 18 | 128 | 1 | 62 | 185 | 7 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 0.8 | 12.8 | | 0.7 | 12.7 | | 0.8 | 7.2 | 7.2 | 2.1 | 8.5 | 8.5 |
| Effective Green, g (s) | 0.8 | 12.8 | | 0.7 | 12.7 | | 0.8 | 7.2 | 7.2 | 2.1 | 8.5 | 8.5 |
| Actuated g/C Ratio | 0.02 | 0.32 | | 0.02 | 0.31 | | 0.02 | 0.18 | 0.18 | 0.05 | 0.21 | 0.21 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 35 | 1085 | | 30 | 1074 | | 35 | 628 | 275 | 92 | 741 | 325 |
| v/s Ratio Prot | c0.01 | c0.14 | | 0.00 | 0.11 | | 0.01 | 0.04 | | c0.04 | c0.05 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | 0.00 |
| v/c Ratio | 0.74 | 0.45 | | 0.27 | 0.36 | | 0.51 | 0.20 | 0.00 | 0.67 | 0.25 | 0.02 |
| Uniform Delay, d1 | 19.8 | 11.1 | | 19.7 | 10.8 | | 19.7 | 14.3 | 13.7 | 18.9 | 13.4 | 12.7 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 58.7 | 0.3 | | 4.7 | 0.2 | | 12.2 | 0.2 | 0.0 | 17.7 | 0.2 | 0.0 |
| Delay (s) | 78.5 | 11.4 | | 24.4 | 11.0 | | 31.9 | 14.4 | 13.8 | 36.7 | 13.6 | 12.8 |
| Level of Service | E | B | | C | B | | C | B | B | D | B | B |
| Approach Delay (s) | | 14.7 | | | 11.3 | | | 16.5 | | | 18.6 | |
| Approach LOS | | B | | | B | | | B | | | B | |

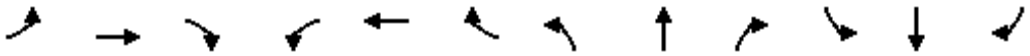
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.30 | | |
| Actuated Cycle Length (s) | 40.6 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 40.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 20 | 422 | 10 | 24 | 296 | 7 | 10 | 38 | 34 | 10 | 27 | 16 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.68 | 0.68 | 0.68 | 0.83 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 23 | 491 | 12 | 27 | 329 | 8 | 15 | 56 | 50 | 12 | 33 | 19 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 347 | | | 512 | | | 816 | 953 | 271 | 776 | 955 | 188 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 347 | | | 512 | | | 816 | 953 | 271 | 776 | 955 | 188 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 97 | | | 93 | 77 | 93 | 94 | 87 | 98 |
| cM capacity (veh/h) | 1199 | | | 1040 | | | 221 | 242 | 715 | 206 | 241 | 808 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 23 | 327 | 175 | 27 | 219 | 117 | 121 | 64 |
| Volume Left | 23 | 0 | 0 | 27 | 0 | 0 | 15 | 12 |
| Volume Right | 0 | 0 | 12 | 0 | 0 | 8 | 50 | 19 |
| cSH | 1199 | 1700 | 1700 | 1040 | 1700 | 1700 | 328 | 294 |
| Volume to Capacity | 0.02 | 0.19 | 0.10 | 0.03 | 0.13 | 0.07 | 0.37 | 0.22 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 2 | 0 | 0 | 41 | 20 |
| Control Delay (s) | 8.1 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 22.2 | 20.6 |
| Lane LOS | A | | | A | | | C | C |
| Approach Delay (s) | 0.4 | | | 0.6 | | | 22.2 | 20.6 |
| Approach LOS | | | | | | | C | C |

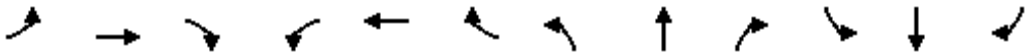
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.1 | | | |
| Intersection Capacity Utilization | 33.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 7 | 416 | 10 | 19 | 339 | 4 | 8 | 38 | 13 | 6 | 41 | 11 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.90 | 0.90 | 0.90 | 0.74 | 0.74 | 0.74 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 7 | 443 | 11 | 21 | 377 | 4 | 11 | 51 | 18 | 7 | 48 | 13 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 391 | | | 463 | | | 941 | 906 | 468 | 947 | 909 | 399 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 391 | | | 463 | | | 941 | 906 | 468 | 947 | 909 | 399 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 94 | 81 | 97 | 96 | 82 | 98 |
| cM capacity (veh/h) | 1158 | | | 1089 | | | 195 | 264 | 585 | 190 | 263 | 640 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 461 | 402 | 80 | 68 |
| Volume Left | 7 | 21 | 11 | 7 |
| Volume Right | 11 | 4 | 18 | 13 |
| cSH | 1158 | 1089 | 285 | 284 |
| Volume to Capacity | 0.01 | 0.02 | 0.28 | 0.24 |
| Queue Length 95th (ft) | 0 | 1 | 28 | 23 |
| Control Delay (s) | 0.2 | 0.6 | 22.5 | 21.7 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.2 | 0.6 | 22.5 | 21.7 |
| Approach LOS | | | C | C |

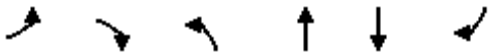
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 42.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 59 | 368 | 31 | 43 | 282 | 33 | 18 | 118 | 27 | 44 | 142 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.97 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1835 | | 1750 | 1851 | | 1739 | 1796 | | 1739 | 1799 | |
| Flt Permitted | 0.08 | 1.00 | | 0.46 | 1.00 | | 0.54 | 1.00 | | 0.54 | 1.00 | |
| Satd. Flow (perm) | 151 | 1835 | | 851 | 1851 | | 983 | 1796 | | 997 | 1799 | |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.88 | 0.25 | 0.88 | 0.82 | 0.82 | 0.82 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 70 | 438 | 37 | 49 | 1128 | 38 | 22 | 144 | 33 | 46 | 148 | 32 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 9 | 0 |
| Lane Group Flow (vph) | 70 | 472 | 0 | 49 | 1165 | 0 | 22 | 168 | 0 | 46 | 171 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 53.3 | 53.3 | | 53.3 | 53.3 | | 12.7 | 12.7 | | 12.7 | 12.7 | |
| Effective Green, g (s) | 53.3 | 53.3 | | 53.3 | 53.3 | | 12.7 | 12.7 | | 12.7 | 12.7 | |
| Actuated g/C Ratio | 0.70 | 0.70 | | 0.70 | 0.70 | | 0.17 | 0.17 | | 0.17 | 0.17 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 106 | 1290 | | 598 | 1302 | | 165 | 301 | | 167 | 301 | |
| v/s Ratio Prot | | 0.26 | | | c0.63 | | | 0.09 | | | c0.09 | |
| v/s Ratio Perm | 0.46 | | | 0.06 | | | 0.02 | | | 0.05 | | |
| v/c Ratio | 0.66 | 0.37 | | 0.08 | 0.89 | | 0.13 | 0.56 | | 0.28 | 0.57 | |
| Uniform Delay, d1 | 6.2 | 4.5 | | 3.5 | 9.0 | | 26.9 | 29.0 | | 27.5 | 29.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 14.4 | 0.2 | | 0.1 | 8.2 | | 0.4 | 2.2 | | 0.9 | 2.4 | |
| Delay (s) | 20.6 | 4.7 | | 3.6 | 17.2 | | 27.2 | 31.2 | | 28.4 | 31.5 | |
| Level of Service | C | A | | A | B | | C | C | | C | C | |
| Approach Delay (s) | | 6.7 | | | 16.7 | | | 30.8 | | | 30.9 | |
| Approach LOS | | A | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.83 | | |
| Actuated Cycle Length (s) | 75.8 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 54.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

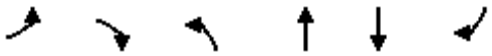
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 3 | 4 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 3 | 5 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 31 | 25 | 16 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 31 | 25 | 16 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 966 | 1034 | 1589 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 5 | 6 |
| Volume Left | 1 | 1 | 0 |
| Volume Right | 1 | 0 | 1 |
| cSH | 999 | 1589 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 1.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 1.8 | 0.0 |
| Approach LOS | A | | |

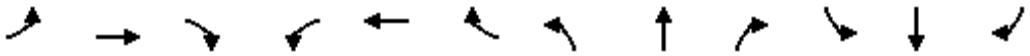
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 1 | 1 | 144 | 189 | 3 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.84 | 0.84 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 2 | 1 | 1 | 171 | 212 | 3 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 322 | 128 | 226 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 322 | 128 | 226 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 635 | 883 | 1329 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 3 | 58 | 114 | 142 | 74 |
| Volume Left | 2 | 1 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 3 |
| cSH | 701 | 1329 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.07 | 0.08 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.2 | 0.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 10.2 | 0.1 | | 0.0 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 20.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 7 | 1 | 1 | 8 | 1 | 1 | 5 | 1 | 1 | 4 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 8 | 1 | 1 | 9 | 1 | 1 | 6 | 1 | 1 | 5 | 6 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 20 | | | 19 | | | 51 | 43 | 29 | 47 | 43 | 30 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 20 | | | 19 | | | 51 | 43 | 29 | 47 | 43 | 30 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 99 | 99 |
| cM capacity (veh/h) | 1583 | | | 1584 | | | 911 | 833 | 1029 | 920 | 833 | 1028 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 11 | 8 | 11 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 6 |
| cSH | 1583 | 1584 | 867 | 930 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.8 | 0.7 | 9.2 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.8 | 0.7 | 9.2 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 2 | 3 | 1 | 6 | 3 | 1 | 119 | 4 | 3 | 56 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 2 | 3 | 1 | 7 | 3 | 1 | 135 | 5 | 3 | 64 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 238 | 233 | 84 | 235 | 231 | 158 | 75 | | | 150 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 238 | 233 | 84 | 235 | 231 | 158 | 75 | | | 150 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 99 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 686 | 654 | 959 | 692 | 655 | 873 | 1512 | | | 1420 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 11 | 141 | 68 |
| Volume Left | 1 | 1 | 1 | 3 |
| Volume Right | 3 | 3 | 5 | 1 |
| cSH | 785 | 713 | 1512 | 1420 |
| Volume to Capacity | 0.01 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 9.6 | 10.1 | 0.1 | 0.4 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.6 | 10.1 | 0.1 | 0.4 |
| Approach LOS | A | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.0 | | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 10 | 1 | 1 | 9 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 11 | 1 | 1 | 10 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 21 | | | 22 | | | 49 | 48 | 32 | 50 | 48 | 31 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 21 | | | 22 | | | 49 | 48 | 32 | 50 | 48 | 31 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1581 | | | 1580 | | | 921 | 829 | 1025 | 918 | 829 | 1026 |

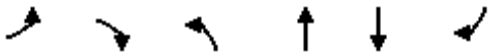
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 14 | 12 | 5 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 2 | 1 |
| cSH | 1581 | 1580 | 942 | 917 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.6 | 0.7 | 8.8 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.6 | 0.7 | 8.8 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.6 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 8 | 1 | 1 | 7 | 13 | 1 | 1 | 1 | 10 | 1 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 9 | 1 | 1 | 8 | 15 | 1 | 1 | 1 | 11 | 1 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 33 | | | 20 | | | 59 | 64 | 30 | 58 | 57 | 35 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 33 | | | 20 | | | 59 | 64 | 30 | 58 | 57 | 35 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 100 |
| cM capacity (veh/h) | 1566 | | | 1583 | | | 904 | 810 | 1028 | 907 | 817 | 1020 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 15 | 24 | 3 | 15 |
| Volume Left | 5 | 1 | 1 | 11 |
| Volume Right | 1 | 15 | 1 | 2 |
| cSH | 1566 | 1583 | 905 | 915 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 2.3 | 0.4 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.3 | 0.4 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

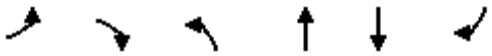
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 20 | 15 | 0 | 178 | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 23 | 17 | 0 | 202 | 6 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 23 | 17 | 202 | 6 |
| Volume Left (vph) | 0 | 17 | 0 | 0 |
| Volume Right (vph) | 23 | 0 | 0 | 6 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 3.9 | 4.5 | 4.6 | 3.9 |
| Degree Utilization, x | 0.02 | 0.02 | 0.26 | 0.01 |
| Capacity (veh/h) | 879 | 782 | 768 | 917 |
| Control Delay (s) | 7.0 | 7.6 | 8.0 | 5.7 |
| Approach Delay (s) | 7.0 | 7.6 | 7.9 | |
| Approach LOS | A | A | A | |

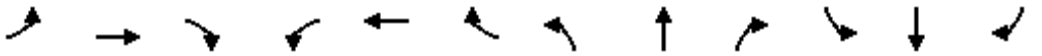
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.8 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 25.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 1 | 40 | 179 | 94 | 71 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.83 | 0.83 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 2 | 1 | 48 | 216 | 109 | 83 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 441 | 129 | 119 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 441 | 129 | 119 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 97 | | | |
| cM capacity (veh/h) | 545 | 905 | 1456 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 3 | 264 | 109 | 83 |
| Volume Left | 2 | 48 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 83 |
| cSH | 629 | 1456 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.03 | 0.06 | 0.05 |
| Queue Length 95th (ft) | 0 | 3 | 0 | 0 |
| Control Delay (s) | 10.8 | 1.6 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 10.8 | 1.6 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 31.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 33 | 86 | 43 | 18 | 88 | 27 | 36 | 108 | 4 | 36 | 123 | 39 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.83 | 0.83 | 0.83 | 0.82 | 0.82 | 0.82 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 38 | 98 | 49 | 22 | 106 | 33 | 44 | 132 | 5 | 39 | 132 | 42 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 135 | 49 | 160 | 110 | 71 | 83 | 88 | 42 |
| Volume Left (vph) | 38 | 0 | 22 | 44 | 0 | 39 | 0 | 0 |
| Volume Right (vph) | 0 | 49 | 33 | 0 | 5 | 0 | 0 | 42 |
| Hadj (s) | 0.09 | -0.57 | -0.06 | 0.23 | -0.01 | 0.27 | 0.03 | -0.67 |
| Departure Headway (s) | 5.1 | 3.2 | 4.9 | 5.7 | 5.5 | 5.8 | 5.5 | 3.2 |
| Degree Utilization, x | 0.19 | 0.04 | 0.22 | 0.17 | 0.11 | 0.13 | 0.14 | 0.04 |
| Capacity (veh/h) | 657 | 1121 | 683 | 594 | 619 | 586 | 612 | 1121 |
| Control Delay (s) | 9.3 | 6.3 | 9.3 | 8.7 | 7.9 | 8.5 | 8.2 | 5.1 |
| Approach Delay (s) | 8.5 | | 9.3 | 8.4 | | 7.7 | | |
| Approach LOS | A | | A | A | | A | | |

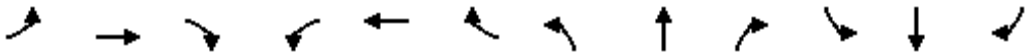
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.4 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 37.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 66 | 78 | 9 | 90 | 47 | 2 |
| Peak Hour Factor | 0.84 | 0.84 | 0.83 | 0.83 | 0.77 | 0.77 |
| Hourly flow rate (vph) | 79 | 93 | 11 | 108 | 61 | 3 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 171 | 119 | 64 |
| Volume Left (vph) | 0 | 11 | 61 |
| Volume Right (vph) | 93 | 0 | 3 |
| Hadj (s) | -0.29 | 0.05 | 0.20 |
| Departure Headway (s) | 3.9 | 4.3 | 4.7 |
| Degree Utilization, x | 0.19 | 0.14 | 0.08 |
| Capacity (veh/h) | 903 | 822 | 716 |
| Control Delay (s) | 7.8 | 8.0 | 8.1 |
| Approach Delay (s) | 7.8 | 8.0 | 8.1 |
| Approach LOS | A | A | A |

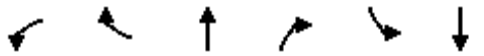
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.9 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 25.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 3 | 74 | 38 | 49 | 33 | 2 | 20 | 51 | 52 | 3 | 62 | 1 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.78 | 0.78 | 0.78 | 0.77 | 0.77 | 0.77 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 3 | 85 | 44 | 63 | 42 | 3 | 26 | 66 | 68 | 3 | 72 | 1 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 132 | 108 | 92 | 68 | 77 |
| Volume Left (vph) | 3 | 63 | 26 | 0 | 3 |
| Volume Right (vph) | 44 | 3 | 0 | 68 | 1 |
| Hadj (s) | -0.16 | 0.14 | 0.17 | -0.67 | 0.03 |
| Departure Headway (s) | 4.5 | 4.8 | 5.3 | 4.5 | 4.8 |
| Degree Utilization, x | 0.16 | 0.14 | 0.14 | 0.08 | 0.10 |
| Capacity (veh/h) | 767 | 709 | 643 | 757 | 698 |
| Control Delay (s) | 8.3 | 8.6 | 8.0 | 6.7 | 8.4 |
| Approach Delay (s) | 8.3 | 8.6 | 7.4 | | 8.4 |
| Approach LOS | A | A | A | | A |

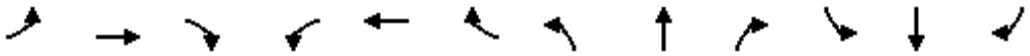
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.1 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 31.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 7 | 28 | 185 | 0 | 0 | 94 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.73 | 0.73 | 0.76 | 0.76 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 10 | 38 | 243 | 0 | 0 | 104 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 368 | 263 | | | 253 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 368 | 263 | | | 253 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 95 | | | 100 | |
| cM capacity (veh/h) | 622 | 762 | | | 1301 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 48 | 243 | 104 |
| Volume Left | 10 | 0 | 0 |
| Volume Right | 38 | 0 | 0 |
| cSH | 729 | 1700 | 1700 |
| Volume to Capacity | 0.07 | 0.14 | 0.06 |
| Queue Length 95th (ft) | 5 | 0 | 0 |
| Control Delay (s) | 10.3 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 10.3 | 0.0 | 0.0 |
| Approach LOS | B | | |

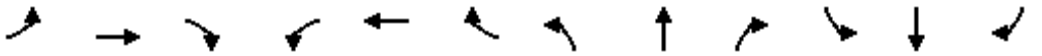
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 23.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 99 | 9 | 93 | 0 | 0 | 0 | 3 | 89 | 2 | 20 | 68 | 6 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.88 | 0.88 | 0.88 | 0.84 | 0.84 | 0.84 | 0.76 | 0.76 | 0.76 |
| Hourly flow rate (vph) | 138 | 12 | 129 | 0 | 0 | 0 | 4 | 106 | 2 | 26 | 89 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 280 | 282 | 113 | 351 | 284 | 127 | 107 | | | 118 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 280 | 282 | 113 | 351 | 284 | 127 | 107 | | | 118 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 79 | 98 | 86 | 100 | 100 | 100 | 100 | | | 98 | | |
| cM capacity (veh/h) | 646 | 609 | 924 | 496 | 607 | 915 | 1471 | | | 1470 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 279 | 112 | 124 |
| Volume Left | 138 | 4 | 26 |
| Volume Right | 129 | 2 | 8 |
| cSH | 1197 | 1471 | 1470 |
| Volume to Capacity | 0.23 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 23 | 0 | 1 |
| Control Delay (s) | 11.0 | 0.3 | 1.7 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 11.0 | 0.3 | 1.7 |
| Approach LOS | B | | |

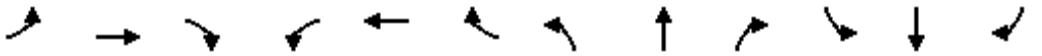
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.4 | | | |
| Intersection Capacity Utilization | 31.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 547 | 81 | 145 | 535 | 0 | 0 | 0 | 190 | 214 | 39 | 79 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1524 | 1770 | 3539 | | | | 1575 | 3433 | 1863 | 1548 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1524 | 1770 | 3539 | | | | 1575 | 3433 | 1863 | 1548 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 0 | 588 | 87 | 175 | 645 | 0 | 0 | 0 | 226 | 243 | 44 | 90 |
| RTOR Reduction (vph) | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 0 | 60 |
| Lane Group Flow (vph) | 0 | 588 | 21 | 175 | 645 | 0 | 0 | 0 | 29 | 243 | 44 | 30 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 14.1 | 14.1 | 9.5 | 28.5 | | | | 7.4 | 7.2 | 19.5 | 19.5 |
| Effective Green, g (s) | | 14.1 | 14.1 | 9.5 | 28.5 | | | | 7.4 | 7.2 | 19.5 | 19.5 |
| Actuated g/C Ratio | | 0.24 | 0.24 | 0.16 | 0.49 | | | | 0.13 | 0.12 | 0.34 | 0.34 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 863 | 372 | 291 | 1745 | | | | 202 | 428 | 629 | 522 |
| v/s Ratio Prot | | c0.17 | | c0.10 | 0.18 | | | | | c0.07 | 0.02 | |
| v/s Ratio Perm | | | 0.01 | | | | | | c0.02 | | | 0.02 |
| v/c Ratio | | 0.68 | 0.06 | 0.60 | 0.37 | | | | 0.14 | 0.57 | 0.07 | 0.06 |
| Uniform Delay, d1 | | 19.8 | 16.8 | 22.4 | 9.1 | | | | 22.4 | 23.8 | 13.0 | 12.9 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.2 | 0.1 | 3.5 | 0.1 | | | | 0.3 | 1.7 | 0.0 | 0.0 |
| Delay (s) | | 22.0 | 16.8 | 25.9 | 9.2 | | | | 22.7 | 25.6 | 13.0 | 13.0 |
| Level of Service | | C | B | C | A | | | | C | C | B | B |
| Approach Delay (s) | | 21.4 | | | 12.8 | | | 22.7 | | | 21.1 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.54 | | |
| Actuated Cycle Length (s) | 57.8 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 46.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 247 | 522 | 107 | 132 | 495 | 161 | 69 | 92 | 86 | 105 | 179 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1547 | 3433 | 3389 | | 3433 | 3539 | 1547 | 1770 | 3539 | 2679 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1547 | 3433 | 3389 | | 3433 | 3539 | 1547 | 1770 | 3539 | 2679 |
| Peak-hour factor, PHF | 0.98 | 0.98 | 0.98 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 252 | 533 | 109 | 136 | 510 | 166 | 72 | 96 | 90 | 124 | 211 | 176 |
| RTOR Reduction (vph) | 0 | 0 | 71 | 0 | 43 | 0 | 0 | 0 | 75 | 0 | 0 | 142 |
| Lane Group Flow (vph) | 252 | 533 | 38 | 136 | 633 | 0 | 72 | 96 | 15 | 124 | 211 | 34 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 11.2 | 21.3 | 21.3 | 5.7 | 15.8 | | 4.0 | 9.8 | 9.8 | 6.0 | 11.8 | 11.8 |
| Effective Green, g (s) | 11.2 | 21.3 | 21.3 | 5.7 | 15.8 | | 4.0 | 9.8 | 9.8 | 6.0 | 11.8 | 11.8 |
| Actuated g/C Ratio | 0.18 | 0.35 | 0.35 | 0.09 | 0.26 | | 0.07 | 0.16 | 0.16 | 0.10 | 0.19 | 0.19 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 327 | 1244 | 544 | 323 | 884 | | 227 | 572 | 250 | 175 | 689 | 522 |
| v/s Ratio Prot | c0.14 | 0.15 | | 0.04 | c0.19 | | 0.02 | 0.03 | | c0.07 | c0.06 | |
| v/s Ratio Perm | | | 0.02 | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.77 | 0.43 | 0.07 | 0.42 | 0.72 | | 0.32 | 0.17 | 0.06 | 0.71 | 0.31 | 0.07 |
| Uniform Delay, d1 | 23.5 | 15.0 | 13.1 | 25.9 | 20.4 | | 27.0 | 21.9 | 21.5 | 26.5 | 20.9 | 19.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 10.7 | 0.2 | 0.1 | 0.9 | 2.8 | | 0.8 | 0.1 | 0.1 | 12.3 | 0.3 | 0.1 |
| Delay (s) | 34.2 | 15.2 | 13.1 | 26.8 | 23.1 | | 27.8 | 22.0 | 21.6 | 38.8 | 21.1 | 20.0 |
| Level of Service | C | B | B | C | C | | C | C | C | D | C | B |
| Approach Delay (s) | | 20.3 | | | 23.8 | | | 23.5 | | | 25.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 60.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 59.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

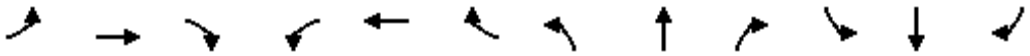
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 721 | 0 | 0 | 771 | 142 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.96 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1722 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1722 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.88 | 0.98 | 0.80 | 0.80 |
| Adj. Flow (vph) | 792 | 0 | 0 | 787 | 178 | 68 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 24 | 0 |
| Lane Group Flow (vph) | 792 | 0 | 0 | 787 | 222 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 15.1 | | | 15.1 | 7.9 | |
| Effective Green, g (s) | 15.1 | | | 15.1 | 7.9 | |
| Actuated g/C Ratio | 0.46 | | | 0.46 | 0.24 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1629 | | | 1629 | 415 | |
| v/s Ratio Prot | c0.22 | | | 0.22 | c0.13 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.49 | | | 0.48 | 0.53 | |
| Uniform Delay, d1 | 6.2 | | | 6.1 | 10.8 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | | | 0.2 | 1.3 | |
| Delay (s) | 6.4 | | | 6.4 | 12.2 | |
| Level of Service | A | | | A | B | |
| Approach Delay (s) | 6.4 | | | 6.4 | 12.2 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.2 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 32.8 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 41.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

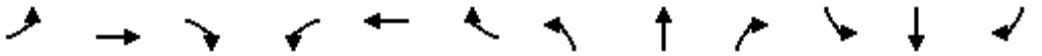
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 246 | 0 | 0 | 0 | 0 | 538 | 35 | 183 | 232 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.97 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2694 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2694 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 1.00 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 | 0.88 | 0.87 | 0.87 | 0.96 | 0.96 | 0.88 |
| Adj. Flow (vph) | 0 | 0 | 289 | 0 | 0 | 0 | 0 | 618 | 40 | 191 | 242 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 618 | 40 | 191 | 242 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.5 | | | | | 13.8 | 42.9 | 7.8 | 25.6 | |
| Effective Green, g (s) | | | 7.5 | | | | | 13.8 | 42.9 | 7.8 | 25.6 | |
| Actuated g/C Ratio | | | 0.17 | | | | | 0.32 | 1.00 | 0.18 | 0.60 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 471 | | | | | 1138 | 1544 | 322 | 2112 | |
| v/s Ratio Prot | | | | | | | | c0.17 | | c0.11 | 0.07 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.03 | | | |
| v/c Ratio | | | 0.11 | | | | | 0.54 | 0.03 | 0.59 | 0.11 | |
| Uniform Delay, d1 | | | 14.9 | | | | | 12.0 | 0.0 | 16.1 | 3.7 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.1 | | | | | 0.5 | 0.0 | 2.9 | 0.0 | |
| Delay (s) | | | 15.0 | | | | | 12.5 | 0.0 | 19.0 | 3.8 | |
| Level of Service | | | B | | | | | B | A | B | A | |
| Approach Delay (s) | | 15.0 | | | 0.0 | | | 11.7 | | | 10.5 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 42.9 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 32.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

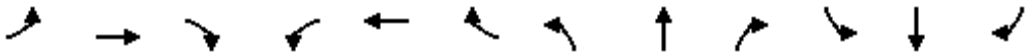
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 6 | 6 | 4 | 16 | 8 | 94 | 3 | 395 | 30 | 94 | 429 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 7 | 7 | 5 | 20 | 10 | 115 | 3 | 454 | 34 | 106 | 482 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1067 | 1209 | 261 | 941 | 1182 | 247 | 500 | | | 499 | | |
| vC1, stage 1 conf vol | 703 | 703 | | 471 | 471 | | | | | | | |
| vC2, stage 2 conf vol | 363 | 505 | | 470 | 711 | | | | | | | |
| vCu, unblocked vol | 1067 | 1209 | 261 | 941 | 1182 | 247 | 500 | | | 499 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 98 | 99 | 95 | 97 | 85 | 100 | | | 90 | | |
| cM capacity (veh/h) | 287 | 317 | 725 | 386 | 339 | 741 | 1052 | | | 1053 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 18 | 144 | 3 | 227 | 227 | 34 | 106 | 241 | 241 | 8 |
| Volume Left | 7 | 20 | 3 | 0 | 0 | 0 | 106 | 0 | 0 | 0 |
| Volume Right | 5 | 115 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 8 |
| cSH | 353 | 615 | 1052 | 1700 | 1700 | 1700 | 1053 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.23 | 0.00 | 0.13 | 0.13 | 0.02 | 0.10 | 0.14 | 0.14 | 0.00 |
| Queue Length 95th (ft) | 4 | 23 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| Control Delay (s) | 15.8 | 12.6 | 8.4 | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | A | | | | A | | | |
| Approach Delay (s) | 15.8 | 12.6 | 0.1 | | | | 1.6 | | | |
| Approach LOS | C | B | | | | | | | | |

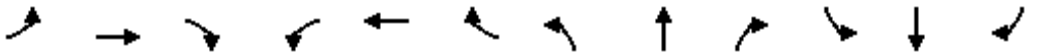
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.5 | | | |
| Intersection Capacity Utilization | 36.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 61 | 50 | 8 | 41 | 61 | 46 | 16 | 324 | 41 | 68 | 321 | 66 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.97 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1806 | 1552 | | 1821 | 1552 | 1770 | 3539 | 1531 | 1770 | 3539 | 1531 |
| Flt Permitted | | 0.77 | 1.00 | | 0.81 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1425 | 1552 | | 1507 | 1552 | 1770 | 3539 | 1531 | 1770 | 3539 | 1531 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 | 0.81 | 0.81 | 0.81 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 70 | 57 | 9 | 45 | 66 | 50 | 20 | 400 | 51 | 72 | 341 | 70 |
| RTOR Reduction (vph) | 0 | 0 | 8 | 0 | 0 | 44 | 0 | 0 | 28 | 0 | 0 | 35 |
| Lane Group Flow (vph) | 0 | 127 | 1 | 0 | 111 | 6 | 20 | 400 | 23 | 72 | 341 | 35 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 5.5 | 5.5 | | 5.5 | 5.5 | 1.0 | 18.9 | 18.9 | 3.4 | 21.3 | 21.3 |
| Effective Green, g (s) | | 5.5 | 5.5 | | 5.5 | 5.5 | 1.0 | 18.9 | 18.9 | 3.4 | 21.3 | 21.3 |
| Actuated g/C Ratio | | 0.13 | 0.13 | | 0.13 | 0.13 | 0.02 | 0.44 | 0.44 | 0.08 | 0.50 | 0.50 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 184 | 201 | | 195 | 201 | 42 | 1574 | 681 | 142 | 1774 | 767 |
| v/s Ratio Prot | | | | | | | 0.01 | c0.11 | | c0.04 | 0.10 | |
| v/s Ratio Perm | | c0.09 | 0.00 | | 0.07 | 0.00 | | | 0.01 | | | 0.02 |
| v/c Ratio | | 0.69 | 0.01 | | 0.57 | 0.03 | 0.48 | 0.25 | 0.03 | 0.51 | 0.19 | 0.05 |
| Uniform Delay, d1 | | 17.7 | 16.1 | | 17.4 | 16.2 | 20.5 | 7.4 | 6.7 | 18.7 | 5.9 | 5.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 10.6 | 0.0 | | 3.8 | 0.1 | 8.3 | 0.1 | 0.0 | 2.8 | 0.1 | 0.0 |
| Delay (s) | | 28.3 | 16.1 | | 21.2 | 16.2 | 28.8 | 7.5 | 6.7 | 21.6 | 5.9 | 5.4 |
| Level of Service | | C | B | | C | B | C | A | A | C | A | A |
| Approach Delay (s) | | 27.5 | | | 19.6 | | | 8.3 | | | 8.2 | |
| Approach LOS | | C | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.37 | | |
| Actuated Cycle Length (s) | 42.5 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 39.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

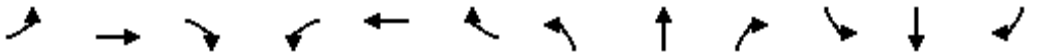
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 10 | 120 | 22 | 48 | 111 | 15 | 20 | 20 | 51 | 18 | 25 | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 136 | 25 | 55 | 126 | 17 | 22 | 22 | 56 | 20 | 27 | 5 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 173 | 198 | 100 | 47 | 5 |
| Volume Left (vph) | 11 | 55 | 22 | 20 | 0 |
| Volume Right (vph) | 25 | 17 | 56 | 0 | 5 |
| Hadj (s) | -0.04 | 0.04 | -0.26 | 0.24 | -0.67 |
| Departure Headway (s) | 4.5 | 4.5 | 4.7 | 5.7 | 4.8 |
| Degree Utilization, x | 0.21 | 0.25 | 0.13 | 0.07 | 0.01 |
| Capacity (veh/h) | 771 | 758 | 709 | 580 | 685 |
| Control Delay (s) | 8.7 | 9.0 | 8.4 | 8.0 | 6.6 |
| Approach Delay (s) | 8.7 | 9.0 | 8.4 | 7.8 | |
| Approach LOS | A | A | A | A | |

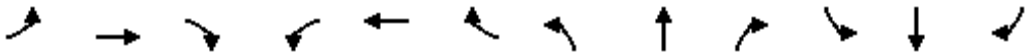
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.7 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 43.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 328 | 23 | 91 | 304 | 0 | 0 | 0 | 0 | 83 | 0 | 52 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.87 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 0 | 353 | 25 | 105 | 349 | 0 | 0 | 0 | 0 | 91 | 0 | 57 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 13 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 362 | | | 390 | | | 801 | 950 | 212 | 758 | 962 | 198 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 362 | | | 390 | | | 801 | 950 | 212 | 758 | 962 | 198 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 91 | | | 100 | 100 | 100 | 66 | 100 | 93 |
| cM capacity (veh/h) | 1180 | | | 1165 | | | 234 | 233 | 787 | 268 | 229 | 795 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 235 | 142 | 105 | 175 | 175 | 148 |
| Volume Left | 0 | 0 | 105 | 0 | 0 | 91 |
| Volume Right | 0 | 25 | 0 | 0 | 0 | 57 |
| cSH | 1700 | 1700 | 1165 | 1700 | 1700 | 436 |
| Volume to Capacity | 0.14 | 0.08 | 0.09 | 0.10 | 0.10 | 0.34 |
| Queue Length 95th (ft) | 0 | 0 | 7 | 0 | 0 | 37 |
| Control Delay (s) | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 19.3 |
| Lane LOS | | | A | | | C |
| Approach Delay (s) | 0.0 | | 1.9 | | | 19.3 |
| Approach LOS | | | | | | C |

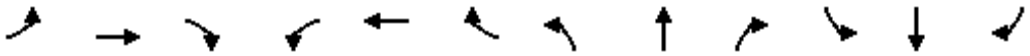
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.8 | | | |
| Intersection Capacity Utilization | 37.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 41 | 365 | 0 | 0 | 383 | 89 | 22 | 1 | 89 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.80 | 0.80 | 0.80 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 47 | 420 | 0 | 0 | 440 | 102 | 28 | 1 | 111 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 17 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 560 | | | 437 | | | 761 | 1090 | 237 | 823 | 1039 | 298 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 560 | | | 437 | | | 761 | 1090 | 237 | 823 | 1039 | 298 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 100 | | | 90 | 99 | 85 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1008 | | | 1104 | | | 275 | 201 | 748 | 213 | 215 | 692 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 187 | 280 | 293 | 249 | 140 |
| Volume Left | 47 | 0 | 0 | 0 | 28 |
| Volume Right | 0 | 0 | 0 | 102 | 111 |
| cSH | 1008 | 1700 | 1700 | 1700 | 941 |
| Volume to Capacity | 0.05 | 0.16 | 0.17 | 0.15 | 0.15 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 13 |
| Control Delay (s) | 2.5 | 0.0 | 0.0 | 0.0 | 12.5 |
| Lane LOS | A | | | | B |
| Approach Delay (s) | 1.0 | | 0.0 | | 12.5 |
| Approach LOS | | | | | B |

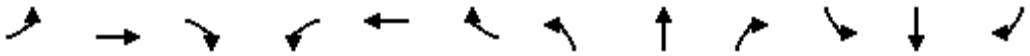
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 45.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 47 | 305 | 77 | 62 | 342 | 33 | 64 | 119 | 63 | 36 | 140 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3416 | | 1770 | 3487 | | 1770 | 3331 | | 1770 | 3457 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3416 | | 1770 | 3487 | | 1770 | 3331 | | 1770 | 3457 | |
| Peak-hour factor, PHF | 0.81 | 0.81 | 0.81 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 58 | 377 | 95 | 67 | 368 | 35 | 71 | 132 | 70 | 44 | 171 | 27 |
| RTOR Reduction (vph) | 0 | 29 | 0 | 0 | 9 | 0 | 0 | 57 | 0 | 0 | 21 | 0 |
| Lane Group Flow (vph) | 58 | 443 | 0 | 67 | 394 | 0 | 71 | 145 | 0 | 44 | 177 | 0 |
| Confl. Peds. (#/hr) | 14 | | 14 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.4 | 13.8 | | 3.4 | 13.8 | | 3.4 | 8.8 | | 2.2 | 7.6 | |
| Effective Green, g (s) | 3.4 | 13.8 | | 3.4 | 13.8 | | 3.4 | 8.8 | | 2.2 | 7.6 | |
| Actuated g/C Ratio | 0.07 | 0.30 | | 0.07 | 0.30 | | 0.07 | 0.19 | | 0.05 | 0.17 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 131 | 1025 | | 131 | 1046 | | 131 | 637 | | 85 | 571 | |
| v/s Ratio Prot | 0.03 | c0.13 | | c0.04 | 0.11 | | c0.04 | 0.04 | | 0.02 | c0.05 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.44 | 0.43 | | 0.51 | 0.38 | | 0.54 | 0.23 | | 0.52 | 0.31 | |
| Uniform Delay, d1 | 20.4 | 12.9 | | 20.5 | 12.7 | | 20.5 | 15.7 | | 21.4 | 16.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.4 | 0.3 | | 3.3 | 0.2 | | 4.5 | 0.2 | | 5.2 | 0.3 | |
| Delay (s) | 22.8 | 13.2 | | 23.8 | 12.9 | | 25.1 | 15.9 | | 26.6 | 17.2 | |
| Level of Service | C | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 14.3 | | | 14.5 | | | 18.3 | | | 18.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 46.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 41.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

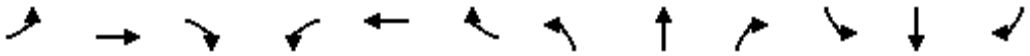
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 24 | 37 | 2 | 47 | 44 | 19 | 2 | 304 | 30 | 23 | 313 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1848 | | 1770 | 1762 | | 1758 | 1832 | | 1758 | 1834 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1848 | | 1770 | 1762 | | 1758 | 1832 | | 1758 | 1834 | |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.72 | 0.72 | 0.72 | 0.86 | 0.86 | 0.86 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 29 | 45 | 2 | 65 | 61 | 26 | 2 | 353 | 35 | 24 | 326 | 30 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 23 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 29 | 45 | 0 | 65 | 64 | 0 | 2 | 383 | 0 | 24 | 351 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 1.8 | 2.7 | | 3.6 | 4.5 | | 0.6 | 12.7 | | 0.8 | 12.9 | |
| Effective Green, g (s) | 1.8 | 2.7 | | 3.6 | 4.5 | | 0.6 | 12.7 | | 0.8 | 12.9 | |
| Actuated g/C Ratio | 0.05 | 0.07 | | 0.10 | 0.12 | | 0.02 | 0.34 | | 0.02 | 0.34 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 85 | 133 | | 169 | 211 | | 28 | 619 | | 37 | 629 | |
| v/s Ratio Prot | 0.02 | 0.02 | | c0.04 | c0.04 | | 0.00 | c0.21 | | c0.01 | 0.19 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.34 | 0.34 | | 0.38 | 0.30 | | 0.07 | 0.62 | | 0.65 | 0.56 | |
| Uniform Delay, d1 | 17.3 | 16.6 | | 16.0 | 15.1 | | 18.2 | 10.4 | | 18.3 | 10.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.4 | 1.5 | | 1.5 | 0.8 | | 1.1 | 1.9 | | 33.0 | 1.1 | |
| Delay (s) | 19.7 | 18.1 | | 17.4 | 15.9 | | 19.3 | 12.3 | | 51.3 | 11.1 | |
| Level of Service | B | B | | B | B | | B | B | | D | B | |
| Approach Delay (s) | | 18.7 | | | 16.6 | | | 12.3 | | | 13.7 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.45 | | |
| Actuated Cycle Length (s) | 37.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 37.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

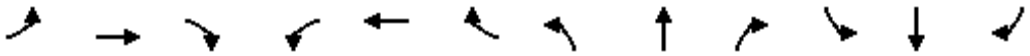
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 6 | 85 | 4 | 1 | 94 | 4 | 5 | 7 | 1 | 5 | 7 | 6 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7 | 97 | 5 | 1 | 107 | 5 | 6 | 8 | 1 | 6 | 8 | 7 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 121 | | | 111 | | | 255 | 246 | 119 | 249 | 246 | 129 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 121 | | | 111 | | | 255 | 246 | 119 | 249 | 246 | 129 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 99 | 100 | 99 | 99 | 99 |
| cM capacity (veh/h) | 1454 | | | 1466 | | | 664 | 642 | 917 | 674 | 642 | 905 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 108 | 112 | 15 | 20 |
| Volume Left | 7 | 1 | 6 | 6 |
| Volume Right | 5 | 5 | 1 | 7 |
| cSH | 1454 | 1466 | 666 | 721 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 | 2 |
| Control Delay (s) | 0.5 | 0.1 | 10.5 | 10.1 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.5 | 0.1 | 10.5 | 10.1 |
| Approach LOS | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 22.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 7 | 89 | 6 | 9 | 85 | 14 | 7 | 37 | 11 | 8 | 21 | 3 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 8 | 101 | 7 | 10 | 97 | 16 | 8 | 42 | 12 | 9 | 24 | 3 |

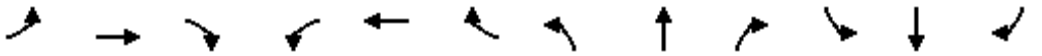
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 116 | 123 | 63 | 36 |
| Volume Left (vph) | 8 | 10 | 8 | 9 |
| Volume Right (vph) | 7 | 16 | 13 | 3 |
| Hadj (s) | 0.01 | -0.03 | -0.06 | 0.03 |
| Departure Headway (s) | 4.3 | 4.2 | 4.4 | 4.5 |
| Degree Utilization, x | 0.14 | 0.14 | 0.08 | 0.05 |
| Capacity (veh/h) | 817 | 827 | 767 | 740 |
| Control Delay (s) | 8.0 | 7.9 | 7.8 | 7.8 |
| Approach Delay (s) | 8.0 | 7.9 | 7.8 | 7.8 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.9 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 22.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 108 | 1 | 1 | 114 | 2 | 1 | 1 | 2 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 123 | 1 | 1 | 130 | 2 | 1 | 1 | 2 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 142 | | | 134 | | | 280 | 280 | 143 | 281 | 279 | 151 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 142 | | | 134 | | | 280 | 280 | 143 | 281 | 279 | 151 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1429 | | | 1439 | | | 650 | 617 | 889 | 648 | 618 | 881 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 125 | 133 | 5 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 2 | 2 | 1 |
| cSH | 1429 | 1439 | 740 | 698 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.1 | 0.1 | 9.9 | 10.2 |
| Lane LOS | A | A | A | B |
| Approach Delay (s) | 0.1 | 0.1 | 9.9 | 10.2 |
| Approach LOS | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.4 | | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 124 | 1 | 7 | 92 | 0 | 4 | 0 | 30 | 210 | 8 | 44 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.75 | 0.75 | 0.75 | 0.85 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 175 | 1 | 9 | 123 | 0 | 5 | 0 | 35 | 239 | 9 | 50 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 133 | | | 186 | | | 366 | 337 | 195 | 372 | 337 | 143 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 133 | | | 186 | | | 366 | 337 | 195 | 372 | 337 | 143 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 99 | 100 | 96 | 56 | 98 | 94 |
| cM capacity (veh/h) | 1440 | | | 1377 | | | 531 | 571 | 832 | 541 | 570 | 890 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 176 | 132 | 40 | 298 |
| Volume Left | 0 | 9 | 5 | 239 |
| Volume Right | 1 | 0 | 35 | 50 |
| cSH | 1700 | 1377 | 780 | 651 |
| Volume to Capacity | 0.10 | 0.01 | 0.05 | 0.46 |
| Queue Length 95th (ft) | 0 | 1 | 4 | 60 |
| Control Delay (s) | 0.0 | 0.6 | 9.9 | 15.8 |
| Lane LOS | | A | A | C |
| Approach Delay (s) | 0.0 | 0.6 | 9.9 | 15.8 |
| Approach LOS | | | A | C |

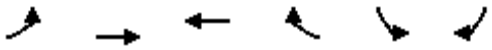
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.0 | | | |
| Intersection Capacity Utilization | 36.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 326 | 40 | 10 | 100 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.72 | 0.72 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 354 | 43 | 14 | 139 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 408 | | 563 | 396 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 408 | | 563 | 396 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 100 | 100 |
| cM capacity (veh/h) | | | 1151 | | 478 | 648 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 398 | 153 |
| Volume Left | 0 | 14 |
| Volume Right | 43 | 0 |
| cSH | 1700 | 1151 |
| Volume to Capacity | 0.23 | 0.01 |
| Queue Length 95th (ft) | 0 | 1 |
| Control Delay (s) | 0.0 | 0.8 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 0.8 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 32.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 41 | 286 | 134 | 188 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.87 | 0.87 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 45 | 311 | 154 | 216 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 380 | | | | 682 | 282 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 380 | | | | 682 | 282 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 100 | 100 |
| cM capacity (veh/h) | 1178 | | | | 396 | 751 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 355 | 370 |
| Volume Left | 45 | 0 |
| Volume Right | 0 | 216 |
| cSH | 1178 | 1700 |
| Volume to Capacity | 0.04 | 0.22 |
| Queue Length 95th (ft) | 3 | 0 |
| Control Delay (s) | 1.4 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 1.4 | 0.0 |
| Approach LOS | | |

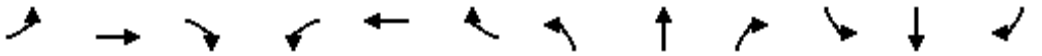
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 52.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 295 | 0 | 0 | 273 | 21 | 16 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.96 | 0.96 | 0.71 | 0.71 |
| Hourly flow rate (vph) | 324 | 0 | 0 | 284 | 30 | 23 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 334 | | 629 | 344 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 334 | | 629 | 344 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 93 | 97 |
| cM capacity (veh/h) | | | 1215 | | 439 | 687 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 324 | 284 | 52 |
| Volume Left | 0 | 0 | 30 |
| Volume Right | 0 | 0 | 23 |
| cSH | 1700 | 1700 | 774 |
| Volume to Capacity | 0.19 | 0.17 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 5 |
| Control Delay (s) | 0.0 | 0.0 | 12.3 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | 0.0 | 12.3 |
| Approach LOS | | | B |

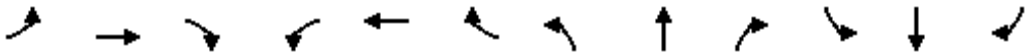
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 28.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 89 | 327 | 51 | 100 | 498 | 44 | 66 | 134 | 43 | 31 | 167 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3467 | | 1770 | 3490 | | 1770 | 3539 | 1549 | 1770 | 3539 | 1549 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3467 | | 1770 | 3490 | | 1770 | 3539 | 1549 | 1770 | 3539 | 1549 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 1.00 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 102 | 376 | 51 | 114 | 566 | 50 | 75 | 152 | 49 | 35 | 190 | 115 |
| RTOR Reduction (vph) | 0 | 14 | 0 | 0 | 9 | 0 | 0 | 0 | 41 | 0 | 0 | 98 |
| Lane Group Flow (vph) | 102 | 413 | 0 | 114 | 607 | 0 | 75 | 152 | 8 | 35 | 190 | 17 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 5.9 | 16.6 | | 6.3 | 17.0 | | 3.7 | 9.0 | 9.0 | 2.3 | 7.6 | 7.6 |
| Effective Green, g (s) | 5.9 | 16.6 | | 6.3 | 17.0 | | 3.7 | 9.0 | 9.0 | 2.3 | 7.6 | 7.6 |
| Actuated g/C Ratio | 0.11 | 0.32 | | 0.12 | 0.33 | | 0.07 | 0.17 | 0.17 | 0.04 | 0.15 | 0.15 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 201 | 1107 | | 214 | 1141 | | 126 | 613 | 268 | 78 | 517 | 226 |
| v/s Ratio Prot | 0.06 | 0.12 | | c0.06 | c0.17 | | c0.04 | 0.04 | | 0.02 | c0.05 | |
| v/s Ratio Perm | | | | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.51 | 0.37 | | 0.53 | 0.53 | | 0.60 | 0.25 | 0.03 | 0.45 | 0.37 | 0.07 |
| Uniform Delay, d1 | 21.7 | 13.7 | | 21.5 | 14.3 | | 23.4 | 18.6 | 17.9 | 24.2 | 20.0 | 19.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.0 | 0.2 | | 2.5 | 0.5 | | 7.4 | 0.2 | 0.0 | 4.1 | 0.4 | 0.1 |
| Delay (s) | 23.7 | 13.9 | | 24.0 | 14.7 | | 30.8 | 18.8 | 17.9 | 28.3 | 20.5 | 19.3 |
| Level of Service | C | B | | C | B | | C | B | B | C | C | B |
| Approach Delay (s) | | 15.8 | | | 16.2 | | | 21.9 | | | 20.9 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 52.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 45.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

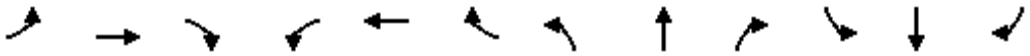
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 7 | 276 | 8 | 21 | 256 | 6 | 2 | 32 | 31 | 6 | 20 | 7 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.89 | 0.89 | 0.89 | 0.54 | 0.54 | 0.54 | 0.69 | 0.69 | 0.69 |
| Hourly flow rate (vph) | 8 | 314 | 9 | 24 | 288 | 7 | 4 | 59 | 57 | 9 | 29 | 10 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 304 | | | 333 | | | 570 | 696 | 181 | 618 | 697 | 167 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 304 | | | 333 | | | 570 | 696 | 181 | 618 | 697 | 167 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 99 | 83 | 93 | 97 | 92 | 99 |
| cM capacity (veh/h) | 1243 | | | 1213 | | | 356 | 349 | 816 | 288 | 348 | 834 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 8 | 209 | 114 | 24 | 192 | 103 | 120 | 48 |
| Volume Left | 8 | 0 | 0 | 24 | 0 | 0 | 4 | 9 |
| Volume Right | 0 | 0 | 9 | 0 | 0 | 7 | 57 | 10 |
| cSH | 1243 | 1700 | 1700 | 1213 | 1700 | 1700 | 480 | 381 |
| Volume to Capacity | 0.01 | 0.12 | 0.07 | 0.02 | 0.11 | 0.06 | 0.25 | 0.13 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 | 0 | 0 | 25 | 11 |
| Control Delay (s) | 7.9 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 15.0 | 15.8 |
| Lane LOS | A | | | A | | | B | C |
| Approach Delay (s) | 0.2 | | | 0.6 | | | 15.0 | 15.8 |
| Approach LOS | | | | | | | B | C |

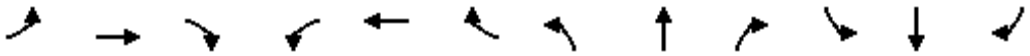
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.4 | | | |
| Intersection Capacity Utilization | 29.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 285 | 8 | 10 | 257 | 4 | 11 | 27 | 13 | 4 | 28 | 12 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.71 | 0.71 | 0.71 | 0.73 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 5 | 361 | 10 | 11 | 271 | 4 | 15 | 38 | 18 | 5 | 38 | 16 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 285 | | | 381 | | | 725 | 692 | 386 | 727 | 695 | 293 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 285 | | | 381 | | | 725 | 692 | 386 | 727 | 695 | 293 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 95 | 89 | 97 | 98 | 89 | 98 |
| cM capacity (veh/h) | 1267 | | | 1168 | | | 294 | 357 | 651 | 291 | 355 | 734 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 376 | 285 | 72 | 60 |
| Volume Left | 5 | 11 | 15 | 5 |
| Volume Right | 10 | 4 | 18 | 16 |
| cSH | 1267 | 1168 | 383 | 404 |
| Volume to Capacity | 0.00 | 0.01 | 0.19 | 0.15 |
| Queue Length 95th (ft) | 0 | 1 | 17 | 13 |
| Control Delay (s) | 0.1 | 0.4 | 16.6 | 15.5 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.1 | 0.4 | 16.6 | 15.5 |
| Approach LOS | | | C | C |

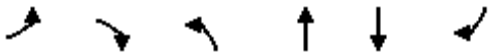
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.9 | | |
| Intersection Capacity Utilization | 34.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 34 | 240 | 22 | 22 | 247 | 27 | 14 | 75 | 22 | 34 | 81 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1759 | 1835 | | 1760 | 1830 | | 1756 | 1788 | | 1756 | 1798 | |
| Flt Permitted | 0.59 | 1.00 | | 0.56 | 1.00 | | 0.68 | 1.00 | | 0.67 | 1.00 | |
| Satd. Flow (perm) | 1085 | 1835 | | 1038 | 1830 | | 1260 | 1788 | | 1242 | 1798 | |
| Peak-hour factor, PHF | 0.79 | 0.79 | 0.79 | 0.97 | 0.97 | 0.97 | 0.73 | 0.73 | 0.73 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 43 | 304 | 28 | 23 | 255 | 28 | 19 | 103 | 30 | 40 | 94 | 23 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 20 | 0 | 0 | 16 | 0 |
| Lane Group Flow (vph) | 43 | 326 | 0 | 23 | 275 | 0 | 19 | 113 | 0 | 40 | 101 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 10.6 | 10.6 | | 10.6 | 10.6 | | 8.2 | 8.2 | | 8.2 | 8.2 | |
| Effective Green, g (s) | 10.6 | 10.6 | | 10.6 | 10.6 | | 8.2 | 8.2 | | 8.2 | 8.2 | |
| Actuated g/C Ratio | 0.37 | 0.37 | | 0.37 | 0.37 | | 0.29 | 0.29 | | 0.29 | 0.29 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 402 | 680 | | 385 | 678 | | 361 | 513 | | 356 | 516 | |
| v/s Ratio Prot | | c0.18 | | | 0.15 | | | c0.06 | | | 0.06 | |
| v/s Ratio Perm | 0.04 | | | 0.02 | | | 0.02 | | | 0.03 | | |
| v/c Ratio | 0.11 | 0.48 | | 0.06 | 0.41 | | 0.05 | 0.22 | | 0.11 | 0.19 | |
| Uniform Delay, d1 | 5.9 | 6.9 | | 5.8 | 6.7 | | 7.4 | 7.8 | | 7.5 | 7.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.5 | | 0.1 | 0.4 | | 0.1 | 0.2 | | 0.1 | 0.2 | |
| Delay (s) | 6.0 | 7.4 | | 5.9 | 7.1 | | 7.4 | 8.0 | | 7.7 | 7.9 | |
| Level of Service | A | A | | A | A | | A | A | | A | A | |
| Approach Delay (s) | | 7.3 | | | 7.0 | | | 7.9 | | | 7.8 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.4 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.37 | | |
| Actuated Cycle Length (s) | 28.6 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 40.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

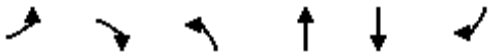
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 1 | 1 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 22 | 21 | 11 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 22 | 21 | 11 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 978 | 1039 | 1595 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 1 | 1 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 978 | 1595 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.7 | 0.0 | 0.0 |
| Approach LOS | A | | |

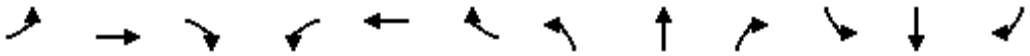
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.3 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 1 | 145 | 122 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 1 | 165 | 139 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 244 | 90 | 150 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 244 | 90 | 150 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 711 | 934 | 1417 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 5 | 56 | 110 | 92 | 47 |
| Volume Left | 3 | 1 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 1 |
| cSH | 756 | 1417 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.06 | 0.05 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.8 | 0.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | | |
| Approach Delay (s) | 9.8 | 0.1 | | 0.0 | |
| Approach LOS | A | | | | |

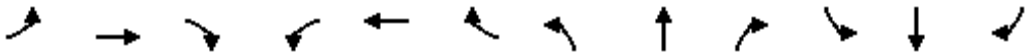
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 19.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 1 | 4 | 2 | 1 | 3 | 1 | 3 | 7 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 1 | 5 | 2 | 1 | 3 | 1 | 3 | 8 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 17 | | | 12 | | | 38 | 33 | 22 | 35 | 32 | 26 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 17 | | | 12 | | | 38 | 33 | 22 | 35 | 32 | 26 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 99 | 100 |
| cM capacity (veh/h) | 1587 | | | 1593 | | | 929 | 844 | 1038 | 938 | 845 | 1033 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 8 | 6 | 14 |
| Volume Left | 1 | 1 | 1 | 3 |
| Volume Right | 1 | 2 | 1 | 2 |
| cSH | 1587 | 1593 | 894 | 894 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 2.4 | 1.0 | 9.1 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.4 | 1.0 | 9.1 | 9.1 |
| Approach LOS | | | A | A |

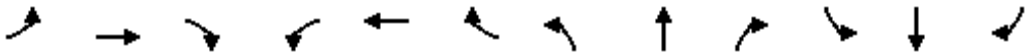
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 0 | 3 | 7 | 1 | 40 | 2 | 7 | 36 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 0 | 3 | 8 | 1 | 45 | 2 | 8 | 41 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 136 | 127 | 61 | 128 | 127 | 67 | 52 | | | 58 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 136 | 127 | 61 | 128 | 127 | 67 | 52 | | | 58 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 798 | 746 | 987 | 815 | 747 | 981 | 1541 | | | 1534 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 11 | 49 | 50 |
| Volume Left | 1 | 0 | 1 | 8 |
| Volume Right | 1 | 8 | 2 | 1 |
| cSH | 832 | 896 | 1541 | 1534 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 0 |
| Control Delay (s) | 9.3 | 9.1 | 0.2 | 1.2 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.3 | 9.1 | 0.2 | 1.2 |
| Approach LOS | A | A | | |

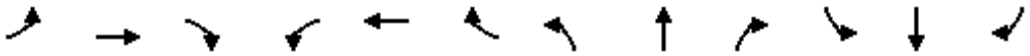
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.8 | | | |
| Intersection Capacity Utilization | 20.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 8 | 1 | 1 | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 9 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 22 | | | 20 | | | 48 | 47 | 30 | 48 | 47 | 32 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 22 | | | 20 | | | 48 | 47 | 30 | 48 | 47 | 32 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1580 | | | 1583 | | | 922 | 830 | 1028 | 922 | 830 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 14 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1580 | 1583 | 919 | 919 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.7 | 0.6 | 8.9 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.7 | 0.6 | 8.9 | 8.9 |
| Approach LOS | | | A | A |

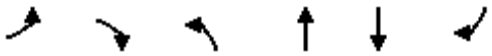
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.4 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 4 | 2 | 1 | 6 | 16 | 1 | 1 | 2 | 10 | 1 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 5 | 2 | 1 | 7 | 18 | 1 | 1 | 2 | 11 | 1 | 6 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 35 | | | 17 | | | 52 | 55 | 26 | 49 | 47 | 36 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 35 | | | 17 | | | 52 | 55 | 26 | 49 | 47 | 36 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 99 |
| cM capacity (veh/h) | 1563 | | | 1587 | | | 912 | 821 | 1033 | 920 | 829 | 1019 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 8 | 26 | 5 | 18 |
| Volume Left | 1 | 1 | 1 | 11 |
| Volume Right | 2 | 18 | 2 | 6 |
| cSH | 1563 | 1587 | 941 | 942 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 1.0 | 0.3 | 8.8 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 1.0 | 0.3 | 8.8 | 8.9 |
| Approach LOS | | | A | A |

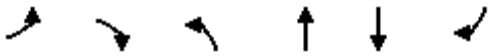
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.8 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 18 | 19 | 0 | 91 | 8 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 20 | 22 | 0 | 103 | 9 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 20 | 22 | 103 | 9 |
| Volume Left (vph) | 0 | 22 | 0 | 0 |
| Volume Right (vph) | 20 | 0 | 0 | 9 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 3.6 | 4.4 | 4.6 | 3.9 |
| Degree Utilization, x | 0.02 | 0.03 | 0.13 | 0.01 |
| Capacity (veh/h) | 949 | 803 | 778 | 918 |
| Control Delay (s) | 6.7 | 7.5 | 7.1 | 5.7 |
| Approach Delay (s) | 6.7 | 7.5 | 7.0 | |
| Approach LOS | A | A | A | |

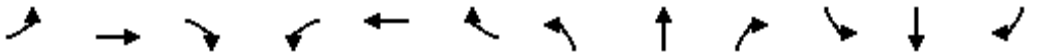
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.0 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 0 | 45 | 92 | 47 | 65 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.95 | 0.95 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 1 | 0 | 47 | 97 | 64 | 89 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 276 | 84 | 74 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 276 | 84 | 74 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 97 | | | |
| cM capacity (veh/h) | 680 | 959 | 1512 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 1 | 144 | 64 | 89 |
| Volume Left | 1 | 47 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 89 |
| cSH | 680 | 1512 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.03 | 0.04 | 0.05 |
| Queue Length 95th (ft) | 0 | 2 | 0 | 0 |
| Control Delay (s) | 10.3 | 2.6 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 10.3 | 2.6 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 26.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 19 | 50 | 26 | 11 | 62 | 6 | 33 | 80 | 12 | 14 | 109 | 14 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.88 | 0.88 | 0.88 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 25 | 66 | 34 | 12 | 70 | 7 | 41 | 100 | 15 | 16 | 121 | 16 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 91 | 34 | 90 | 91 | 65 | 56 | 81 | 16 |
| Volume Left (vph) | 25 | 0 | 13 | 41 | 0 | 16 | 0 | 0 |
| Volume Right (vph) | 0 | 34 | 7 | 0 | 15 | 0 | 0 | 16 |
| Hadj (s) | 0.09 | -0.57 | 0.02 | 0.26 | -0.13 | 0.17 | 0.03 | -0.67 |
| Departure Headway (s) | 4.8 | 3.2 | 4.7 | 5.4 | 5.0 | 5.3 | 5.2 | 3.2 |
| Degree Utilization, x | 0.12 | 0.03 | 0.12 | 0.14 | 0.09 | 0.08 | 0.12 | 0.01 |
| Capacity (veh/h) | 703 | 1121 | 712 | 644 | 692 | 647 | 668 | 1121 |
| Control Delay (s) | 8.5 | 6.3 | 8.4 | 8.0 | 7.3 | 7.6 | 7.6 | 5.0 |
| Approach Delay (s) | 7.9 | | 8.4 | 7.7 | | 7.3 | | |
| Approach LOS | A | | A | A | | A | | |

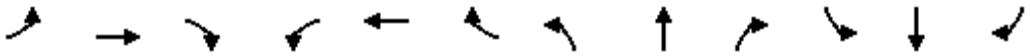
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.8 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 29.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 35 | 47 | 6 | 32 | 50 | 3 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 40 | 53 | 7 | 36 | 57 | 3 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 93 | 43 | 60 |
| Volume Left (vph) | 0 | 7 | 57 |
| Volume Right (vph) | 53 | 0 | 3 |
| Hadj (s) | -0.31 | 0.07 | 0.19 |
| Departure Headway (s) | 3.8 | 4.2 | 4.4 |
| Degree Utilization, x | 0.10 | 0.05 | 0.07 |
| Capacity (veh/h) | 932 | 839 | 792 |
| Control Delay (s) | 7.2 | 7.4 | 7.7 |
| Approach Delay (s) | 7.2 | 7.4 | 7.7 |
| Approach LOS | A | A | A |

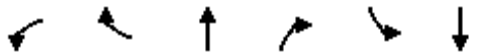
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.4 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 4 | 24 | 24 | 33 | 29 | 5 | 19 | 51 | 43 | 3 | 51 | 2 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.84 | 0.84 | 0.84 | 0.83 | 0.83 | 0.83 | 0.78 | 0.78 | 0.78 |
| Hourly flow rate (vph) | 5 | 30 | 30 | 39 | 35 | 6 | 23 | 61 | 52 | 4 | 65 | 3 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 64 | 80 | 84 | 52 | 72 |
| Volume Left (vph) | 5 | 39 | 23 | 0 | 4 |
| Volume Right (vph) | 30 | 6 | 0 | 52 | 3 |
| Hadj (s) | -0.23 | 0.09 | 0.17 | -0.67 | 0.02 |
| Departure Headway (s) | 4.3 | 4.5 | 5.1 | 4.2 | 4.5 |
| Degree Utilization, x | 0.08 | 0.10 | 0.12 | 0.06 | 0.09 |
| Capacity (veh/h) | 803 | 747 | 686 | 816 | 758 |
| Control Delay (s) | 7.6 | 8.1 | 7.5 | 6.3 | 8.0 |
| Approach Delay (s) | 7.6 | 8.1 | 7.1 | | 8.0 |
| Approach LOS | A | A | A | | A |

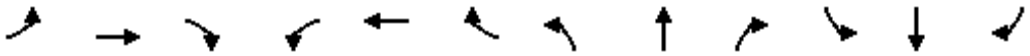
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.6 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 28.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 8 | 17 | 111 | 0 | 0 | 48 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 9 | 19 | 126 | 0 | 0 | 55 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 201 | 146 | | | 136 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 201 | 146 | | | 136 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 98 | | | 100 | |
| cM capacity (veh/h) | 775 | 886 | | | 1436 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 28 | 126 | 55 |
| Volume Left | 9 | 0 | 0 |
| Volume Right | 19 | 0 | 0 |
| cSH | 847 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.07 | 0.03 |
| Queue Length 95th (ft) | 3 | 0 | 0 |
| Control Delay (s) | 9.4 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.4 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 20.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



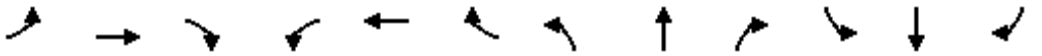
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 39 | 4 | 60 | 0 | 0 | 0 | 6 | 67 | 1 | 14 | 31 | 13 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 44 | 5 | 68 | 0 | 0 | 0 | 7 | 76 | 1 | 16 | 35 | 15 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 185 | 185 | 63 | 221 | 192 | 97 | 60 | | | 87 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 185 | 185 | 63 | 221 | 192 | 97 | 60 | | | 87 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 94 | 99 | 93 | 100 | 100 | 100 | 100 | | | 99 | | |
| cM capacity (veh/h) | 750 | 693 | 985 | 663 | 687 | 952 | 1531 | | | 1509 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 117 | 84 | 66 |
| Volume Left | 44 | 7 | 16 |
| Volume Right | 68 | 1 | 15 |
| cSH | 1692 | 1531 | 1509 |
| Volume to Capacity | 0.07 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 6 | 0 | 1 |
| Control Delay (s) | 9.4 | 0.6 | 1.9 |
| Lane LOS | A | A | A |
| Approach Delay (s) | 9.4 | 0.6 | 1.9 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 25.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

# APPENDIX D

YEAR 2020 NO-PROJECT CONDITIONS
INTERSECTION ANALYSIS SHEETS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 366 | 25 | 51 | 532 | 0 | 0 | 0 | 67 | 168 | 52 | 109 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.97 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1529 | 1770 | 3539 | | | | 1578 | 3433 | 1863 | 1551 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1529 | 1770 | 3539 | | | | 1578 | 3433 | 1863 | 1551 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 398 | 27 | 55 | 578 | 0 | 0 | 0 | 73 | 183 | 57 | 118 |
| RTOR Reduction (vph) | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 81 |
| Lane Group Flow (vph) | 0 | 398 | 8 | 55 | 578 | 0 | 0 | 0 | 6 | 183 | 57 | 37 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 13.7 | 13.7 | 3.1 | 21.7 | | | | 3.8 | 5.7 | 14.4 | 14.4 |
| Effective Green, g (s) | | 13.7 | 13.7 | 3.1 | 21.7 | | | | 3.8 | 5.7 | 14.4 | 14.4 |
| Actuated g/C Ratio | | 0.30 | 0.30 | 0.07 | 0.47 | | | | 0.08 | 0.12 | 0.31 | 0.31 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1056 | 456 | 120 | 1673 | | | | 131 | 426 | 584 | 487 |
| v/s Ratio Prot | | 0.11 | | 0.03 | c0.16 | | | | | c0.05 | c0.03 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.00 | | | 0.02 |
| v/c Ratio | | 0.38 | 0.02 | 0.46 | 0.35 | | | | 0.05 | 0.43 | 0.10 | 0.08 |
| Uniform Delay, d1 | | 12.7 | 11.4 | 20.6 | 7.6 | | | | 19.4 | 18.6 | 11.2 | 11.1 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.2 | 0.0 | 2.8 | 0.1 | | | | 0.1 | 0.7 | 0.1 | 0.1 |
| Delay (s) | | 13.0 | 11.4 | 23.4 | 7.7 | | | | 19.5 | 19.3 | 11.2 | 11.1 |
| Level of Service | | B | B | C | A | | | | B | B | B | B |
| Approach Delay (s) | | 12.9 | | | 9.1 | | | 19.5 | | | 15.3 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.29 | | |
| Actuated Cycle Length (s) | 45.9 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 35.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 158 | 300 | 115 | 201 | 383 | 130 | 60 | 171 | 75 | 23 | 306 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1548 | 3433 | 3385 | | 3433 | 3539 | 1548 | 1770 | 3539 | 2682 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1548 | 3433 | 3385 | | 3433 | 3539 | 1548 | 1770 | 3539 | 2682 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 172 | 326 | 125 | 218 | 416 | 141 | 65 | 186 | 82 | 25 | 333 | 85 |
| RTOR Reduction (vph) | 0 | 0 | 91 | 0 | 45 | 0 | 0 | 0 | 63 | 0 | 0 | 67 |
| Lane Group Flow (vph) | 172 | 326 | 34 | 218 | 512 | 0 | 65 | 186 | 19 | 25 | 333 | 18 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 7.8 | 15.7 | 15.7 | 8.0 | 15.9 | | 3.6 | 13.0 | 13.0 | 2.4 | 11.8 | 11.8 |
| Effective Green, g (s) | 7.8 | 15.7 | 15.7 | 8.0 | 15.9 | | 3.6 | 13.0 | 13.0 | 2.4 | 11.8 | 11.8 |
| Actuated g/C Ratio | 0.14 | 0.28 | 0.28 | 0.14 | 0.28 | | 0.06 | 0.23 | 0.23 | 0.04 | 0.21 | 0.21 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 243 | 976 | 427 | 483 | 946 | | 217 | 809 | 354 | 75 | 734 | 556 |
| v/s Ratio Prot | c0.10 | 0.09 | | 0.06 | c0.15 | | c0.02 | 0.05 | | 0.01 | c0.09 | |
| v/s Ratio Perm | | | 0.02 | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.71 | 0.33 | 0.08 | 0.45 | 0.54 | | 0.30 | 0.23 | 0.05 | 0.33 | 0.45 | 0.03 |
| Uniform Delay, d1 | 23.5 | 16.4 | 15.3 | 22.4 | 17.4 | | 25.4 | 17.9 | 17.1 | 26.5 | 19.7 | 18.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 9.1 | 0.2 | 0.1 | 0.7 | 0.6 | | 0.8 | 0.1 | 0.1 | 2.6 | 0.4 | 0.0 |
| Delay (s) | 32.5 | 16.6 | 15.3 | 23.1 | 18.0 | | 26.2 | 18.0 | 17.2 | 29.1 | 20.2 | 18.0 |
| Level of Service | C | B | B | C | B | | C | B | B | C | C | B |
| Approach Delay (s) | | 20.8 | | | 19.5 | | | 19.4 | | | 20.3 | |
| Approach LOS | | C | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.47 | | |
| Actuated Cycle Length (s) | 56.9 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 51.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

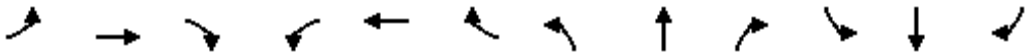
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 388 | 0 | 0 | 661 | 242 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.97 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1732 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1732 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 422 | 0 | 0 | 718 | 263 | 76 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 18 | 0 |
| Lane Group Flow (vph) | 422 | 0 | 0 | 718 | 321 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 13.7 | | | 13.7 | 12.5 | |
| Effective Green, g (s) | 13.7 | | | 13.7 | 12.5 | |
| Actuated g/C Ratio | 0.38 | | | 0.38 | 0.35 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1347 | | | 1347 | 601 | |
| v/s Ratio Prot | 0.12 | | | c0.20 | c0.19 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.31 | | | 0.53 | 0.53 | |
| Uniform Delay, d1 | 7.8 | | | 8.7 | 9.4 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | | | 0.4 | 0.9 | |
| Delay (s) | 8.0 | | | 9.1 | 10.3 | |
| Level of Service | A | | | A | B | |
| Approach Delay (s) | 8.0 | | | 9.1 | 10.3 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.0 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.53 | | |
| Actuated Cycle Length (s) | 36.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 355 | 0 | 0 | 0 | 0 | 774 | 52 | 248 | 384 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2689 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2689 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 386 | 0 | 0 | 0 | 0 | 841 | 57 | 270 | 417 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 841 | 57 | 270 | 417 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.3 | | | | | 16.8 | 49.1 | 11.2 | 32.0 | |
| Effective Green, g (s) | | | 7.3 | | | | | 16.8 | 49.1 | 11.2 | 32.0 | |
| Actuated g/C Ratio | | | 0.15 | | | | | 0.34 | 1.00 | 0.23 | 0.65 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 400 | | | | | 1211 | 1544 | 404 | 2306 | |
| v/s Ratio Prot | | | | | | | | c0.24 | | c0.15 | 0.12 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.04 | | | |
| v/c Ratio | | | 0.14 | | | | | 0.69 | 0.04 | 0.67 | 0.18 | |
| Uniform Delay, d1 | | | 18.2 | | | | | 13.9 | 0.0 | 17.3 | 3.4 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.2 | | | | | 1.7 | 0.0 | 4.2 | 0.0 | |
| Delay (s) | | | 18.3 | | | | | 15.7 | 0.0 | 21.4 | 3.4 | |
| Level of Service | | | B | | | | | B | A | C | A | |
| Approach Delay (s) | | 18.3 | | | 0.0 | | | 14.7 | | | 10.5 | |
| Approach LOS | | B | | | A | | | B | | | B | |

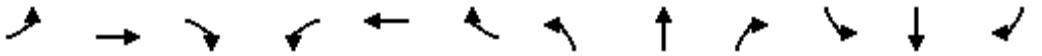
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 49.1 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 42.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 24 | 41 | 11 | 16 | 48 | 112 | 31 | 570 | 67 | 80 | 390 | 94 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 45 | 12 | 17 | 52 | 122 | 34 | 620 | 73 | 87 | 424 | 102 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1143 | 1378 | 232 | 1127 | 1407 | 330 | 536 | | | 702 | | |
| vC1, stage 1 conf vol | 608 | 608 | | 697 | 697 | | | | | | | |
| vC2, stage 2 conf vol | 535 | 770 | | 430 | 710 | | | | | | | |
| vCu, unblocked vol | 1143 | 1378 | 232 | 1127 | 1407 | 330 | 536 | | | 702 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 88 | 83 | 98 | 94 | 82 | 81 | 97 | | | 90 | | |
| cM capacity (veh/h) | 224 | 266 | 757 | 298 | 288 | 655 | 1019 | | | 883 | | |

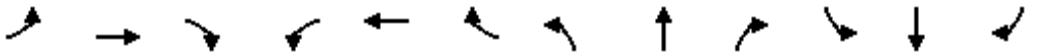
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 83 | 191 | 34 | 310 | 310 | 73 | 87 | 212 | 212 | 102 |
| Volume Left | 26 | 17 | 34 | 0 | 0 | 0 | 87 | 0 | 0 | 0 |
| Volume Right | 12 | 122 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 102 |
| cSH | 276 | 450 | 1019 | 1700 | 1700 | 1700 | 883 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.30 | 0.43 | 0.03 | 0.18 | 0.18 | 0.04 | 0.10 | 0.12 | 0.12 | 0.06 |
| Queue Length 95th (ft) | 31 | 52 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| Control Delay (s) | 23.6 | 18.8 | 8.7 | 0.0 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | C | A | | | | A | | | |
| Approach Delay (s) | 23.6 | 18.8 | 0.4 | | | | 1.4 | | | |
| Approach LOS | C | C | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.1 | | | |
| Intersection Capacity Utilization | 42.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 95 | 104 | 14 | 73 | 114 | 52 | 33 | 466 | 49 | 27 | 319 | 63 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1814 | 1552 | | 1823 | 1552 | 1770 | 3471 | 1531 | 1759 | 3282 | 1531 |
| Flt Permitted | | 0.75 | 1.00 | | 0.78 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1391 | 1552 | | 1449 | 1552 | 1770 | 3471 | 1531 | 1759 | 3282 | 1531 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 103 | 113 | 15 | 79 | 124 | 57 | 36 | 507 | 53 | 29 | 347 | 68 |
| RTOR Reduction (vph) | 0 | 0 | 12 | 0 | 0 | 44 | 0 | 0 | 32 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 0 | 216 | 3 | 0 | 203 | 13 | 36 | 507 | 21 | 29 | 347 | 26 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 10% | 2% |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 9.8 | 9.8 | | 9.8 | 9.8 | 2.0 | 17.1 | 17.1 | 0.9 | 16.0 | 16.0 |
| Effective Green, g (s) | | 9.8 | 9.8 | | 9.8 | 9.8 | 2.0 | 17.1 | 17.1 | 0.9 | 16.0 | 16.0 |
| Actuated g/C Ratio | | 0.23 | 0.23 | | 0.23 | 0.23 | 0.05 | 0.40 | 0.40 | 0.02 | 0.38 | 0.38 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 321 | 358 | | 334 | 358 | 83 | 1397 | 616 | 37 | 1236 | 576 |
| v/s Ratio Prot | | | | | | | c0.02 | c0.15 | | 0.02 | 0.11 | |
| v/s Ratio Perm | | c0.16 | 0.00 | | 0.14 | 0.01 | | | 0.01 | | | 0.02 |
| v/c Ratio | | 0.67 | 0.01 | | 0.61 | 0.04 | 0.43 | 0.36 | 0.03 | 0.78 | 0.28 | 0.04 |
| Uniform Delay, d1 | | 14.9 | 12.6 | | 14.6 | 12.7 | 19.7 | 8.9 | 7.7 | 20.7 | 9.2 | 8.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 5.5 | 0.0 | | 3.1 | 0.0 | 3.6 | 0.2 | 0.0 | 67.8 | 0.1 | 0.0 |
| Delay (s) | | 20.4 | 12.6 | | 17.7 | 12.7 | 23.3 | 9.0 | 7.7 | 88.5 | 9.4 | 8.4 |
| Level of Service | | C | B | | B | B | C | A | A | F | A | A |
| Approach Delay (s) | | 19.9 | | | 16.6 | | | 9.8 | | | 14.4 | |
| Approach LOS | | B | | | B | | | A | | | B | |

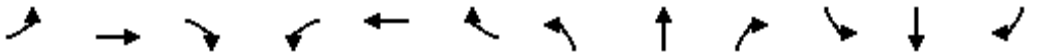
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 42.5 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 46.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 12 | 187 | 29 | 51 | 193 | 26 | 36 | 55 | 80 | 54 | 46 | 17 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 | 0.76 | 0.82 | 0.82 | 0.82 | 0.68 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 15 | 240 | 37 | 67 | 254 | 34 | 44 | 67 | 98 | 79 | 68 | 25 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 292 | 355 | 209 | 147 | 25 |
| Volume Left (vph) | 15 | 67 | 44 | 79 | 0 |
| Volume Right (vph) | 37 | 34 | 98 | 0 | 25 |
| Hadj (s) | -0.03 | 0.01 | -0.20 | 0.30 | -0.67 |
| Departure Headway (s) | 5.7 | 5.7 | 6.1 | 7.1 | 6.1 |
| Degree Utilization, x | 0.47 | 0.56 | 0.35 | 0.29 | 0.04 |
| Capacity (veh/h) | 583 | 600 | 525 | 442 | 517 |
| Control Delay (s) | 13.6 | 15.6 | 12.3 | 11.7 | 8.2 |
| Approach Delay (s) | 13.6 | 15.6 | 12.3 | 11.2 | |
| Approach LOS | B | C | B | B | |

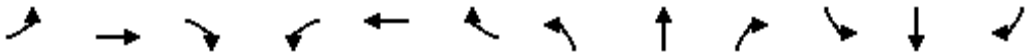
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 13.6 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 54.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 465 | 33 | 111 | 347 | 0 | 0 | 0 | 0 | 150 | 1 | 28 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.65 | 0.65 | 0.65 |
| Hourly flow rate (vph) | 0 | 646 | 46 | 134 | 418 | 0 | 0 | 0 | 0 | 231 | 2 | 43 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 11 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 429 | | | 705 | | | 1191 | 1378 | 369 | 1029 | 1401 | 230 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 429 | | | 705 | | | 1191 | 1378 | 369 | 1029 | 1401 | 230 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 85 | | | 100 | 100 | 100 | 0 | 99 | 94 |
| cM capacity (veh/h) | 1116 | | | 889 | | | 116 | 121 | 623 | 162 | 117 | 759 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 431 | 261 | 134 | 209 | 209 | 275 |
| Volume Left | 0 | 0 | 134 | 0 | 0 | 231 |
| Volume Right | 0 | 46 | 0 | 0 | 0 | 43 |
| cSH | 1700 | 1700 | 889 | 1700 | 1700 | 191 |
| Volume to Capacity | 0.25 | 0.15 | 0.15 | 0.12 | 0.12 | 1.44 |
| Queue Length 95th (ft) | 0 | 0 | 13 | 0 | 0 | 419 |
| Control Delay (s) | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 273.0 |
| Lane LOS | | | A | | | F |
| Approach Delay (s) | 0.0 | | 2.4 | | | 273.0 |
| Approach LOS | | | | | | F |

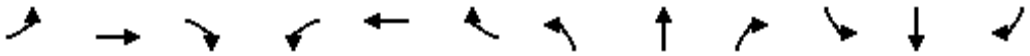
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 50.4 | | | |
| Intersection Capacity Utilization | 45.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 81 | 526 | 0 | 0 | 425 | 160 | 31 | 7 | 132 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.85 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 112 | 731 | 0 | 0 | 500 | 188 | 37 | 8 | 159 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 11 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 1.00 | | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| vC, conflicting volume | 705 | | | 742 | | | 1227 | 1672 | 386 | 1216 | 1578 | 371 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 705 | | | 742 | | | 1226 | 1671 | 386 | 1215 | 1577 | 371 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 87 | | | 100 | | | 69 | 90 | 74 | 100 | 100 | 100 |
| cM capacity (veh/h) | 889 | | | 853 | | | 119 | 82 | 601 | 83 | 94 | 621 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 356 | 487 | 333 | 355 | 205 |
| Volume Left | 112 | 0 | 0 | 0 | 37 |
| Volume Right | 0 | 0 | 0 | 188 | 159 |
| cSH | 889 | 1700 | 1700 | 1700 | 500 |
| Volume to Capacity | 0.13 | 0.29 | 0.20 | 0.21 | 0.41 |
| Queue Length 95th (ft) | 11 | 0 | 0 | 0 | 49 |
| Control Delay (s) | 4.0 | 0.0 | 0.0 | 0.0 | 23.1 |
| Lane LOS | A | | | | C |
| Approach Delay (s) | 1.7 | | 0.0 | | 23.1 |
| Approach LOS | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 54.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 53 | 476 | 104 | 83 | 428 | 28 | 98 | 271 | 42 | 36 | 208 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3430 | | 1770 | 3502 | | 1770 | 3457 | | 1770 | 3434 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3430 | | 1770 | 3502 | | 1770 | 3457 | | 1770 | 3434 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 58 | 517 | 113 | 90 | 465 | 30 | 107 | 295 | 46 | 39 | 226 | 47 |
| RTOR Reduction (vph) | 0 | 26 | 0 | 0 | 6 | 0 | 0 | 18 | 0 | 0 | 26 | 0 |
| Lane Group Flow (vph) | 58 | 604 | 0 | 90 | 489 | 0 | 107 | 323 | 0 | 39 | 247 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.9 | 16.0 | | 5.5 | 17.6 | | 5.6 | 15.4 | | 2.5 | 12.3 | |
| Effective Green, g (s) | 3.9 | 16.0 | | 5.5 | 17.6 | | 5.6 | 15.4 | | 2.5 | 12.3 | |
| Actuated g/C Ratio | 0.07 | 0.28 | | 0.10 | 0.31 | | 0.10 | 0.27 | | 0.04 | 0.22 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 121 | 959 | | 170 | 1078 | | 173 | 931 | | 77 | 738 | |
| v/s Ratio Prot | 0.03 | c0.18 | | c0.05 | 0.14 | | c0.06 | c0.09 | | 0.02 | 0.07 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.48 | 0.63 | | 0.53 | 0.45 | | 0.62 | 0.35 | | 0.51 | 0.33 | |
| Uniform Delay, d1 | 25.7 | 18.0 | | 24.6 | 15.9 | | 24.8 | 16.8 | | 26.7 | 19.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.0 | 1.3 | | 3.0 | 0.3 | | 6.4 | 0.2 | | 5.2 | 0.3 | |
| Delay (s) | 28.6 | 19.3 | | 27.6 | 16.2 | | 31.2 | 17.1 | | 31.9 | 19.3 | |
| Level of Service | C | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 20.1 | | | 18.0 | | | 20.5 | | | 20.8 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.53 | | |
| Actuated Cycle Length (s) | 57.2 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 50.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

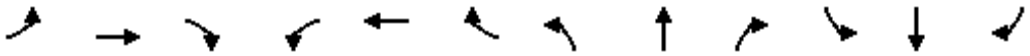
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 46 | 117 | 2 | 27 | 126 | 46 | 4 | 398 | 28 | 29 | 367 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1857 | | 1770 | 1771 | | 1755 | 1791 | | 1770 | 1719 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1857 | | 1770 | 1771 | | 1755 | 1791 | | 1770 | 1719 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 50 | 127 | 2 | 29 | 137 | 50 | 4 | 433 | 30 | 32 | 399 | 17 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 20 | 0 | 0 | 3 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 50 | 128 | 0 | 29 | 167 | 0 | 4 | 460 | 0 | 32 | 414 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 10% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 2.1 | 8.4 | | 2.0 | 8.3 | | 0.8 | 20.6 | | 2.0 | 21.8 | |
| Effective Green, g (s) | 2.1 | 8.4 | | 2.0 | 8.3 | | 0.8 | 20.6 | | 2.0 | 21.8 | |
| Actuated g/C Ratio | 0.04 | 0.17 | | 0.04 | 0.16 | | 0.02 | 0.41 | | 0.04 | 0.43 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 73 | 307 | | 70 | 289 | | 28 | 726 | | 70 | 738 | |
| v/s Ratio Prot | c0.03 | 0.07 | | 0.02 | c0.09 | | 0.00 | c0.26 | | c0.02 | 0.24 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.68 | 0.42 | | 0.41 | 0.58 | | 0.14 | 0.63 | | 0.46 | 0.56 | |
| Uniform Delay, d1 | 24.0 | 19.0 | | 23.8 | 19.6 | | 24.7 | 12.1 | | 23.9 | 10.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 23.4 | 0.9 | | 3.9 | 2.8 | | 2.3 | 1.8 | | 4.7 | 1.0 | |
| Delay (s) | 47.4 | 19.9 | | 27.8 | 22.4 | | 27.0 | 13.9 | | 28.5 | 11.9 | |
| Level of Service | D | B | | C | C | | C | B | | C | B | |
| Approach Delay (s) | | 27.6 | | | 23.1 | | | 14.0 | | | 13.1 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.61 | | |
| Actuated Cycle Length (s) | 50.8 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 49.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 6 | 170 | 2 | 2 | 159 | 3 | 17 | 21 | 12 | 8 | 7 | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 185 | 2 | 2 | 173 | 3 | 18 | 23 | 13 | 9 | 8 | 10 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 186 | | | 197 | | | 411 | 399 | 206 | 422 | 399 | 194 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 186 | | | 197 | | | 411 | 399 | 206 | 422 | 399 | 194 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 96 | 96 | 98 | 98 | 99 | 99 |
| cM capacity (veh/h) | 1377 | | | 1364 | | | 520 | 526 | 821 | 498 | 527 | 833 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 193 | 178 | 54 | 26 |
| Volume Left | 7 | 2 | 18 | 9 |
| Volume Right | 2 | 3 | 13 | 10 |
| cSH | 1377 | 1364 | 574 | 598 |
| Volume to Capacity | 0.00 | 0.00 | 0.09 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 8 | 3 |
| Control Delay (s) | 0.3 | 0.1 | 11.9 | 11.3 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.3 | 0.1 | 11.9 | 11.3 |
| Approach LOS | | | B | B |

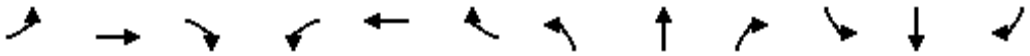
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 26.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 48 | 127 | 23 | 39 | 75 | 6 | 40 | 77 | 29 | 20 | 77 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 52 | 138 | 25 | 42 | 82 | 7 | 43 | 84 | 32 | 22 | 84 | 22 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 215 | 130 | 159 | 127 |
| Volume Left (vph) | 52 | 42 | 43 | 22 |
| Volume Right (vph) | 25 | 7 | 32 | 22 |
| Hadj (s) | 0.03 | 0.08 | -0.03 | -0.03 |
| Departure Headway (s) | 4.8 | 5.0 | 4.9 | 5.0 |
| Degree Utilization, x | 0.29 | 0.18 | 0.22 | 0.18 |
| Capacity (veh/h) | 695 | 664 | 677 | 663 |
| Control Delay (s) | 9.8 | 9.1 | 9.3 | 9.0 |
| Approach Delay (s) | 9.8 | 9.1 | 9.3 | 9.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.4 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 33.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 240 | 7 | 43 | 248 | 2 | 3 | 2 | 53 | 2 | 8 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 261 | 8 | 47 | 270 | 2 | 3 | 2 | 58 | 2 | 9 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 282 | | | 278 | | | 656 | 652 | 285 | 710 | 655 | 291 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 282 | | | 278 | | | 656 | 652 | 285 | 710 | 655 | 291 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 96 | | | 99 | 99 | 92 | 99 | 98 | 100 |
| cM capacity (veh/h) | 1270 | | | 1274 | | | 350 | 366 | 742 | 302 | 365 | 736 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 270 | 318 | 63 | 12 |
| Volume Left | 1 | 47 | 3 | 2 |
| Volume Right | 8 | 2 | 58 | 1 |
| cSH | 1270 | 1274 | 679 | 368 |
| Volume to Capacity | 0.00 | 0.04 | 0.09 | 0.03 |
| Queue Length 95th (ft) | 0 | 3 | 8 | 3 |
| Control Delay (s) | 0.0 | 1.5 | 10.8 | 15.1 |
| Lane LOS | A | A | B | C |
| Approach Delay (s) | 0.0 | 1.5 | 10.8 | 15.1 |
| Approach LOS | | | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 45.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 357 | 4 | 3 | 191 | 0 | 4 | 0 | 48 | 233 | 2 | 116 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 388 | 4 | 3 | 208 | 0 | 4 | 0 | 52 | 253 | 2 | 126 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 218 | | | 402 | | | 688 | 624 | 410 | 677 | 627 | 228 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 218 | | | 402 | | | 688 | 624 | 410 | 677 | 627 | 228 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.4 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 99 | 100 | 92 | 19 | 99 | 84 |
| cM capacity (veh/h) | 1341 | | | 1147 | | | 290 | 394 | 631 | 314 | 393 | 765 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 392 | 211 | 57 | 382 |
| Volume Left | 0 | 3 | 4 | 253 |
| Volume Right | 4 | 0 | 52 | 126 |
| cSH | 1700 | 1147 | 579 | 471 |
| Volume to Capacity | 0.23 | 0.00 | 0.10 | 0.81 |
| Queue Length 95th (ft) | 0 | 0 | 8 | 191 |
| Control Delay (s) | 0.0 | 0.2 | 11.9 | 37.8 |
| Lane LOS | | A | B | E |
| Approach Delay (s) | 0.0 | 0.2 | 11.9 | 37.8 |
| Approach LOS | | | B | E |

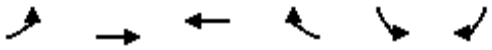
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 14.5 | | |
| Intersection Capacity Utilization | 45.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 547 | 91 | 21 | 194 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 595 | 99 | 23 | 211 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 703 | | 921 | 664 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 703 | | 921 | 664 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 100 | 100 |
| cM capacity (veh/h) | | | 894 | | 290 | 457 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 693 | 234 |
| Volume Left | 0 | 23 |
| Volume Right | 99 | 0 |
| cSH | 1700 | 894 |
| Volume to Capacity | 0.41 | 0.03 |
| Queue Length 95th (ft) | 0 | 2 |
| Control Delay (s) | 0.0 | 1.1 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 1.1 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 47.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 58 | 489 | 215 | 300 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 63 | 532 | 234 | 326 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 570 | | | | 1074 | 417 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 570 | | | | 1074 | 417 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 94 | | | | 100 | 100 |
| cM capacity (veh/h) | 1003 | | | | 226 | 631 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 595 | 560 |
| Volume Left | 63 | 0 |
| Volume Right | 0 | 326 |
| cSH | 1003 | 1700 |
| Volume to Capacity | 0.06 | 0.33 |
| Queue Length 95th (ft) | 5 | 0 |
| Control Delay (s) | 1.7 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 1.7 | 0.0 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 75.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



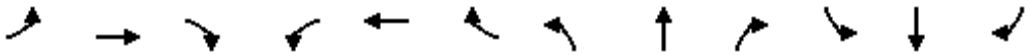
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 489 | 0 | 0 | 515 | 47 | 31 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 532 | 0 | 0 | 560 | 51 | 34 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.80 | |
| vC, conflicting volume | | | 542 | | 1111 | 552 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 542 | | 1015 | 552 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.6 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.6 |
| p0 queue free % | | | 100 | | 75 | 93 |
| cM capacity (veh/h) | | | 1019 | | 208 | 463 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 532 | 560 | 85 |
| Volume Left | 0 | 0 | 51 |
| Volume Right | 0 | 0 | 34 |
| cSH | 1700 | 1700 | 345 |
| Volume to Capacity | 0.31 | 0.33 | 0.25 |
| Queue Length 95th (ft) | 0 | 0 | 24 |
| Control Delay (s) | 0.0 | 0.0 | 22.1 |
| Lane LOS | | | C |
| Approach Delay (s) | 0.0 | 0.0 | 22.1 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 39.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 56 | 385 | 41 | 7 | 441 | 26 | 23 | 130 | 9 | 26 | 105 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3391 | | 1763 | 3351 | | 1760 | 3539 | 1553 | 1770 | 3539 | 1553 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3391 | | 1763 | 3351 | | 1760 | 3539 | 1553 | 1770 | 3539 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 61 | 418 | 45 | 8 | 479 | 28 | 25 | 141 | 10 | 28 | 114 | 28 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 24 |
| Lane Group Flow (vph) | 61 | 453 | 0 | 8 | 501 | 0 | 25 | 141 | 1 | 28 | 114 | 4 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 1.8 | 12.3 | | 0.7 | 11.2 | | 0.8 | 4.9 | 4.9 | 1.7 | 5.8 | 5.8 |
| Effective Green, g (s) | 1.8 | 12.3 | | 0.7 | 11.2 | | 0.8 | 4.9 | 4.9 | 1.7 | 5.8 | 5.8 |
| Actuated g/C Ratio | 0.05 | 0.33 | | 0.02 | 0.30 | | 0.02 | 0.13 | 0.13 | 0.05 | 0.16 | 0.16 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 85 | 1115 | | 33 | 1004 | | 38 | 464 | 203 | 80 | 549 | 241 |
| v/s Ratio Prot | c0.03 | 0.13 | | 0.00 | c0.15 | | 0.01 | c0.04 | | c0.02 | 0.03 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | 0.00 |
| v/c Ratio | 0.72 | 0.41 | | 0.24 | 0.50 | | 0.66 | 0.30 | 0.01 | 0.35 | 0.21 | 0.02 |
| Uniform Delay, d1 | 17.5 | 9.7 | | 18.1 | 10.8 | | 18.2 | 14.7 | 14.1 | 17.3 | 13.8 | 13.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 24.9 | 0.2 | | 3.8 | 0.4 | | 34.3 | 0.4 | 0.0 | 2.6 | 0.2 | 0.0 |
| Delay (s) | 42.5 | 10.0 | | 21.9 | 11.2 | | 52.4 | 15.1 | 14.1 | 20.0 | 14.0 | 13.4 |
| Level of Service | D | A | | C | B | | D | B | B | B | B | B |
| Approach Delay (s) | | 13.7 | | | 11.3 | | | 20.3 | | | 14.9 | |
| Approach LOS | | B | | | B | | | C | | | B | |

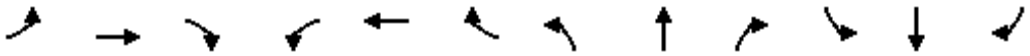
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 37.4 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 41.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 8 | 246 | 43 | 38 | 457 | 10 | 9 | 39 | 46 | 4 | 46 | 8 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 267 | 47 | 41 | 497 | 11 | 10 | 42 | 50 | 4 | 50 | 9 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 518 | | | 324 | | | 693 | 918 | 177 | 827 | 936 | 274 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 518 | | | 324 | | | 693 | 918 | 177 | 827 | 936 | 274 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 97 | | | 96 | 83 | 94 | 98 | 80 | 99 |
| cM capacity (veh/h) | 1036 | | | 1222 | | | 259 | 254 | 822 | 203 | 248 | 712 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 9 | 178 | 136 | 41 | 331 | 176 | 102 | 63 |
| Volume Left | 9 | 0 | 0 | 41 | 0 | 0 | 10 | 4 |
| Volume Right | 0 | 0 | 47 | 0 | 0 | 11 | 50 | 9 |
| cSH | 1036 | 1700 | 1700 | 1222 | 1700 | 1700 | 385 | 268 |
| Volume to Capacity | 0.01 | 0.10 | 0.08 | 0.03 | 0.19 | 0.10 | 0.27 | 0.23 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 3 | 0 | 0 | 26 | 22 |
| Control Delay (s) | 8.5 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 17.7 | 22.5 |
| Lane LOS | A | | | A | | | C | C |
| Approach Delay (s) | 0.2 | | | 0.6 | | | 17.7 | 22.5 |
| Approach LOS | | | | | | | C | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 36.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 9 | 257 | 9 | 49 | 456 | 11 | 13 | 47 | 32 | 13 | 79 | 31 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 279 | 10 | 53 | 496 | 12 | 14 | 51 | 35 | 14 | 86 | 34 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 518 | | | 299 | | | 1009 | 938 | 304 | 992 | 937 | 522 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 518 | | | 299 | | | 1009 | 938 | 304 | 992 | 937 | 522 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 96 | | | 90 | 79 | 95 | 92 | 65 | 94 |
| cM capacity (veh/h) | 1040 | | | 1252 | | | 140 | 247 | 723 | 168 | 247 | 546 |

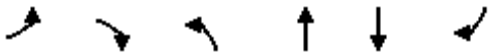
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 299 | 561 | 100 | 134 |
| Volume Left | 10 | 53 | 14 | 14 |
| Volume Right | 10 | 12 | 35 | 34 |
| cSH | 1040 | 1252 | 281 | 271 |
| Volume to Capacity | 0.01 | 0.04 | 0.36 | 0.49 |
| Queue Length 95th (ft) | 1 | 3 | 39 | 64 |
| Control Delay (s) | 0.4 | 1.2 | 24.7 | 30.6 |
| Lane LOS | A | A | C | D |
| Approach Delay (s) | 0.4 | 1.2 | 24.7 | 30.6 |
| Approach LOS | | | C | D |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.7 | | |
| Intersection Capacity Utilization | 62.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 72 | 248 | 6 | 20 | 428 | 51 | 23 | 147 | 86 | 44 | 174 | 109 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.94 | | 1.00 | 0.94 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1761 | 1819 | | 1755 | 1796 | | 1756 | 1740 | | 1755 | 1734 | |
| Flt Permitted | 0.36 | 1.00 | | 0.59 | 1.00 | | 0.55 | 1.00 | | 0.60 | 1.00 | |
| Satd. Flow (perm) | 671 | 1819 | | 1089 | 1796 | | 1010 | 1740 | | 1113 | 1734 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 78 | 270 | 7 | 22 | 465 | 55 | 25 | 160 | 93 | 48 | 189 | 118 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 37 | 0 | 0 | 40 | 0 |
| Lane Group Flow (vph) | 78 | 275 | 0 | 22 | 512 | 0 | 25 | 216 | 0 | 48 | 267 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 16.7 | 16.7 | | 16.7 | 16.7 | | 11.8 | 11.8 | | 11.8 | 11.8 | |
| Effective Green, g (s) | 16.7 | 16.7 | | 16.7 | 16.7 | | 11.8 | 11.8 | | 11.8 | 11.8 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | 0.44 | 0.44 | | 0.31 | 0.31 | | 0.31 | 0.31 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 293 | 793 | | 475 | 783 | | 311 | 536 | | 343 | 534 | |
| v/s Ratio Prot | | 0.15 | | | c0.29 | | | 0.12 | | | c0.15 | |
| v/s Ratio Perm | 0.12 | | | 0.02 | | | 0.02 | | | 0.04 | | |
| v/c Ratio | 0.27 | 0.35 | | 0.05 | 0.65 | | 0.08 | 0.40 | | 0.14 | 0.50 | |
| Uniform Delay, d1 | 6.9 | 7.2 | | 6.2 | 8.5 | | 9.4 | 10.5 | | 9.6 | 10.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | 0.3 | | 0.0 | 2.0 | | 0.1 | 0.5 | | 0.2 | 0.7 | |
| Delay (s) | 7.4 | 7.4 | | 6.3 | 10.5 | | 9.5 | 11.0 | | 9.8 | 11.6 | |
| Level of Service | A | A | | A | B | | A | B | | A | B | |
| Approach Delay (s) | | 7.4 | | | 10.3 | | | 10.8 | | | 11.3 | |
| Approach LOS | | A | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 10.0 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 38.3 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 65.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

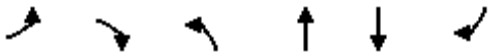
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 1 | 1 | 3 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 1 | 1 | 3 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 27 | 24 | 15 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 27 | 24 | 15 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 971 | 1035 | 1590 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 5 | 2 | 5 |
| Volume Left | 3 | 1 | 0 |
| Volume Right | 1 | 0 | 1 |
| cSH | 986 | 1590 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 3.6 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 3.6 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 4 | 196 | 142 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 5 | 223 | 161 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 302 | 101 | 172 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 302 | 101 | 172 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 652 | 919 | 1390 | | | |

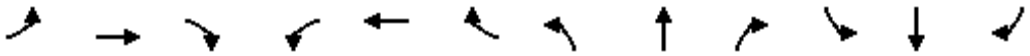
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 5 | 79 | 148 | 108 | 55 |
| Volume Left | 3 | 5 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 1 |
| cSH | 703 | 1390 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.09 | 0.06 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.2 | 0.5 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 10.2 | 0.2 | | 0.0 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 21.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 8 | 1 | 1 | 3 | 1 | 4 | 3 | 1 | 1 | 3 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 9 | 1 | 1 | 3 | 1 | 5 | 3 | 1 | 1 | 3 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 15 | | | 20 | | | 43 | 39 | 30 | 41 | 39 | 24 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 15 | | | 20 | | | 43 | 39 | 30 | 41 | 39 | 24 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1590 | | | 1583 | | | 925 | 838 | 1028 | 930 | 838 | 1035 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 6 | 9 | 8 |
| Volume Left | 1 | 1 | 5 | 1 |
| Volume Right | 1 | 1 | 1 | 3 |
| cSH | 1590 | 1583 | 901 | 927 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.7 | 1.5 | 9.0 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.7 | 1.5 | 9.0 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.0 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 7 | 1 | 5 | 3 | 4 | 1 | 46 | 3 | 5 | 97 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 8 | 1 | 6 | 3 | 5 | 1 | 52 | 3 | 6 | 110 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 205 | 200 | 131 | 204 | 199 | 74 | 121 | | | 66 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 205 | 200 | 131 | 204 | 199 | 74 | 121 | | | 66 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 99 | 100 | 99 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 723 | 681 | 903 | 723 | 682 | 971 | 1454 | | | 1523 | | |

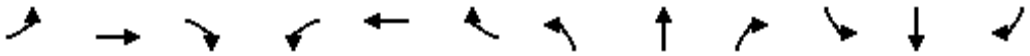
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 12 | 14 | 57 | 117 |
| Volume Left | 3 | 6 | 1 | 6 |
| Volume Right | 1 | 5 | 3 | 1 |
| cSH | 708 | 777 | 1454 | 1523 |
| Volume to Capacity | 0.02 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 10.2 | 9.7 | 0.2 | 0.4 |
| Lane LOS | B | A | A | A |
| Approach Delay (s) | 10.2 | 9.7 | 0.2 | 0.4 |
| Approach LOS | B | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 22.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 12 | 1 | 1 | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 14 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 22 | | | 25 | | | 52 | 51 | 34 | 52 | 51 | 32 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 22 | | | 25 | | | 52 | 51 | 34 | 52 | 51 | 32 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1580 | | | 1577 | | | 916 | 825 | 1022 | 916 | 825 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 14 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1580 | 1577 | 914 | 915 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.5 | 0.6 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.5 | 0.6 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

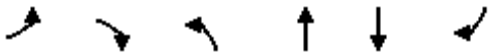
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.1 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 1 | 7 | 13 | 1 | 1 | 3 | 7 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 1 | 8 | 15 | 1 | 1 | 3 | 8 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 33 | | | 12 | | | 43 | 49 | 22 | 46 | 42 | 35 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 33 | | | 12 | | | 43 | 49 | 22 | 46 | 42 | 35 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 100 |
| cM capacity (veh/h) | 1566 | | | 1593 | | | 928 | 827 | 1038 | 923 | 834 | 1020 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 24 | 6 | 10 |
| Volume Left | 1 | 1 | 1 | 8 |
| Volume Right | 1 | 15 | 3 | 1 |
| cSH | 1566 | 1593 | 966 | 922 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 2.4 | 0.4 | 8.7 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.4 | 0.4 | 8.7 | 8.9 |
| Approach LOS | | | A | A |

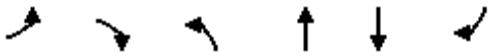
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 16 | 14 | 0 | 54 | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 18 | 16 | 0 | 61 | 6 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 18 | 16 | 61 | 6 |
| Volume Left (vph) | 0 | 16 | 0 | 0 |
| Volume Right (vph) | 18 | 0 | 0 | 6 |
| Hadj (s) | -0.57 | 0.23 | 0.17 | -0.67 |
| Departure Headway (s) | 3.5 | 4.3 | 4.7 | 3.9 |
| Degree Utilization, x | 0.02 | 0.02 | 0.08 | 0.01 |
| Capacity (veh/h) | 992 | 813 | 757 | 920 |
| Control Delay (s) | 6.6 | 7.4 | 6.9 | 5.7 |
| Approach Delay (s) | 6.6 | 7.4 | 6.8 | |
| Approach LOS | A | A | A | |

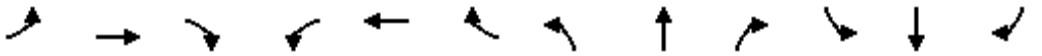
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 6.9 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 157 | 171 | 124 | 174 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 178 | 194 | 141 | 198 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 712 | 161 | 151 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 712 | 161 | 151 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 87 | | | |
| cM capacity (veh/h) | 343 | 869 | 1418 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 2 | 373 | 141 | 198 |
| Volume Left | 1 | 178 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 198 |
| cSH | 492 | 1418 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.13 | 0.08 | 0.12 |
| Queue Length 95th (ft) | 0 | 11 | 0 | 0 |
| Control Delay (s) | 12.4 | 4.4 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 12.4 | 4.4 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 42.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 38 | 94 | 25 | 18 | 160 | 20 | 109 | 92 | 17 | 12 | 99 | 18 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 43 | 107 | 28 | 20 | 182 | 23 | 124 | 105 | 19 | 14 | 112 | 20 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 150 | 28 | 225 | 176 | 72 | 51 | 75 | 20 |
| Volume Left (vph) | 43 | 0 | 20 | 124 | 0 | 14 | 0 | 0 |
| Volume Right (vph) | 0 | 28 | 23 | 0 | 19 | 0 | 0 | 20 |
| Hadj (s) | 0.10 | -0.57 | 0.01 | 0.39 | -0.15 | 0.17 | 0.03 | -0.67 |
| Departure Headway (s) | 5.4 | 3.2 | 5.2 | 6.1 | 5.6 | 6.1 | 5.9 | 3.2 |
| Degree Utilization, x | 0.22 | 0.03 | 0.32 | 0.30 | 0.11 | 0.09 | 0.12 | 0.02 |
| Capacity (veh/h) | 623 | 1121 | 657 | 561 | 610 | 547 | 561 | 1121 |
| Control Delay (s) | 9.9 | 6.3 | 10.6 | 10.5 | 8.1 | 8.4 | 8.6 | 5.1 |
| Approach Delay (s) | 9.3 | | 10.6 | 9.8 | | 8.0 | | |
| Approach LOS | A | | B | A | | A | | |

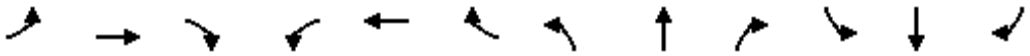
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.6 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 37.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 93 | 41 | 4 | 80 | 140 | 17 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 106 | 47 | 5 | 91 | 159 | 19 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 152 | 95 | 178 |
| Volume Left (vph) | 0 | 5 | 159 |
| Volume Right (vph) | 47 | 0 | 19 |
| Hadj (s) | -0.11 | 0.09 | 0.15 |
| Departure Headway (s) | 4.3 | 4.6 | 4.6 |
| Degree Utilization, x | 0.18 | 0.12 | 0.23 |
| Capacity (veh/h) | 793 | 737 | 742 |
| Control Delay (s) | 8.3 | 8.3 | 9.0 |
| Approach Delay (s) | 8.3 | 8.3 | 9.0 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.6 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 26.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 30 | 29 | 26 | 64 | 99 | 79 | 65 | 148 | 88 | 21 | 63 | 32 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 34 | 33 | 30 | 73 | 112 | 90 | 74 | 168 | 100 | 24 | 72 | 36 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 97 | 275 | 242 | 100 | 132 |
| Volume Left (vph) | 34 | 73 | 74 | 0 | 24 |
| Volume Right (vph) | 30 | 90 | 0 | 100 | 36 |
| Hadj (s) | -0.08 | -0.11 | 0.19 | -0.67 | -0.10 |
| Departure Headway (s) | 5.5 | 5.2 | 5.9 | 5.0 | 5.5 |
| Degree Utilization, x | 0.15 | 0.40 | 0.40 | 0.14 | 0.20 |
| Capacity (veh/h) | 585 | 649 | 574 | 676 | 604 |
| Control Delay (s) | 9.5 | 11.6 | 11.5 | 7.6 | 9.8 |
| Approach Delay (s) | 9.5 | 11.6 | 10.4 | | 9.8 |
| Approach LOS | A | B | B | | A |

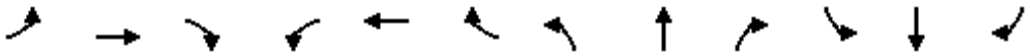
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 10.6 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 47.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 30 | 274 | 0 | 0 | 140 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 34 | 311 | 0 | 0 | 159 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 490 | 331 | | | 321 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 490 | 331 | | | 321 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 95 | | | 100 | |
| cM capacity (veh/h) | 528 | 698 | | | 1228 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 36 | 311 | 159 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 34 | 0 | 0 |
| cSH | 685 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.18 | 0.09 |
| Queue Length 95th (ft) | 4 | 0 | 0 |
| Control Delay (s) | 10.6 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 10.6 | 0.0 | 0.0 |
| Approach LOS | B | | |

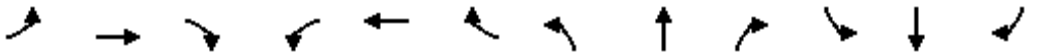
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.8 | |
| Intersection Capacity Utilization | | 27.3% | ICU Level of Service |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 39 | 6 | 24 | 0 | 0 | 0 | 5 | 263 | 1 | 31 | 100 | 6 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 44 | 7 | 27 | 0 | 0 | 0 | 6 | 299 | 1 | 35 | 114 | 7 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 518 | 519 | 137 | 535 | 522 | 319 | 130 | | | 310 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 518 | 519 | 137 | 535 | 522 | 319 | 130 | | | 310 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 90 | 98 | 97 | 100 | 100 | 100 | 100 | | | 97 | | |
| cM capacity (veh/h) | 446 | 443 | 896 | 420 | 441 | 715 | 1443 | | | 1250 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 78 | 306 | 156 |
| Volume Left | 44 | 6 | 35 |
| Volume Right | 27 | 1 | 7 |
| cSH | 683 | 1443 | 1250 |
| Volume to Capacity | 0.11 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 10 | 0 | 2 |
| Control Delay (s) | 12.4 | 0.2 | 2.0 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 12.4 | 0.2 | 2.0 |
| Approach LOS | B | | |

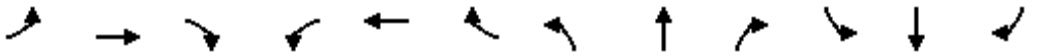
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.5 | | | |
| Intersection Capacity Utilization | 41.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 877 | 62 | 133 | 668 | 0 | 0 | 0 | 228 | 310 | 60 | 139 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1520 | 1770 | 3539 | | | | 1573 | 3433 | 1863 | 1545 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1520 | 1770 | 3539 | | | | 1573 | 3433 | 1863 | 1545 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 953 | 67 | 145 | 726 | 0 | 0 | 0 | 248 | 337 | 65 | 151 |
| RTOR Reduction (vph) | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 84 |
| Lane Group Flow (vph) | 0 | 953 | 37 | 145 | 726 | 0 | 0 | 0 | 59 | 337 | 65 | 67 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 21.5 | 21.5 | 7.1 | 33.5 | | | | 8.5 | 8.1 | 21.5 | 21.5 |
| Effective Green, g (s) | | 21.5 | 21.5 | 7.1 | 33.5 | | | | 8.5 | 8.1 | 21.5 | 21.5 |
| Actuated g/C Ratio | | 0.33 | 0.33 | 0.11 | 0.52 | | | | 0.13 | 0.12 | 0.33 | 0.33 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1174 | 504 | 194 | 1830 | | | | 206 | 429 | 618 | 513 |
| v/s Ratio Prot | | c0.27 | | c0.08 | 0.21 | | | | | c0.10 | 0.03 | |
| v/s Ratio Perm | | | 0.02 | | | | | | c0.04 | | | 0.04 |
| v/c Ratio | | 0.81 | 0.07 | 0.75 | 0.40 | | | | 0.29 | 0.79 | 0.11 | 0.13 |
| Uniform Delay, d1 | | 19.8 | 14.8 | 28.0 | 9.5 | | | | 25.4 | 27.5 | 15.0 | 15.1 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 4.4 | 0.1 | 14.5 | 0.1 | | | | 0.8 | 9.2 | 0.1 | 0.1 |
| Delay (s) | | 24.2 | 14.9 | 42.5 | 9.7 | | | | 26.2 | 36.7 | 15.1 | 15.2 |
| Level of Service | | C | B | D | A | | | | C | D | B | B |
| Approach Delay (s) | | 23.6 | | | 15.1 | | | 26.2 | | | 28.3 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 64.8 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 60.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 268 | 816 | 171 | 240 | 579 | 146 | 135 | 239 | 111 | 77 | 316 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1545 | 3433 | 3415 | | 3433 | 3539 | 1545 | 1770 | 3539 | 2673 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1545 | 3433 | 3415 | | 3433 | 3539 | 1545 | 1770 | 3539 | 2673 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 291 | 887 | 186 | 261 | 629 | 159 | 147 | 260 | 121 | 84 | 343 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 73 | 0 | 29 | 0 | 0 | 0 | 99 | 0 | 0 | 94 |
| Lane Group Flow (vph) | 291 | 887 | 113 | 261 | 759 | 0 | 147 | 260 | 22 | 84 | 343 | 20 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 13.8 | 23.6 | 23.6 | 8.1 | 17.9 | | 5.9 | 12.1 | 12.1 | 5.9 | 12.1 | 12.1 |
| Effective Green, g (s) | 13.8 | 23.6 | 23.6 | 8.1 | 17.9 | | 5.9 | 12.1 | 12.1 | 5.9 | 12.1 | 12.1 |
| Actuated g/C Ratio | 0.20 | 0.35 | 0.35 | 0.12 | 0.27 | | 0.09 | 0.18 | 0.18 | 0.09 | 0.18 | 0.18 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 362 | 1237 | 540 | 412 | 906 | | 300 | 634 | 277 | 155 | 634 | 479 |
| v/s Ratio Prot | c0.16 | 0.25 | | 0.08 | c0.22 | | 0.04 | 0.07 | | c0.05 | c0.10 | |
| v/s Ratio Perm | | | 0.07 | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.80 | 0.72 | 0.21 | 0.63 | 0.84 | | 0.49 | 0.41 | 0.08 | 0.54 | 0.54 | 0.04 |
| Uniform Delay, d1 | 25.6 | 19.1 | 15.4 | 28.3 | 23.4 | | 29.4 | 24.5 | 23.1 | 29.5 | 25.2 | 22.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 12.2 | 2.0 | 0.2 | 3.2 | 6.8 | | 1.3 | 0.4 | 0.1 | 3.8 | 0.9 | 0.0 |
| Delay (s) | 37.7 | 21.1 | 15.6 | 31.5 | 30.3 | | 30.6 | 25.0 | 23.2 | 33.3 | 26.1 | 22.9 |
| Level of Service | D | C | B | C | C | | C | C | C | C | C | C |
| Approach Delay (s) | | 23.9 | | | 30.6 | | | 26.1 | | | 26.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 67.5 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 64.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

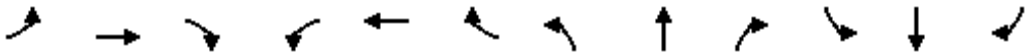
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 999 | 0 | 0 | 787 | 241 | 75 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.97 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1728 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1728 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1086 | 0 | 0 | 855 | 262 | 82 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 18 | 0 |
| Lane Group Flow (vph) | 1086 | 0 | 0 | 855 | 326 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 21.5 | | | 21.5 | 14.7 | |
| Effective Green, g (s) | 21.5 | | | 21.5 | 14.7 | |
| Actuated g/C Ratio | 0.47 | | | 0.47 | 0.32 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1654 | | | 1654 | 552 | |
| v/s Ratio Prot | c0.31 | | | 0.24 | c0.19 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.66 | | | 0.52 | 0.59 | |
| Uniform Delay, d1 | 9.4 | | | 8.6 | 13.1 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.0 | | | 0.3 | 1.7 | |
| Delay (s) | 10.4 | | | 8.9 | 14.8 | |
| Level of Service | B | | | A | B | |
| Approach Delay (s) | 10.4 | | | 8.9 | 14.8 | |
| Approach LOS | B | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 10.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 46.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 54.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 365 | 0 | 0 | 0 | 0 | 924 | 88 | 285 | 424 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2682 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2682 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 397 | 0 | 0 | 0 | 0 | 1004 | 96 | 310 | 461 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 1004 | 96 | 310 | 461 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.3 | | | | | 22.1 | 57.5 | 14.3 | 40.4 | |
| Effective Green, g (s) | | | 7.3 | | | | | 22.1 | 57.5 | 14.3 | 40.4 | |
| Actuated g/C Ratio | | | 0.13 | | | | | 0.38 | 1.00 | 0.25 | 0.70 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 340 | | | | | 1360 | 1544 | 440 | 2487 | |
| v/s Ratio Prot | | | | | | | | c0.28 | | c0.18 | 0.13 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.06 | | | |
| v/c Ratio | | | 0.15 | | | | | 0.74 | 0.06 | 0.70 | 0.19 | |
| Uniform Delay, d1 | | | 22.3 | | | | | 15.2 | 0.0 | 19.7 | 2.9 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.2 | | | | | 2.1 | 0.1 | 5.1 | 0.0 | |
| Delay (s) | | | 22.5 | | | | | 17.3 | 0.1 | 24.7 | 3.0 | |
| Level of Service | | | C | | | | | B | A | C | A | |
| Approach Delay (s) | | 22.5 | | | 0.0 | | | 15.8 | | | 11.7 | |
| Approach LOS | | C | | | A | | | B | | | B | |

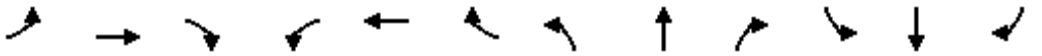
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 57.5 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 48.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 92 | 117 | 31 | 26 | 55 | 98 | 27 | 663 | 63 | 180 | 670 | 88 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 100 | 127 | 34 | 28 | 60 | 107 | 29 | 721 | 68 | 196 | 728 | 96 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1695 | 1987 | 384 | 1652 | 2015 | 380 | 834 | | | 799 | | |
| vC1, stage 1 conf vol | 1130 | 1130 | | 789 | 789 | | | | | | | |
| vC2, stage 2 conf vol | 565 | 858 | | 863 | 1225 | | | | | | | |
| vCu, unblocked vol | 1695 | 1987 | 384 | 1652 | 2015 | 380 | 834 | | | 799 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 2 | 94 | 49 | 59 | 82 | 96 | | | 76 | | |
| cM capacity (veh/h) | 98 | 130 | 604 | 56 | 145 | 607 | 788 | | | 812 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 261 | 195 | 29 | 360 | 360 | 68 | 196 | 364 | 364 | 96 |
| Volume Left | 100 | 28 | 29 | 0 | 0 | 0 | 196 | 0 | 0 | 0 |
| Volume Right | 34 | 107 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 96 |
| cSH | 127 | 178 | 788 | 1700 | 1700 | 1700 | 812 | 1700 | 1700 | 1700 |
| Volume to Capacity | 2.06 | 1.09 | 0.04 | 0.21 | 0.21 | 0.04 | 0.24 | 0.21 | 0.21 | 0.06 |
| Queue Length 95th (ft) | 533 | 241 | 3 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| Control Delay (s) | 558.7 | 148.1 | 9.7 | 0.0 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | A | | | | B | | | |
| Approach Delay (s) | 558.7 | 148.1 | 0.3 | | | | 2.1 | | | |
| Approach LOS | F | F | | | | | | | | |

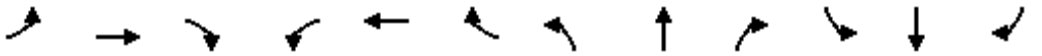
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 77.2 | | | |
| Intersection Capacity Utilization | 66.5% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 173 | 266 | 83 | 78 | 121 | 65 | 32 | 498 | 72 | 91 | 518 | 133 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1821 | 1547 | | 1824 | 1547 | 1770 | 3539 | 1523 | 1770 | 3539 | 1523 |
| Flt Permitted | | 0.78 | 1.00 | | 0.57 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1443 | 1547 | | 1058 | 1547 | 1770 | 3539 | 1523 | 1770 | 3539 | 1523 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 188 | 289 | 90 | 85 | 132 | 71 | 35 | 541 | 78 | 99 | 563 | 145 |
| RTOR Reduction (vph) | 0 | 0 | 55 | 0 | 0 | 43 | 0 | 0 | 57 | 0 | 0 | 99 |
| Lane Group Flow (vph) | 0 | 477 | 35 | 0 | 217 | 28 | 35 | 541 | 21 | 99 | 563 | 46 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 22.7 | 22.7 | | 22.7 | 22.7 | 2.4 | 15.9 | 15.9 | 5.1 | 18.6 | 18.6 |
| Effective Green, g (s) | | 22.7 | 22.7 | | 22.7 | 22.7 | 2.4 | 15.9 | 15.9 | 5.1 | 18.6 | 18.6 |
| Actuated g/C Ratio | | 0.39 | 0.39 | | 0.39 | 0.39 | 0.04 | 0.27 | 0.27 | 0.09 | 0.32 | 0.32 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 561 | 601 | | 411 | 601 | 73 | 964 | 415 | 155 | 1127 | 485 |
| v/s Ratio Prot | | | | | | | 0.02 | 0.15 | | c0.06 | c0.16 | |
| v/s Ratio Perm | | c0.33 | 0.02 | | 0.21 | 0.02 | | | 0.01 | | | 0.03 |
| v/c Ratio | | 0.85 | 0.06 | | 0.53 | 0.05 | 0.48 | 0.56 | 0.05 | 0.64 | 0.50 | 0.10 |
| Uniform Delay, d1 | | 16.3 | 11.2 | | 13.7 | 11.1 | 27.4 | 18.3 | 15.7 | 25.8 | 16.1 | 14.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 11.8 | 0.0 | | 1.2 | 0.0 | 4.9 | 0.8 | 0.1 | 8.4 | 0.4 | 0.1 |
| Delay (s) | | 28.1 | 11.2 | | 15.0 | 11.1 | 32.3 | 19.0 | 15.7 | 34.1 | 16.5 | 14.1 |
| Level of Service | | C | B | | B | B | C | B | B | C | B | B |
| Approach Delay (s) | | 25.4 | | | 14.0 | | | 19.3 | | | 18.2 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 58.4 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 70.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

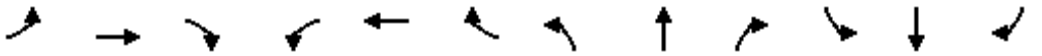
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 13 | 335 | 43 | 114 | 228 | 15 | 38 | 40 | 85 | 23 | 25 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 364 | 47 | 124 | 248 | 16 | 41 | 43 | 92 | 25 | 27 | 14 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 425 | 388 | 177 | 52 | 14 |
| Volume Left (vph) | 14 | 124 | 41 | 25 | 0 |
| Volume Right (vph) | 47 | 16 | 92 | 0 | 14 |
| Hadj (s) | -0.03 | 0.07 | -0.23 | 0.27 | -0.67 |
| Departure Headway (s) | 5.3 | 5.4 | 6.1 | 7.3 | 6.3 |
| Degree Utilization, x | 0.62 | 0.58 | 0.30 | 0.11 | 0.02 |
| Capacity (veh/h) | 655 | 640 | 522 | 408 | 459 |
| Control Delay (s) | 16.5 | 15.6 | 11.6 | 10.0 | 8.3 |
| Approach Delay (s) | 16.5 | 15.6 | 11.6 | 9.6 | |
| Approach LOS | C | C | B | A | |

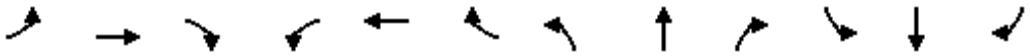
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 14.9 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 67.0% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 488 | 73 | 146 | 467 | 0 | 0 | 0 | 0 | 181 | 5 | 117 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 530 | 79 | 159 | 508 | 0 | 0 | 0 | 0 | 197 | 5 | 127 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 518 | | | 620 | | | 1228 | 1415 | 325 | 1110 | 1455 | 274 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 518 | | | 620 | | | 1228 | 1415 | 325 | 1110 | 1455 | 274 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 83 | | | 100 | 100 | 100 | 0 | 95 | 82 |
| cM capacity (veh/h) | 1036 | | | 957 | | | 91 | 113 | 665 | 140 | 107 | 712 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 354 | 256 | 159 | 254 | 254 | 329 |
| Volume Left | 0 | 0 | 159 | 0 | 0 | 197 |
| Volume Right | 0 | 79 | 0 | 0 | 0 | 127 |
| cSH | 1700 | 1700 | 957 | 1700 | 1700 | 223 |
| Volume to Capacity | 0.21 | 0.15 | 0.17 | 0.15 | 0.15 | 1.47 |
| Queue Length 95th (ft) | 0 | 0 | 15 | 0 | 0 | 489 |
| Control Delay (s) | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 | 276.3 |
| Lane LOS | | | A | | | F |
| Approach Delay (s) | 0.0 | | 2.3 | | | 276.3 |
| Approach LOS | | | | | | F |

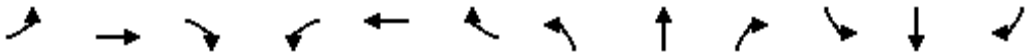
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 57.6 | | | |
| Intersection Capacity Utilization | 51.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 55 | 623 | 0 | 0 | 578 | 169 | 35 | 4 | 130 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 60 | 677 | 0 | 0 | 628 | 184 | 38 | 4 | 141 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 1.00 | | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| vC, conflicting volume | 822 | | | 687 | | | 1131 | 1629 | 359 | 1200 | 1537 | 426 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 812 | | | 687 | | | 1122 | 1623 | 359 | 1192 | 1530 | 414 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 93 | | | 100 | | | 74 | 95 | 77 | 100 | 100 | 100 |
| cM capacity (veh/h) | 806 | | | 895 | | | 147 | 93 | 627 | 99 | 106 | 579 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 286 | 451 | 419 | 393 | 184 |
| Volume Left | 60 | 0 | 0 | 0 | 38 |
| Volume Right | 0 | 0 | 0 | 184 | 141 |
| cSH | 806 | 1700 | 1700 | 1700 | 614 |
| Volume to Capacity | 0.07 | 0.27 | 0.25 | 0.23 | 0.30 |
| Queue Length 95th (ft) | 6 | 0 | 0 | 0 | 31 |
| Control Delay (s) | 2.7 | 0.0 | 0.0 | 0.0 | 19.0 |
| Lane LOS | A | | | | C |
| Approach Delay (s) | 1.1 | | 0.0 | | 19.0 |
| Approach LOS | | | | | C |

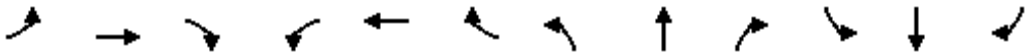
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 60.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 94 | 499 | 171 | 112 | 382 | 79 | 225 | 439 | 61 | 102 | 430 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.96 | | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3383 | | 1770 | 3434 | | 1770 | 3464 | | 1770 | 3419 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3383 | | 1770 | 3434 | | 1770 | 3464 | | 1770 | 3419 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 102 | 542 | 186 | 122 | 415 | 86 | 245 | 477 | 66 | 111 | 467 | 114 |
| RTOR Reduction (vph) | 0 | 48 | 0 | 0 | 24 | 0 | 0 | 15 | 0 | 0 | 30 | 0 |
| Lane Group Flow (vph) | 102 | 680 | 0 | 122 | 477 | 0 | 245 | 528 | 0 | 111 | 551 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 5.9 | 15.4 | | 6.0 | 15.5 | | 11.1 | 20.4 | | 6.5 | 15.8 | |
| Effective Green, g (s) | 5.9 | 15.4 | | 6.0 | 15.5 | | 11.1 | 20.4 | | 6.5 | 15.8 | |
| Actuated g/C Ratio | 0.09 | 0.23 | | 0.09 | 0.23 | | 0.17 | 0.31 | | 0.10 | 0.24 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 158 | 788 | | 161 | 805 | | 297 | 1069 | | 174 | 817 | |
| v/s Ratio Prot | 0.06 | c0.20 | | c0.07 | 0.14 | | c0.14 | 0.15 | | 0.06 | c0.16 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.65 | 0.86 | | 0.76 | 0.59 | | 0.82 | 0.49 | | 0.64 | 0.67 | |
| Uniform Delay, d1 | 29.1 | 24.3 | | 29.3 | 22.5 | | 26.6 | 18.6 | | 28.7 | 22.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.7 | 9.6 | | 18.3 | 1.2 | | 16.8 | 0.4 | | 7.5 | 2.2 | |
| Delay (s) | 37.8 | 34.0 | | 47.6 | 23.7 | | 43.3 | 19.0 | | 36.1 | 25.0 | |
| Level of Service | D | C | | D | C | | D | B | | D | C | |
| Approach Delay (s) | | 34.4 | | | 28.4 | | | 26.6 | | | 26.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 29.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 66.1 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 68.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

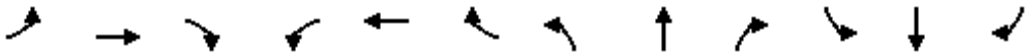
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 35 | 137 | 9 | 45 | 146 | 48 | 5 | 448 | 51 | 55 | 452 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1841 | | 1770 | 1777 | | 1770 | 1827 | | 1770 | 1809 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1841 | | 1770 | 1777 | | 1770 | 1827 | | 1770 | 1809 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 38 | 149 | 10 | 49 | 159 | 52 | 5 | 487 | 55 | 60 | 491 | 89 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 38 | 156 | 0 | 49 | 197 | 0 | 5 | 537 | 0 | 60 | 573 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.5 | 12.7 | | 3.6 | 12.8 | | 1.0 | 24.8 | | 3.7 | 27.5 | |
| Effective Green, g (s) | 3.5 | 12.7 | | 3.6 | 12.8 | | 1.0 | 24.8 | | 3.7 | 27.5 | |
| Actuated g/C Ratio | 0.06 | 0.20 | | 0.06 | 0.20 | | 0.02 | 0.40 | | 0.06 | 0.44 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 99 | 373 | | 102 | 363 | | 28 | 724 | | 105 | 795 | |
| v/s Ratio Prot | 0.02 | 0.08 | | c0.03 | c0.11 | | 0.00 | 0.29 | | c0.03 | c0.32 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.38 | 0.42 | | 0.48 | 0.54 | | 0.18 | 0.74 | | 0.57 | 0.72 | |
| Uniform Delay, d1 | 28.5 | 21.7 | | 28.6 | 22.3 | | 30.4 | 16.2 | | 28.7 | 14.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.5 | 0.8 | | 3.5 | 1.7 | | 3.0 | 4.1 | | 7.3 | 3.2 | |
| Delay (s) | 31.0 | 22.5 | | 32.1 | 23.9 | | 33.4 | 20.3 | | 36.0 | 17.6 | |
| Level of Service | C | C | | C | C | | C | C | | D | B | |
| Approach Delay (s) | | 24.1 | | | 25.5 | | | 20.4 | | | 19.3 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 62.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 62.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

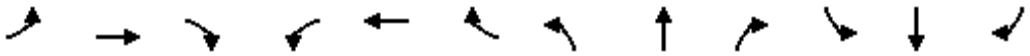
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 10 | 222 | 17 | 4 | 211 | 6 | 2 | 21 | 2 | 5 | 30 | 17 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 241 | 18 | 4 | 229 | 7 | 2 | 23 | 2 | 5 | 33 | 18 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 246 | | | 270 | | | 568 | 537 | 271 | 547 | 543 | 253 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 246 | | | 270 | | | 568 | 537 | 271 | 547 | 543 | 253 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 99 | 95 | 100 | 99 | 92 | 98 |
| cM capacity (veh/h) | 1309 | | | 1283 | | | 384 | 438 | 755 | 413 | 434 | 773 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 271 | 240 | 27 | 57 |
| Volume Left | 11 | 4 | 2 | 5 |
| Volume Right | 18 | 7 | 2 | 18 |
| cSH | 1309 | 1283 | 448 | 504 |
| Volume to Capacity | 0.01 | 0.00 | 0.06 | 0.11 |
| Queue Length 95th (ft) | 1 | 0 | 5 | 9 |
| Control Delay (s) | 0.4 | 0.2 | 13.6 | 13.0 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.4 | 0.2 | 13.6 | 13.0 |
| Approach LOS | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.1 | | | |
| Intersection Capacity Utilization | 31.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 62 | 129 | 38 | 17 | 131 | 27 | 55 | 181 | 151 | 10 | 139 | 42 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 67 | 140 | 41 | 18 | 142 | 29 | 60 | 197 | 164 | 11 | 151 | 46 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 249 | 190 | 421 | 208 |
| Volume Left (vph) | 67 | 18 | 60 | 11 |
| Volume Right (vph) | 41 | 29 | 164 | 46 |
| Hadj (s) | -0.01 | -0.04 | -0.17 | -0.09 |
| Departure Headway (s) | 6.1 | 6.3 | 5.5 | 6.0 |
| Degree Utilization, x | 0.42 | 0.33 | 0.65 | 0.35 |
| Capacity (veh/h) | 521 | 499 | 618 | 529 |
| Control Delay (s) | 13.6 | 12.3 | 18.1 | 12.2 |
| Approach Delay (s) | 13.6 | 12.3 | 18.1 | 12.2 |
| Approach LOS | B | B | C | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 14.9 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 69.8% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 327 | 3 | 65 | 318 | 5 | 6 | 9 | 51 | 2 | 2 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 355 | 3 | 71 | 346 | 5 | 7 | 10 | 55 | 2 | 2 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 361 | | | 369 | | | 871 | 872 | 377 | 929 | 871 | 368 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 361 | | | 369 | | | 871 | 872 | 377 | 929 | 871 | 368 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 94 | | | 97 | 96 | 92 | 99 | 99 | 100 |
| cM capacity (veh/h) | 1188 | | | 1180 | | | 249 | 267 | 658 | 204 | 267 | 666 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 360 | 422 | 72 | 5 |
| Volume Left | 1 | 71 | 7 | 2 |
| Volume Right | 3 | 5 | 55 | 1 |
| cSH | 1188 | 1180 | 488 | 266 |
| Volume to Capacity | 0.00 | 0.06 | 0.15 | 0.02 |
| Queue Length 95th (ft) | 0 | 5 | 13 | 2 |
| Control Delay (s) | 0.0 | 1.9 | 13.6 | 18.8 |
| Lane LOS | A | A | B | C |
| Approach Delay (s) | 0.0 | 1.9 | 13.6 | 18.8 |
| Approach LOS | | | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 55.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 402 | 2 | 11 | 262 | 0 | 2 | 0 | 44 | 312 | 10 | 123 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 437 | 2 | 12 | 285 | 0 | 2 | 0 | 48 | 339 | 11 | 134 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 295 | | | 449 | | | 839 | 767 | 458 | 815 | 768 | 305 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 295 | | | 449 | | | 839 | 767 | 458 | 815 | 768 | 305 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 99 | 100 | 92 | 0 | 97 | 82 |
| cM capacity (veh/h) | 1256 | | | 1102 | | | 218 | 323 | 593 | 260 | 323 | 723 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 439 | 297 | 50 | 484 |
| Volume Left | 0 | 12 | 2 | 339 |
| Volume Right | 2 | 0 | 48 | 134 |
| cSH | 1700 | 1102 | 552 | 334 |
| Volume to Capacity | 0.26 | 0.01 | 0.09 | 1.45 |
| Queue Length 95th (ft) | 0 | 1 | 7 | 644 |
| Control Delay (s) | 0.0 | 0.4 | 12.2 | 247.6 |
| Lane LOS | | A | B | F |
| Approach Delay (s) | 0.0 | 0.4 | 12.2 | 247.6 |
| Approach LOS | | | B | F |

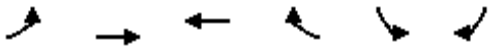
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 94.9 | | |
| Intersection Capacity Utilization | 53.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 658 | 100 | 36 | 273 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 715 | 109 | 39 | 297 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 834 | | 1165 | 790 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 834 | | 1165 | 790 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 95 | | 100 | 100 |
| cM capacity (veh/h) | | | 799 | | 203 | 387 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 824 | 336 |
| Volume Left | 0 | 39 |
| Volume Right | 109 | 0 |
| cSH | 1700 | 799 |
| Volume to Capacity | 0.48 | 0.05 |
| Queue Length 95th (ft) | 0 | 4 |
| Control Delay (s) | 0.0 | 1.6 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 1.6 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 57.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 55 | 603 | 309 | 236 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 60 | 655 | 336 | 257 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 602 | | | | 1259 | 484 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 602 | | | | 1259 | 484 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 94 | | | | 100 | 100 |
| cM capacity (veh/h) | 975 | | | | 175 | 578 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 715 | 592 |
| Volume Left | 60 | 0 |
| Volume Right | 0 | 257 |
| cSH | 975 | 1700 |
| Volume to Capacity | 0.06 | 0.35 |
| Queue Length 95th (ft) | 5 | 0 |
| Control Delay (s) | 1.6 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 1.6 | 0.0 |
| Approach LOS | | |

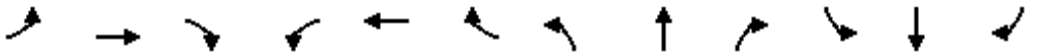
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 82.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 603 | 0 | 0 | 545 | 76 | 31 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 655 | 0 | 0 | 592 | 83 | 34 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.83 | |
| vC, conflicting volume | | | 665 | | 1268 | 675 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 665 | | 1219 | 675 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 49 | 92 |
| cM capacity (veh/h) | | | 916 | | 162 | 446 |

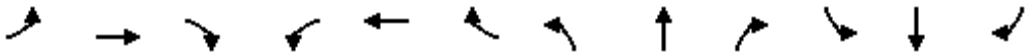
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 655 | 592 | 116 |
| Volume Left | 0 | 0 | 83 |
| Volume Right | 0 | 0 | 34 |
| cSH | 1700 | 1700 | 213 |
| Volume to Capacity | 0.39 | 0.35 | 0.55 |
| Queue Length 95th (ft) | 0 | 0 | 73 |
| Control Delay (s) | 0.0 | 0.0 | 40.5 |
| Lane LOS | | | E |
| Approach Delay (s) | 0.0 | 0.0 | 40.5 |
| Approach LOS | | | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.5 | | |
| Intersection Capacity Utilization | 45.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 486 | 66 | 10 | 385 | 52 | 39 | 270 | 13 | 91 | 299 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3437 | | 1763 | 3437 | | 1770 | 3539 | 1550 | 1770 | 3539 | 1550 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3437 | | 1763 | 3437 | | 1770 | 3539 | 1550 | 1770 | 3539 | 1550 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 33 | 528 | 72 | 11 | 418 | 57 | 42 | 293 | 14 | 99 | 325 | 48 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 9 | 0 | 0 | 28 |
| Lane Group Flow (vph) | 33 | 585 | 0 | 11 | 460 | 0 | 42 | 293 | 5 | 99 | 325 | 20 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 2.1 | 15.4 | | 0.9 | 14.2 | | 2.2 | 11.5 | 11.5 | 4.2 | 13.5 | 13.5 |
| Effective Green, g (s) | 2.1 | 15.4 | | 0.9 | 14.2 | | 2.2 | 11.5 | 11.5 | 4.2 | 13.5 | 13.5 |
| Actuated g/C Ratio | 0.04 | 0.31 | | 0.02 | 0.29 | | 0.04 | 0.23 | 0.23 | 0.08 | 0.27 | 0.27 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 75 | 1063 | | 32 | 980 | | 78 | 817 | 358 | 149 | 959 | 420 |
| v/s Ratio Prot | c0.02 | c0.17 | | 0.01 | 0.13 | | 0.02 | 0.08 | | c0.06 | c0.09 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | 0.01 |
| v/c Ratio | 0.44 | 0.55 | | 0.34 | 0.47 | | 0.54 | 0.36 | 0.01 | 0.66 | 0.34 | 0.05 |
| Uniform Delay, d1 | 23.3 | 14.3 | | 24.2 | 14.7 | | 23.3 | 16.1 | 14.8 | 22.1 | 14.6 | 13.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 4.1 | 0.6 | | 6.3 | 0.4 | | 7.0 | 0.3 | 0.0 | 10.6 | 0.2 | 0.0 |
| Delay (s) | 27.4 | 14.9 | | 30.5 | 15.0 | | 30.3 | 16.3 | 14.8 | 32.8 | 14.8 | 13.4 |
| Level of Service | C | B | | C | B | | C | B | B | C | B | B |
| Approach Delay (s) | | 15.6 | | | 15.4 | | | 17.9 | | | 18.4 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 49.8 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 48.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 26 | 520 | 22 | 39 | 311 | 9 | 19 | 50 | 56 | 13 | 35 | 21 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 28 | 565 | 24 | 42 | 338 | 10 | 21 | 54 | 61 | 14 | 38 | 23 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 358 | | | 599 | | | 949 | 1086 | 315 | 875 | 1093 | 194 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 358 | | | 599 | | | 949 | 1086 | 315 | 875 | 1093 | 194 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 96 | | | 87 | 72 | 91 | 91 | 81 | 97 |
| cM capacity (veh/h) | 1188 | | | 966 | | | 164 | 197 | 670 | 161 | 195 | 801 |

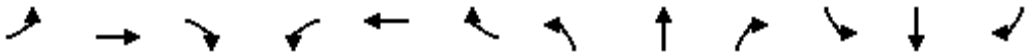
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 28 | 377 | 212 | 42 | 225 | 122 | 136 | 75 |
| Volume Left | 28 | 0 | 0 | 42 | 0 | 0 | 21 | 14 |
| Volume Right | 0 | 0 | 24 | 0 | 0 | 10 | 61 | 23 |
| cSH | 1188 | 1700 | 1700 | 966 | 1700 | 1700 | 276 | 241 |
| Volume to Capacity | 0.02 | 0.22 | 0.12 | 0.04 | 0.13 | 0.07 | 0.49 | 0.31 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 3 | 0 | 0 | 64 | 32 |
| Control Delay (s) | 8.1 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | 30.1 | 26.5 |
| Lane LOS | A | | | A | | | D | D |
| Approach Delay (s) | 0.4 | | | 1.0 | | | 30.1 | 26.5 |
| Approach LOS | | | | | | | D | D |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.5 | | | |
| Intersection Capacity Utilization | 39.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 15 | 513 | 13 | 49 | 366 | 30 | 10 | 144 | 29 | 18 | 71 | 14 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 558 | 14 | 53 | 398 | 33 | 11 | 157 | 32 | 20 | 77 | 15 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 440 | | | 582 | | | 1192 | 1154 | 585 | 1248 | 1145 | 434 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 440 | | | 582 | | | 1192 | 1154 | 585 | 1248 | 1145 | 434 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 95 | | | 89 | 13 | 94 | 43 | 58 | 98 |
| cM capacity (veh/h) | 1110 | | | 984 | | | 99 | 181 | 503 | 35 | 183 | 611 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 588 | 484 | 199 | 112 |
| Volume Left | 16 | 53 | 11 | 20 |
| Volume Right | 14 | 33 | 32 | 15 |
| cSH | 1110 | 984 | 191 | 111 |
| Volume to Capacity | 0.01 | 0.05 | 1.04 | 1.01 |
| Queue Length 95th (ft) | 1 | 4 | 228 | 164 |
| Control Delay (s) | 0.4 | 1.5 | 126.7 | 162.2 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.4 | 1.5 | 126.7 | 162.2 |
| Approach LOS | | | F | F |

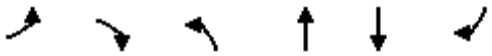
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 32.1 | | |
| Intersection Capacity Utilization | 63.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 134 | 431 | 32 | 56 | 317 | 43 | 26 | 158 | 58 | 48 | 185 | 71 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.96 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1758 | 1839 | | 1760 | 1822 | | 1756 | 1773 | | 1755 | 1770 | |
| Flt Permitted | 0.50 | 1.00 | | 0.38 | 1.00 | | 0.59 | 1.00 | | 0.61 | 1.00 | |
| Satd. Flow (perm) | 923 | 1839 | | 710 | 1822 | | 1088 | 1773 | | 1131 | 1770 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 146 | 468 | 35 | 61 | 345 | 47 | 28 | 172 | 63 | 52 | 201 | 77 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 24 | 0 | 0 | 24 | 0 |
| Lane Group Flow (vph) | 146 | 498 | 0 | 61 | 383 | 0 | 28 | 211 | 0 | 52 | 254 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 16.4 | 16.4 | | 16.4 | 16.4 | | 11.3 | 11.3 | | 11.3 | 11.3 | |
| Effective Green, g (s) | 16.4 | 16.4 | | 16.4 | 16.4 | | 11.3 | 11.3 | | 11.3 | 11.3 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | 0.44 | 0.44 | | 0.30 | 0.30 | | 0.30 | 0.30 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 404 | 804 | | 311 | 797 | | 328 | 534 | | 341 | 533 | |
| v/s Ratio Prot | | c0.27 | | | 0.21 | | | 0.12 | | | c0.14 | |
| v/s Ratio Perm | 0.16 | | | 0.09 | | | 0.03 | | | 0.05 | | |
| v/c Ratio | 0.36 | 0.62 | | 0.20 | 0.48 | | 0.09 | 0.40 | | 0.15 | 0.48 | |
| Uniform Delay, d1 | 7.1 | 8.1 | | 6.5 | 7.5 | | 9.4 | 10.4 | | 9.6 | 10.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.6 | 1.4 | | 0.3 | 0.5 | | 0.1 | 0.5 | | 0.2 | 0.7 | |
| Delay (s) | 7.6 | 9.6 | | 6.8 | 8.0 | | 9.5 | 10.9 | | 9.8 | 11.4 | |
| Level of Service | A | A | | A | A | | A | B | | A | B | |
| Approach Delay (s) | | 9.1 | | | 7.8 | | | 10.7 | | | 11.1 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.4 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 37.5 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 62.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

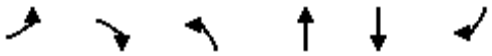
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 4 | 5 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 5 | 6 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 33 | 26 | 17 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 33 | 26 | 17 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 963 | 1032 | 1587 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 6 | 7 |
| Volume Left | 1 | 1 | 0 |
| Volume Right | 1 | 0 | 1 |
| cSH | 997 | 1587 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 1.5 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 1.5 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 1 | 188 | 247 | 4 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 1 | 214 | 281 | 5 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 412 | 163 | 295 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 412 | 163 | 295 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 558 | 839 | 1253 | | | |

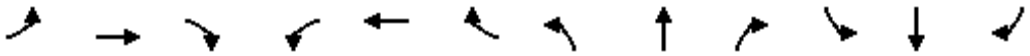
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 5 | 72 | 142 | 187 | 98 |
| Volume Left | 3 | 1 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 5 |
| cSH | 609 | 1253 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.08 | 0.11 | 0.06 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 11.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 11.0 | 0.0 | | 0.0 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 21.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 9 | 1 | 1 | 10 | 1 | 1 | 7 | 1 | 1 | 5 | 7 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 10 | 1 | 1 | 11 | 1 | 1 | 8 | 1 | 1 | 6 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 22 | | | 21 | | | 58 | 48 | 31 | 52 | 47 | 32 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 22 | | | 21 | | | 58 | 48 | 31 | 52 | 47 | 32 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 99 | 99 |
| cM capacity (veh/h) | 1580 | | | 1582 | | | 899 | 829 | 1026 | 911 | 829 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 12 | 14 | 10 | 15 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 8 |
| cSH | 1580 | 1582 | 855 | 931 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.7 | 0.6 | 9.3 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.7 | 0.6 | 9.3 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 3 | 4 | 1 | 8 | 4 | 1 | 155 | 5 | 4 | 73 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 3 | 5 | 1 | 9 | 5 | 1 | 176 | 6 | 5 | 83 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 303 | 297 | 104 | 300 | 294 | 199 | 94 | | | 192 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 303 | 297 | 104 | 300 | 294 | 199 | 94 | | | 192 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 99 | 100 | 100 | 98 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 618 | 602 | 935 | 625 | 604 | 828 | 1488 | | | 1370 | | |

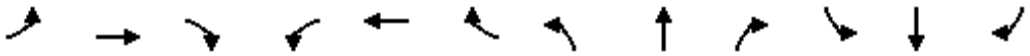
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 15 | 183 | 89 |
| Volume Left | 1 | 1 | 1 | 5 |
| Volume Right | 5 | 5 | 6 | 1 |
| cSH | 736 | 661 | 1488 | 1370 |
| Volume to Capacity | 0.01 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 2 | 0 | 0 |
| Control Delay (s) | 10.0 | 10.6 | 0.1 | 0.4 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 10.0 | 10.6 | 0.1 | 0.4 |
| Approach LOS | A | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.0 | | | |
| Intersection Capacity Utilization | 22.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 13 | 1 | 1 | 12 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 15 | 1 | 1 | 14 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 25 | | | 26 | | | 56 | 55 | 35 | 57 | 55 | 34 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 25 | | | 26 | | | 56 | 55 | 35 | 57 | 55 | 34 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1577 | | | 1575 | | | 911 | 821 | 1020 | 909 | 821 | 1022 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 17 | 16 | 5 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 2 | 1 |
| cSH | 1577 | 1575 | 936 | 910 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.5 | 0.5 | 8.9 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.5 | 0.5 | 8.9 | 9.0 |
| Approach LOS | | | A | A |

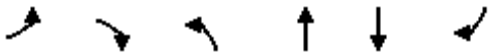
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.1 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 5 | 10 | 1 | 1 | 9 | 17 | 1 | 1 | 1 | 13 | 1 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 6 | 11 | 1 | 1 | 10 | 19 | 1 | 1 | 1 | 15 | 1 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 40 | | | 22 | | | 69 | 75 | 32 | 67 | 66 | 40 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 40 | | | 22 | | | 69 | 75 | 32 | 67 | 66 | 40 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 100 |
| cM capacity (veh/h) | 1557 | | | 1580 | | | 889 | 798 | 1025 | 894 | 807 | 1014 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 18 | 31 | 3 | 19 |
| Volume Left | 6 | 1 | 1 | 15 |
| Volume Right | 1 | 19 | 1 | 3 |
| cSH | 1557 | 1580 | 895 | 907 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 2 |
| Control Delay (s) | 2.3 | 0.3 | 9.0 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.3 | 0.3 | 9.0 | 9.1 |
| Approach LOS | | | A | A |

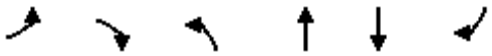
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 26 | 20 | 0 | 213 | 7 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 30 | 23 | 0 | 242 | 8 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 30 | 23 | 242 | 8 |
| Volume Left (vph) | 0 | 23 | 0 | 0 |
| Volume Right (vph) | 30 | 0 | 0 | 8 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 4.0 | 4.6 | 4.6 | 3.9 |
| Degree Utilization, x | 0.03 | 0.03 | 0.31 | 0.01 |
| Capacity (veh/h) | 848 | 770 | 765 | 911 |
| Control Delay (s) | 7.1 | 7.7 | 8.5 | 5.7 |
| Approach Delay (s) | 7.1 | 7.7 | 8.4 | |
| Approach LOS | A | A | A | |

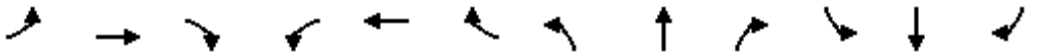
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.2 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 29.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 48 | 214 | 112 | 85 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 55 | 243 | 127 | 97 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 500 | 147 | 137 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 500 | 147 | 137 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 96 | | | |
| cM capacity (veh/h) | 502 | 885 | 1435 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 5 | 298 | 127 | 97 |
| Volume Left | 3 | 55 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 97 |
| cSH | 563 | 1435 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.04 | 0.07 | 0.06 |
| Queue Length 95th (ft) | 1 | 3 | 0 | 0 |
| Control Delay (s) | 11.4 | 1.7 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 11.4 | 1.7 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 33.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 159 | 129 | 75 | 23 | 110 | 32 | 52 | 148 | 9 | 42 | 169 | 156 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 181 | 147 | 85 | 26 | 125 | 36 | 59 | 168 | 10 | 48 | 192 | 177 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 327 | 85 | 188 | 143 | 94 | 112 | 128 | 177 |
| Volume Left (vph) | 181 | 0 | 26 | 59 | 0 | 48 | 0 | 0 |
| Volume Right (vph) | 0 | 85 | 36 | 0 | 10 | 0 | 0 | 177 |
| Hadj (s) | 0.14 | -0.57 | -0.05 | 0.24 | -0.04 | 0.25 | 0.03 | -0.67 |
| Departure Headway (s) | 5.8 | 3.2 | 5.9 | 6.7 | 6.4 | 6.7 | 6.5 | 3.2 |
| Degree Utilization, x | 0.52 | 0.08 | 0.30 | 0.27 | 0.17 | 0.21 | 0.23 | 0.16 |
| Capacity (veh/h) | 587 | 1121 | 558 | 487 | 515 | 493 | 510 | 1121 |
| Control Delay (s) | 14.9 | 6.5 | 11.4 | 11.0 | 9.5 | 10.3 | 10.3 | 5.6 |
| Approach Delay (s) | 13.2 | | 11.4 | 10.4 | | 8.3 | | |
| Approach LOS | B | | B | B | | A | | |

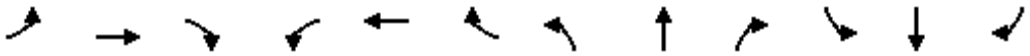
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 10.8 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 55.3% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 86 | 105 | 12 | 117 | 95 | 4 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 98 | 119 | 14 | 133 | 108 | 5 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 217 | 147 | 113 |
| Volume Left (vph) | 0 | 14 | 108 |
| Volume Right (vph) | 119 | 0 | 5 |
| Hadj (s) | -0.30 | 0.05 | 0.20 |
| Departure Headway (s) | 4.1 | 4.5 | 4.9 |
| Degree Utilization, x | 0.24 | 0.18 | 0.15 |
| Capacity (veh/h) | 857 | 769 | 687 |
| Control Delay (s) | 8.4 | 8.5 | 8.8 |
| Approach Delay (s) | 8.4 | 8.5 | 8.8 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.5 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 30.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 97 | 50 | 64 | 43 | 3 | 26 | 133 | 112 | 16 | 103 | 2 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 10 | 110 | 57 | 73 | 49 | 3 | 30 | 151 | 127 | 18 | 117 | 2 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 177 | 125 | 181 | 127 | 138 |
| Volume Left (vph) | 10 | 73 | 30 | 0 | 18 |
| Volume Right (vph) | 57 | 3 | 0 | 127 | 2 |
| Hadj (s) | -0.15 | 0.13 | 0.12 | -0.67 | 0.05 |
| Departure Headway (s) | 5.0 | 5.4 | 5.6 | 4.8 | 5.3 |
| Degree Utilization, x | 0.25 | 0.19 | 0.28 | 0.17 | 0.20 |
| Capacity (veh/h) | 656 | 609 | 613 | 707 | 631 |
| Control Delay (s) | 9.7 | 9.6 | 9.6 | 7.6 | 9.6 |
| Approach Delay (s) | 9.7 | 9.6 | 8.7 | | 9.6 |
| Approach LOS | A | A | A | | A |

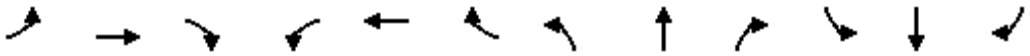
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.3 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 47.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 17 | 175 | 242 | 0 | 0 | 250 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 19 | 199 | 275 | 0 | 0 | 284 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 579 | 295 | | | 285 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 579 | 295 | | | 285 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 96 | 73 | | | 100 | |
| cM capacity (veh/h) | 469 | 732 | | | 1267 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 218 | 275 | 284 |
| Volume Left | 19 | 0 | 0 |
| Volume Right | 199 | 0 | 0 |
| cSH | 697 | 1700 | 1700 |
| Volume to Capacity | 0.31 | 0.16 | 0.17 |
| Queue Length 95th (ft) | 33 | 0 | 0 |
| Control Delay (s) | 12.5 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 12.5 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.5 | | |
| Intersection Capacity Utilization | 32.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 118 | 11 | 111 | 0 | 0 | 0 | 4 | 106 | 2 | 24 | 81 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 134 | 12 | 126 | 0 | 0 | 0 | 5 | 120 | 2 | 27 | 92 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 301 | 302 | 116 | 371 | 305 | 142 | 110 | | | 133 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 301 | 302 | 116 | 371 | 305 | 142 | 110 | | | 133 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 79 | 98 | 86 | 100 | 100 | 100 | 100 | | | 98 | | |
| cM capacity (veh/h) | 626 | 592 | 921 | 482 | 590 | 899 | 1468 | | | 1452 | | |

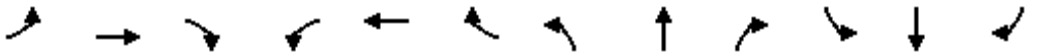
| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 273 | 127 | 127 |
| Volume Left | 134 | 5 | 27 |
| Volume Right | 126 | 2 | 8 |
| cSH | 1159 | 1468 | 1452 |
| Volume to Capacity | 0.24 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 23 | 0 | 1 |
| Control Delay (s) | 11.2 | 0.3 | 1.7 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 11.2 | 0.3 | 1.7 |
| Approach LOS | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 33.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 987 | 88 | 158 | 787 | 0 | 0 | 0 | 246 | 224 | 43 | 96 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1518 | 1770 | 3539 | | | | 1571 | 3433 | 1863 | 1544 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1518 | 1770 | 3539 | | | | 1571 | 3433 | 1863 | 1544 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1073 | 96 | 172 | 855 | 0 | 0 | 0 | 267 | 243 | 47 | 104 |
| RTOR Reduction (vph) | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 211 | 0 | 0 | 73 |
| Lane Group Flow (vph) | 0 | 1073 | 59 | 172 | 855 | 0 | 0 | 0 | 56 | 243 | 47 | 31 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 25.4 | 25.4 | 9.2 | 39.5 | | | | 8.6 | 7.1 | 20.6 | 20.6 |
| Effective Green, g (s) | | 25.4 | 25.4 | 9.2 | 39.5 | | | | 8.6 | 7.1 | 20.6 | 20.6 |
| Actuated g/C Ratio | | 0.36 | 0.36 | 0.13 | 0.57 | | | | 0.12 | 0.10 | 0.29 | 0.29 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1286 | 552 | 233 | 2000 | | | | 193 | 349 | 549 | 455 |
| v/s Ratio Prot | | c0.30 | | c0.10 | 0.24 | | | | | c0.07 | 0.03 | |
| v/s Ratio Perm | | | 0.04 | | | | | | c0.04 | | | 0.02 |
| v/c Ratio | | 0.83 | 0.11 | 0.74 | 0.43 | | | | 0.29 | 0.70 | 0.09 | 0.07 |
| Uniform Delay, d1 | | 20.3 | 14.7 | 29.2 | 8.7 | | | | 27.9 | 30.4 | 17.8 | 17.7 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 4.8 | 0.1 | 11.5 | 0.1 | | | | 0.8 | 5.9 | 0.1 | 0.1 |
| Delay (s) | | 25.1 | 14.8 | 40.7 | 8.9 | | | | 28.7 | 36.3 | 17.9 | 17.8 |
| Level of Service | | C | B | D | A | | | | C | D | B | B |
| Approach Delay (s) | | 24.3 | | | 14.2 | | | 28.7 | | | 29.2 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 69.9 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 62.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 338 | 755 | 201 | 251 | 666 | 224 | 121 | 167 | 165 | 135 | 299 | 177 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1540 | 3433 | 3382 | | 3433 | 3539 | 1540 | 1770 | 3539 | 2660 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1540 | 3433 | 3382 | | 3433 | 3539 | 1540 | 1770 | 3539 | 2660 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 367 | 821 | 218 | 273 | 724 | 243 | 132 | 182 | 179 | 147 | 325 | 192 |
| RTOR Reduction (vph) | 0 | 0 | 75 | 0 | 35 | 0 | 0 | 0 | 152 | 0 | 0 | 162 |
| Lane Group Flow (vph) | 367 | 821 | 143 | 273 | 932 | 0 | 132 | 182 | 27 | 147 | 325 | 30 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 19.0 | 33.6 | 33.6 | 10.9 | 25.5 | | 7.6 | 12.7 | 12.7 | 8.0 | 13.1 | 13.1 |
| Effective Green, g (s) | 19.0 | 33.6 | 33.6 | 10.9 | 25.5 | | 7.6 | 12.7 | 12.7 | 8.0 | 13.1 | 13.1 |
| Actuated g/C Ratio | 0.23 | 0.40 | 0.40 | 0.13 | 0.31 | | 0.09 | 0.15 | 0.15 | 0.10 | 0.16 | 0.16 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 405 | 1433 | 623 | 451 | 1039 | | 314 | 542 | 236 | 171 | 559 | 420 |
| v/s Ratio Prot | c0.21 | 0.23 | | 0.08 | c0.28 | | 0.04 | 0.05 | | c0.08 | c0.09 | |
| v/s Ratio Perm | | | 0.09 | | | | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.91 | 0.57 | 0.23 | 0.61 | 0.90 | | 0.42 | 0.34 | 0.12 | 0.86 | 0.58 | 0.07 |
| Uniform Delay, d1 | 31.1 | 19.1 | 16.2 | 34.0 | 27.5 | | 35.6 | 31.4 | 30.3 | 36.9 | 32.4 | 29.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 23.3 | 0.6 | 0.2 | 2.3 | 10.2 | | 0.9 | 0.4 | 0.2 | 32.4 | 1.5 | 0.1 |
| Delay (s) | 54.4 | 19.7 | 16.4 | 36.3 | 37.7 | | 36.5 | 31.8 | 30.5 | 69.3 | 34.0 | 29.8 |
| Level of Service | D | B | B | D | D | | D | C | C | E | C | C |
| Approach Delay (s) | | 28.2 | | | 37.4 | | | 32.6 | | | 40.6 | |
| Approach LOS | | C | | | D | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 33.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 83.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 74.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 990 | 0 | 0 | 992 | 273 | 66 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.97 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1736 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1736 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1076 | 0 | 0 | 1078 | 297 | 72 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 13 | 0 |
| Lane Group Flow (vph) | 1076 | 0 | 0 | 1078 | 356 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 21.8 | | | 21.8 | 15.7 | |
| Effective Green, g (s) | 21.8 | | | 21.8 | 15.7 | |
| Actuated g/C Ratio | 0.46 | | | 0.46 | 0.33 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1631 | | | 1631 | 576 | |
| v/s Ratio Prot | 0.30 | | | c0.30 | c0.20 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.66 | | | 0.66 | 0.62 | |
| Uniform Delay, d1 | 9.9 | | | 9.9 | 13.3 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.0 | | | 1.0 | 2.0 | |
| Delay (s) | 10.9 | | | 10.9 | 15.3 | |
| Level of Service | B | | | B | B | |
| Approach Delay (s) | 10.9 | | | 10.9 | 15.3 | |
| Approach LOS | B | | | B | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 47.3 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 64.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 766 | 42 | 343 | 380 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2685 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2685 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 287 | 0 | 0 | 0 | 0 | 833 | 46 | 373 | 413 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 833 | 46 | 373 | 413 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.3 | | | | | 17.8 | 54.0 | 15.1 | 36.9 | |
| Effective Green, g (s) | | | 7.3 | | | | | 17.8 | 54.0 | 15.1 | 36.9 | |
| Actuated g/C Ratio | | | 0.14 | | | | | 0.33 | 1.00 | 0.28 | 0.68 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 363 | | | | | 1167 | 1544 | 495 | 2418 | |
| v/s Ratio Prot | | | | | | | | c0.24 | | c0.21 | 0.12 | |
| v/s Ratio Perm | | | c0.01 | | | | | | 0.03 | | | |
| v/c Ratio | | | 0.11 | | | | | 0.71 | 0.03 | 0.75 | 0.17 | |
| Uniform Delay, d1 | | | 20.5 | | | | | 15.9 | 0.0 | 17.8 | 3.1 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.1 | | | | | 2.1 | 0.0 | 6.4 | 0.0 | |
| Delay (s) | | | 20.6 | | | | | 18.0 | 0.0 | 24.2 | 3.1 | |
| Level of Service | | | C | | | | | B | A | C | A | |
| Approach Delay (s) | | 20.6 | | | 0.0 | | | 17.0 | | | 13.1 | |
| Approach LOS | | C | | | A | | | B | | | B | |

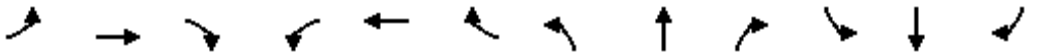
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 54.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 47.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 183 | 64 | 62 | 21 | 34 | 100 | 16 | 544 | 65 | 123 | 540 | 69 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 199 | 70 | 67 | 23 | 37 | 109 | 17 | 591 | 71 | 134 | 587 | 75 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1332 | 1571 | 313 | 1309 | 1575 | 316 | 672 | | | 672 | | |
| vC1, stage 1 conf vol | 864 | 864 | | 636 | 636 | | | | | | | |
| vC2, stage 2 conf vol | 468 | 707 | | 673 | 939 | | | | | | | |
| vCu, unblocked vol | 1332 | 1571 | 313 | 1309 | 1575 | 316 | 672 | | | 672 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 69 | 90 | 89 | 85 | 84 | 98 | | | 85 | | |
| cM capacity (veh/h) | 199 | 225 | 671 | 202 | 239 | 669 | 907 | | | 907 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 336 | 168 | 17 | 296 | 296 | 71 | 134 | 293 | 293 | 75 |
| Volume Left | 199 | 23 | 17 | 0 | 0 | 0 | 134 | 0 | 0 | 0 |
| Volume Right | 67 | 109 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 75 |
| cSH | 238 | 392 | 907 | 1700 | 1700 | 1700 | 907 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.41 | 0.43 | 0.02 | 0.17 | 0.17 | 0.04 | 0.15 | 0.17 | 0.17 | 0.04 |
| Queue Length 95th (ft) | 472 | 53 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| Control Delay (s) | 246.7 | 20.9 | 9.0 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | A | | | | A | | | |
| Approach Delay (s) | 246.7 | 20.9 | 0.2 | | | | 1.6 | | | |
| Approach LOS | F | C | | | | | | | | |

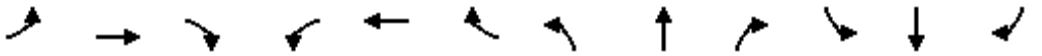
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 44.4 | | | |
| Intersection Capacity Utilization | 63.4% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 163 | 201 | 26 | 57 | 114 | 54 | 30 | 379 | 72 | 100 | 375 | 103 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1816 | 1549 | | 1829 | 1549 | 1770 | 3539 | 1527 | 1770 | 3539 | 1527 |
| Flt Permitted | | 0.77 | 1.00 | | 0.73 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1426 | 1549 | | 1360 | 1549 | 1770 | 3539 | 1527 | 1770 | 3539 | 1527 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 177 | 218 | 28 | 62 | 124 | 59 | 33 | 412 | 78 | 109 | 408 | 112 |
| RTOR Reduction (vph) | 0 | 0 | 18 | 0 | 0 | 38 | 0 | 0 | 57 | 0 | 0 | 77 |
| Lane Group Flow (vph) | 0 | 395 | 10 | 0 | 186 | 21 | 33 | 412 | 21 | 109 | 408 | 35 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 17.9 | 17.9 | | 17.9 | 17.9 | 2.4 | 13.5 | 13.5 | 5.1 | 16.2 | 16.2 |
| Effective Green, g (s) | | 17.9 | 17.9 | | 17.9 | 17.9 | 2.4 | 13.5 | 13.5 | 5.1 | 16.2 | 16.2 |
| Actuated g/C Ratio | | 0.35 | 0.35 | | 0.35 | 0.35 | 0.05 | 0.26 | 0.26 | 0.10 | 0.32 | 0.32 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 499 | 542 | | 475 | 542 | 83 | 933 | 403 | 176 | 1120 | 483 |
| v/s Ratio Prot | | | | | | | 0.02 | c0.12 | | c0.06 | c0.12 | |
| v/s Ratio Perm | | c0.28 | 0.01 | | 0.14 | 0.01 | | | 0.01 | | | 0.02 |
| v/c Ratio | | 0.79 | 0.02 | | 0.39 | 0.04 | 0.40 | 0.44 | 0.05 | 0.62 | 0.36 | 0.07 |
| Uniform Delay, d1 | | 15.0 | 10.9 | | 12.5 | 11.0 | 23.7 | 15.7 | 14.1 | 22.1 | 13.5 | 12.2 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 8.4 | 0.0 | | 0.5 | 0.0 | 3.1 | 0.3 | 0.1 | 6.4 | 0.2 | 0.1 |
| Delay (s) | | 23.3 | 10.9 | | 13.1 | 11.0 | 26.8 | 16.0 | 14.1 | 28.5 | 13.7 | 12.3 |
| Level of Service | | C | B | | B | B | C | B | B | C | B | B |
| Approach Delay (s) | | 22.5 | | | 12.6 | | | 16.4 | | | 16.0 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 51.2 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 63.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

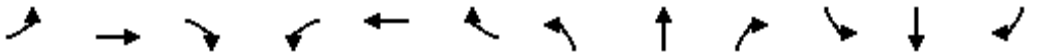
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 13 | 293 | 39 | 103 | 174 | 17 | 26 | 26 | 124 | 23 | 33 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 318 | 42 | 112 | 189 | 18 | 28 | 28 | 135 | 25 | 36 | 8 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 375 | 320 | 191 | 61 | 8 |
| Volume Left (vph) | 14 | 112 | 28 | 25 | 0 |
| Volume Right (vph) | 42 | 18 | 135 | 0 | 8 |
| Hadj (s) | -0.03 | 0.07 | -0.36 | 0.24 | -0.67 |
| Departure Headway (s) | 5.1 | 5.3 | 5.6 | 6.9 | 6.0 |
| Degree Utilization, x | 0.54 | 0.47 | 0.30 | 0.12 | 0.01 |
| Capacity (veh/h) | 665 | 644 | 570 | 447 | 506 |
| Control Delay (s) | 13.9 | 12.9 | 11.0 | 9.6 | 7.9 |
| Approach Delay (s) | 13.9 | 12.9 | 11.0 | 9.4 | |
| Approach LOS | B | B | B | A | |

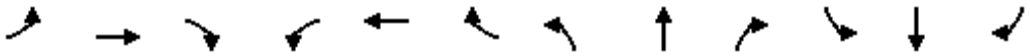
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 12.7 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 62.4% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 523 | 88 | 129 | 353 | 0 | 0 | 0 | 0 | 84 | 0 | 103 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 568 | 96 | 140 | 384 | 0 | 0 | 0 | 0 | 91 | 0 | 112 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 13 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 397 | | | 677 | | | 1168 | 1306 | 355 | 971 | 1354 | 215 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 397 | | | 677 | | | 1168 | 1306 | 355 | 971 | 1354 | 215 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 85 | | | 100 | 100 | 100 | 49 | 100 | 86 |
| cM capacity (veh/h) | 1146 | | | 911 | | | 110 | 133 | 636 | 178 | 124 | 775 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 379 | 285 | 140 | 192 | 192 | 203 |
| Volume Left | 0 | 0 | 140 | 0 | 0 | 91 |
| Volume Right | 0 | 96 | 0 | 0 | 0 | 112 |
| cSH | 1700 | 1700 | 911 | 1700 | 1700 | 396 |
| Volume to Capacity | 0.22 | 0.17 | 0.15 | 0.11 | 0.11 | 0.51 |
| Queue Length 95th (ft) | 0 | 0 | 14 | 0 | 0 | 71 |
| Control Delay (s) | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 25.9 |
| Lane LOS | | | A | | | D |
| Approach Delay (s) | 0.0 | | 2.6 | | | 25.9 |
| Approach LOS | | | | | | D |

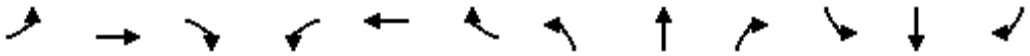
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 46.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 68 | 491 | 0 | 0 | 466 | 129 | 25 | 1 | 98 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 74 | 534 | 0 | 0 | 507 | 140 | 27 | 1 | 107 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 17 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 664 | | | 551 | | | 962 | 1362 | 294 | 1019 | 1292 | 350 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 664 | | | 551 | | | 962 | 1362 | 294 | 1019 | 1292 | 350 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 100 | | | 86 | 99 | 84 | 100 | 100 | 100 |
| cM capacity (veh/h) | 921 | | | 1001 | | | 191 | 133 | 687 | 148 | 147 | 640 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 252 | 356 | 338 | 309 | 135 |
| Volume Left | 74 | 0 | 0 | 0 | 27 |
| Volume Right | 0 | 0 | 0 | 140 | 107 |
| cSH | 921 | 1700 | 1700 | 1700 | 869 |
| Volume to Capacity | 0.08 | 0.21 | 0.20 | 0.18 | 0.16 |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 14 |
| Control Delay (s) | 3.3 | 0.0 | 0.0 | 0.0 | 14.6 |
| Lane LOS | A | | | | B |
| Approach Delay (s) | 1.4 | | 0.0 | | 14.6 |
| Approach LOS | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 52.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 55 | 366 | 183 | 142 | 360 | 37 | 155 | 309 | 168 | 53 | 406 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.95 | | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3330 | | 1770 | 3482 | | 1770 | 3324 | | 1770 | 3498 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3330 | | 1770 | 3482 | | 1770 | 3324 | | 1770 | 3498 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 60 | 398 | 199 | 154 | 391 | 40 | 168 | 336 | 183 | 58 | 441 | 32 |
| RTOR Reduction (vph) | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 101 | 0 | 0 | 8 | 0 |
| Lane Group Flow (vph) | 60 | 508 | 0 | 154 | 420 | 0 | 168 | 418 | 0 | 58 | 465 | 0 |
| Confl. Peds. (#/hr) | 14 | | 14 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.4 | 15.5 | | 8.6 | 19.7 | | 8.7 | 19.7 | | 4.4 | 15.4 | |
| Effective Green, g (s) | 4.4 | 15.5 | | 8.6 | 19.7 | | 8.7 | 19.7 | | 4.4 | 15.4 | |
| Actuated g/C Ratio | 0.07 | 0.23 | | 0.13 | 0.30 | | 0.13 | 0.30 | | 0.07 | 0.23 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 118 | 782 | | 231 | 1039 | | 233 | 992 | | 118 | 816 | |
| v/s Ratio Prot | 0.03 | c0.15 | | c0.09 | 0.12 | | c0.09 | 0.13 | | 0.03 | c0.13 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.51 | 0.65 | | 0.67 | 0.40 | | 0.72 | 0.42 | | 0.49 | 0.57 | |
| Uniform Delay, d1 | 29.8 | 22.8 | | 27.3 | 18.5 | | 27.5 | 18.6 | | 29.7 | 22.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.4 | 1.9 | | 7.1 | 0.3 | | 10.5 | 0.3 | | 3.2 | 1.0 | |
| Delay (s) | 33.2 | 24.7 | | 34.4 | 18.7 | | 38.0 | 18.9 | | 32.9 | 23.3 | |
| Level of Service | C | C | | C | B | | D | B | | C | C | |
| Approach Delay (s) | | 25.5 | | | 22.9 | | | 23.5 | | | 24.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 66.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 60.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 56 | 103 | 3 | 68 | 119 | 45 | 2 | 320 | 37 | 47 | 328 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.96 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1854 | | 1770 | 1768 | | 1754 | 1827 | | 1770 | 1812 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1854 | | 1770 | 1768 | | 1754 | 1827 | | 1770 | 1812 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 61 | 112 | 3 | 74 | 129 | 49 | 2 | 348 | 40 | 51 | 357 | 62 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 21 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 61 | 113 | 0 | 74 | 157 | 0 | 2 | 383 | 0 | 51 | 412 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.5 | 8.2 | | 3.5 | 8.2 | | 0.8 | 20.3 | | 3.4 | 22.9 | |
| Effective Green, g (s) | 3.5 | 8.2 | | 3.5 | 8.2 | | 0.8 | 20.3 | | 3.4 | 22.9 | |
| Actuated g/C Ratio | 0.07 | 0.15 | | 0.07 | 0.15 | | 0.02 | 0.38 | | 0.06 | 0.43 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 116 | 286 | | 116 | 273 | | 26 | 697 | | 113 | 780 | |
| v/s Ratio Prot | 0.03 | 0.06 | | c0.04 | c0.09 | | 0.00 | 0.21 | | c0.03 | c0.23 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.53 | 0.40 | | 0.64 | 0.57 | | 0.08 | 0.55 | | 0.45 | 0.53 | |
| Uniform Delay, d1 | 24.0 | 20.3 | | 24.2 | 20.9 | | 25.8 | 12.9 | | 24.0 | 11.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.3 | 0.9 | | 11.0 | 2.9 | | 1.3 | 0.9 | | 2.8 | 0.6 | |
| Delay (s) | 28.3 | 21.2 | | 35.2 | 23.8 | | 27.1 | 13.8 | | 26.9 | 11.8 | |
| Level of Service | C | C | | D | C | | C | B | | C | B | |
| Approach Delay (s) | | 23.6 | | | 27.1 | | | 13.8 | | | 13.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |

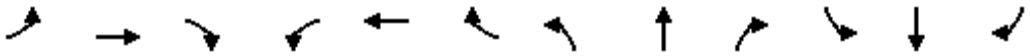
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 53.2 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 52.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 7 | 145 | 12 | 4 | 234 | 7 | 12 | 12 | 2 | 9 | 21 | 10 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 158 | 13 | 4 | 254 | 8 | 13 | 13 | 2 | 10 | 23 | 11 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 272 | | | 181 | | | 488 | 470 | 184 | 475 | 473 | 278 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 272 | | | 181 | | | 488 | 470 | 184 | 475 | 473 | 278 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 97 | 97 | 100 | 98 | 95 | 99 |
| cM capacity (veh/h) | 1281 | | | 1383 | | | 448 | 479 | 844 | 471 | 477 | 748 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 178 | 266 | 28 | 43 |
| Volume Left | 8 | 4 | 13 | 10 |
| Volume Right | 13 | 8 | 2 | 11 |
| cSH | 1281 | 1383 | 480 | 523 |
| Volume to Capacity | 0.01 | 0.00 | 0.06 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 5 | 7 |
| Control Delay (s) | 0.4 | 0.2 | 13.0 | 12.5 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.4 | 0.2 | 13.0 | 12.5 |
| Approach LOS | | | B | B |

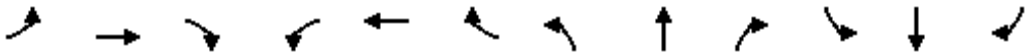
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 27.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 20 | 101 | 23 | 12 | 151 | 18 | 43 | 82 | 24 | 8 | 71 | 21 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 110 | 25 | 13 | 164 | 20 | 47 | 89 | 26 | 9 | 77 | 23 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 157 | 197 | 162 | 109 |
| Volume Left (vph) | 22 | 13 | 47 | 9 |
| Volume Right (vph) | 25 | 20 | 26 | 23 |
| Hadj (s) | -0.03 | -0.01 | 0.00 | -0.08 |
| Departure Headway (s) | 4.8 | 4.8 | 4.9 | 4.9 |
| Degree Utilization, x | 0.21 | 0.26 | 0.22 | 0.15 |
| Capacity (veh/h) | 693 | 704 | 680 | 665 |
| Control Delay (s) | 9.1 | 9.5 | 9.3 | 8.8 |
| Approach Delay (s) | 9.1 | 9.5 | 9.3 | 8.8 |
| Approach LOS | A | A | A | A |

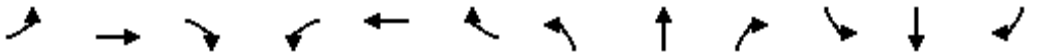
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.2 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 34.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 212 | 3 | 13 | 321 | 9 | 6 | 9 | 34 | 2 | 2 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 230 | 3 | 14 | 349 | 10 | 7 | 10 | 37 | 2 | 2 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 369 | | | 244 | | | 638 | 641 | 252 | 678 | 638 | 374 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 369 | | | 244 | | | 638 | 641 | 252 | 678 | 638 | 374 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 98 | 97 | 95 | 99 | 99 | 100 |
| cM capacity (veh/h) | 1180 | | | 1312 | | | 372 | 382 | 774 | 329 | 383 | 661 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 235 | 373 | 53 | 5 |
| Volume Left | 1 | 14 | 7 | 2 |
| Volume Right | 3 | 10 | 37 | 1 |
| cSH | 1180 | 1312 | 586 | 390 |
| Volume to Capacity | 0.00 | 0.01 | 0.09 | 0.01 |
| Queue Length 95th (ft) | 0 | 1 | 7 | 1 |
| Control Delay (s) | 0.0 | 0.4 | 11.8 | 14.4 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.0 | 0.4 | 11.8 | 14.4 |
| Approach LOS | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 39.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 236 | 1 | 8 | 196 | 0 | 4 | 0 | 39 | 230 | 9 | 113 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 257 | 1 | 9 | 213 | 0 | 4 | 0 | 42 | 250 | 10 | 123 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 223 | | | 268 | | | 574 | 508 | 277 | 550 | 508 | 233 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 223 | | | 268 | | | 574 | 508 | 277 | 550 | 508 | 233 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 99 | 100 | 94 | 38 | 98 | 85 |
| cM capacity (veh/h) | 1335 | | | 1285 | | | 345 | 457 | 749 | 406 | 457 | 793 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 258 | 222 | 47 | 383 |
| Volume Left | 0 | 9 | 4 | 250 |
| Volume Right | 1 | 0 | 42 | 123 |
| cSH | 1700 | 1285 | 676 | 601 |
| Volume to Capacity | 0.15 | 0.01 | 0.07 | 0.64 |
| Queue Length 95th (ft) | 0 | 1 | 6 | 113 |
| Control Delay (s) | 0.0 | 0.4 | 10.7 | 22.4 |
| Lane LOS | | A | B | C |
| Approach Delay (s) | 0.0 | 0.4 | 10.7 | 22.4 |
| Approach LOS | | | B | C |

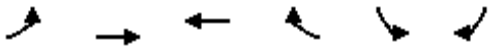
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 10.1 | | | |
| Intersection Capacity Utilization | 43.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 429 | 95 | 15 | 207 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 466 | 103 | 16 | 225 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 580 | | 796 | 538 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 580 | | 796 | 538 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 100 | 100 |
| cM capacity (veh/h) | | | 994 | | 348 | 539 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 570 | 241 |
| Volume Left | 0 | 16 |
| Volume Right | 103 | 0 |
| cSH | 1700 | 994 |
| Volume to Capacity | 0.34 | 0.02 |
| Queue Length 95th (ft) | 0 | 1 |
| Control Delay (s) | 0.0 | 0.7 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 0.7 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 41.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 66 | 384 | 274 | 205 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 72 | 417 | 298 | 223 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 531 | | | | 990 | 429 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 531 | | | | 990 | 429 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 100 | 100 |
| cM capacity (veh/h) | 1037 | | | | 252 | 621 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 489 | 521 |
| Volume Left | 72 | 0 |
| Volume Right | 0 | 223 |
| cSH | 1037 | 1700 |
| Volume to Capacity | 0.07 | 0.31 |
| Queue Length 95th (ft) | 6 | 0 |
| Control Delay (s) | 2.0 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 2.0 | 0.0 |
| Approach LOS | | |

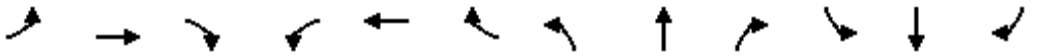
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 67.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 396 | 0 | 0 | 435 | 73 | 23 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 430 | 0 | 0 | 473 | 79 | 25 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.88 | |
| vC, conflicting volume | | | 440 | | 923 | 450 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 440 | | 847 | 450 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 73 | 96 |
| cM capacity (veh/h) | | | 1110 | | 289 | 599 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 430 | 473 | 104 |
| Volume Left | 0 | 0 | 79 |
| Volume Right | 0 | 0 | 25 |
| cSH | 1700 | 1700 | 379 |
| Volume to Capacity | 0.25 | 0.28 | 0.27 |
| Queue Length 95th (ft) | 0 | 0 | 28 |
| Control Delay (s) | 0.0 | 0.0 | 19.5 |
| Lane LOS | | | C |
| Approach Delay (s) | 0.0 | 0.0 | 19.5 |
| Approach LOS | | | C |

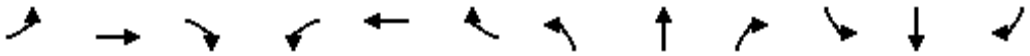
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.0 | |
| Intersection Capacity Utilization | | 36.2% | ICU Level of Service |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 116 | 410 | 70 | 168 | 681 | 57 | 153 | 296 | 111 | 59 | 347 | 171 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3450 | | 1770 | 3492 | | 1770 | 3539 | 1545 | 1770 | 3539 | 1545 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3450 | | 1770 | 3492 | | 1770 | 3539 | 1545 | 1770 | 3539 | 1545 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 126 | 446 | 76 | 183 | 740 | 62 | 166 | 322 | 121 | 64 | 377 | 186 |
| RTOR Reduction (vph) | 0 | 20 | 0 | 0 | 8 | 0 | 0 | 0 | 71 | 0 | 0 | 101 |
| Lane Group Flow (vph) | 126 | 502 | 0 | 183 | 794 | 0 | 166 | 322 | 50 | 64 | 377 | 85 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 6.1 | 16.3 | | 9.5 | 19.7 | | 8.1 | 17.7 | 17.7 | 4.5 | 14.1 | 14.1 |
| Effective Green, g (s) | 6.1 | 16.3 | | 9.5 | 19.7 | | 8.1 | 17.7 | 17.7 | 4.5 | 14.1 | 14.1 |
| Actuated g/C Ratio | 0.09 | 0.25 | | 0.14 | 0.30 | | 0.12 | 0.27 | 0.27 | 0.07 | 0.21 | 0.21 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 164 | 855 | | 256 | 1045 | | 218 | 952 | 416 | 121 | 758 | 331 |
| v/s Ratio Prot | 0.07 | 0.15 | | c0.10 | c0.23 | | c0.09 | c0.09 | | 0.04 | c0.11 | |
| v/s Ratio Perm | | | | | | | | | 0.03 | | | 0.06 |
| v/c Ratio | 0.77 | 0.59 | | 0.71 | 0.76 | | 0.76 | 0.34 | 0.12 | 0.53 | 0.50 | 0.26 |
| Uniform Delay, d1 | 29.2 | 21.8 | | 26.9 | 20.9 | | 27.9 | 19.3 | 18.2 | 29.6 | 22.7 | 21.5 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 19.2 | 1.0 | | 9.1 | 3.2 | | 14.5 | 0.2 | 0.1 | 4.1 | 0.5 | 0.4 |
| Delay (s) | 48.3 | 22.8 | | 36.0 | 24.1 | | 42.4 | 19.6 | 18.3 | 33.8 | 23.2 | 21.9 |
| Level of Service | D | C | | D | C | | D | B | B | C | C | C |
| Approach Delay (s) | | 27.8 | | | 26.3 | | | 25.5 | | | 23.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 65.8 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 61.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

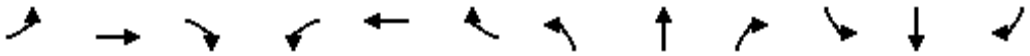
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 9 | 340 | 18 | 34 | 269 | 8 | 4 | 42 | 51 | 8 | 26 | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 370 | 20 | 37 | 292 | 9 | 4 | 46 | 55 | 9 | 28 | 10 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 311 | | | 399 | | | 663 | 794 | 215 | 673 | 799 | 171 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 311 | | | 399 | | | 663 | 794 | 215 | 673 | 799 | 171 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 97 | | | 99 | 85 | 93 | 97 | 91 | 99 |
| cM capacity (veh/h) | 1236 | | | 1146 | | | 299 | 301 | 777 | 264 | 299 | 830 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 10 | 246 | 143 | 37 | 195 | 106 | 105 | 47 |
| Volume Left | 10 | 0 | 0 | 37 | 0 | 0 | 4 | 9 |
| Volume Right | 0 | 0 | 20 | 0 | 0 | 9 | 55 | 10 |
| cSH | 1236 | 1700 | 1700 | 1146 | 1700 | 1700 | 444 | 336 |
| Volume to Capacity | 0.01 | 0.14 | 0.08 | 0.03 | 0.11 | 0.06 | 0.24 | 0.14 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 2 | 0 | 0 | 23 | 12 |
| Control Delay (s) | 7.9 | 0.0 | 0.0 | 8.2 | 0.0 | 0.0 | 15.6 | 17.5 |
| Lane LOS | A | | | A | | | C | C |
| Approach Delay (s) | 0.2 | | | 0.9 | | | 15.6 | 17.5 |
| Approach LOS | | | | | | | C | C |

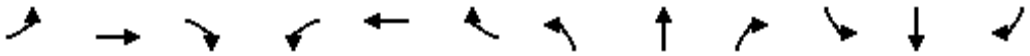
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.2 | | | |
| Intersection Capacity Utilization | 32.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 8 | 351 | 10 | 26 | 277 | 30 | 14 | 102 | 29 | 12 | 48 | 15 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 382 | 11 | 28 | 301 | 33 | 15 | 111 | 32 | 13 | 52 | 16 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 344 | | | 402 | | | 841 | 815 | 407 | 885 | 804 | 337 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 344 | | | 402 | | | 841 | 815 | 407 | 885 | 804 | 337 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 93 | 63 | 95 | 92 | 83 | 98 |
| cM capacity (veh/h) | 1205 | | | 1147 | | | 229 | 297 | 633 | 170 | 301 | 693 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 401 | 362 | 158 | 82 |
| Volume Left | 9 | 28 | 15 | 13 |
| Volume Right | 11 | 33 | 32 | 16 |
| cSH | 1205 | 1147 | 322 | 298 |
| Volume to Capacity | 0.01 | 0.02 | 0.49 | 0.27 |
| Queue Length 95th (ft) | 1 | 2 | 64 | 27 |
| Control Delay (s) | 0.2 | 0.9 | 26.4 | 21.5 |
| Lane LOS | A | A | D | C |
| Approach Delay (s) | 0.2 | 0.9 | 26.4 | 21.5 |
| Approach LOS | | | D | C |

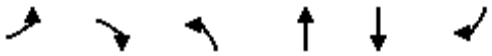
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 47.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 77 | 281 | 23 | 29 | 277 | 35 | 20 | 101 | 47 | 37 | 106 | 45 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.95 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1760 | 1838 | | 1759 | 1825 | | 1757 | 1758 | | 1757 | 1764 | |
| Flt Permitted | 0.56 | 1.00 | | 0.56 | 1.00 | | 0.65 | 1.00 | | 0.66 | 1.00 | |
| Satd. Flow (perm) | 1031 | 1838 | | 1040 | 1825 | | 1208 | 1758 | | 1211 | 1764 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 84 | 305 | 25 | 32 | 301 | 38 | 22 | 110 | 51 | 40 | 115 | 49 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 9 | 0 | 0 | 32 | 0 | 0 | 30 | 0 |
| Lane Group Flow (vph) | 84 | 324 | 0 | 32 | 330 | 0 | 22 | 129 | 0 | 40 | 134 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 10.8 | 10.8 | | 10.8 | 10.8 | | 8.5 | 8.5 | | 8.5 | 8.5 | |
| Effective Green, g (s) | 10.8 | 10.8 | | 10.8 | 10.8 | | 8.5 | 8.5 | | 8.5 | 8.5 | |
| Actuated g/C Ratio | 0.37 | 0.37 | | 0.37 | 0.37 | | 0.29 | 0.29 | | 0.29 | 0.29 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 383 | 682 | | 386 | 677 | | 353 | 514 | | 354 | 515 | |
| v/s Ratio Prot | | 0.18 | | | c0.18 | | | 0.07 | | | c0.08 | |
| v/s Ratio Perm | 0.08 | | | 0.03 | | | 0.02 | | | 0.03 | | |
| v/c Ratio | 0.22 | 0.48 | | 0.08 | 0.49 | | 0.06 | 0.25 | | 0.11 | 0.26 | |
| Uniform Delay, d1 | 6.3 | 7.0 | | 5.9 | 7.0 | | 7.4 | 7.9 | | 7.5 | 7.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.5 | | 0.1 | 0.6 | | 0.1 | 0.3 | | 0.1 | 0.3 | |
| Delay (s) | 6.6 | 7.5 | | 6.0 | 7.6 | | 7.5 | 8.1 | | 7.7 | 8.2 | |
| Level of Service | A | A | | A | A | | A | A | | A | A | |
| Approach Delay (s) | | 7.3 | | | 7.4 | | | 8.1 | | | 8.1 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.6 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 29.1 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 50.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

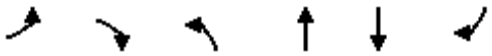
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 0 | 0 | 1 | 1 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 22 | 21 | 11 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 22 | 21 | 11 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 978 | 1039 | 1595 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 3 | 1 | 1 |
| Volume Left | 3 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 978 | 1595 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.7 | 0.0 | 0.0 |
| Approach LOS | A | | |

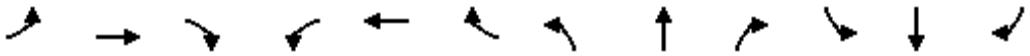
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 4 | 1 | 1 | 189 | 159 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 1 | 1 | 205 | 173 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 298 | 107 | 184 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 298 | 107 | 184 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 657 | 911 | 1377 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 5 | 70 | 137 | 115 | 59 |
| Volume Left | 4 | 1 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 1 |
| cSH | 696 | 1377 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.08 | 0.07 | 0.03 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.2 | 0.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 10.2 | 0.0 | | 0.0 | |
| Approach LOS | B | | | | |

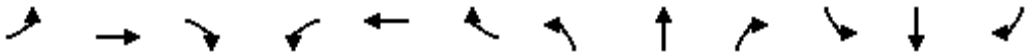
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 19.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 1 | 5 | 3 | 1 | 4 | 1 | 4 | 9 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 1 | 6 | 3 | 1 | 5 | 1 | 5 | 10 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 19 | | | 12 | | | 42 | 35 | 22 | 37 | 34 | 27 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 19 | | | 12 | | | 42 | 35 | 22 | 37 | 34 | 27 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 99 | 100 |
| cM capacity (veh/h) | 1584 | | | 1593 | | | 920 | 842 | 1038 | 934 | 843 | 1031 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 10 | 7 | 18 |
| Volume Left | 1 | 1 | 1 | 5 |
| Volume Right | 1 | 3 | 1 | 3 |
| cSH | 1584 | 1593 | 882 | 895 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 2 |
| Control Delay (s) | 2.4 | 0.8 | 9.1 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.4 | 0.8 | 9.1 | 9.1 |
| Approach LOS | | | A | A |

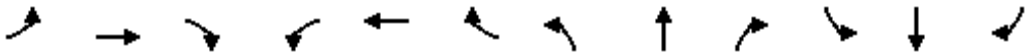
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 0 | 4 | 9 | 1 | 52 | 3 | 9 | 47 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 0 | 5 | 10 | 1 | 59 | 3 | 10 | 53 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 170 | 159 | 74 | 159 | 158 | 81 | 65 | | | 72 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 170 | 159 | 74 | 159 | 158 | 81 | 65 | | | 72 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 99 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 754 | 715 | 971 | 777 | 716 | 963 | 1525 | | | 1515 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 15 | 64 | 65 |
| Volume Left | 1 | 0 | 1 | 10 |
| Volume Right | 1 | 10 | 3 | 1 |
| cSH | 799 | 871 | 1525 | 1515 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 1 |
| Control Delay (s) | 9.5 | 9.2 | 0.1 | 1.2 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.5 | 9.2 | 0.1 | 1.2 |
| Approach LOS | A | A | | |

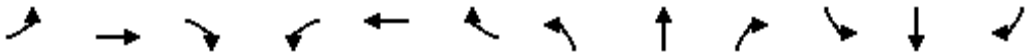
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.7 | | | |
| Intersection Capacity Utilization | 22.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 10 | 1 | 1 | 13 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 11 | 1 | 1 | 15 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 26 | | | 22 | | | 54 | 52 | 32 | 54 | 52 | 35 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 26 | | | 22 | | | 54 | 52 | 32 | 54 | 52 | 35 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1575 | | | 1580 | | | 914 | 824 | 1025 | 914 | 824 | 1020 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 14 | 17 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1575 | 1580 | 914 | 912 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.6 | 0.5 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.6 | 0.5 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

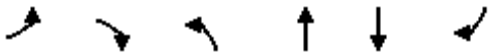
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.1 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 5 | 3 | 1 | 8 | 21 | 1 | 1 | 3 | 13 | 1 | 7 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 6 | 3 | 1 | 9 | 24 | 1 | 1 | 3 | 15 | 1 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 43 | | | 19 | | | 61 | 65 | 27 | 57 | 55 | 41 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 43 | | | 19 | | | 61 | 65 | 27 | 57 | 55 | 41 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 98 | 100 | 99 |
| cM capacity (veh/h) | 1553 | | | 1584 | | | 897 | 811 | 1031 | 908 | 821 | 1013 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 34 | 6 | 24 |
| Volume Left | 1 | 1 | 1 | 15 |
| Volume Right | 3 | 24 | 3 | 8 |
| cSH | 1553 | 1584 | 951 | 935 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 2 |
| Control Delay (s) | 0.8 | 0.2 | 8.8 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.8 | 0.2 | 8.8 | 8.9 |
| Approach LOS | | | A | A |

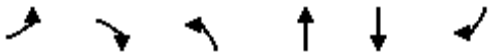
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.8 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 23 | 25 | 0 | 109 | 10 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 26 | 28 | 0 | 124 | 11 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 26 | 28 | 124 | 11 |
| Volume Left (vph) | 0 | 28 | 0 | 0 |
| Volume Right (vph) | 26 | 0 | 0 | 11 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 3.7 | 4.4 | 4.6 | 3.9 |
| Degree Utilization, x | 0.03 | 0.03 | 0.16 | 0.01 |
| Capacity (veh/h) | 926 | 795 | 774 | 913 |
| Control Delay (s) | 6.8 | 7.6 | 7.3 | 5.8 |
| Approach Delay (s) | 6.8 | 7.6 | 7.1 | |
| Approach LOS | A | A | A | |

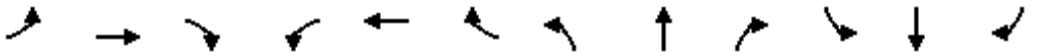
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.2 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 0 | 54 | 110 | 56 | 78 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 59 | 120 | 61 | 85 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 318 | 81 | 71 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 318 | 81 | 71 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 96 | | | |
| cM capacity (veh/h) | 638 | 963 | 1517 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 1 | 178 | 61 | 85 |
| Volume Left | 1 | 59 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 85 |
| cSH | 638 | 1517 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.04 | 0.04 | 0.05 |
| Queue Length 95th (ft) | 0 | 3 | 0 | 0 |
| Control Delay (s) | 10.6 | 2.7 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 10.6 | 2.7 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 28.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 91 | 75 | 46 | 14 | 77 | 7 | 48 | 109 | 27 | 16 | 150 | 56 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 99 | 82 | 50 | 15 | 84 | 8 | 52 | 118 | 29 | 17 | 163 | 61 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 180 | 50 | 107 | 111 | 89 | 72 | 109 | 61 |
| Volume Left (vph) | 99 | 0 | 15 | 52 | 0 | 17 | 0 | 0 |
| Volume Right (vph) | 0 | 50 | 8 | 0 | 29 | 0 | 0 | 61 |
| Hadj (s) | 0.14 | -0.57 | 0.02 | 0.27 | -0.20 | 0.16 | 0.03 | -0.67 |
| Departure Headway (s) | 5.2 | 3.2 | 5.1 | 5.8 | 5.3 | 5.7 | 5.6 | 3.2 |
| Degree Utilization, x | 0.26 | 0.04 | 0.15 | 0.18 | 0.13 | 0.11 | 0.17 | 0.05 |
| Capacity (veh/h) | 656 | 1121 | 645 | 591 | 640 | 595 | 611 | 1121 |
| Control Delay (s) | 9.9 | 6.3 | 9.1 | 8.8 | 7.9 | 8.2 | 8.5 | 5.2 |
| Approach Delay (s) | 9.2 | | 9.1 | 8.4 | | 7.6 | | |
| Approach LOS | A | | A | A | | A | | |

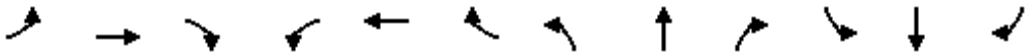
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.5 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 40.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 46 | 63 | 8 | 42 | 101 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 50 | 68 | 9 | 46 | 110 | 7 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 118 | 54 | 116 |
| Volume Left (vph) | 0 | 9 | 110 |
| Volume Right (vph) | 68 | 0 | 7 |
| Hadj (s) | -0.31 | 0.07 | 0.19 |
| Departure Headway (s) | 3.9 | 4.4 | 4.5 |
| Degree Utilization, x | 0.13 | 0.07 | 0.14 |
| Capacity (veh/h) | 887 | 797 | 775 |
| Control Delay (s) | 7.5 | 7.7 | 8.2 |
| Approach Delay (s) | 7.5 | 7.7 | 8.2 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.8 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 23.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 12 | 31 | 31 | 43 | 38 | 9 | 25 | 133 | 93 | 16 | 85 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 34 | 34 | 47 | 41 | 10 | 27 | 145 | 101 | 17 | 92 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 80 | 98 | 172 | 101 | 114 |
| Volume Left (vph) | 13 | 47 | 27 | 0 | 17 |
| Volume Right (vph) | 34 | 10 | 0 | 101 | 4 |
| Hadj (s) | -0.18 | 0.07 | 0.11 | -0.67 | 0.04 |
| Departure Headway (s) | 4.8 | 5.0 | 5.2 | 4.4 | 4.8 |
| Degree Utilization, x | 0.11 | 0.14 | 0.25 | 0.12 | 0.15 |
| Capacity (veh/h) | 695 | 668 | 670 | 784 | 707 |
| Control Delay (s) | 8.3 | 8.8 | 8.7 | 6.8 | 8.7 |
| Approach Delay (s) | 8.3 | 8.8 | 8.0 | | 8.7 |
| Approach LOS | A | A | A | | A |

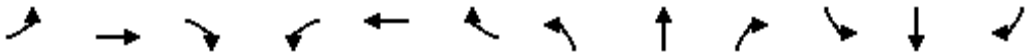
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.3 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 37.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 19 | 106 | 145 | 0 | 0 | 128 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 115 | 158 | 0 | 0 | 139 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 317 | 178 | | | 168 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 317 | 178 | | | 168 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 97 | 86 | | | 100 | |
| cM capacity (veh/h) | 665 | 851 | | | 1398 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 136 | 158 | 139 |
| Volume Left | 21 | 0 | 0 |
| Volume Right | 115 | 0 | 0 |
| cSH | 816 | 1700 | 1700 |
| Volume to Capacity | 0.17 | 0.09 | 0.08 |
| Queue Length 95th (ft) | 15 | 0 | 0 |
| Control Delay (s) | 10.3 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 10.3 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 25.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



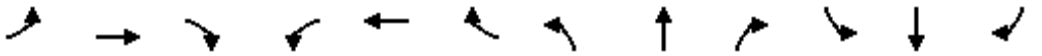
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 47 | 5 | 72 | 0 | 0 | 0 | 7 | 80 | 1 | 17 | 37 | 16 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 51 | 5 | 78 | 0 | 0 | 0 | 8 | 87 | 1 | 18 | 40 | 17 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 209 | 209 | 69 | 250 | 217 | 108 | 68 | | | 98 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 209 | 209 | 69 | 250 | 217 | 108 | 68 | | | 98 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 93 | 99 | 92 | 100 | 100 | 100 | 99 | | | 99 | | |
| cM capacity (veh/h) | 722 | 670 | 978 | 625 | 663 | 939 | 1521 | | | 1495 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 135 | 96 | 76 |
| Volume Left | 51 | 8 | 18 |
| Volume Right | 78 | 1 | 17 |
| cSH | 1684 | 1521 | 1495 |
| Volume to Capacity | 0.08 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 7 | 0 | 1 |
| Control Delay (s) | 9.6 | 0.6 | 1.9 |
| Lane LOS | A | A | A |
| Approach Delay (s) | 9.6 | 0.6 | 1.9 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.9 | | | |
| Intersection Capacity Utilization | 27.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

# APPENDIX E

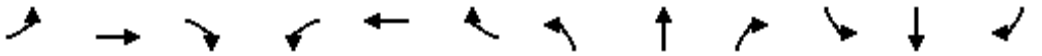
YEAR 2035 NO-PROJECT CONDITIONS
INTERSECTION ANALYSIS SHEETS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1060 | 29 | 60 | 1020 | 0 | 0 | 0 | 67 | 216 | 61 | 320 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1521 | 1770 | 3539 | | | | 1573 | 3433 | 1863 | 1546 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1521 | 1770 | 3539 | | | | 1573 | 3433 | 1863 | 1546 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1152 | 32 | 65 | 1109 | 0 | 0 | 0 | 73 | 235 | 66 | 348 |
| RTOR Reduction (vph) | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 35 |
| Lane Group Flow (vph) | 0 | 1152 | 21 | 65 | 1109 | 0 | 0 | 0 | 8 | 235 | 66 | 313 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 24.8 | 24.8 | 3.7 | 33.4 | | | | 6.5 | 8.1 | 19.5 | 19.5 |
| Effective Green, g (s) | | 24.8 | 24.8 | 3.7 | 33.4 | | | | 6.5 | 8.1 | 19.5 | 19.5 |
| Actuated g/C Ratio | | 0.40 | 0.40 | 0.06 | 0.53 | | | | 0.10 | 0.13 | 0.31 | 0.31 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1400 | 602 | 104 | 1885 | | | | 163 | 443 | 579 | 481 |
| v/s Ratio Prot | | c0.33 | | 0.04 | c0.31 | | | | | 0.07 | 0.04 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.00 | | | c0.20 |
| v/c Ratio | | 0.82 | 0.03 | 0.62 | 0.59 | | | | 0.05 | 0.53 | 0.11 | 0.65 |
| Uniform Delay, d1 | | 17.0 | 11.6 | 28.8 | 10.0 | | | | 25.3 | 25.5 | 15.4 | 18.7 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 4.0 | 0.0 | 11.1 | 0.5 | | | | 0.1 | 1.2 | 0.1 | 3.1 |
| Delay (s) | | 21.0 | 11.6 | 40.0 | 10.4 | | | | 25.4 | 26.7 | 15.5 | 21.8 |
| Level of Service | | C | B | D | B | | | | C | C | B | C |
| Approach Delay (s) | | 20.8 | | | 12.1 | | | 25.4 | | | 23.0 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 62.7 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 57.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 185 | 900 | 208 | 230 | 902 | 163 | 129 | 278 | 99 | 80 | 510 | 416 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1539 | 3433 | 3443 | | 3433 | 3539 | 1539 | 1770 | 3539 | 2656 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1539 | 3433 | 3443 | | 3433 | 3539 | 1539 | 1770 | 3539 | 2656 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 201 | 978 | 226 | 250 | 980 | 177 | 140 | 302 | 108 | 87 | 554 | 452 |
| RTOR Reduction (vph) | 0 | 0 | 70 | 0 | 16 | 0 | 0 | 0 | 83 | 0 | 0 | 342 |
| Lane Group Flow (vph) | 201 | 978 | 156 | 250 | 1141 | 0 | 140 | 302 | 25 | 87 | 554 | 110 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 11.8 | 33.4 | 33.4 | 9.6 | 31.2 | | 7.7 | 20.3 | 20.3 | 6.8 | 19.4 | 19.4 |
| Effective Green, g (s) | 11.8 | 33.4 | 33.4 | 9.6 | 31.2 | | 7.7 | 20.3 | 20.3 | 6.8 | 19.4 | 19.4 |
| Actuated g/C Ratio | 0.13 | 0.38 | 0.38 | 0.11 | 0.35 | | 0.09 | 0.23 | 0.23 | 0.08 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 238 | 1345 | 585 | 375 | 1222 | | 301 | 817 | 355 | 137 | 781 | 586 |
| v/s Ratio Prot | c0.11 | 0.28 | | 0.07 | c0.33 | | 0.04 | 0.09 | | c0.05 | c0.16 | |
| v/s Ratio Perm | | | 0.10 | | | | | | 0.02 | | | 0.04 |
| v/c Ratio | 0.84 | 0.73 | 0.27 | 0.67 | 0.93 | | 0.47 | 0.37 | 0.07 | 0.64 | 0.71 | 0.19 |
| Uniform Delay, d1 | 37.2 | 23.3 | 18.8 | 37.6 | 27.4 | | 38.1 | 28.4 | 26.4 | 39.3 | 31.6 | 27.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 23.0 | 2.0 | 0.2 | 4.4 | 12.9 | | 1.1 | 0.3 | 0.1 | 9.3 | 3.0 | 0.2 |
| Delay (s) | 60.2 | 25.3 | 19.0 | 42.1 | 40.2 | | 39.3 | 28.7 | 26.5 | 48.6 | 34.6 | 28.0 |
| Level of Service | E | C | B | D | D | | D | C | C | D | C | C |
| Approach Delay (s) | | 29.3 | | | 40.5 | | | 31.0 | | | 33.0 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 34.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 87.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 73.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

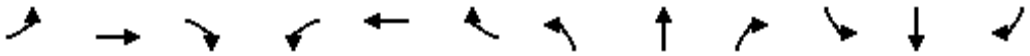
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 759 | 0 | 0 | 945 | 416 | 109 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.97 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1734 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1734 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 825 | 0 | 0 | 1027 | 452 | 118 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 14 | 0 |
| Lane Group Flow (vph) | 825 | 0 | 0 | 1027 | 556 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 21.8 | | | 21.8 | 23.0 | |
| Effective Green, g (s) | 21.8 | | | 21.8 | 23.0 | |
| Actuated g/C Ratio | 0.40 | | | 0.40 | 0.42 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1413 | | | 1413 | 730 | |
| v/s Ratio Prot | 0.23 | | | c0.29 | c0.32 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.58 | | | 0.73 | 0.76 | |
| Uniform Delay, d1 | 12.8 | | | 13.9 | 13.5 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.6 | | | 1.9 | 4.7 | |
| Delay (s) | 13.5 | | | 15.8 | 18.2 | |
| Level of Service | B | | | B | B | |
| Approach Delay (s) | 13.5 | | | 15.8 | 18.2 | |
| Approach LOS | B | | | B | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 54.6 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 73.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 439 | 0 | 0 | 0 | 0 | 888 | 69 | 317 | 576 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2684 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2684 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 477 | 0 | 0 | 0 | 0 | 965 | 75 | 345 | 626 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 965 | 75 | 345 | 626 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.7 | | | | | 20.1 | 55.4 | 13.8 | 37.9 | |
| Effective Green, g (s) | | | 7.7 | | | | | 20.1 | 55.4 | 13.8 | 37.9 | |
| Actuated g/C Ratio | | | 0.14 | | | | | 0.36 | 1.00 | 0.25 | 0.68 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 373 | | | | | 1284 | 1544 | 441 | 2421 | |
| v/s Ratio Prot | | | | | | | | c0.27 | | c0.19 | 0.18 | |
| v/s Ratio Perm | | | c0.03 | | | | | | 0.05 | | | |
| v/c Ratio | | | 0.18 | | | | | 0.75 | 0.05 | 0.78 | 0.26 | |
| Uniform Delay, d1 | | | 21.1 | | | | | 15.5 | 0.0 | 19.4 | 3.4 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.2 | | | | | 2.5 | 0.1 | 8.8 | 0.1 | |
| Delay (s) | | | 21.3 | | | | | 18.0 | 0.1 | 28.2 | 3.4 | |
| Level of Service | | | C | | | | | B | A | C | A | |
| Approach Delay (s) | | 21.3 | | | 0.0 | | | 16.7 | | | 12.2 | |
| Approach LOS | | C | | | A | | | B | | | B | |

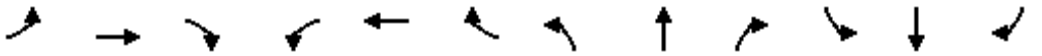
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 55.4 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 49.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 74 | 71 | 32 | 24 | 106 | 130 | 80 | 797 | 67 | 124 | 507 | 247 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 80 | 77 | 35 | 26 | 115 | 141 | 87 | 866 | 73 | 135 | 551 | 268 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1647 | 1954 | 296 | 1679 | 2149 | 453 | 830 | | | 949 | | |
| vC1, stage 1 conf vol | 831 | 831 | | 1050 | 1050 | | | | | | | |
| vC2, stage 2 conf vol | 816 | 1123 | | 628 | 1099 | | | | | | | |
| vCu, unblocked vol | 1647 | 1954 | 296 | 1679 | 2149 | 453 | 830 | | | 949 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 27 | 95 | 79 | 9 | 74 | 89 | | | 81 | | |
| cM capacity (veh/h) | 8 | 106 | 689 | 126 | 126 | 545 | 791 | | | 713 | | |

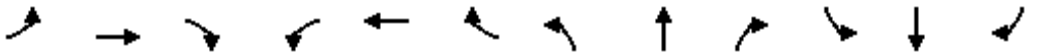
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 192 | 283 | 87 | 433 | 433 | 73 | 135 | 276 | 276 | 268 |
| Volume Left | 80 | 26 | 87 | 0 | 0 | 0 | 135 | 0 | 0 | 0 |
| Volume Right | 35 | 141 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 268 |
| cSH | 18 | 205 | 791 | 1700 | 1700 | 1700 | 713 | 1700 | 1700 | 1700 |
| Volume to Capacity | 10.85 | 1.38 | 0.11 | 0.25 | 0.25 | 0.04 | 0.19 | 0.16 | 0.16 | 0.16 |
| Queue Length 95th (ft) | Err | 407 | 9 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| Control Delay (s) | Err | 243.7 | 10.1 | 0.0 | 0.0 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | | |
| Approach Delay (s) | Err | 243.7 | 0.9 | | | | 1.6 | | | |
| Approach LOS | F | F | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 812.5 | | | |
| Intersection Capacity Utilization | 67.7% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 151 | 174 | 32 | 141 | 241 | 70 | 74 | 667 | 73 | 43 | 430 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1816 | 1545 | | 1825 | 1545 | 1770 | 3471 | 1520 | 1770 | 3282 | 1520 |
| Flt Permitted | | 0.51 | 1.00 | | 0.64 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 951 | 1545 | | 1186 | 1545 | 1770 | 3471 | 1520 | 1770 | 3282 | 1520 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 164 | 189 | 35 | 153 | 262 | 76 | 80 | 725 | 79 | 47 | 467 | 100 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 44 | 0 | 0 | 48 | 0 | 0 | 73 |
| Lane Group Flow (vph) | 0 | 353 | 15 | 0 | 415 | 32 | 80 | 725 | 31 | 47 | 467 | 27 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 10% | 2% |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 27.8 | 27.8 | | 27.8 | 27.8 | 5.1 | 19.4 | 19.4 | 3.6 | 17.9 | 17.9 |
| Effective Green, g (s) | | 27.8 | 27.8 | | 27.8 | 27.8 | 5.1 | 19.4 | 19.4 | 3.6 | 17.9 | 17.9 |
| Actuated g/C Ratio | | 0.42 | 0.42 | | 0.42 | 0.42 | 0.08 | 0.30 | 0.30 | 0.05 | 0.27 | 0.27 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 404 | 656 | | 503 | 656 | 138 | 1028 | 450 | 97 | 897 | 415 |
| v/s Ratio Prot | | | | | | | c0.05 | c0.21 | | 0.03 | 0.14 | |
| v/s Ratio Perm | | c0.37 | 0.01 | | 0.35 | 0.02 | | | 0.02 | | | 0.02 |
| v/c Ratio | | 0.87 | 0.02 | | 0.83 | 0.05 | 0.58 | 0.71 | 0.07 | 0.48 | 0.52 | 0.07 |
| Uniform Delay, d1 | | 17.2 | 11.0 | | 16.7 | 11.1 | 29.2 | 20.5 | 16.6 | 30.0 | 20.2 | 17.6 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 18.4 | 0.0 | | 10.6 | 0.0 | 5.8 | 2.2 | 0.1 | 3.8 | 0.5 | 0.1 |
| Delay (s) | | 35.7 | 11.0 | | 27.3 | 11.1 | 35.0 | 22.7 | 16.6 | 33.8 | 20.7 | 17.7 |
| Level of Service | | D | B | | C | B | C | C | B | C | C | B |
| Approach Delay (s) | | 33.5 | | | 24.8 | | | 23.3 | | | 21.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

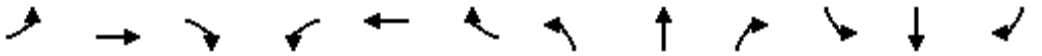
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 65.5 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 76.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 18 | 294 | 31 | 75 | 352 | 31 | 54 | 85 | 141 | 62 | 71 | 26 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 | 0.76 | 0.82 | 0.82 | 0.82 | 0.68 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 23 | 377 | 40 | 99 | 463 | 41 | 66 | 104 | 172 | 91 | 104 | 38 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 440 | 603 | 341 | 196 | 38 |
| Volume Left (vph) | 23 | 99 | 66 | 91 | 0 |
| Volume Right (vph) | 40 | 41 | 172 | 0 | 38 |
| Hadj (s) | -0.01 | 0.03 | -0.23 | 0.27 | -0.67 |
| Departure Headway (s) | 7.8 | 7.9 | 8.1 | 9.4 | 8.4 |
| Degree Utilization, x | 0.95 | 1.33 | 0.77 | 0.51 | 0.09 |
| Capacity (veh/h) | 449 | 462 | 429 | 361 | 406 |
| Control Delay (s) | 59.5 | 184.9 | 33.8 | 20.5 | 11.1 |
| Approach Delay (s) | 59.5 | 184.9 | 33.8 | 19.0 | |
| Approach LOS | F | F | D | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 94.9 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 76.3% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 605 | 45 | 144 | 500 | 0 | 0 | 0 | 0 | 198 | 2 | 43 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.65 | 0.65 | 0.65 |
| Hourly flow rate (vph) | 0 | 840 | 62 | 173 | 602 | 0 | 0 | 0 | 0 | 305 | 3 | 66 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 11 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 613 | | | 916 | | | 1577 | 1845 | 474 | 1391 | 1876 | 322 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 613 | | | 916 | | | 1577 | 1845 | 474 | 1391 | 1876 | 322 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 77 | | | 100 | 100 | 100 | 0 | 94 | 90 |
| cM capacity (veh/h) | 953 | | | 740 | | | 51 | 56 | 532 | 81 | 54 | 662 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 560 | 343 | 173 | 301 | 301 | 374 |
| Volume Left | 0 | 0 | 173 | 0 | 0 | 305 |
| Volume Right | 0 | 62 | 0 | 0 | 0 | 66 |
| cSH | 1700 | 1700 | 740 | 1700 | 1700 | 96 |
| Volume to Capacity | 0.33 | 0.20 | 0.23 | 0.18 | 0.18 | 3.89 |
| Queue Length 95th (ft) | 0 | 0 | 23 | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 | Err |
| Lane LOS | | | B | | | F |
| Approach Delay (s) | 0.0 | | 2.5 | | | Err |
| Approach LOS | | | | | | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1822.2 | | | |
| Intersection Capacity Utilization | 53.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 144 | 652 | 0 | 0 | 580 | 193 | 60 | 13 | 159 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.85 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 200 | 906 | 0 | 0 | 682 | 227 | 72 | 16 | 192 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 11 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.91 | | | | | | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 |
| vC, conflicting volume | 926 | | | 917 | | | 1668 | 2243 | 474 | 1683 | 2129 | 482 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 711 | | | 917 | | | 1530 | 2164 | 474 | 1547 | 2039 | 220 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 75 | | | 100 | | | 0 | 50 | 64 | 100 | 100 | 100 |
| cM capacity (veh/h) | 801 | | | 733 | | | 57 | 31 | 528 | 22 | 38 | 704 |

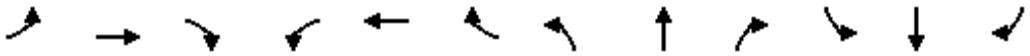
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 502 | 604 | 455 | 455 | 280 |
| Volume Left | 200 | 0 | 0 | 0 | 72 |
| Volume Right | 0 | 0 | 0 | 227 | 192 |
| cSH | 801 | 1700 | 1700 | 1700 | 167 |
| Volume to Capacity | 0.25 | 0.36 | 0.27 | 0.27 | 1.67 |
| Queue Length 95th (ft) | 25 | 0 | 0 | 0 | 486 |
| Control Delay (s) | 6.4 | 0.0 | 0.0 | 0.0 | 167.3 |
| Lane LOS | A | | | | F |
| Approach Delay (s) | 2.9 | | 0.0 | | 167.3 |
| Approach LOS | | | | | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 21.8 | | | |
| Intersection Capacity Utilization | 66.1% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 68 | 525 | 215 | 165 | 547 | 34 | 199 | 528 | 70 | 40 | 429 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3360 | | 1770 | 3503 | | 1770 | 3467 | | 1770 | 3467 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3360 | | 1770 | 3503 | | 1770 | 3467 | | 1770 | 3467 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 74 | 571 | 234 | 179 | 595 | 37 | 216 | 574 | 76 | 43 | 466 | 62 |
| RTOR Reduction (vph) | 0 | 61 | 0 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 15 | 0 |
| Lane Group Flow (vph) | 74 | 744 | 0 | 179 | 626 | 0 | 216 | 636 | 0 | 43 | 513 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.6 | 18.1 | | 8.0 | 21.5 | | 9.0 | 21.5 | | 4.4 | 16.9 | |
| Effective Green, g (s) | 4.6 | 18.1 | | 8.0 | 21.5 | | 9.0 | 21.5 | | 4.4 | 16.9 | |
| Actuated g/C Ratio | 0.07 | 0.26 | | 0.11 | 0.31 | | 0.13 | 0.31 | | 0.06 | 0.24 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 117 | 871 | | 203 | 1079 | | 228 | 1068 | | 112 | 839 | |
| v/s Ratio Prot | 0.04 | c0.22 | | c0.10 | c0.18 | | c0.12 | c0.18 | | 0.02 | 0.15 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.63 | 0.85 | | 0.88 | 0.58 | | 0.95 | 0.60 | | 0.38 | 0.61 | |
| Uniform Delay, d1 | 31.8 | 24.6 | | 30.4 | 20.4 | | 30.2 | 20.5 | | 31.4 | 23.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 10.6 | 8.2 | | 33.0 | 0.8 | | 44.6 | 0.9 | | 2.2 | 1.3 | |
| Delay (s) | 42.4 | 32.7 | | 63.4 | 21.2 | | 74.7 | 21.4 | | 33.6 | 24.9 | |
| Level of Service | D | C | | E | C | | E | C | | C | C | |
| Approach Delay (s) | | 33.6 | | | 30.5 | | | 34.7 | | | 25.5 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 69.8 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 70.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



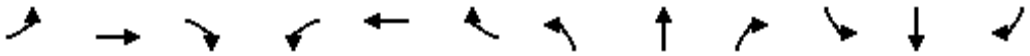
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 97 | 369 | 39 | 53 | 244 | 95 | 50 | 571 | 60 | 64 | 454 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1828 | | 1770 | 1761 | | 1770 | 1781 | | 1770 | 1711 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1828 | | 1770 | 1761 | | 1770 | 1781 | | 1770 | 1711 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 105 | 401 | 42 | 58 | 265 | 103 | 54 | 621 | 65 | 70 | 493 | 40 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 15 | 0 | 0 | 4 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 105 | 439 | 0 | 58 | 353 | 0 | 54 | 682 | 0 | 70 | 530 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 10% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 6.1 | 22.1 | | 5.9 | 21.9 | | 4.5 | 35.6 | | 6.0 | 37.1 | |
| Effective Green, g (s) | 6.1 | 22.1 | | 5.9 | 21.9 | | 4.5 | 35.6 | | 6.0 | 37.1 | |
| Actuated g/C Ratio | 0.07 | 0.25 | | 0.07 | 0.25 | | 0.05 | 0.41 | | 0.07 | 0.42 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 124 | 462 | | 119 | 441 | | 91 | 725 | | 122 | 726 | |
| v/s Ratio Prot | c0.06 | c0.24 | | 0.03 | 0.20 | | 0.03 | c0.38 | | c0.04 | 0.31 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.85 | 0.95 | | 0.49 | 0.80 | | 0.59 | 0.94 | | 0.57 | 0.73 | |
| Uniform Delay, d1 | 40.2 | 32.1 | | 39.3 | 30.7 | | 40.6 | 24.9 | | 39.5 | 21.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 38.4 | 29.0 | | 3.1 | 10.0 | | 10.0 | 20.2 | | 6.4 | 3.8 | |
| Delay (s) | 78.5 | 61.1 | | 42.4 | 40.7 | | 50.5 | 45.1 | | 45.8 | 24.8 | |
| Level of Service | E | E | | D | D | | D | D | | D | C | |
| Approach Delay (s) | | 64.4 | | | 41.0 | | | 45.5 | | | 27.2 | |
| Approach LOS | | E | | | D | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 44.4 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 87.4 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 77.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 24 | 402 | 26 | 39 | 268 | 23 | 69 | 108 | 103 | 105 | 48 | 26 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 437 | 28 | 42 | 291 | 25 | 75 | 117 | 112 | 114 | 52 | 28 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 326 | | | 475 | | | 966 | 924 | 471 | 1082 | 926 | 324 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 326 | | | 475 | | | 966 | 924 | 471 | 1082 | 926 | 324 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 96 | | | 57 | 53 | 81 | 0 | 79 | 96 |
| cM capacity (veh/h) | 1223 | | | 1078 | | | 175 | 249 | 583 | 92 | 248 | 705 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 491 | 359 | 304 | 195 |
| Volume Left | 26 | 42 | 75 | 114 |
| Volume Right | 28 | 25 | 112 | 28 |
| cSH | 1223 | 1078 | 279 | 131 |
| Volume to Capacity | 0.02 | 0.04 | 1.09 | 1.48 |
| Queue Length 95th (ft) | 2 | 3 | 310 | 335 |
| Control Delay (s) | 0.6 | 1.4 | 121.1 | 315.5 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.6 | 1.4 | 121.1 | 315.5 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 73.4 | | |
| Intersection Capacity Utilization | 57.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 120 | 394 | 66 | 175 | 185 | 116 | 88 | 173 | 45 | 100 | 179 | 68 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 130 | 428 | 72 | 190 | 201 | 126 | 96 | 188 | 49 | 109 | 195 | 74 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 630 | 517 | 333 | 377 |
| Volume Left (vph) | 130 | 190 | 96 | 109 |
| Volume Right (vph) | 72 | 126 | 49 | 74 |
| Hadj (s) | 0.03 | -0.03 | 0.00 | -0.03 |
| Departure Headway (s) | 9.2 | 9.1 | 9.5 | 9.2 |
| Degree Utilization, x | 1.61 | 1.31 | 0.87 | 0.96 |
| Capacity (veh/h) | 403 | 401 | 368 | 377 |
| Control Delay (s) | 309.8 | 184.6 | 51.5 | 67.9 |
| Approach Delay (s) | 309.8 | 184.6 | 51.5 | 67.9 |
| Approach LOS | F | F | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 179.5 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 78.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 491 | 33 | 100 | 468 | 3 | 44 | 3 | 135 | 4 | 16 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 534 | 36 | 109 | 509 | 3 | 48 | 3 | 147 | 4 | 17 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 522 | | | 580 | | | 1315 | 1305 | 572 | 1452 | 1322 | 530 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 522 | | | 580 | | | 1315 | 1305 | 572 | 1452 | 1322 | 530 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 89 | | | 56 | 98 | 71 | 94 | 87 | 100 |
| cM capacity (veh/h) | 1036 | | | 986 | | | 108 | 140 | 511 | 67 | 137 | 540 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 572 | 621 | 198 | 24 |
| Volume Left | 2 | 109 | 48 | 4 |
| Volume Right | 36 | 3 | 147 | 2 |
| cSH | 1036 | 986 | 263 | 122 |
| Volume to Capacity | 0.00 | 0.11 | 0.75 | 0.20 |
| Queue Length 95th (ft) | 0 | 9 | 137 | 17 |
| Control Delay (s) | 0.1 | 2.8 | 51.1 | 41.5 |
| Lane LOS | A | A | F | E |
| Approach Delay (s) | 0.1 | 2.8 | 51.1 | 41.5 |
| Approach LOS | | | F | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 9.1 | | |
| Intersection Capacity Utilization | 85.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 618 | 5 | 4 | 336 | 0 | 5 | 0 | 48 | 267 | 3 | 214 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 672 | 5 | 4 | 365 | 0 | 5 | 0 | 52 | 290 | 3 | 233 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 375 | | | 687 | | | 1186 | 1068 | 694 | 1121 | 1071 | 385 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 375 | | | 687 | | | 1186 | 1068 | 694 | 1121 | 1071 | 385 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 95 | 100 | 88 | 0 | 98 | 64 |
| cM capacity (veh/h) | 1173 | | | 899 | | | 101 | 217 | 435 | 154 | 216 | 639 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 677 | 370 | 58 | 526 |
| Volume Left | 0 | 4 | 5 | 290 |
| Volume Right | 5 | 0 | 52 | 233 |
| cSH | 1700 | 899 | 331 | 241 |
| Volume to Capacity | 0.40 | 0.00 | 0.17 | 2.19 |
| Queue Length 95th (ft) | 0 | 0 | 16 | 1013 |
| Control Delay (s) | 0.0 | 0.2 | 18.1 | 579.8 |
| Lane LOS | | A | C | F |
| Approach Delay (s) | 0.0 | 0.2 | 18.1 | 579.8 |
| Approach LOS | | | C | F |

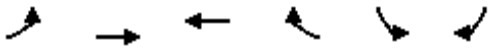
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 187.8 | | |
| Intersection Capacity Utilization | 61.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 776 | 157 | 39 | 340 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 843 | 171 | 42 | 370 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1024 | | 1403 | 949 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1024 | | 1403 | 949 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 94 | | 100 | 100 |
| cM capacity (veh/h) | | | 678 | | 143 | 313 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1014 | 412 |
| Volume Left | 0 | 42 |
| Volume Right | 171 | 0 |
| cSH | 1700 | 678 |
| Volume to Capacity | 0.60 | 0.06 |
| Queue Length 95th (ft) | 0 | 5 |
| Control Delay (s) | 0.0 | 1.9 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 1.9 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 63.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 88 | 688 | 379 | 470 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 96 | 748 | 412 | 511 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 933 | | | | 1627 | 687 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 933 | | | | 1627 | 687 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 87 | | | | 100 | 100 |
| cM capacity (veh/h) | 734 | | | | 97 | 443 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 843 | 923 |
| Volume Left | 96 | 0 |
| Volume Right | 0 | 511 |
| cSH | 734 | 1700 |
| Volume to Capacity | 0.13 | 0.54 |
| Queue Length 95th (ft) | 11 | 0 |
| Control Delay (s) | 3.4 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 3.4 | 0.0 |
| Approach LOS | | |

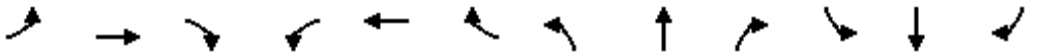
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 106.5% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 688 | 0 | 0 | 745 | 104 | 69 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 748 | 0 | 0 | 810 | 113 | 75 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.69 | |
| vC, conflicting volume | | | 758 | | 1578 | 768 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 758 | | 1612 | 768 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.4 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.5 |
| p0 queue free % | | | 100 | | 0 | 80 |
| cM capacity (veh/h) | | | 846 | | 78 | 369 |

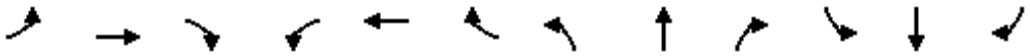
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 748 | 810 | 188 |
| Volume Left | 0 | 0 | 113 |
| Volume Right | 0 | 0 | 75 |
| cSH | 1700 | 1700 | 116 |
| Volume to Capacity | 0.44 | 0.48 | 1.63 |
| Queue Length 95th (ft) | 0 | 0 | 352 |
| Control Delay (s) | 0.0 | 0.0 | 383.7 |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | 383.7 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 41.3 | |
| Intersection Capacity Utilization | | 53.8% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 112 | 574 | 70 | 63 | 626 | 84 | 67 | 279 | 9 | 51 | 257 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3384 | | 1770 | 3324 | | 1770 | 3539 | 1548 | 1770 | 3539 | 1548 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3384 | | 1770 | 3324 | | 1770 | 3539 | 1548 | 1770 | 3539 | 1548 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 122 | 624 | 76 | 68 | 680 | 91 | 73 | 303 | 10 | 55 | 279 | 57 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 7 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 122 | 688 | 0 | 68 | 757 | 0 | 73 | 303 | 3 | 55 | 279 | 15 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 5.8 | 20.4 | | 3.9 | 18.5 | | 4.0 | 11.1 | 11.1 | 3.9 | 11.0 | 11.0 |
| Effective Green, g (s) | 5.8 | 20.4 | | 3.9 | 18.5 | | 4.0 | 11.1 | 11.1 | 3.9 | 11.0 | 11.0 |
| Actuated g/C Ratio | 0.10 | 0.36 | | 0.07 | 0.32 | | 0.07 | 0.19 | 0.19 | 0.07 | 0.19 | 0.19 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 180 | 1209 | | 121 | 1077 | | 124 | 688 | 301 | 121 | 682 | 298 |
| v/s Ratio Prot | c0.07 | 0.20 | | 0.04 | c0.23 | | c0.04 | c0.09 | | 0.03 | 0.08 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | 0.01 |
| v/c Ratio | 0.68 | 0.57 | | 0.56 | 0.70 | | 0.59 | 0.44 | 0.01 | 0.45 | 0.41 | 0.05 |
| Uniform Delay, d1 | 24.7 | 14.8 | | 25.8 | 16.9 | | 25.8 | 20.3 | 18.6 | 25.6 | 20.2 | 18.8 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 9.7 | 0.6 | | 5.9 | 2.1 | | 7.0 | 0.5 | 0.0 | 2.7 | 0.4 | 0.1 |
| Delay (s) | 34.4 | 15.4 | | 31.6 | 19.0 | | 32.7 | 20.7 | 18.6 | 28.3 | 20.6 | 18.9 |
| Level of Service | C | B | | C | B | | C | C | B | C | C | B |
| Approach Delay (s) | | 18.2 | | | 20.0 | | | 22.9 | | | 21.4 | |
| Approach LOS | | B | | | C | | | C | | | C | |

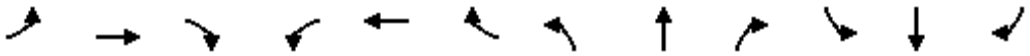
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.54 | | |
| Actuated Cycle Length (s) | 57.1 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 53.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 12 | 341 | 61 | 85 | 579 | 16 | 9 | 61 | 91 | 6 | 71 | 12 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 371 | 66 | 92 | 629 | 17 | 10 | 66 | 99 | 7 | 77 | 13 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 657 | | | 447 | | | 1001 | 1281 | 238 | 1186 | 1306 | 343 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 657 | | | 447 | | | 1001 | 1281 | 238 | 1186 | 1306 | 343 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 92 | | | 90 | 55 | 87 | 91 | 45 | 98 |
| cM capacity (veh/h) | 919 | | | 1100 | | | 99 | 146 | 750 | 73 | 141 | 642 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 13 | 247 | 190 | 92 | 420 | 227 | 175 | 97 |
| Volume Left | 13 | 0 | 0 | 92 | 0 | 0 | 10 | 7 |
| Volume Right | 0 | 0 | 66 | 0 | 0 | 17 | 99 | 13 |
| cSH | 919 | 1700 | 1700 | 1100 | 1700 | 1700 | 255 | 147 |
| Volume to Capacity | 0.01 | 0.15 | 0.11 | 0.08 | 0.25 | 0.13 | 0.69 | 0.66 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 7 | 0 | 0 | 113 | 91 |
| Control Delay (s) | 9.0 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 45.0 | 67.2 |
| Lane LOS | A | | | A | | | E | F |
| Approach Delay (s) | 0.3 | | | 1.1 | | | 45.0 | 67.2 |
| Approach LOS | | | | | | | E | F |

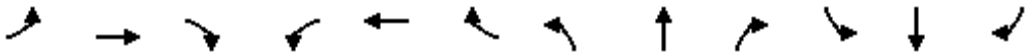
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 10.5 | | | |
| Intersection Capacity Utilization | 42.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 14 | 406 | 14 | 101 | 603 | 27 | 20 | 78 | 57 | 29 | 147 | 49 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 441 | 15 | 110 | 655 | 29 | 22 | 85 | 62 | 32 | 160 | 53 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 695 | | | 467 | | | 1522 | 1404 | 469 | 1493 | 1397 | 690 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 695 | | | 467 | | | 1522 | 1404 | 469 | 1493 | 1397 | 690 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 90 | | | 0 | 30 | 89 | 11 | 0 | 88 |
| cM capacity (veh/h) | 893 | | | 1086 | | | 0 | 121 | 584 | 35 | 122 | 438 |

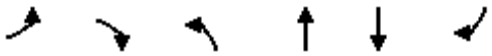
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 472 | 795 | 168 | 245 |
| Volume Left | 15 | 110 | 22 | 32 |
| Volume Right | 15 | 29 | 62 | 53 |
| cSH | 893 | 1086 | 0 | 106 |
| Volume to Capacity | 0.02 | 0.10 | Err | 2.32 |
| Queue Length 95th (ft) | 1 | 8 | Err | 540 |
| Control Delay (s) | 0.5 | 2.5 | Err | 686.6 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.5 | 2.5 | Err | 686.6 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 88.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 134 | 280 | 13 | 30 | 528 | 79 | 27 | 297 | 86 | 43 | 270 | 218 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.97 | | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1762 | 1814 | | 1752 | 1787 | | 1760 | 1786 | | 1756 | 1710 | |
| Flt Permitted | 0.21 | 1.00 | | 0.54 | 1.00 | | 0.24 | 1.00 | | 0.38 | 1.00 | |
| Satd. Flow (perm) | 391 | 1814 | | 994 | 1787 | | 446 | 1786 | | 696 | 1710 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 146 | 304 | 14 | 33 | 574 | 86 | 29 | 323 | 93 | 47 | 293 | 237 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 17 | 0 | 0 | 49 | 0 |
| Lane Group Flow (vph) | 146 | 315 | 0 | 33 | 651 | 0 | 29 | 399 | 0 | 47 | 481 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 23.4 | 23.4 | | 23.4 | 23.4 | | 18.5 | 18.5 | | 18.5 | 18.5 | |
| Effective Green, g (s) | 23.4 | 23.4 | | 23.4 | 23.4 | | 18.5 | 18.5 | | 18.5 | 18.5 | |
| Actuated g/C Ratio | 0.45 | 0.45 | | 0.45 | 0.45 | | 0.36 | 0.36 | | 0.36 | 0.36 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 177 | 821 | | 450 | 809 | | 160 | 639 | | 249 | 612 | |
| v/s Ratio Prot | | 0.17 | | | 0.36 | | | 0.22 | | | c0.28 | |
| v/s Ratio Perm | c0.37 | | | 0.03 | | | 0.06 | | | 0.07 | | |
| v/c Ratio | 0.82 | 0.38 | | 0.07 | 0.80 | | 0.18 | 0.62 | | 0.19 | 0.79 | |
| Uniform Delay, d1 | 12.4 | 9.4 | | 8.0 | 12.2 | | 11.4 | 13.7 | | 11.4 | 14.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 25.7 | 0.3 | | 0.1 | 5.8 | | 0.5 | 1.9 | | 0.4 | 6.6 | |
| Delay (s) | 38.1 | 9.7 | | 8.1 | 18.0 | | 11.9 | 15.6 | | 11.8 | 21.4 | |
| Level of Service | D | A | | A | B | | B | B | | B | C | |
| Approach Delay (s) | | 18.6 | | | 17.5 | | | 15.4 | | | 20.6 | |
| Approach LOS | | B | | | B | | | B | | | C | |

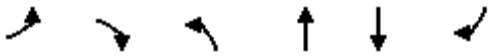
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 51.7 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 87.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 4 | 2 | 2 | 2 | 4 | 2 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 2 | 2 | 2 | 5 | 2 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 32 | 26 | 17 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 32 | 26 | 17 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 963 | 1033 | 1587 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 7 | 5 | 7 |
| Volume Left | 5 | 2 | 0 |
| Volume Right | 2 | 0 | 2 |
| cSH | 985 | 1587 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.7 | 3.6 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 3.6 | 0.0 |
| Approach LOS | A | | |

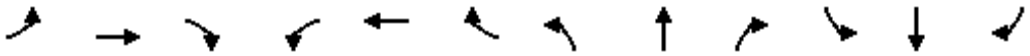
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 50 | 47 | 56 | 305 | 322 | 68 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 57 | 53 | 64 | 347 | 366 | 77 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.99 | 0.99 | 0.99 | | | |
| vC, conflicting volume | 725 | 242 | 453 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 703 | 215 | 429 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 83 | 93 | 94 | | | |
| cM capacity (veh/h) | 341 | 769 | 1107 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 110 | 179 | 231 | 244 | 199 |
| Volume Left | 57 | 64 | 0 | 0 | 0 |
| Volume Right | 53 | 0 | 0 | 0 | 77 |
| cSH | 467 | 1107 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.24 | 0.06 | 0.14 | 0.14 | 0.12 |
| Queue Length 95th (ft) | 23 | 5 | 0 | 0 | 0 |
| Control Delay (s) | 15.1 | 3.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | A | | | |
| Approach Delay (s) | 15.1 | 1.5 | | 0.0 | |
| Approach LOS | C | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 40.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 12 | 2 | 2 | 4 | 2 | 6 | 4 | 2 | 2 | 4 | 4 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 14 | 2 | 2 | 5 | 2 | 7 | 5 | 2 | 2 | 5 | 5 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 17 | | | 26 | | | 56 | 51 | 35 | 54 | 51 | 26 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 17 | | | 26 | | | 56 | 51 | 35 | 54 | 51 | 26 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 99 | 100 | 100 | 99 | 100 |
| cM capacity (veh/h) | 1587 | | | 1575 | | | 904 | 824 | 1021 | 909 | 824 | 1033 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 18 | 9 | 14 | 11 |
| Volume Left | 2 | 2 | 7 | 2 |
| Volume Right | 2 | 2 | 2 | 5 |
| cSH | 1587 | 1575 | 892 | 915 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.9 | 1.8 | 9.1 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.9 | 1.8 | 9.1 | 9.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.0 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 10 | 2 | 8 | 4 | 6 | 2 | 71 | 4 | 8 | 150 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 11 | 2 | 9 | 5 | 7 | 2 | 81 | 5 | 9 | 170 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 306 | 300 | 192 | 305 | 298 | 103 | 183 | | | 95 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 306 | 300 | 192 | 305 | 298 | 103 | 183 | | | 95 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 98 | 100 | 99 | 99 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 615 | 598 | 836 | 614 | 599 | 936 | 1381 | | | 1486 | | |

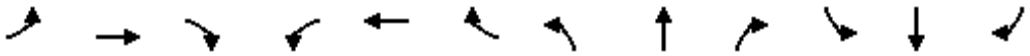
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 18 | 20 | 88 | 182 |
| Volume Left | 5 | 9 | 2 | 9 |
| Volume Right | 2 | 7 | 5 | 2 |
| cSH | 625 | 689 | 1381 | 1486 |
| Volume to Capacity | 0.03 | 0.03 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 2 | 2 | 0 | 0 |
| Control Delay (s) | 10.9 | 10.4 | 0.2 | 0.4 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.9 | 10.4 | 0.2 | 0.4 |
| Approach LOS | B | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 25.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 18 | 1 | 1 | 16 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 20 | 1 | 1 | 18 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 29 | | | 32 | | | 66 | 65 | 41 | 66 | 65 | 39 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 29 | | | 32 | | | 66 | 65 | 41 | 66 | 65 | 39 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1571 | | | 1568 | | | 897 | 811 | 1013 | 897 | 811 | 1016 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 23 | 20 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1571 | 1568 | 900 | 900 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.4 | 0.4 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.4 | 0.4 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

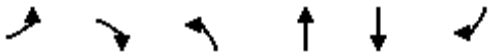
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 2 | 2 | 2 | 10 | 20 | 2 | 2 | 4 | 10 | 2 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 2 | 2 | 2 | 11 | 23 | 2 | 2 | 5 | 11 | 2 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 44 | | | 15 | | | 59 | 67 | 23 | 61 | 56 | 43 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 44 | | | 15 | | | 59 | 67 | 23 | 61 | 56 | 43 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 100 |
| cM capacity (veh/h) | 1551 | | | 1590 | | | 904 | 808 | 1036 | 899 | 819 | 1011 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 36 | 9 | 16 |
| Volume Left | 2 | 2 | 2 | 11 |
| Volume Right | 2 | 23 | 5 | 2 |
| cSH | 1551 | 1590 | 936 | 901 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 2.4 | 0.5 | 8.9 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.4 | 0.5 | 8.9 | 9.1 |
| Approach LOS | | | A | A |

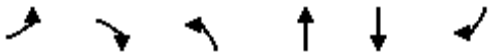
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.8 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 24 | 22 | 0 | 72 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 26 | 24 | 0 | 78 | 9 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 26 | 24 | 78 | 9 |
| Volume Left (vph) | 0 | 24 | 0 | 0 |
| Volume Right (vph) | 26 | 0 | 0 | 9 |
| Hadj (s) | -0.57 | 0.23 | 0.17 | -0.67 |
| Departure Headway (s) | 3.6 | 4.4 | 4.7 | 3.9 |
| Degree Utilization, x | 0.03 | 0.03 | 0.10 | 0.01 |
| Capacity (veh/h) | 968 | 804 | 752 | 913 |
| Control Delay (s) | 6.7 | 7.5 | 7.1 | 5.7 |
| Approach Delay (s) | 6.7 | 7.5 | 6.9 | |
| Approach LOS | A | A | A | |

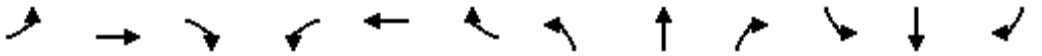
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.0 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 2 | 211 | 305 | 211 | 372 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 2 | 229 | 332 | 229 | 404 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1040 | 249 | 239 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1040 | 249 | 239 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 83 | | | |
| cM capacity (veh/h) | 207 | 776 | 1316 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 4 | 561 | 229 | 404 |
| Volume Left | 2 | 229 | 0 | 0 |
| Volume Right | 2 | 0 | 0 | 404 |
| cSH | 327 | 1316 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.17 | 0.13 | 0.24 |
| Queue Length 95th (ft) | 1 | 16 | 0 | 0 |
| Control Delay (s) | 16.2 | 4.5 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 16.2 | 4.5 | 0.0 | |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 58.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 63 | 200 | 45 | 28 | 309 | 39 | 171 | 148 | 42 | 68 | 152 | 103 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 68 | 217 | 49 | 30 | 336 | 42 | 186 | 161 | 46 | 74 | 165 | 112 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 286 | 49 | 409 | 266 | 126 | 129 | 110 | 112 |
| Volume Left (vph) | 68 | 0 | 30 | 186 | 0 | 74 | 0 | 0 |
| Volume Right (vph) | 0 | 49 | 42 | 0 | 46 | 0 | 0 | 112 |
| Hadj (s) | 0.09 | -0.57 | 0.00 | 0.38 | -0.22 | 0.32 | 0.03 | -0.67 |
| Departure Headway (s) | 7.1 | 3.2 | 6.7 | 8.0 | 7.3 | 8.3 | 8.0 | 3.2 |
| Degree Utilization, x | 0.57 | 0.04 | 0.76 | 0.59 | 0.26 | 0.30 | 0.24 | 0.10 |
| Capacity (veh/h) | 468 | 1121 | 515 | 426 | 460 | 383 | 395 | 1121 |
| Control Delay (s) | 19.1 | 6.3 | 28.3 | 20.5 | 11.6 | 13.5 | 12.3 | 5.4 |
| Approach Delay (s) | 17.2 | | 28.3 | 17.7 | | 10.5 | | |
| Approach LOS | C | | D | C | | B | | |

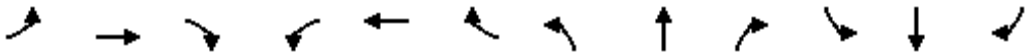
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 18.8 | | | |
| HCM Level of Service | C | | | |
| Intersection Capacity Utilization | 67.2% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 184 | 126 | 49 | 134 | 242 | 117 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 200 | 137 | 53 | 146 | 263 | 127 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 337 | 199 | 390 |
| Volume Left (vph) | 0 | 53 | 263 |
| Volume Right (vph) | 137 | 0 | 127 |
| Hadj (s) | -0.18 | 0.12 | -0.03 |
| Departure Headway (s) | 5.2 | 5.7 | 5.3 |
| Degree Utilization, x | 0.48 | 0.31 | 0.57 |
| Capacity (veh/h) | 660 | 589 | 644 |
| Control Delay (s) | 12.9 | 11.2 | 15.2 |
| Approach Delay (s) | 12.9 | 11.2 | 15.2 |
| Approach LOS | B | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 13.5 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 58.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 44 | 145 | 41 | 100 | 264 | 72 | 102 | 152 | 88 | 22 | 106 | 72 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 48 | 158 | 45 | 109 | 287 | 78 | 111 | 165 | 96 | 24 | 115 | 78 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 250 | 474 | 276 | 96 | 217 |
| Volume Left (vph) | 48 | 109 | 111 | 0 | 24 |
| Volume Right (vph) | 45 | 78 | 0 | 96 | 78 |
| Hadj (s) | -0.03 | -0.02 | 0.23 | -0.67 | -0.16 |
| Departure Headway (s) | 7.2 | 6.6 | 7.8 | 6.9 | 7.5 |
| Degree Utilization, x | 0.50 | 0.87 | 0.60 | 0.18 | 0.45 |
| Capacity (veh/h) | 463 | 525 | 429 | 482 | 448 |
| Control Delay (s) | 17.2 | 39.3 | 20.8 | 10.3 | 16.4 |
| Approach Delay (s) | 17.2 | 39.3 | 18.1 | | 16.4 |
| Approach LOS | C | E | C | | C |

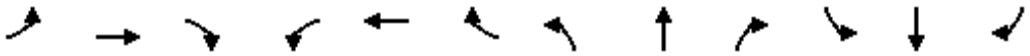
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 25.3 | | | |
| HCM Level of Service | D | | | |
| Intersection Capacity Utilization | 69.9% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 4 | 142 | 374 | 0 | 0 | 213 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 154 | 407 | 0 | 0 | 232 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 658 | 427 | | | 417 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 658 | 427 | | | 417 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 75 | | | 100 | |
| cM capacity (veh/h) | 422 | 618 | | | 1133 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 159 | 407 | 232 |
| Volume Left | 4 | 0 | 0 |
| Volume Right | 154 | 0 | 0 |
| cSH | 610 | 1700 | 1700 |
| Volume to Capacity | 0.26 | 0.24 | 0.14 |
| Queue Length 95th (ft) | 26 | 0 | 0 |
| Control Delay (s) | 13.0 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 13.0 | 0.0 | 0.0 |
| Approach LOS | B | | |

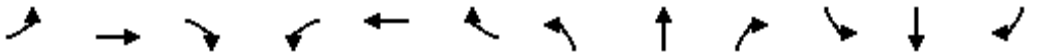
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 37.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 53 | 8 | 36 | 0 | 0 | 0 | 6 | 321 | 2 | 74 | 135 | 8 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 58 | 9 | 39 | 0 | 0 | 0 | 7 | 349 | 2 | 80 | 147 | 9 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 695 | 696 | 171 | 719 | 699 | 370 | 165 | | | 361 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 695 | 696 | 171 | 719 | 699 | 370 | 165 | | | 361 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 83 | 97 | 95 | 100 | 100 | 100 | 100 | | | 93 | | |
| cM capacity (veh/h) | 329 | 336 | 858 | 300 | 335 | 670 | 1401 | | | 1198 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 105 | 358 | 236 |
| Volume Left | 58 | 7 | 80 |
| Volume Right | 39 | 2 | 9 |
| cSH | 525 | 1401 | 1198 |
| Volume to Capacity | 0.20 | 0.00 | 0.07 |
| Queue Length 95th (ft) | 19 | 0 | 5 |
| Control Delay (s) | 15.2 | 0.2 | 3.2 |
| Lane LOS | C | A | A |
| Approach Delay (s) | 15.2 | 0.2 | 3.2 |
| Approach LOS | C | | |

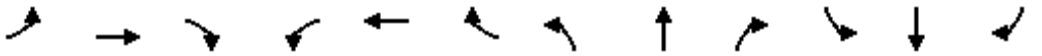
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 50.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2341 | 72 | 155 | 1722 | 0 | 0 | 0 | 228 | 404 | 70 | 518 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.94 | 1.00 | 1.00 | | | | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1493 | 1770 | 3539 | | | | 1556 | 3433 | 1863 | 1529 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1493 | 1770 | 3539 | | | | 1556 | 3433 | 1863 | 1529 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2545 | 78 | 168 | 1872 | 0 | 0 | 0 | 248 | 439 | 76 | 563 |
| RTOR Reduction (vph) | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 13 |
| Lane Group Flow (vph) | 0 | 2545 | 69 | 168 | 1872 | 0 | 0 | 0 | 133 | 439 | 76 | 550 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 60.1 | 60.1 | 10.1 | 75.1 | | | | 18.1 | 12.1 | 35.1 | 35.1 |
| Effective Green, g (s) | | 60.1 | 60.1 | 10.1 | 75.1 | | | | 18.1 | 12.1 | 35.1 | 35.1 |
| Actuated g/C Ratio | | 0.50 | 0.50 | 0.08 | 0.63 | | | | 0.15 | 0.10 | 0.29 | 0.29 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1772 | 748 | 149 | 2215 | | | | 235 | 346 | 545 | 447 |
| v/s Ratio Prot | | c0.72 | | c0.09 | 0.53 | | | | | 0.13 | 0.04 | |
| v/s Ratio Perm | | | 0.05 | | | | | | 0.09 | | | c0.36 |
| v/c Ratio | | 1.44 | 0.09 | 1.13 | 0.85 | | | | 0.57 | 1.27 | 0.14 | 1.23 |
| Uniform Delay, d1 | | 29.9 | 15.7 | 55.0 | 17.8 | | | | 47.3 | 54.0 | 31.3 | 42.5 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 199.6 | 0.1 | 112.1 | 3.2 | | | | 3.1 | 141.9 | 0.1 | 122.2 |
| Delay (s) | | 229.5 | 15.7 | 167.0 | 21.0 | | | | 50.4 | 195.8 | 31.4 | 164.7 |
| Level of Service | | F | B | F | C | | | | D | F | C | F |
| Approach Delay (s) | | 223.2 | | | 33.0 | | | 50.4 | | | 168.0 | |
| Approach LOS | | F | | | C | | | D | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 141.3 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.34 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 103.6% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 389 | 1981 | 546 | 303 | 1573 | 213 | 230 | 400 | 202 | 122 | 567 | 502 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.94 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1529 | 3433 | 3462 | | 3433 | 3539 | 1529 | 1770 | 3539 | 2629 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1529 | 3433 | 3462 | | 3433 | 3539 | 1529 | 1770 | 3539 | 2629 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 423 | 2153 | 593 | 329 | 1710 | 232 | 250 | 435 | 220 | 133 | 616 | 546 |
| RTOR Reduction (vph) | 0 | 0 | 63 | 0 | 9 | 0 | 0 | 0 | 115 | 0 | 0 | 324 |
| Lane Group Flow (vph) | 423 | 2153 | 530 | 329 | 1933 | 0 | 250 | 435 | 105 | 133 | 616 | 222 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 22.0 | 64.1 | 64.1 | 9.0 | 51.1 | | 8.0 | 20.1 | 20.1 | 9.0 | 21.1 | 21.1 |
| Effective Green, g (s) | 22.0 | 64.1 | 64.1 | 9.0 | 51.1 | | 8.0 | 20.1 | 20.1 | 9.0 | 21.1 | 21.1 |
| Actuated g/C Ratio | 0.18 | 0.53 | 0.53 | 0.08 | 0.43 | | 0.07 | 0.17 | 0.17 | 0.08 | 0.18 | 0.18 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 325 | 1890 | 817 | 257 | 1474 | | 229 | 593 | 256 | 133 | 622 | 462 |
| v/s Ratio Prot | c0.24 | 0.61 | | 0.10 | c0.56 | | 0.07 | 0.12 | | c0.08 | c0.17 | |
| v/s Ratio Perm | | | 0.35 | | | | | | 0.07 | | | 0.08 |
| v/c Ratio | 1.30 | 1.14 | 0.65 | 1.28 | 1.31 | | 1.09 | 0.73 | 0.41 | 1.00 | 0.99 | 0.48 |
| Uniform Delay, d1 | 49.0 | 28.0 | 19.9 | 55.5 | 34.5 | | 56.0 | 47.4 | 44.7 | 55.5 | 49.3 | 44.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 156.4 | 69.6 | 1.8 | 152.5 | 145.2 | | 86.1 | 4.7 | 1.1 | 78.0 | 33.5 | 0.8 |
| Delay (s) | 205.4 | 97.6 | 21.7 | 208.0 | 179.7 | | 142.1 | 52.1 | 45.7 | 133.5 | 82.9 | 45.3 |
| Level of Service | F | F | C | F | F | | F | D | D | F | F | D |
| Approach Delay (s) | | 97.8 | | | 183.8 | | | 75.4 | | | 72.2 | |
| Approach LOS | | F | | | F | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 116.4 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.17 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 109.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

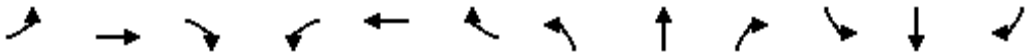
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1452 | 0 | 0 | 1444 | 435 | 102 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.97 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1736 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1736 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1578 | 0 | 0 | 1570 | 473 | 111 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 1578 | 0 | 0 | 1570 | 578 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 32.4 | | | 32.4 | 25.1 | |
| Effective Green, g (s) | 32.4 | | | 32.4 | 25.1 | |
| Actuated g/C Ratio | 0.48 | | | 0.48 | 0.37 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1704 | | | 1704 | 647 | |
| v/s Ratio Prot | c0.45 | | | 0.44 | c0.33 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.93 | | | 0.92 | 0.89 | |
| Uniform Delay, d1 | 16.3 | | | 16.3 | 19.8 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 9.1 | | | 8.7 | 14.7 | |
| Delay (s) | 25.4 | | | 24.9 | 34.5 | |
| Level of Service | C | | | C | C | |
| Approach Delay (s) | 25.4 | | | 24.9 | 34.5 | |
| Approach LOS | C | | | C | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 67.3 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 88.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 406 | 0 | 0 | 0 | 0 | 1044 | 112 | 508 | 850 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.95 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2661 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2661 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 441 | 0 | 0 | 0 | 0 | 1135 | 122 | 552 | 924 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 1135 | 122 | 552 | 924 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 9.5 | | | | | 30.4 | 82.3 | 28.6 | 63.0 | |
| Effective Green, g (s) | | | 9.5 | | | | | 30.4 | 82.3 | 28.6 | 63.0 | |
| Actuated g/C Ratio | | | 0.12 | | | | | 0.37 | 1.00 | 0.35 | 0.77 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 307 | | | | | 1307 | 1544 | 615 | 2709 | |
| v/s Ratio Prot | | | | | | | | c0.32 | | c0.31 | 0.26 | |
| v/s Ratio Perm | | | c0.05 | | | | | | 0.08 | | | |
| v/c Ratio | | | 0.46 | | | | | 0.87 | 0.08 | 0.90 | 0.34 | |
| Uniform Delay, d1 | | | 34.0 | | | | | 24.1 | 0.0 | 25.5 | 3.1 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 1.1 | | | | | 6.4 | 0.1 | 15.7 | 0.1 | |
| Delay (s) | | | 35.1 | | | | | 30.5 | 0.1 | 41.2 | 3.1 | |
| Level of Service | | | D | | | | | C | A | D | A | |
| Approach Delay (s) | | 35.1 | | | 0.0 | | | 27.5 | | | 17.4 | |
| Approach LOS | | D | | | A | | | C | | | B | |

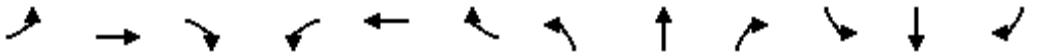
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 23.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.82 | | |
| Actuated Cycle Length (s) | 82.3 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 64.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 284 | 241 | 87 | 41 | 110 | 108 | 70 | 936 | 63 | 281 | 865 | 229 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 309 | 262 | 95 | 45 | 120 | 117 | 76 | 1017 | 68 | 305 | 940 | 249 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 2409 | 2809 | 490 | 2496 | 2990 | 529 | 1199 | | | 1096 | | |
| vC1, stage 1 conf vol | 1561 | 1561 | | 1180 | 1180 | | | | | | | |
| vC2, stage 2 conf vol | 848 | 1248 | | 1317 | 1810 | | | | | | | |
| vCu, unblocked vol | 2409 | 2809 | 490 | 2496 | 2990 | 529 | 1199 | | | 1096 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 0 | 82 | 0 | 0 | 76 | 87 | | | 51 | | |
| cM capacity (veh/h) | 0 | 8 | 515 | 0 | 6 | 486 | 573 | | | 627 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 665 | 282 | 76 | 509 | 509 | 68 | 305 | 470 | 470 | 249 |
| Volume Left | 309 | 45 | 76 | 0 | 0 | 0 | 305 | 0 | 0 | 0 |
| Volume Right | 95 | 117 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 249 |
| cSH | 0 | 0 | 573 | 1700 | 1700 | 1700 | 627 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | Err | 0.13 | 0.30 | 0.30 | 0.04 | 0.49 | 0.28 | 0.28 | 0.15 |
| Queue Length 95th (ft) | Err | Err | 11 | 0 | 0 | 0 | 67 | 0 | 0 | 0 |
| Control Delay (s) | Err | Err | 12.2 | 0.0 | 0.0 | 0.0 | 16.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | C | | | |
| Approach Delay (s) | Err | Err | 0.8 | | | | 3.3 | | | |
| Approach LOS | F | F | | | | | | | | |

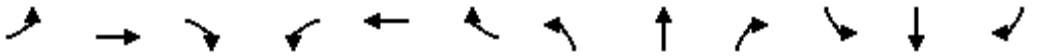
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | Err | | | |
| Intersection Capacity Utilization | 103.7% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 335 | 522 | 175 | 110 | 217 | 84 | 56 | 632 | 111 | 128 | 654 | 212 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.97 | | 1.00 | 0.97 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.94 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1819 | 1529 | | 1832 | 1529 | 1770 | 3539 | 1493 | 1770 | 3539 | 1493 |
| Flt Permitted | | 0.66 | 1.00 | | 0.28 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1222 | 1529 | | 529 | 1529 | 1770 | 3539 | 1493 | 1770 | 3539 | 1493 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 364 | 567 | 190 | 120 | 236 | 91 | 61 | 687 | 121 | 139 | 711 | 230 |
| RTOR Reduction (vph) | 0 | 0 | 68 | 0 | 0 | 35 | 0 | 0 | 50 | 0 | 0 | 90 |
| Lane Group Flow (vph) | 0 | 931 | 122 | 0 | 356 | 56 | 61 | 687 | 71 | 139 | 711 | 140 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 75.1 | 75.1 | | 75.1 | 75.1 | 5.7 | 24.1 | 24.1 | 7.1 | 25.5 | 25.5 |
| Effective Green, g (s) | | 75.1 | 75.1 | | 75.1 | 75.1 | 5.7 | 24.1 | 24.1 | 7.1 | 25.5 | 25.5 |
| Actuated g/C Ratio | | 0.62 | 0.62 | | 0.62 | 0.62 | 0.05 | 0.20 | 0.20 | 0.06 | 0.21 | 0.21 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 758 | 949 | | 328 | 949 | 83 | 705 | 297 | 104 | 746 | 315 |
| v/s Ratio Prot | | | | | | | 0.03 | 0.19 | | c0.08 | c0.20 | |
| v/s Ratio Perm | | c0.76 | 0.08 | | 0.67 | 0.04 | | | 0.05 | | | 0.09 |
| v/c Ratio | | 1.23 | 0.13 | | 1.09 | 0.06 | 0.73 | 0.97 | 0.24 | 1.34 | 0.95 | 0.44 |
| Uniform Delay, d1 | | 23.0 | 9.5 | | 23.0 | 9.0 | 56.9 | 48.1 | 40.7 | 57.0 | 47.2 | 41.6 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 114.2 | 0.1 | | 74.4 | 0.0 | 28.3 | 27.4 | 0.4 | 202.8 | 22.1 | 1.0 |
| Delay (s) | | 137.1 | 9.5 | | 97.4 | 9.1 | 85.2 | 75.5 | 41.2 | 259.7 | 69.2 | 42.6 |
| Level of Service | | F | A | | F | A | F | E | D | F | E | D |
| Approach Delay (s) | | 115.5 | | | 79.4 | | | 71.4 | | | 88.1 | |
| Approach LOS | | F | | | E | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 91.6 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.13 | | |
| Actuated Cycle Length (s) | 121.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 104.4% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

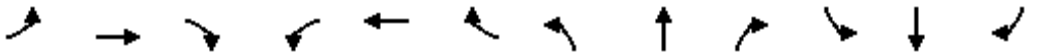
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 20 | 668 | 70 | 218 | 363 | 17 | 51 | 63 | 170 | 26 | 39 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 726 | 76 | 237 | 395 | 18 | 55 | 68 | 185 | 28 | 42 | 22 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 824 | 650 | 309 | 71 | 22 |
| Volume Left (vph) | 22 | 237 | 55 | 28 | 0 |
| Volume Right (vph) | 76 | 18 | 185 | 0 | 22 |
| Hadj (s) | -0.02 | 0.09 | -0.29 | 0.23 | -0.67 |
| Departure Headway (s) | 6.6 | 6.8 | 7.3 | 9.1 | 8.2 |
| Degree Utilization, x | 1.52 | 1.22 | 0.63 | 0.18 | 0.05 |
| Capacity (veh/h) | 535 | 540 | 477 | 376 | 415 |
| Control Delay (s) | 262.2 | 137.4 | 22.0 | 12.9 | 10.5 |
| Approach Delay (s) | 262.2 | 137.4 | 22.0 | 12.3 | |
| Approach LOS | F | F | C | B | |

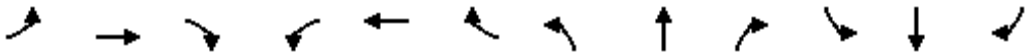
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 167.1 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 106.7% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 769 | 183 | 199 | 594 | 0 | 0 | 0 | 0 | 202 | 9 | 198 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 836 | 199 | 216 | 646 | 0 | 0 | 0 | 0 | 220 | 10 | 215 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 656 | | | 1045 | | | 1823 | 2034 | 537 | 1516 | 2133 | 343 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 656 | | | 1045 | | | 1823 | 2034 | 537 | 1516 | 2133 | 343 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 67 | | | 100 | 100 | 100 | 0 | 70 | 66 |
| cM capacity (veh/h) | 920 | | | 662 | | | 18 | 38 | 484 | 60 | 33 | 642 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 557 | 478 | 216 | 323 | 323 | 445 |
| Volume Left | 0 | 0 | 216 | 0 | 0 | 220 |
| Volume Right | 0 | 199 | 0 | 0 | 0 | 215 |
| cSH | 1700 | 1700 | 662 | 1700 | 1700 | 105 |
| Volume to Capacity | 0.33 | 0.28 | 0.33 | 0.19 | 0.19 | 4.23 |
| Queue Length 95th (ft) | 0 | 0 | 36 | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | Err |
| Lane LOS | | | B | | | F |
| Approach Delay (s) | 0.0 | | 3.3 | | | Err |
| Approach LOS | | | | | | F |

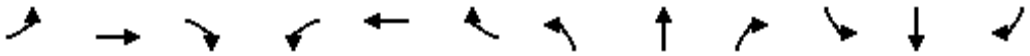
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1899.8 | | | |
| Intersection Capacity Utilization | 66.7% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 92 | 888 | 0 | 0 | 750 | 255 | 42 | 6 | 152 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 100 | 965 | 0 | 0 | 815 | 277 | 46 | 7 | 165 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.90 | | | | | | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 |
| vC, conflicting volume | 1102 | | | 975 | | | 1593 | 2278 | 503 | 1660 | 2139 | 566 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 900 | | | 975 | | | 1443 | 2201 | 503 | 1517 | 2047 | 307 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 85 | | | 100 | | | 37 | 81 | 67 | 100 | 100 | 100 |
| cM capacity (veh/h) | 678 | | | 697 | | | 73 | 34 | 506 | 37 | 42 | 617 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 422 | 643 | 543 | 549 | 217 |
| Volume Left | 100 | 0 | 0 | 0 | 46 |
| Volume Right | 0 | 0 | 0 | 277 | 165 |
| cSH | 678 | 1700 | 1700 | 1700 | 283 |
| Volume to Capacity | 0.15 | 0.38 | 0.32 | 0.32 | 0.77 |
| Queue Length 95th (ft) | 13 | 0 | 0 | 0 | 145 |
| Control Delay (s) | 4.2 | 0.0 | 0.0 | 0.0 | 48.0 |
| Lane LOS | A | | | | E |
| Approach Delay (s) | 1.7 | | 0.0 | | 48.0 |
| Approach LOS | | | | | E |

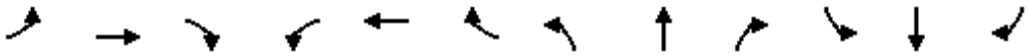
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.1 | | |
| Intersection Capacity Utilization | 76.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 117 | 644 | 331 | 204 | 430 | 93 | 439 | 890 | 129 | 147 | 918 | 140 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.95 | | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3320 | | 1770 | 3424 | | 1770 | 3457 | | 1770 | 3453 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3320 | | 1770 | 3424 | | 1770 | 3457 | | 1770 | 3453 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 127 | 700 | 360 | 222 | 467 | 101 | 477 | 967 | 140 | 160 | 998 | 152 |
| RTOR Reduction (vph) | 0 | 55 | 0 | 0 | 15 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 127 | 1005 | 0 | 222 | 553 | 0 | 477 | 1097 | 0 | 160 | 1140 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 11.4 | 29.1 | | 12.0 | 29.7 | | 26.0 | 47.7 | | 13.4 | 35.1 | |
| Effective Green, g (s) | 11.4 | 29.1 | | 12.0 | 29.7 | | 26.0 | 47.7 | | 13.4 | 35.1 | |
| Actuated g/C Ratio | 0.10 | 0.24 | | 0.10 | 0.25 | | 0.22 | 0.40 | | 0.11 | 0.29 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 168 | 805 | | 177 | 847 | | 384 | 1374 | | 198 | 1010 | |
| v/s Ratio Prot | 0.07 | c0.30 | | c0.13 | 0.16 | | c0.27 | 0.32 | | 0.09 | c0.33 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.76 | 1.25 | | 1.25 | 0.65 | | 1.24 | 0.80 | | 0.81 | 1.13 | |
| Uniform Delay, d1 | 52.9 | 45.5 | | 54.0 | 40.5 | | 47.0 | 31.9 | | 52.0 | 42.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 17.5 | 122.3 | | 152.1 | 1.8 | | 129.3 | 3.3 | | 20.9 | 70.8 | |
| Delay (s) | 70.4 | 167.8 | | 206.1 | 42.3 | | 176.3 | 35.2 | | 73.0 | 113.2 | |
| Level of Service | E | F | | F | D | | F | D | | E | F | |
| Approach Delay (s) | | 157.4 | | | 88.4 | | | 77.7 | | | 108.3 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 107.1 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.21 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 109.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

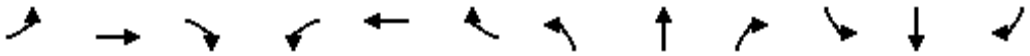
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 85 | 288 | 63 | 100 | 407 | 97 | 31 | 771 | 113 | 170 | 878 | 141 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1794 | | 1770 | 1789 | | 1770 | 1814 | | 1770 | 1810 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1794 | | 1770 | 1789 | | 1770 | 1814 | | 1770 | 1810 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 92 | 313 | 68 | 109 | 442 | 105 | 34 | 838 | 123 | 185 | 954 | 153 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 92 | 374 | 0 | 109 | 540 | 0 | 34 | 957 | 0 | 185 | 1103 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 8.0 | 29.1 | | 8.0 | 29.1 | | 4.7 | 56.7 | | 10.0 | 62.0 | |
| Effective Green, g (s) | 8.0 | 29.1 | | 8.0 | 29.1 | | 4.7 | 56.7 | | 10.0 | 62.0 | |
| Actuated g/C Ratio | 0.07 | 0.24 | | 0.07 | 0.24 | | 0.04 | 0.47 | | 0.08 | 0.51 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 116 | 429 | | 116 | 428 | | 68 | 846 | | 146 | 923 | |
| v/s Ratio Prot | 0.05 | 0.21 | | c0.06 | c0.30 | | 0.02 | 0.53 | | c0.10 | c0.61 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.79 | 0.87 | | 0.94 | 1.26 | | 0.50 | 1.13 | | 1.27 | 1.19 | |
| Uniform Delay, d1 | 56.0 | 44.5 | | 56.6 | 46.2 | | 57.3 | 32.4 | | 55.8 | 29.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 30.0 | 17.4 | | 64.0 | 135.5 | | 5.7 | 73.6 | | 163.3 | 98.2 | |
| Delay (s) | 86.0 | 61.9 | | 120.5 | 181.8 | | 63.0 | 106.1 | | 219.1 | 128.0 | |
| Level of Service | F | E | | F | F | | E | F | | F | F | |
| Approach Delay (s) | | 66.6 | | | 171.6 | | | 104.6 | | | 141.1 | |
| Approach LOS | | E | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 126.0 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.17 | | |
| Actuated Cycle Length (s) | 121.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 105.3% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

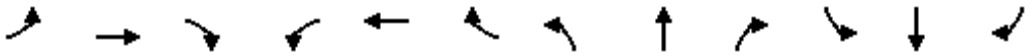
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 63 | 476 | 39 | 115 | 521 | 124 | 41 | 57 | 39 | 119 | 120 | 39 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 68 | 517 | 42 | 125 | 566 | 135 | 45 | 62 | 42 | 129 | 130 | 42 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 711 | | | 570 | | | 1687 | 1647 | 559 | 1653 | 1600 | 654 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 711 | | | 570 | | | 1687 | 1647 | 559 | 1653 | 1600 | 654 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 87 | | | 0 | 21 | 92 | 0 | 0 | 91 |
| cM capacity (veh/h) | 881 | | | 994 | | | 0 | 79 | 520 | 21 | 84 | 459 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 628 | 826 | 149 | 302 |
| Volume Left | 68 | 125 | 45 | 129 |
| Volume Right | 42 | 135 | 42 | 42 |
| cSH | 881 | 994 | 0 | 39 |
| Volume to Capacity | 0.08 | 0.13 | Err | 7.67 |
| Queue Length 95th (ft) | 6 | 11 | Err | Err |
| Control Delay (s) | 2.0 | 3.0 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 2.0 | 3.0 | Err | Err |
| Approach LOS | | | F | F |

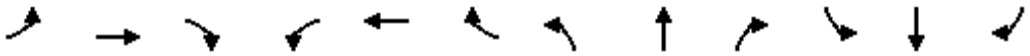
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | Err | |
| Intersection Capacity Utilization | | | 90.0% | ICU Level of Service |
| Analysis Period (min) | | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 174 | 432 | 89 | 233 | 407 | 123 | 141 | 326 | 151 | 135 | 292 | 181 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 189 | 470 | 97 | 253 | 442 | 134 | 153 | 354 | 164 | 147 | 317 | 197 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 755 | 829 | 672 | 661 |
| Volume Left (vph) | 189 | 253 | 153 | 147 |
| Volume Right (vph) | 97 | 134 | 164 | 197 |
| Hadj (s) | 0.01 | 0.00 | -0.07 | -0.10 |
| Departure Headway (s) | 9.6 | 9.6 | 9.5 | 9.5 |
| Degree Utilization, x | 2.01 | 2.20 | 1.77 | 1.74 |
| Capacity (veh/h) | 382 | 384 | 384 | 385 |
| Control Delay (s) | 484.7 | 570.9 | 380.6 | 365.3 |
| Approach Delay (s) | 484.7 | 570.9 | 380.6 | 365.3 |
| Approach LOS | F | F | F | F |

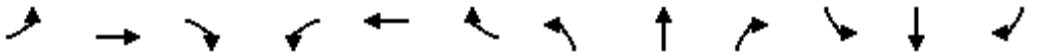
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 458.2 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 113.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 595 | 105 | 156 | 645 | 11 | 112 | 22 | 124 | 2 | 4 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 647 | 114 | 170 | 701 | 12 | 122 | 24 | 135 | 2 | 4 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 723 | | | 771 | | | 1779 | 1780 | 724 | 1921 | 1831 | 727 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 723 | | | 771 | | | 1779 | 1780 | 724 | 1921 | 1831 | 727 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 80 | | | 0 | 63 | 68 | 89 | 93 | 99 |
| cM capacity (veh/h) | 872 | | | 837 | | | 49 | 64 | 419 | 20 | 60 | 417 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 763 | 883 | 280 | 9 |
| Volume Left | 2 | 170 | 122 | 2 |
| Volume Right | 114 | 12 | 135 | 2 |
| cSH | 872 | 837 | 89 | 47 |
| Volume to Capacity | 0.00 | 0.20 | 3.16 | 0.19 |
| Queue Length 95th (ft) | 0 | 19 | Err | 15 |
| Control Delay (s) | 0.1 | 4.9 | Err | 98.4 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.1 | 4.9 | Err | 98.4 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1452.0 | | |
| Intersection Capacity Utilization | 113.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 669 | 3 | 13 | 503 | 0 | 3 | 0 | 44 | 362 | 11 | 225 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 727 | 3 | 14 | 547 | 0 | 3 | 0 | 48 | 393 | 12 | 245 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 557 | | | 740 | | | 1452 | 1324 | 749 | 1372 | 1325 | 567 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 557 | | | 740 | | | 1452 | 1324 | 749 | 1372 | 1325 | 567 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 98 | | | 94 | 100 | 88 | 0 | 92 | 52 |
| cM capacity (veh/h) | 1005 | | | 859 | | | 51 | 151 | 405 | 103 | 151 | 515 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 730 | 561 | 51 | 650 |
| Volume Left | 0 | 14 | 3 | 393 |
| Volume Right | 3 | 0 | 48 | 245 |
| cSH | 1700 | 859 | 281 | 150 |
| Volume to Capacity | 0.43 | 0.02 | 0.18 | 4.34 |
| Queue Length 95th (ft) | 0 | 1 | 16 | Err |
| Control Delay (s) | 0.0 | 0.5 | 20.6 | Err |
| Lane LOS | | A | C | F |
| Approach Delay (s) | 0.0 | 0.5 | 20.6 | Err |
| Approach LOS | | | C | F |

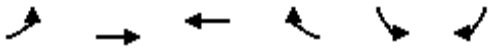
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3262.7 | | |
| Intersection Capacity Utilization | 70.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 868 | 207 | 149 | 516 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 943 | 225 | 162 | 561 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1178 | | 1961 | 1076 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1178 | | 1961 | 1076 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 73 | | 100 | 100 |
| cM capacity (veh/h) | | | 593 | | 50 | 264 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1168 | 723 |
| Volume Left | 0 | 162 |
| Volume Right | 225 | 0 |
| cSH | 1700 | 593 |
| Volume to Capacity | 0.69 | 0.27 |
| Queue Length 95th (ft) | 0 | 28 |
| Control Delay (s) | 0.0 | 7.2 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 7.2 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 110.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 83 | 785 | 665 | 450 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 90 | 853 | 723 | 489 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1222 | | | | 2021 | 987 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1222 | | | | 2021 | 987 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 84 | | | | 100 | 100 |
| cM capacity (veh/h) | 571 | | | | 53 | 298 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 943 | 1212 |
| Volume Left | 90 | 0 |
| Volume Right | 0 | 489 |
| cSH | 571 | 1700 |
| Volume to Capacity | 0.16 | 0.71 |
| Queue Length 95th (ft) | 14 | 0 |
| Control Delay (s) | 4.8 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 4.8 | 0.0 |
| Approach LOS | | |

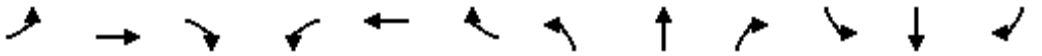
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 123.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 785 | 0 | 0 | 939 | 176 | 104 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 853 | 0 | 0 | 1021 | 191 | 113 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.70 | |
| vC, conflicting volume | | | 863 | | 1894 | 873 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 863 | | 2065 | 873 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 0 | 67 |
| cM capacity (veh/h) | | | 773 | | 41 | 344 |

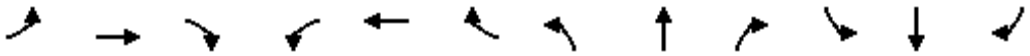
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 853 | 1021 | 304 |
| Volume Left | 0 | 0 | 191 |
| Volume Right | 0 | 0 | 113 |
| cSH | 1700 | 1700 | 61 |
| Volume to Capacity | 0.50 | 0.60 | 4.99 |
| Queue Length 95th (ft) | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | Err |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | Err |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1397.1 | | |
| Intersection Capacity Utilization | 66.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 47 | 702 | 140 | 77 | 639 | 81 | 218 | 514 | 27 | 161 | 560 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3408 | | 1770 | 3439 | | 1770 | 3539 | 1542 | 1770 | 3539 | 1542 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3408 | | 1770 | 3439 | | 1770 | 3539 | 1542 | 1770 | 3539 | 1542 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 51 | 763 | 152 | 84 | 695 | 88 | 237 | 559 | 29 | 175 | 609 | 89 |
| RTOR Reduction (vph) | 0 | 20 | 0 | 0 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 26 |
| Lane Group Flow (vph) | 51 | 895 | 0 | 84 | 772 | 0 | 237 | 559 | 20 | 175 | 609 | 63 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 4.4 | 23.0 | | 5.9 | 24.5 | | 12.0 | 18.6 | 18.6 | 10.4 | 17.0 | 17.0 |
| Effective Green, g (s) | 4.4 | 23.0 | | 5.9 | 24.5 | | 12.0 | 18.6 | 18.6 | 10.4 | 17.0 | 17.0 |
| Actuated g/C Ratio | 0.06 | 0.30 | | 0.08 | 0.32 | | 0.16 | 0.25 | 0.25 | 0.14 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 103 | 1035 | | 138 | 1113 | | 281 | 870 | 379 | 243 | 795 | 346 |
| v/s Ratio Prot | 0.03 | c0.26 | | c0.05 | 0.22 | | c0.13 | 0.16 | | 0.10 | c0.17 | |
| v/s Ratio Perm | | | | | | | | | 0.01 | | | 0.04 |
| v/c Ratio | 0.50 | 0.86 | | 0.61 | 0.69 | | 0.84 | 0.64 | 0.05 | 0.72 | 0.77 | 0.18 |
| Uniform Delay, d1 | 34.6 | 24.9 | | 33.8 | 22.3 | | 30.9 | 25.6 | 21.8 | 31.3 | 27.5 | 23.7 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.7 | 7.7 | | 7.4 | 1.9 | | 20.0 | 1.6 | 0.1 | 10.0 | 4.4 | 0.3 |
| Delay (s) | 38.3 | 32.5 | | 41.2 | 24.2 | | 50.9 | 27.2 | 21.9 | 41.3 | 31.9 | 24.0 |
| Level of Service | D | C | | D | C | | D | C | C | D | C | C |
| Approach Delay (s) | | 32.8 | | | 25.9 | | | 33.8 | | | 33.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

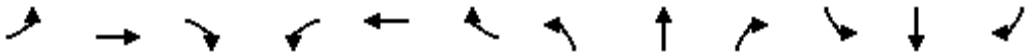
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 75.7 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 70.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 41 | 670 | 54 | 70 | 329 | 14 | 37 | 77 | 97 | 20 | 55 | 33 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 45 | 728 | 59 | 76 | 358 | 15 | 40 | 84 | 105 | 22 | 60 | 36 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 383 | | | 797 | | | 1263 | 1392 | 413 | 1138 | 1413 | 206 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 383 | | | 797 | | | 1263 | 1392 | 413 | 1138 | 1413 | 206 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 96 | | | 91 | | | 37 | 31 | 82 | 57 | 49 | 95 |
| cM capacity (veh/h) | 1162 | | | 814 | | | 64 | 121 | 578 | 50 | 117 | 787 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 45 | 486 | 301 | 76 | 238 | 134 | 229 | 117 |
| Volume Left | 45 | 0 | 0 | 76 | 0 | 0 | 40 | 22 |
| Volume Right | 0 | 0 | 59 | 0 | 0 | 15 | 105 | 36 |
| cSH | 1162 | 1700 | 1700 | 814 | 1700 | 1700 | 152 | 119 |
| Volume to Capacity | 0.04 | 0.29 | 0.18 | 0.09 | 0.14 | 0.08 | 1.51 | 0.99 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 8 | 0 | 0 | 382 | 164 |
| Control Delay (s) | 8.2 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 312.4 | 149.6 |
| Lane LOS | A | | | A | | | F | F |
| Approach Delay (s) | 0.4 | | | 1.7 | | | 312.4 | 149.6 |
| Approach LOS | | | | | | | F | F |

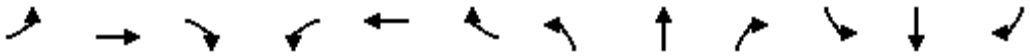
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 55.5 | | | |
| Intersection Capacity Utilization | 50.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 19 | 752 | 20 | 103 | 383 | 98 | 16 | 308 | 62 | 44 | 112 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 817 | 22 | 112 | 416 | 107 | 17 | 335 | 67 | 48 | 122 | 24 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 533 | | | 849 | | | 1668 | 1636 | 848 | 1818 | 1594 | 490 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 533 | | | 849 | | | 1668 | 1636 | 848 | 1818 | 1594 | 490 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 86 | | | 0 | 0 | 81 | 0 | 0 | 96 |
| cM capacity (veh/h) | 1026 | | | 782 | | | 0 | 83 | 355 | 0 | 88 | 569 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 860 | 635 | 420 | 193 |
| Volume Left | 21 | 112 | 17 | 48 |
| Volume Right | 22 | 107 | 67 | 24 |
| cSH | 1026 | 782 | 0 | 0 |
| Volume to Capacity | 0.02 | 0.14 | Err | Err |
| Queue Length 95th (ft) | 2 | 12 | Err | Err |
| Control Delay (s) | 0.5 | 3.6 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.5 | 3.6 | Err | Err |
| Approach LOS | | | F | F |

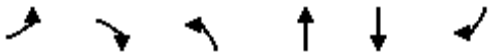
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 110.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 275 | 527 | 63 | 87 | 353 | 67 | 41 | 213 | 58 | 53 | 289 | 156 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.97 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1756 | 1826 | | 1762 | 1808 | | 1759 | 1789 | | 1752 | 1742 | |
| Flt Permitted | 0.41 | 1.00 | | 0.25 | 1.00 | | 0.27 | 1.00 | | 0.52 | 1.00 | |
| Satd. Flow (perm) | 764 | 1826 | | 465 | 1808 | | 492 | 1789 | | 952 | 1742 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 299 | 573 | 68 | 95 | 384 | 73 | 45 | 232 | 63 | 58 | 314 | 170 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 12 | 0 | 0 | 17 | 0 | 0 | 33 | 0 |
| Lane Group Flow (vph) | 299 | 634 | 0 | 95 | 445 | 0 | 45 | 278 | 0 | 58 | 451 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 24.8 | 24.8 | | 24.8 | 24.8 | | 17.2 | 17.2 | | 17.2 | 17.2 | |
| Effective Green, g (s) | 24.8 | 24.8 | | 24.8 | 24.8 | | 17.2 | 17.2 | | 17.2 | 17.2 | |
| Actuated g/C Ratio | 0.48 | 0.48 | | 0.48 | 0.48 | | 0.33 | 0.33 | | 0.33 | 0.33 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 366 | 874 | | 223 | 866 | | 163 | 594 | | 316 | 578 | |
| v/s Ratio Prot | | 0.35 | | | 0.25 | | | 0.16 | | | c0.26 | |
| v/s Ratio Perm | c0.39 | | | 0.20 | | | 0.09 | | | 0.06 | | |
| v/c Ratio | 0.82 | 0.73 | | 0.43 | 0.51 | | 0.28 | 0.47 | | 0.18 | 0.78 | |
| Uniform Delay, d1 | 11.6 | 10.8 | | 8.8 | 9.3 | | 12.7 | 13.7 | | 12.3 | 15.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 13.2 | 3.0 | | 1.3 | 0.5 | | 0.9 | 0.6 | | 0.3 | 6.8 | |
| Delay (s) | 24.7 | 13.8 | | 10.2 | 9.9 | | 13.6 | 14.3 | | 12.6 | 22.4 | |
| Level of Service | C | B | | B | A | | B | B | | B | C | |
| Approach Delay (s) | | 17.3 | | | 9.9 | | | 14.2 | | | 21.3 | |
| Approach LOS | | B | | | A | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 51.8 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 82.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

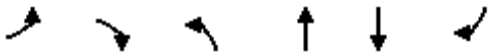
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 2 | 2 | 6 | 8 | 2 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 2 | 2 | 7 | 9 | 2 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 42 | 30 | 21 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 42 | 30 | 21 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 952 | 1027 | 1581 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 5 | 9 | 11 |
| Volume Left | 2 | 2 | 0 |
| Volume Right | 2 | 0 | 2 |
| cSH | 988 | 1581 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 1.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 1.8 | 0.0 |
| Approach LOS | A | | |

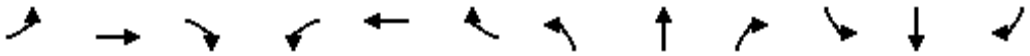
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 266 | 144 | 247 | 490 | 526 | 251 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 302 | 164 | 281 | 557 | 598 | 285 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.85 | 0.85 | 0.85 | | | |
| vC, conflicting volume | 1600 | 461 | 893 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1350 | 8 | 516 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 82 | 68 | | | |
| cM capacity (veh/h) | 81 | 894 | 880 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 466 | 466 | 371 | 398 | 484 |
| Volume Left | 302 | 281 | 0 | 0 | 0 |
| Volume Right | 164 | 0 | 0 | 0 | 285 |
| cSH | 118 | 880 | 1700 | 1700 | 1700 |
| Volume to Capacity | 3.94 | 0.32 | 0.22 | 0.23 | 0.28 |
| Queue Length 95th (ft) | Err | 35 | 0 | 0 | 0 |
| Control Delay (s) | Err | 8.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | A | | | |
| Approach Delay (s) | Err | 4.6 | | 0.0 | |
| Approach LOS | F | | | | |

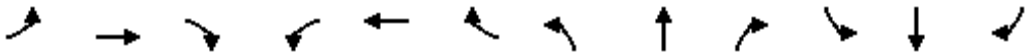
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2132.5 | | |
| Intersection Capacity Utilization | 77.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 14 | 2 | 2 | 16 | 2 | 2 | 10 | 2 | 2 | 8 | 10 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 16 | 1 | 2 | 18 | 2 | 2 | 11 | 2 | 2 | 9 | 11 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 30 | | | 27 | | | 81 | 66 | 36 | 73 | 65 | 39 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 30 | | | 27 | | | 81 | 66 | 36 | 73 | 65 | 39 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 99 | 99 |
| cM capacity (veh/h) | 1569 | | | 1574 | | | 862 | 809 | 1019 | 878 | 809 | 1015 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 19 | 23 | 16 | 23 |
| Volume Left | 2 | 2 | 2 | 2 |
| Volume Right | 1 | 2 | 2 | 11 |
| cSH | 1569 | 1574 | 841 | 908 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 2 |
| Control Delay (s) | 0.9 | 0.7 | 9.4 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.9 | 0.7 | 9.4 | 9.1 |
| Approach LOS | | | A | A |

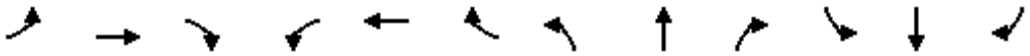
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 4 | 6 | 2 | 12 | 6 | 2 | 215 | 8 | 6 | 114 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 5 | 7 | 2 | 14 | 7 | 2 | 244 | 9 | 7 | 130 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 431 | 422 | 151 | 427 | 419 | 269 | 142 | | | 263 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 431 | 422 | 151 | 427 | 419 | 269 | 142 | | | 263 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 99 | 99 | 100 | 97 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 501 | 511 | 881 | 512 | 513 | 757 | 1429 | | | 1290 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 14 | 23 | 256 | 139 |
| Volume Left | 2 | 2 | 2 | 7 |
| Volume Right | 7 | 7 | 9 | 2 |
| cSH | 644 | 568 | 1429 | 1290 |
| Volume to Capacity | 0.02 | 0.04 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 2 | 3 | 0 | 0 |
| Control Delay (s) | 10.7 | 11.6 | 0.1 | 0.4 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.7 | 11.6 | 0.1 | 0.4 |
| Approach LOS | B | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.1 | | | |
| Intersection Capacity Utilization | 25.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 20 | 1 | 1 | 18 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 23 | 1 | 1 | 20 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 32 | | | 34 | | | 71 | 69 | 43 | 72 | 69 | 41 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 32 | | | 34 | | | 71 | 69 | 43 | 72 | 69 | 41 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1568 | | | 1565 | | | 891 | 806 | 1010 | 889 | 806 | 1013 |

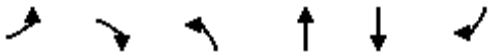
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 25 | 23 | 5 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 2 | 1 |
| cSH | 1568 | 1565 | 921 | 895 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.3 | 0.4 | 8.9 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.3 | 0.4 | 8.9 | 9.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 8 | 16 | 2 | 2 | 14 | 26 | 2 | 2 | 2 | 20 | 2 | 4 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 9 | 18 | 2 | 2 | 16 | 30 | 2 | 2 | 2 | 23 | 2 | 5 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 55 | | | 30 | | | 98 | 108 | 39 | 96 | 94 | 51 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 55 | | | 30 | | | 98 | 108 | 39 | 96 | 94 | 51 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 100 | 100 | 97 | 100 | 100 |
| cM capacity (veh/h) | 1537 | | | 1569 | | | 847 | 764 | 1015 | 852 | 777 | 1001 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 30 | 48 | 7 | 30 |
| Volume Left | 9 | 2 | 2 | 23 |
| Volume Right | 2 | 30 | 2 | 5 |
| cSH | 1537 | 1569 | 863 | 865 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 3 |
| Control Delay (s) | 2.3 | 0.4 | 9.2 | 9.3 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.3 | 0.4 | 9.2 | 9.3 |
| Approach LOS | | | A | A |

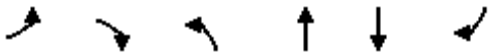
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 19.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 41 | 30 | 0 | 382 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 45 | 33 | 0 | 415 | 11 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 45 | 33 | 415 | 11 |
| Volume Left (vph) | 0 | 33 | 0 | 0 |
| Volume Right (vph) | 45 | 0 | 0 | 11 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 4.4 | 4.8 | 4.7 | 4.0 |
| Degree Utilization, x | 0.05 | 0.04 | 0.54 | 0.01 |
| Capacity (veh/h) | 737 | 728 | 759 | 899 |
| Control Delay (s) | 7.7 | 8.0 | 11.8 | 5.8 |
| Approach Delay (s) | 7.7 | 8.0 | 11.6 | |
| Approach LOS | A | A | B | |

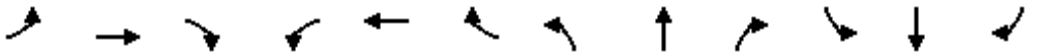
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 11.0 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 37.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 4 | 2 | 64 | 764 | 403 | 304 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 2 | 70 | 830 | 438 | 330 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1428 | 458 | 448 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1428 | 458 | 448 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 100 | 94 | | | |
| cM capacity (veh/h) | 137 | 593 | 1103 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 7 | 900 | 438 | 330 |
| Volume Left | 4 | 70 | 0 | 0 |
| Volume Right | 2 | 0 | 0 | 330 |
| cSH | 184 | 1103 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.06 | 0.26 | 0.19 |
| Queue Length 95th (ft) | 3 | 5 | 0 | 0 |
| Control Delay (s) | 25.2 | 1.6 | 0.0 | 0.0 |
| Lane LOS | D | A | | |
| Approach Delay (s) | 25.2 | 1.6 | 0.0 | |
| Approach LOS | D | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 81.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 279 | 368 | 123 | 137 | 364 | 155 | 83 | 320 | 23 | 93 | 350 | 260 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 303 | 400 | 134 | 149 | 396 | 168 | 90 | 348 | 25 | 101 | 380 | 283 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 703 | 134 | 713 | 264 | 199 | 228 | 254 | 283 |
| Volume Left (vph) | 303 | 0 | 149 | 90 | 0 | 101 | 0 | 0 |
| Volume Right (vph) | 0 | 134 | 168 | 0 | 25 | 0 | 0 | 283 |
| Hadj (s) | 0.12 | -0.57 | -0.07 | 0.20 | -0.05 | 0.26 | 0.03 | -0.67 |
| Departure Headway (s) | 8.8 | 3.2 | 8.6 | 9.5 | 9.3 | 9.6 | 9.3 | 3.2 |
| Degree Utilization, x | 1.71 | 0.12 | 1.70 | 0.70 | 0.51 | 0.60 | 0.66 | 0.25 |
| Capacity (veh/h) | 415 | 1121 | 423 | 370 | 376 | 365 | 377 | 1112 |
| Control Delay (s) | 353.3 | 6.6 | 347.4 | 30.7 | 20.4 | 24.9 | 27.3 | 6.1 |
| Approach Delay (s) | 298.0 | | 347.4 | 26.2 | | 18.7 | | |
| Approach LOS | F | | F | D | | C | | |

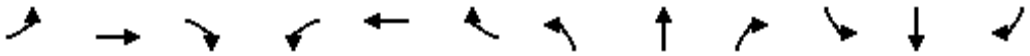
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 188.5 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 109.6% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 134 | 350 | 69 | 383 | 273 | 84 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 146 | 380 | 75 | 416 | 297 | 91 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 526 | 491 | 388 |
| Volume Left (vph) | 0 | 75 | 297 |
| Volume Right (vph) | 380 | 0 | 91 |
| Hadj (s) | -0.40 | 0.06 | 0.05 |
| Departure Headway (s) | 5.9 | 6.4 | 6.8 |
| Degree Utilization, x | 0.86 | 0.87 | 0.73 |
| Capacity (veh/h) | 590 | 553 | 508 |
| Control Delay (s) | 35.2 | 38.2 | 26.1 |
| Approach Delay (s) | 35.2 | 38.2 | 26.1 |
| Approach LOS | E | E | D |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 33.7 | | |
| HCM Level of Service | D | | |
| Intersection Capacity Utilization | 83.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 89 | 375 | 177 | 180 | 152 | 60 | 141 | 268 | 112 | 90 | 263 | 53 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 97 | 408 | 192 | 196 | 165 | 65 | 153 | 291 | 122 | 98 | 286 | 58 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 697 | 426 | 445 | 122 | 441 |
| Volume Left (vph) | 97 | 196 | 153 | 0 | 98 |
| Volume Right (vph) | 192 | 65 | 0 | 122 | 58 |
| Hadj (s) | -0.10 | 0.03 | 0.21 | -0.67 | 0.00 |
| Departure Headway (s) | 9.4 | 9.6 | 9.9 | 9.0 | 9.6 |
| Degree Utilization, x | 1.82 | 1.13 | 1.22 | 0.30 | 1.18 |
| Capacity (veh/h) | 387 | 389 | 370 | 396 | 378 |
| Control Delay (s) | 403.1 | 118.0 | 149.4 | 14.7 | 135.4 |
| Approach Delay (s) | 403.1 | 118.0 | 120.5 | | 135.4 |
| Approach LOS | F | F | F | | F |

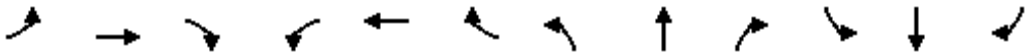
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 215.5 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 108.5% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 30 | 422 | 406 | 0 | 0 | 405 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 33 | 459 | 441 | 0 | 0 | 440 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 902 | 461 | | | 451 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 902 | 461 | | | 451 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 89 | 22 | | | 100 | |
| cM capacity (veh/h) | 303 | 590 | | | 1100 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 491 | 441 | 440 |
| Volume Left | 33 | 0 | 0 |
| Volume Right | 459 | 0 | 0 |
| cSH | 555 | 1700 | 1700 |
| Volume to Capacity | 0.88 | 0.26 | 0.26 |
| Queue Length 95th (ft) | 254 | 0 | 0 |
| Control Delay (s) | 42.6 | 0.0 | 0.0 |
| Lane LOS | E | | |
| Approach Delay (s) | 42.6 | 0.0 | 0.0 |
| Approach LOS | E | | |

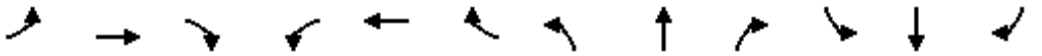
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 15.2 | | |
| Intersection Capacity Utilization | 56.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 259 | 14 | 150 | 0 | 0 | 0 | 5 | 147 | 3 | 276 | 149 | 10 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 282 | 15 | 163 | 0 | 0 | 0 | 5 | 160 | 3 | 300 | 162 | 11 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 960 | 961 | 187 | 1049 | 965 | 181 | 183 | | | 173 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 960 | 961 | 187 | 1049 | 965 | 181 | 183 | | | 173 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 92 | 81 | 100 | 100 | 100 | 100 | | | 79 | | |
| cM capacity (veh/h) | 192 | 199 | 840 | 128 | 198 | 854 | 1381 | | | 1404 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 460 | 168 | 473 |
| Volume Left | 282 | 5 | 300 |
| Volume Right | 163 | 3 | 11 |
| cSH | 269 | 1381 | 1404 |
| Volume to Capacity | 1.71 | 0.00 | 0.21 |
| Queue Length 95th (ft) | 742 | 0 | 20 |
| Control Delay (s) | 367.2 | 0.3 | 6.0 |
| Lane LOS | F | A | A |
| Approach Delay (s) | 367.2 | 0.3 | 6.0 |
| Approach LOS | F | | |

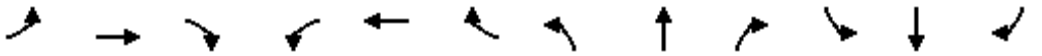
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 155.9 | | | |
| Intersection Capacity Utilization | 65.2% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2635 | 102 | 184 | 2029 | 0 | 0 | 0 | 246 | 292 | 50 | 359 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.94 | 1.00 | 1.00 | | | | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1494 | 1770 | 3539 | | | | 1556 | 3433 | 1863 | 1529 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1494 | 1770 | 3539 | | | | 1556 | 3433 | 1863 | 1529 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2864 | 111 | 200 | 2205 | 0 | 0 | 0 | 267 | 317 | 54 | 390 |
| RTOR Reduction (vph) | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 8 |
| Lane Group Flow (vph) | 0 | 2864 | 100 | 200 | 2205 | 0 | 0 | 0 | 153 | 317 | 54 | 382 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 64.1 | 64.1 | 10.1 | 79.1 | | | | 18.0 | 8.1 | 31.0 | 31.0 |
| Effective Green, g (s) | | 64.1 | 64.1 | 10.1 | 79.1 | | | | 18.0 | 8.1 | 31.0 | 31.0 |
| Actuated g/C Ratio | | 0.53 | 0.53 | 0.08 | 0.66 | | | | 0.15 | 0.07 | 0.26 | 0.26 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1892 | 799 | 149 | 2335 | | | | 234 | 232 | 482 | 395 |
| v/s Ratio Prot | | c0.81 | | c0.11 | 0.62 | | | | | c0.09 | 0.03 | |
| v/s Ratio Perm | | | 0.07 | | | | | | 0.10 | | | c0.25 |
| v/c Ratio | | 1.51 | 0.12 | 1.34 | 0.94 | | | | 0.65 | 1.37 | 0.11 | 0.97 |
| Uniform Delay, d1 | | 27.9 | 13.9 | 54.9 | 18.4 | | | | 48.0 | 55.9 | 33.9 | 43.9 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 234.0 | 0.1 | 192.0 | 8.8 | | | | 6.4 | 190.0 | 0.1 | 36.2 |
| Delay (s) | | 261.9 | 14.0 | 246.9 | 27.2 | | | | 54.5 | 245.9 | 34.0 | 80.2 |
| Level of Service | | F | B | F | C | | | | D | F | C | F |
| Approach Delay (s) | | 252.6 | | | 45.4 | | | 54.5 | | | 145.9 | |
| Approach LOS | | F | | | D | | | D | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 153.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.34 | | |
| Actuated Cycle Length (s) | 119.9 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 109.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 491 | 1833 | 642 | 317 | 1811 | 327 | 206 | 279 | 299 | 214 | 537 | 846 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.94 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1529 | 3433 | 3440 | | 3433 | 3539 | 1529 | 1770 | 3539 | 2629 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1529 | 3433 | 3440 | | 3433 | 3539 | 1529 | 1770 | 3539 | 2629 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 534 | 1992 | 698 | 345 | 1968 | 355 | 224 | 303 | 325 | 233 | 584 | 920 |
| RTOR Reduction (vph) | 0 | 0 | 80 | 0 | 12 | 0 | 0 | 0 | 138 | 0 | 0 | 392 |
| Lane Group Flow (vph) | 534 | 1992 | 618 | 345 | 2311 | 0 | 224 | 303 | 187 | 233 | 584 | 528 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 23.0 | 62.1 | 62.1 | 11.0 | 50.1 | | 8.0 | 18.1 | 18.1 | 11.0 | 21.1 | 21.1 |
| Effective Green, g (s) | 23.0 | 62.1 | 62.1 | 11.0 | 50.1 | | 8.0 | 18.1 | 18.1 | 11.0 | 21.1 | 21.1 |
| Actuated g/C Ratio | 0.19 | 0.52 | 0.52 | 0.09 | 0.42 | | 0.07 | 0.15 | 0.15 | 0.09 | 0.18 | 0.18 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 339 | 1831 | 791 | 315 | 1436 | | 229 | 534 | 231 | 162 | 622 | 462 |
| v/s Ratio Prot | c0.30 | 0.56 | | 0.10 | c0.67 | | 0.07 | 0.09 | | c0.13 | 0.17 | |
| v/s Ratio Perm | | | 0.40 | | | | | | 0.12 | | | c0.20 |
| v/c Ratio | 1.58 | 1.09 | 0.78 | 1.10 | 1.61 | | 0.98 | 0.57 | 0.81 | 1.44 | 0.94 | 1.14 |
| Uniform Delay, d1 | 48.5 | 28.9 | 23.4 | 54.5 | 35.0 | | 55.9 | 47.3 | 49.3 | 54.5 | 48.8 | 49.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 272.7 | 49.3 | 5.0 | 78.7 | 277.4 | | 52.7 | 1.4 | 19.1 | 228.7 | 22.0 | 87.0 |
| Delay (s) | 321.2 | 78.3 | 28.5 | 133.2 | 312.3 | | 108.6 | 48.7 | 68.4 | 283.2 | 70.8 | 136.5 |
| Level of Service | F | E | C | F | F | | F | D | E | F | E | F |
| Approach Delay (s) | | 107.7 | | | 289.2 | | | 71.9 | | | 134.1 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 166.6 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.51 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 123.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1438 | 0 | 0 | 1819 | 494 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.98 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1742 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1742 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1563 | 0 | 0 | 1977 | 537 | 98 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 1563 | 0 | 0 | 1977 | 629 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 54.7 | | | 54.7 | 35.5 | |
| Effective Green, g (s) | 54.7 | | | 54.7 | 35.5 | |
| Actuated g/C Ratio | 0.55 | | | 0.55 | 0.36 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1936 | | | 1936 | 618 | |
| v/s Ratio Prot | 0.44 | | | c0.56 | c0.36 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.81 | | | 1.02 | 1.02 | |
| Uniform Delay, d1 | 18.4 | | | 22.6 | 32.2 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.6 | | | 26.0 | 40.6 | |
| Delay (s) | 20.9 | | | 48.6 | 72.8 | |
| Level of Service | C | | | D | E | |
| Approach Delay (s) | 20.9 | | | 48.6 | 72.8 | |
| Approach LOS | C | | | D | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 41.9 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.02 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 101.0% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 294 | 0 | 0 | 0 | 0 | 865 | 54 | 611 | 761 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2662 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2662 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 320 | 0 | 0 | 0 | 0 | 940 | 59 | 664 | 827 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 291 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 940 | 59 | 664 | 827 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.4 | | | | | 25.6 | 80.9 | 34.1 | 63.7 | |
| Effective Green, g (s) | | | 7.4 | | | | | 25.6 | 80.9 | 34.1 | 63.7 | |
| Actuated g/C Ratio | | | 0.09 | | | | | 0.32 | 1.00 | 0.42 | 0.79 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 243 | | | | | 1120 | 1544 | 746 | 2787 | |
| v/s Ratio Prot | | | | | | | | c0.27 | | c0.38 | 0.23 | |
| v/s Ratio Perm | | | c0.01 | | | | | | 0.04 | | | |
| v/c Ratio | | | 0.12 | | | | | 0.84 | 0.04 | 0.89 | 0.30 | |
| Uniform Delay, d1 | | | 33.8 | | | | | 25.7 | 0.0 | 21.7 | 2.4 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.2 | | | | | 5.7 | 0.0 | 12.8 | 0.1 | |
| Delay (s) | | | 34.0 | | | | | 31.4 | 0.0 | 34.5 | 2.4 | |
| Level of Service | | | C | | | | | C | A | C | A | |
| Approach Delay (s) | | 34.0 | | | 0.0 | | | 29.5 | | | 16.7 | |
| Approach LOS | | C | | | A | | | C | | | B | |

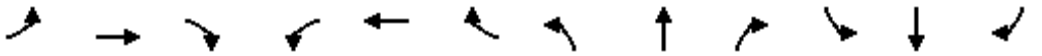
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 23.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 80.9 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 65.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 568 | 131 | 173 | 33 | 67 | 110 | 42 | 769 | 65 | 191 | 698 | 178 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 617 | 142 | 188 | 36 | 73 | 120 | 46 | 836 | 71 | 208 | 759 | 193 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1859 | 2192 | 399 | 2001 | 2315 | 438 | 962 | | | 917 | | |
| vC1, stage 1 conf vol | 1184 | 1184 | | 937 | 937 | | | | | | | |
| vC2, stage 2 conf vol | 675 | 1008 | | 1064 | 1377 | | | | | | | |
| vCu, unblocked vol | 1859 | 2192 | 399 | 2001 | 2315 | 438 | 962 | | | 917 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 0 | 68 | 0 | 25 | 79 | 94 | | | 72 | | |
| cM capacity (veh/h) | 22 | 79 | 590 | 0 | 97 | 557 | 705 | | | 734 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 948 | 228 | 46 | 418 | 418 | 71 | 208 | 379 | 379 | 193 |
| Volume Left | 617 | 36 | 46 | 0 | 0 | 0 | 208 | 0 | 0 | 0 |
| Volume Right | 188 | 120 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 193 |
| cSH | 31 | 0 | 705 | 1700 | 1700 | 1700 | 734 | 1700 | 1700 | 1700 |
| Volume to Capacity | 30.66 | Err | 0.06 | 0.25 | 0.25 | 0.04 | 0.28 | 0.22 | 0.22 | 0.11 |
| Queue Length 95th (ft) | Err | Err | 5 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| Control Delay (s) | Err | Err | 10.5 | 0.0 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | | |
| Approach Delay (s) | Err | Err | 0.5 | | | | 2.1 | | | |
| Approach LOS | F | F | | | | | | | | |

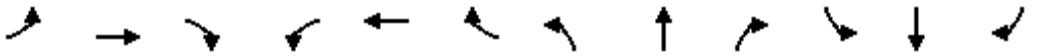
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | Err | | | |
| Intersection Capacity Utilization | 107.1% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 314 | 395 | 54 | 81 | 203 | 69 | 52 | 481 | 111 | 141 | 474 | 165 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.97 | | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1814 | 1535 | | 1837 | 1535 | 1770 | 3539 | 1503 | 1770 | 3539 | 1503 |
| Flt Permitted | | 0.67 | 1.00 | | 0.50 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1244 | 1535 | | 923 | 1535 | 1770 | 3539 | 1503 | 1770 | 3539 | 1503 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 341 | 429 | 59 | 88 | 221 | 75 | 57 | 523 | 121 | 153 | 515 | 179 |
| RTOR Reduction (vph) | 0 | 0 | 24 | 0 | 0 | 31 | 0 | 0 | 78 | 0 | 0 | 116 |
| Lane Group Flow (vph) | 0 | 770 | 35 | 0 | 309 | 44 | 57 | 523 | 43 | 153 | 515 | 63 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 59.5 | 59.5 | | 59.5 | 59.5 | 5.7 | 17.6 | 17.6 | 9.1 | 21.0 | 21.0 |
| Effective Green, g (s) | | 59.5 | 59.5 | | 59.5 | 59.5 | 5.7 | 17.6 | 17.6 | 9.1 | 21.0 | 21.0 |
| Actuated g/C Ratio | | 0.59 | 0.59 | | 0.59 | 0.59 | 0.06 | 0.17 | 0.17 | 0.09 | 0.21 | 0.21 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 734 | 905 | | 544 | 905 | 100 | 617 | 262 | 160 | 737 | 313 |
| v/s Ratio Prot | | | | | | | 0.03 | c0.15 | | c0.09 | c0.15 | |
| v/s Ratio Perm | | c0.62 | 0.02 | | 0.33 | 0.03 | | | 0.03 | | | 0.04 |
| v/c Ratio | | 1.05 | 0.04 | | 0.57 | 0.05 | 0.57 | 0.85 | 0.16 | 0.96 | 0.70 | 0.20 |
| Uniform Delay, d1 | | 20.7 | 8.7 | | 12.8 | 8.7 | 46.4 | 40.4 | 35.4 | 45.7 | 37.0 | 33.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 46.8 | 0.0 | | 1.4 | 0.0 | 7.3 | 10.5 | 0.3 | 57.6 | 2.9 | 0.3 |
| Delay (s) | | 67.5 | 8.7 | | 14.1 | 8.8 | 53.7 | 50.8 | 35.7 | 103.3 | 39.9 | 33.3 |
| Level of Service | | E | A | | B | A | D | D | D | F | D | C |
| Approach Delay (s) | | 63.3 | | | 13.1 | | | 48.4 | | | 50.0 | |
| Approach LOS | | E | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 48.5 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.05 | | |
| Actuated Cycle Length (s) | 100.9 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 90.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

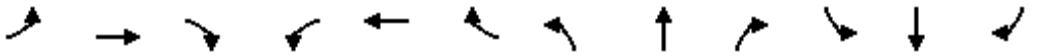
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 20 | 585 | 64 | 198 | 278 | 19 | 35 | 41 | 248 | 26 | 51 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 636 | 70 | 215 | 302 | 21 | 38 | 45 | 270 | 28 | 55 | 11 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 727 | 538 | 352 | 84 | 11 |
| Volume Left (vph) | 22 | 215 | 38 | 28 | 0 |
| Volume Right (vph) | 70 | 21 | 270 | 0 | 11 |
| Hadj (s) | -0.02 | 0.09 | -0.40 | 0.20 | -0.67 |
| Departure Headway (s) | 6.9 | 7.0 | 7.3 | 9.3 | 8.4 |
| Degree Utilization, x | 1.39 | 1.04 | 0.71 | 0.22 | 0.03 |
| Capacity (veh/h) | 514 | 516 | 485 | 370 | 405 |
| Control Delay (s) | 206.8 | 78.0 | 26.2 | 13.6 | 10.4 |
| Approach Delay (s) | 206.8 | 78.0 | 26.2 | 13.2 | |
| Approach LOS | F | F | D | B | |

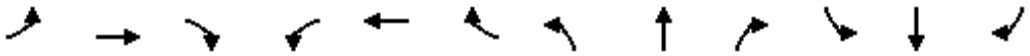
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 118.5 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 99.5% | ICU Level of Service | F | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 825 | 222 | 175 | 450 | 0 | 0 | 0 | 0 | 94 | 0 | 174 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 897 | 241 | 190 | 489 | 0 | 0 | 0 | 0 | 102 | 0 | 189 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 13 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 502 | | | 1151 | | | 1760 | 1913 | 592 | 1341 | 2034 | 268 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 502 | | | 1151 | | | 1760 | 1913 | 592 | 1341 | 2034 | 268 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 68 | | | 100 | 100 | 100 | 0 | 100 | 74 |
| cM capacity (veh/h) | 1047 | | | 603 | | | 29 | 45 | 446 | 81 | 38 | 717 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 598 | 540 | 190 | 245 | 245 | 291 |
| Volume Left | 0 | 0 | 190 | 0 | 0 | 102 |
| Volume Right | 0 | 241 | 0 | 0 | 0 | 189 |
| cSH | 1700 | 1700 | 603 | 1700 | 1700 | 232 |
| Volume to Capacity | 0.35 | 0.32 | 0.32 | 0.14 | 0.14 | 1.26 |
| Queue Length 95th (ft) | 0 | 0 | 34 | 0 | 0 | 370 |
| Control Delay (s) | 0.0 | 0.0 | 13.7 | 0.0 | 0.0 | 104.1 |
| Lane LOS | | | B | | | F |
| Approach Delay (s) | 0.0 | | 3.8 | | | 104.1 |
| Approach LOS | | | | | | F |

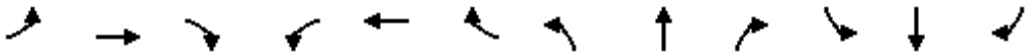
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 15.6 | | | |
| Intersection Capacity Utilization | 62.1% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 115 | 700 | 0 | 0 | 605 | 194 | 30 | 2 | 115 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 125 | 761 | 0 | 0 | 658 | 211 | 33 | 2 | 125 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 17 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.93 | | | | | | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 |
| vC, conflicting volume | 885 | | | 778 | | | 1367 | 1913 | 407 | 1422 | 1808 | 461 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 724 | | | 778 | | | 1242 | 1830 | 407 | 1301 | 1717 | 267 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 85 | | | 100 | | | 69 | 96 | 78 | 100 | 100 | 100 |
| cM capacity (veh/h) | 812 | | | 823 | | | 104 | 59 | 580 | 73 | 69 | 673 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 379 | 507 | 438 | 430 | 160 |
| Volume Left | 125 | 0 | 0 | 0 | 33 |
| Volume Right | 0 | 0 | 0 | 211 | 125 |
| cSH | 812 | 1700 | 1700 | 1700 | 464 |
| Volume to Capacity | 0.15 | 0.30 | 0.26 | 0.25 | 0.34 |
| Queue Length 95th (ft) | 14 | 0 | 0 | 0 | 38 |
| Control Delay (s) | 4.6 | 0.0 | 0.0 | 0.0 | 22.8 |
| Lane LOS | A | | | | C |
| Approach Delay (s) | 2.0 | | 0.0 | | 22.8 |
| Approach LOS | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 65.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 69 | 473 | 354 | 258 | 405 | 44 | 302 | 627 | 352 | 75 | 868 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.94 | | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3254 | | 1770 | 3476 | | 1770 | 3309 | | 1770 | 3512 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3254 | | 1770 | 3476 | | 1770 | 3309 | | 1770 | 3512 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 75 | 514 | 385 | 280 | 440 | 48 | 328 | 682 | 383 | 82 | 943 | 42 |
| RTOR Reduction (vph) | 0 | 123 | 0 | 0 | 7 | 0 | 0 | 69 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 75 | 776 | 0 | 280 | 481 | 0 | 328 | 996 | 0 | 82 | 982 | 0 |
| Confl. Peds. (#/hr) | 14 | | 14 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 7.7 | 25.9 | | 16.0 | 34.2 | | 19.0 | 45.5 | | 6.4 | 32.9 | |
| Effective Green, g (s) | 7.7 | 25.9 | | 16.0 | 34.2 | | 19.0 | 45.5 | | 6.4 | 32.9 | |
| Actuated g/C Ratio | 0.07 | 0.23 | | 0.14 | 0.31 | | 0.17 | 0.41 | | 0.06 | 0.29 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 122 | 755 | | 254 | 1065 | | 301 | 1349 | | 102 | 1035 | |
| v/s Ratio Prot | 0.04 | c0.24 | | c0.16 | 0.14 | | c0.19 | 0.30 | | 0.05 | c0.28 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.61 | 1.03 | | 1.10 | 0.45 | | 1.09 | 0.74 | | 0.80 | 0.95 | |
| Uniform Delay, d1 | 50.5 | 42.8 | | 47.8 | 31.2 | | 46.3 | 28.0 | | 52.0 | 38.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.9 | 40.1 | | 86.6 | 0.3 | | 78.0 | 2.2 | | 35.2 | 16.9 | |
| Delay (s) | 59.4 | 82.9 | | 134.4 | 31.5 | | 124.3 | 30.2 | | 87.2 | 55.4 | |
| Level of Service | E | F | | F | C | | F | C | | F | E | |
| Approach Delay (s) | | 81.1 | | | 69.0 | | | 52.3 | | | 57.8 | |
| Approach LOS | | F | | | E | | | D | | | E | |

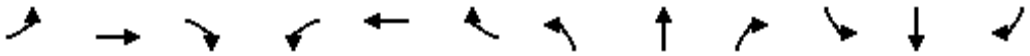
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 63.4 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.03 | | |
| Actuated Cycle Length (s) | 111.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 96.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 136 | 217 | 21 | 152 | 332 | 92 | 16 | 550 | 83 | 145 | 636 | 97 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1829 | | 1770 | 1780 | | 1770 | 1813 | | 1770 | 1812 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1829 | | 1770 | 1780 | | 1770 | 1813 | | 1770 | 1812 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 148 | 236 | 23 | 165 | 361 | 100 | 17 | 598 | 90 | 158 | 691 | 105 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 5 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 148 | 256 | 0 | 165 | 453 | 0 | 17 | 683 | 0 | 158 | 792 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 10.0 | 26.4 | | 13.8 | 30.2 | | 3.0 | 48.8 | | 11.0 | 56.8 | |
| Effective Green, g (s) | 10.0 | 26.4 | | 13.8 | 30.2 | | 3.0 | 48.8 | | 11.0 | 56.8 | |
| Actuated g/C Ratio | 0.08 | 0.22 | | 0.12 | 0.26 | | 0.03 | 0.41 | | 0.09 | 0.48 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 150 | 410 | | 207 | 456 | | 45 | 751 | | 165 | 874 | |
| v/s Ratio Prot | c0.08 | 0.14 | | 0.09 | c0.25 | | 0.01 | 0.38 | | c0.09 | c0.44 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.99 | 0.62 | | 0.80 | 0.99 | | 0.38 | 0.91 | | 0.96 | 0.91 | |
| Uniform Delay, d1 | 53.8 | 41.2 | | 50.6 | 43.7 | | 56.5 | 32.4 | | 53.2 | 28.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 68.9 | 3.0 | | 18.9 | 40.1 | | 5.2 | 14.9 | | 56.9 | 12.8 | |
| Delay (s) | 122.7 | 44.2 | | 69.5 | 83.8 | | 61.7 | 47.3 | | 110.1 | 40.8 | |
| Level of Service | F | D | | E | F | | E | D | | F | D | |
| Approach Delay (s) | | 72.7 | | | 80.0 | | | 47.7 | | | 52.3 | |
| Approach LOS | | E | | | F | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 60.6 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 117.8 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 88.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

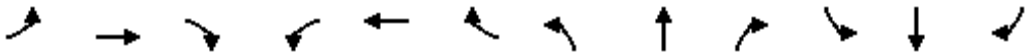
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 47 | 311 | 26 | 115 | 576 | 165 | 205 | 33 | 39 | 198 | 84 | 23 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 51 | 338 | 28 | 125 | 626 | 179 | 223 | 36 | 42 | 215 | 91 | 25 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 815 | | | 376 | | | 1511 | 1530 | 372 | 1500 | 1454 | 736 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 815 | | | 376 | | | 1511 | 1530 | 372 | 1500 | 1454 | 736 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 94 | | | 89 | | | 0 | 63 | 94 | 0 | 15 | 94 |
| cM capacity (veh/h) | 805 | | | 1172 | | | 23 | 96 | 663 | 57 | 107 | 412 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 417 | 930 | 301 | 332 |
| Volume Left | 51 | 125 | 223 | 215 |
| Volume Right | 28 | 179 | 42 | 25 |
| cSH | 805 | 1172 | 29 | 71 |
| Volume to Capacity | 0.06 | 0.11 | 10.27 | 4.67 |
| Queue Length 95th (ft) | 5 | 9 | Err | Err |
| Control Delay (s) | 1.9 | 2.6 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 1.9 | 2.6 | Err | Err |
| Approach LOS | | | F | F |

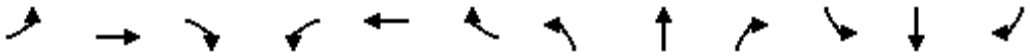
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3195.6 | | |
| Intersection Capacity Utilization | 90.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 55 | 337 | 54 | 161 | 468 | 82 | 110 | 147 | 24 | 108 | 150 | 91 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 60 | 366 | 59 | 175 | 509 | 89 | 120 | 160 | 26 | 117 | 163 | 99 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 485 | 773 | 305 | 379 |
| Volume Left (vph) | 60 | 175 | 120 | 117 |
| Volume Right (vph) | 59 | 89 | 26 | 99 |
| Hadj (s) | -0.01 | 0.01 | 0.06 | -0.06 |
| Departure Headway (s) | 9.0 | 9.0 | 9.5 | 9.0 |
| Degree Utilization, x | 1.21 | 1.93 | 0.81 | 0.95 |
| Capacity (veh/h) | 403 | 406 | 371 | 379 |
| Control Delay (s) | 142.0 | 447.3 | 41.9 | 63.5 |
| Approach Delay (s) | 142.0 | 447.3 | 41.9 | 63.5 |
| Approach LOS | F | F | E | F |

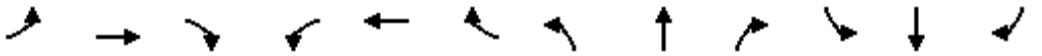
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 232.4 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 95.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 385 | 105 | 31 | 651 | 22 | 112 | 22 | 83 | 2 | 4 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 418 | 114 | 34 | 708 | 24 | 122 | 24 | 90 | 2 | 4 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 742 | | | 543 | | | 1291 | 1299 | 496 | 1389 | 1344 | 740 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 742 | | | 543 | | | 1291 | 1299 | 496 | 1389 | 1344 | 740 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 97 | | | 5 | 84 | 84 | 97 | 97 | 99 |
| cM capacity (veh/h) | 858 | | | 1018 | | | 129 | 153 | 565 | 84 | 144 | 410 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 535 | 765 | 236 | 9 |
| Volume Left | 2 | 34 | 122 | 2 |
| Volume Right | 114 | 24 | 90 | 2 |
| cSH | 858 | 1018 | 187 | 142 |
| Volume to Capacity | 0.00 | 0.03 | 1.26 | 0.06 |
| Queue Length 95th (ft) | 0 | 3 | 324 | 5 |
| Control Delay (s) | 0.1 | 0.9 | 203.3 | 32.1 |
| Lane LOS | A | A | F | D |
| Approach Delay (s) | 0.1 | 0.9 | 203.3 | 32.1 |
| Approach LOS | | | F | D |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 31.7 | | |
| Intersection Capacity Utilization | 84.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 393 | 2 | 9 | 376 | 0 | 6 | 0 | 39 | 267 | 10 | 206 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 427 | 2 | 10 | 409 | 0 | 7 | 0 | 42 | 290 | 11 | 224 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 419 | | | 439 | | | 994 | 877 | 448 | 919 | 878 | 429 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 419 | | | 439 | | | 994 | 877 | 448 | 919 | 878 | 429 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 95 | 100 | 93 | 0 | 96 | 64 |
| cM capacity (veh/h) | 1131 | | | 1111 | | | 133 | 280 | 600 | 226 | 279 | 616 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 429 | 418 | 49 | 525 |
| Volume Left | 0 | 10 | 7 | 290 |
| Volume Right | 2 | 0 | 42 | 224 |
| cSH | 1700 | 1111 | 409 | 347 |
| Volume to Capacity | 0.25 | 0.01 | 0.12 | 1.51 |
| Queue Length 95th (ft) | 0 | 1 | 10 | 725 |
| Control Delay (s) | 0.0 | 0.3 | 15.0 | 273.0 |
| Lane LOS | | A | B | F |
| Approach Delay (s) | 0.0 | 0.3 | 15.0 | 273.0 |
| Approach LOS | | | B | F |

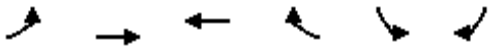
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 101.4 | | |
| Intersection Capacity Utilization | 55.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 566 | 197 | 62 | 391 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 615 | 214 | 67 | 425 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 839 | | 1302 | 742 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 839 | | 1302 | 742 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 92 | | 100 | 100 |
| cM capacity (veh/h) | | | 795 | | 161 | 412 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 829 | 492 |
| Volume Left | 0 | 67 |
| Volume Right | 214 | 0 |
| cSH | 1700 | 795 |
| Volume to Capacity | 0.49 | 0.08 |
| Queue Length 95th (ft) | 0 | 7 |
| Control Delay (s) | 0.0 | 2.3 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 2.3 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 82.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 100 | 500 | 590 | 392 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 109 | 543 | 641 | 426 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1077 | | | | 1635 | 874 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1077 | | | | 1635 | 874 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 83 | | | | 100 | 100 |
| cM capacity (veh/h) | 647 | | | | 92 | 346 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 652 | 1067 |
| Volume Left | 109 | 0 |
| Volume Right | 0 | 426 |
| cSH | 647 | 1700 |
| Volume to Capacity | 0.17 | 0.63 |
| Queue Length 95th (ft) | 15 | 0 |
| Control Delay (s) | 4.4 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 4.4 | 0.0 |
| Approach LOS | | |

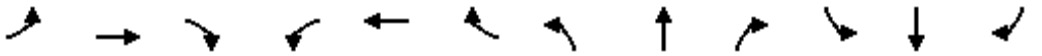
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 103.4% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 516 | 0 | 0 | 750 | 168 | 76 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 561 | 0 | 0 | 815 | 183 | 83 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.74 | |
| vC, conflicting volume | | | 571 | | 1396 | 581 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 571 | | 1359 | 581 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 0 | 84 |
| cM capacity (veh/h) | | | 993 | | 119 | 505 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 561 | 815 | 265 |
| Volume Left | 0 | 0 | 183 |
| Volume Right | 0 | 0 | 83 |
| cSH | 1700 | 1700 | 157 |
| Volume to Capacity | 0.33 | 0.48 | 1.69 |
| Queue Length 95th (ft) | 0 | 0 | 471 |
| Control Delay (s) | 0.0 | 0.0 | 388.5 |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | 388.5 |
| Approach LOS | | | F |

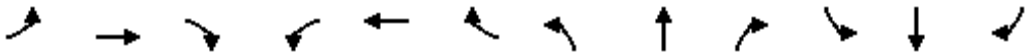
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 62.8 | | |
| Intersection Capacity Utilization | 56.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 182 | 592 | 149 | 283 | 728 | 89 | 246 | 564 | 235 | 104 | 649 | 119 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3414 | | 1770 | 3471 | | 1770 | 3539 | 1541 | 1770 | 3539 | 1541 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3414 | | 1770 | 3471 | | 1770 | 3539 | 1541 | 1770 | 3539 | 1541 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 198 | 643 | 162 | 308 | 791 | 97 | 267 | 613 | 255 | 113 | 705 | 129 |
| RTOR Reduction (vph) | 0 | 28 | 0 | 0 | 12 | 0 | 0 | 0 | 69 | 0 | 0 | 31 |
| Lane Group Flow (vph) | 198 | 777 | 0 | 308 | 876 | 0 | 267 | 613 | 186 | 113 | 705 | 98 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 10.0 | 18.9 | | 14.0 | 22.9 | | 12.0 | 23.7 | 23.7 | 6.4 | 18.1 | 18.1 |
| Effective Green, g (s) | 10.0 | 18.9 | | 14.0 | 22.9 | | 12.0 | 23.7 | 23.7 | 6.4 | 18.1 | 18.1 |
| Actuated g/C Ratio | 0.12 | 0.23 | | 0.17 | 0.28 | | 0.15 | 0.29 | 0.29 | 0.08 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 219 | 799 | | 307 | 984 | | 263 | 1038 | 452 | 140 | 793 | 345 |
| v/s Ratio Prot | 0.11 | 0.23 | | c0.17 | c0.25 | | c0.15 | 0.17 | | 0.06 | c0.20 | |
| v/s Ratio Perm | | | | | | | | | 0.12 | | | 0.06 |
| v/c Ratio | 0.90 | 0.97 | | 1.00 | 0.89 | | 1.02 | 0.59 | 0.41 | 0.81 | 0.89 | 0.28 |
| Uniform Delay, d1 | 34.9 | 30.7 | | 33.4 | 27.7 | | 34.4 | 24.4 | 23.0 | 36.6 | 30.4 | 26.0 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 35.6 | 25.2 | | 52.2 | 10.1 | | 59.4 | 0.9 | 0.6 | 27.7 | 11.9 | 0.5 |
| Delay (s) | 70.6 | 55.9 | | 85.6 | 37.9 | | 93.8 | 25.3 | 23.6 | 64.3 | 42.2 | 26.4 |
| Level of Service | E | E | | F | D | | F | C | C | E | D | C |
| Approach Delay (s) | | 58.8 | | | 50.2 | | | 41.0 | | | 42.7 | |
| Approach LOS | | E | | | D | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 48.1 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.96 | | |
| Actuated Cycle Length (s) | 80.8 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 83.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

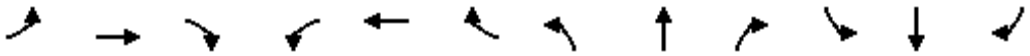
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 14 | 438 | 43 | 61 | 284 | 12 | 7 | 65 | 89 | 12 | 41 | 14 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 476 | 47 | 66 | 309 | 13 | 8 | 71 | 97 | 13 | 45 | 15 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 332 | | | 533 | | | 874 | 1004 | 281 | 868 | 1021 | 181 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 332 | | | 533 | | | 874 | 1004 | 281 | 868 | 1021 | 181 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 94 | | | 96 | 68 | 86 | 91 | 79 | 98 |
| cM capacity (veh/h) | 1214 | | | 1022 | | | 184 | 218 | 704 | 146 | 213 | 817 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 15 | 317 | 205 | 66 | 206 | 116 | 175 | 73 |
| Volume Left | 15 | 0 | 0 | 66 | 0 | 0 | 8 | 13 |
| Volume Right | 0 | 0 | 47 | 0 | 0 | 13 | 97 | 15 |
| cSH | 1214 | 1700 | 1700 | 1022 | 1700 | 1700 | 348 | 230 |
| Volume to Capacity | 0.01 | 0.19 | 0.12 | 0.06 | 0.12 | 0.07 | 0.50 | 0.32 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 5 | 0 | 0 | 67 | 33 |
| Control Delay (s) | 8.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 25.3 | 27.8 |
| Lane LOS | A | | | A | | | D | D |
| Approach Delay (s) | 0.2 | | | 1.5 | | | 25.3 | 27.8 |
| Approach LOS | | | | | | | D | D |

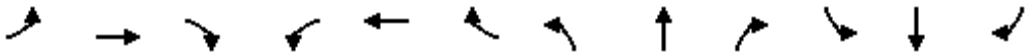
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.1 | | | |
| Intersection Capacity Utilization | 38.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 11 | 515 | 16 | 54 | 291 | 98 | 22 | 219 | 62 | 29 | 76 | 24 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 560 | 17 | 59 | 316 | 107 | 24 | 238 | 67 | 32 | 83 | 26 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 433 | | | 587 | | | 1167 | 1153 | 588 | 1286 | 1108 | 390 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 433 | | | 587 | | | 1167 | 1153 | 588 | 1286 | 1108 | 390 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 94 | | | 76 | 0 | 87 | 0 | 57 | 96 |
| cM capacity (veh/h) | 1117 | | | 980 | | | 100 | 181 | 500 | 0 | 192 | 648 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 589 | 482 | 329 | 140 |
| Volume Left | 12 | 59 | 24 | 32 |
| Volume Right | 17 | 107 | 67 | 26 |
| cSH | 1117 | 980 | 195 | 0 |
| Volume to Capacity | 0.01 | 0.06 | 1.69 | Err |
| Queue Length 95th (ft) | 1 | 5 | 559 | Err |
| Control Delay (s) | 0.3 | 1.7 | 374.4 | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.3 | 1.7 | 374.4 | Err |
| Approach LOS | | | F | F |

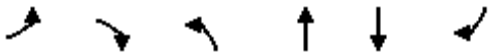
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 76.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 159 | 344 | 45 | 45 | 309 | 55 | 32 | 135 | 47 | 41 | 165 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.96 | | 1.00 | 0.94 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1759 | 1824 | | 1759 | 1812 | | 1757 | 1777 | | 1755 | 1737 | |
| Flt Permitted | 0.49 | 1.00 | | 0.46 | 1.00 | | 0.58 | 1.00 | | 0.63 | 1.00 | |
| Satd. Flow (perm) | 915 | 1824 | | 858 | 1812 | | 1079 | 1777 | | 1170 | 1737 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 173 | 374 | 49 | 49 | 336 | 60 | 35 | 147 | 51 | 45 | 179 | 109 |
| RTOR Reduction (vph) | 0 | 9 | 0 | 0 | 12 | 0 | 0 | 23 | 0 | 0 | 40 | 0 |
| Lane Group Flow (vph) | 173 | 414 | 0 | 49 | 384 | 0 | 35 | 175 | 0 | 45 | 248 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 14.4 | 14.4 | | 14.4 | 14.4 | | 10.9 | 10.9 | | 10.9 | 10.9 | |
| Effective Green, g (s) | 14.4 | 14.4 | | 14.4 | 14.4 | | 10.9 | 10.9 | | 10.9 | 10.9 | |
| Actuated g/C Ratio | 0.41 | 0.41 | | 0.41 | 0.41 | | 0.31 | 0.31 | | 0.31 | 0.31 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 375 | 748 | | 352 | 743 | | 335 | 552 | | 363 | 539 | |
| v/s Ratio Prot | | c0.23 | | | 0.21 | | | 0.10 | | | c0.14 | |
| v/s Ratio Perm | 0.19 | | | 0.06 | | | 0.03 | | | 0.04 | | |
| v/c Ratio | 0.46 | 0.55 | | 0.14 | 0.52 | | 0.10 | 0.32 | | 0.12 | 0.46 | |
| Uniform Delay, d1 | 7.5 | 7.9 | | 6.5 | 7.7 | | 8.6 | 9.3 | | 8.7 | 9.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.9 | 0.9 | | 0.2 | 0.6 | | 0.1 | 0.3 | | 0.2 | 0.6 | |
| Delay (s) | 8.4 | 8.8 | | 6.7 | 8.4 | | 8.8 | 9.6 | | 8.8 | 10.4 | |
| Level of Service | A | A | | A | A | | A | A | | A | B | |
| Approach Delay (s) | | 8.7 | | | 8.2 | | | 9.5 | | | 10.2 | |
| Approach LOS | | A | | | A | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.0 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.51 | | |
| Actuated Cycle Length (s) | 35.1 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 63.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

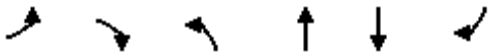
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 4 | 0 | 0 | 2 | 2 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 0 | 0 | 2 | 2 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | 22 | 12 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | 22 | 12 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 975 | 1037 | 1593 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 5 | 2 | 2 |
| Volume Left | 5 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 975 | 1593 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.7 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.4 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 399 | 144 | 247 | 493 | 540 | 284 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 434 | 157 | 268 | 536 | 587 | 309 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.86 | 0.86 | 0.86 | | | |
| vC, conflicting volume | 1566 | 468 | 906 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1335 | 59 | 568 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 81 | 69 | | | |
| cM capacity (veh/h) | 84 | 842 | 854 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 590 | 447 | 357 | 391 | 504 |
| Volume Left | 434 | 268 | 0 | 0 | 0 |
| Volume Right | 157 | 0 | 0 | 0 | 309 |
| cSH | 111 | 854 | 1700 | 1700 | 1700 |
| Volume to Capacity | 5.34 | 0.31 | 0.21 | 0.23 | 0.30 |
| Queue Length 95th (ft) | Err | 34 | 0 | 0 | 0 |
| Control Delay (s) | Err | 8.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | A | | | |
| Approach Delay (s) | Err | 4.6 | | 0.0 | |
| Approach LOS | F | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2578.5 | | |
| Intersection Capacity Utilization | 86.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 2 | 2 | 2 | 8 | 4 | 2 | 6 | 2 | 6 | 14 | 4 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 2 | 2 | 2 | 9 | 5 | 2 | 7 | 2 | 7 | 16 | 5 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 24 | | | 15 | | | 56 | 46 | 23 | 50 | 45 | 31 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 24 | | | 15 | | | 56 | 46 | 23 | 50 | 45 | 31 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 99 | 98 | 100 |
| cM capacity (veh/h) | 1578 | | | 1590 | | | 894 | 829 | 1036 | 913 | 830 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 16 | 11 | 27 |
| Volume Left | 2 | 2 | 2 | 7 |
| Volume Right | 2 | 5 | 2 | 5 |
| cSH | 1578 | 1590 | 877 | 878 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 2 |
| Control Delay (s) | 2.4 | 1.0 | 9.2 | 9.2 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.4 | 1.0 | 9.2 | 9.2 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 2 | 2 | 0 | 6 | 14 | 2 | 72 | 4 | 14 | 73 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 2 | 2 | 0 | 7 | 16 | 2 | 82 | 5 | 16 | 83 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 244 | 227 | 104 | 228 | 226 | 104 | 95 | | | 96 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 244 | 227 | 104 | 228 | 226 | 104 | 95 | | | 96 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 99 | 98 | 100 | | | 99 | | |
| cM capacity (veh/h) | 666 | 653 | 935 | 696 | 654 | 935 | 1486 | | | 1485 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 23 | 89 | 101 |
| Volume Left | 2 | 0 | 2 | 16 |
| Volume Right | 2 | 16 | 5 | 2 |
| cSH | 731 | 828 | 1486 | 1485 |
| Volume to Capacity | 0.01 | 0.03 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 2 | 0 | 1 |
| Control Delay (s) | 10.0 | 9.5 | 0.2 | 1.2 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 10.0 | 9.5 | 0.2 | 1.2 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.9 | | | |
| Intersection Capacity Utilization | 24.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 16 | 1 | 1 | 20 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 18 | 1 | 1 | 23 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 34 | | | 29 | | | 68 | 67 | 39 | 68 | 67 | 43 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 34 | | | 29 | | | 68 | 67 | 39 | 68 | 67 | 43 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1565 | | | 1571 | | | 894 | 809 | 1016 | 894 | 809 | 1010 |

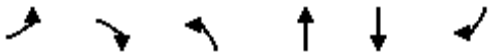
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 20 | 25 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1565 | 1571 | 898 | 897 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.4 | 0.3 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.4 | 0.3 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.5 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 8 | 4 | 2 | 12 | 33 | 2 | 2 | 4 | 20 | 2 | 10 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 9 | 5 | 2 | 14 | 38 | 2 | 2 | 5 | 23 | 2 | 11 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 61 | | | 24 | | | 85 | 92 | 31 | 79 | 75 | 52 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 61 | | | 24 | | | 85 | 92 | 31 | 79 | 75 | 52 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 97 | 100 | 99 |
| cM capacity (veh/h) | 1529 | | | 1578 | | | 861 | 783 | 1025 | 876 | 799 | 998 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 53 | 9 | 36 |
| Volume Left | 2 | 2 | 2 | 23 |
| Volume Right | 5 | 38 | 5 | 11 |
| cSH | 1529 | 1578 | 911 | 905 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 3 |
| Control Delay (s) | 1.1 | 0.3 | 9.0 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 1.1 | 0.3 | 9.0 | 9.1 |
| Approach LOS | | | A | A |

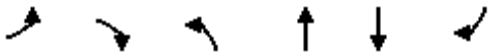
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.9 | | | |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 37 | 39 | 0 | 195 | 16 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 40 | 42 | 0 | 212 | 17 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 40 | 42 | 212 | 17 |
| Volume Left (vph) | 0 | 42 | 0 | 0 |
| Volume Right (vph) | 40 | 0 | 0 | 17 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 4.0 | 4.6 | 4.7 | 4.0 |
| Degree Utilization, x | 0.04 | 0.05 | 0.27 | 0.02 |
| Capacity (veh/h) | 851 | 769 | 757 | 891 |
| Control Delay (s) | 7.1 | 7.8 | 8.2 | 5.8 |
| Approach Delay (s) | 7.1 | 7.8 | 8.0 | |
| Approach LOS | A | A | A | |

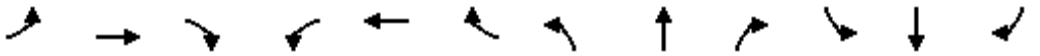
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.9 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 30.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 0 | 72 | 393 | 202 | 278 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 78 | 427 | 220 | 302 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 823 | 240 | 230 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 823 | 240 | 230 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 94 | | | |
| cM capacity (veh/h) | 318 | 786 | 1327 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 2 | 505 | 220 | 302 |
| Volume Left | 2 | 78 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 302 |
| cSH | 318 | 1327 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.06 | 0.13 | 0.18 |
| Queue Length 95th (ft) | 1 | 5 | 0 | 0 |
| Control Delay (s) | 16.4 | 1.7 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 16.4 | 1.7 | 0.0 | |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 52.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 279 | 368 | 123 | 84 | 364 | 34 | 76 | 237 | 23 | 93 | 310 | 93 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 303 | 400 | 134 | 91 | 396 | 37 | 83 | 258 | 25 | 101 | 337 | 101 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 703 | 134 | 524 | 211 | 154 | 213 | 225 | 101 |
| Volume Left (vph) | 303 | 0 | 91 | 83 | 0 | 101 | 0 | 0 |
| Volume Right (vph) | 0 | 134 | 37 | 0 | 25 | 0 | 0 | 101 |
| Hadj (s) | 0.12 | -0.57 | 0.03 | 0.23 | -0.08 | 0.27 | 0.03 | -0.67 |
| Departure Headway (s) | 8.3 | 3.2 | 8.3 | 9.4 | 9.1 | 9.3 | 9.1 | 3.2 |
| Degree Utilization, x | 1.63 | 0.12 | 1.20 | 0.55 | 0.39 | 0.55 | 0.57 | 0.09 |
| Capacity (veh/h) | 436 | 1121 | 442 | 370 | 389 | 381 | 384 | 1121 |
| Control Delay (s) | 315.2 | 6.6 | 137.2 | 22.3 | 16.6 | 22.0 | 22.1 | 5.3 |
| Approach Delay (s) | 265.9 | | 137.2 | 19.9 | | 18.9 | | |
| Approach LOS | F | | F | C | | C | | |

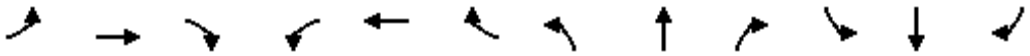
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 137.7 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 96.6% | ICU Level of Service | F | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 71 | 211 | 46 | 136 | 290 | 126 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 77 | 229 | 50 | 148 | 315 | 137 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 307 | 198 | 452 |
| Volume Left (vph) | 0 | 50 | 315 |
| Volume Right (vph) | 229 | 0 | 137 |
| Hadj (s) | -0.41 | 0.08 | -0.01 |
| Departure Headway (s) | 5.1 | 5.8 | 5.2 |
| Degree Utilization, x | 0.44 | 0.32 | 0.66 |
| Capacity (veh/h) | 658 | 577 | 659 |
| Control Delay (s) | 12.0 | 11.4 | 17.7 |
| Approach Delay (s) | 12.0 | 11.4 | 17.7 |
| Approach LOS | B | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 14.6 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 61.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 119 | 122 | 112 | 121 | 134 | 150 | 134 | 268 | 93 | 90 | 216 | 106 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 129 | 133 | 122 | 132 | 146 | 163 | 146 | 291 | 101 | 98 | 235 | 115 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 384 | 440 | 437 | 101 | 448 |
| Volume Left (vph) | 129 | 132 | 146 | 0 | 98 |
| Volume Right (vph) | 122 | 163 | 0 | 101 | 115 |
| Hadj (s) | -0.09 | -0.13 | 0.20 | -0.67 | -0.08 |
| Departure Headway (s) | 9.4 | 9.4 | 9.9 | 9.0 | 9.6 |
| Degree Utilization, x | 1.01 | 1.15 | 1.20 | 0.25 | 1.19 |
| Capacity (veh/h) | 384 | 387 | 369 | 395 | 381 |
| Control Delay (s) | 79.2 | 123.5 | 141.4 | 13.8 | 138.0 |
| Approach Delay (s) | 79.2 | 123.5 | 117.4 | | 138.0 |
| Approach LOS | F | F | F | | F |

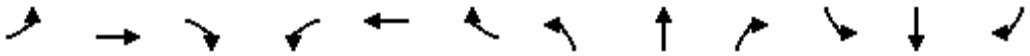
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 115.9 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 83.9% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 35 | 256 | 244 | 0 | 0 | 207 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 38 | 278 | 265 | 0 | 0 | 225 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 510 | 285 | | | 275 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 510 | 285 | | | 275 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 93 | 62 | | | 100 | |
| cM capacity (veh/h) | 514 | 741 | | | 1277 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 316 | 265 | 225 |
| Volume Left | 38 | 0 | 0 |
| Volume Right | 278 | 0 | 0 |
| cSH | 704 | 1700 | 1700 |
| Volume to Capacity | 0.45 | 0.16 | 0.13 |
| Queue Length 95th (ft) | 58 | 0 | 0 |
| Control Delay (s) | 14.2 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 14.2 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.6 | | |
| Intersection Capacity Utilization | 38.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 102 | 6 | 97 | 0 | 0 | 0 | 10 | 111 | 2 | 193 | 68 | 21 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 111 | 7 | 105 | 0 | 0 | 0 | 11 | 121 | 2 | 210 | 74 | 23 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 668 | 669 | 105 | 724 | 680 | 142 | 107 | | | 133 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 668 | 669 | 105 | 724 | 680 | 142 | 107 | | | 133 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 65 | 98 | 89 | 100 | 100 | 100 | 99 | | | 86 | | |
| cM capacity (veh/h) | 321 | 319 | 933 | 259 | 314 | 898 | 1472 | | | 1452 | | |

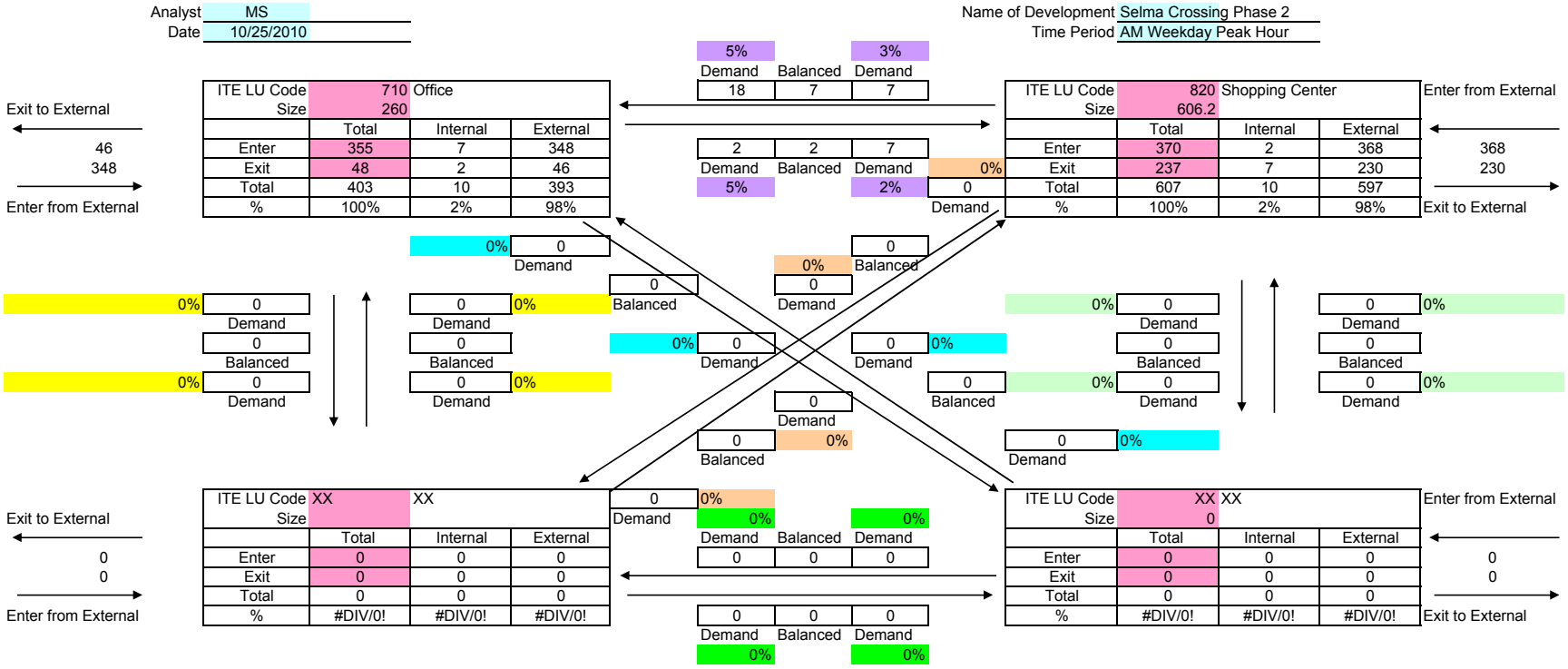
| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 223 | 134 | 307 |
| Volume Left | 111 | 11 | 210 |
| Volume Right | 105 | 2 | 23 |
| cSH | 609 | 1472 | 1452 |
| Volume to Capacity | 0.37 | 0.01 | 0.14 |
| Queue Length 95th (ft) | 42 | 1 | 13 |
| Control Delay (s) | 16.3 | 0.7 | 5.8 |
| Lane LOS | C | A | A |
| Approach Delay (s) | 16.3 | 0.7 | 5.8 |
| Approach LOS | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.3 | | | |
| Intersection Capacity Utilization | 41.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

# APPENDIX F

PROJECT CAPTURED-TRIP ANALYSIS SHEETS

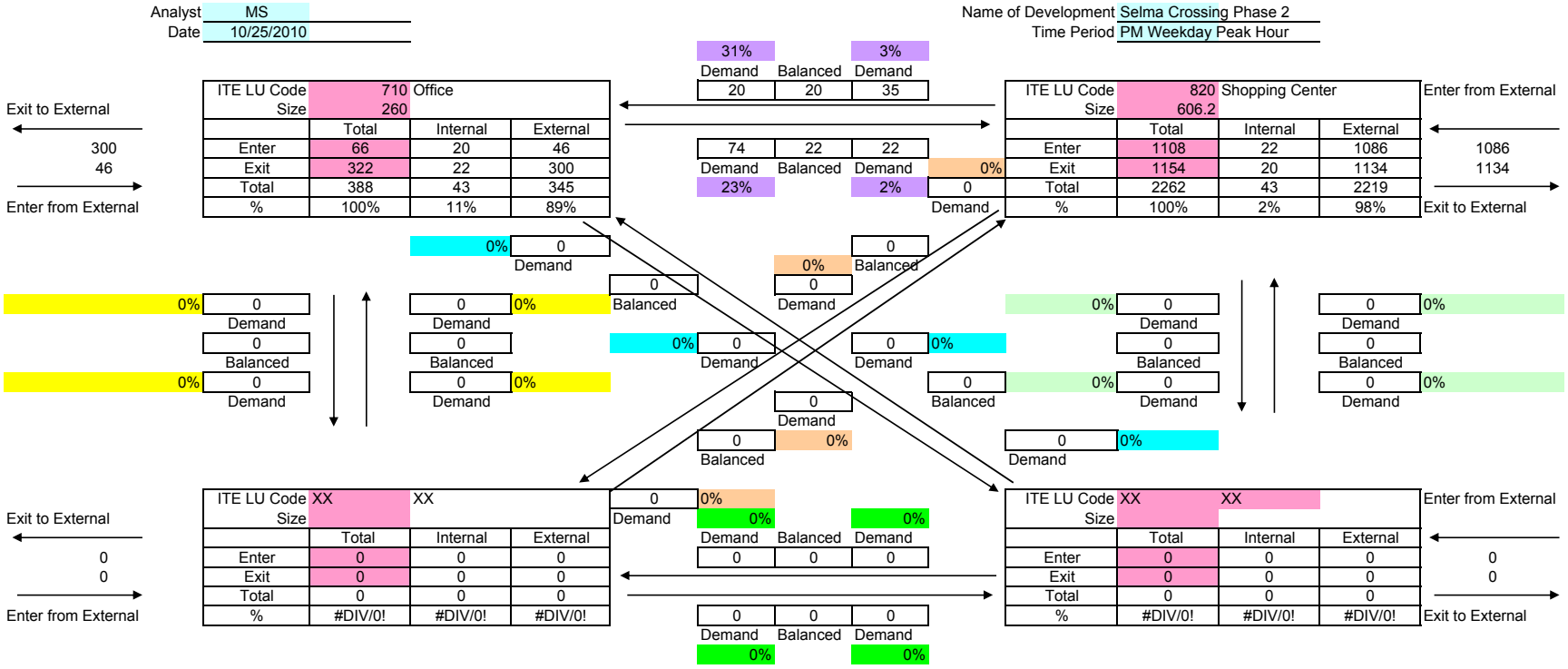
# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY




**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 348 | 368 | 0 | 0 | 715 | | 725 | 10 |
| Exit | 46 | 230 | 0 | 0 | 275 | | 285 | 10 |
| Total | 393 | 597 | 0 | 0 | 991 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 403 | 607 | 0 | 0 | 1010 | 2% | | |

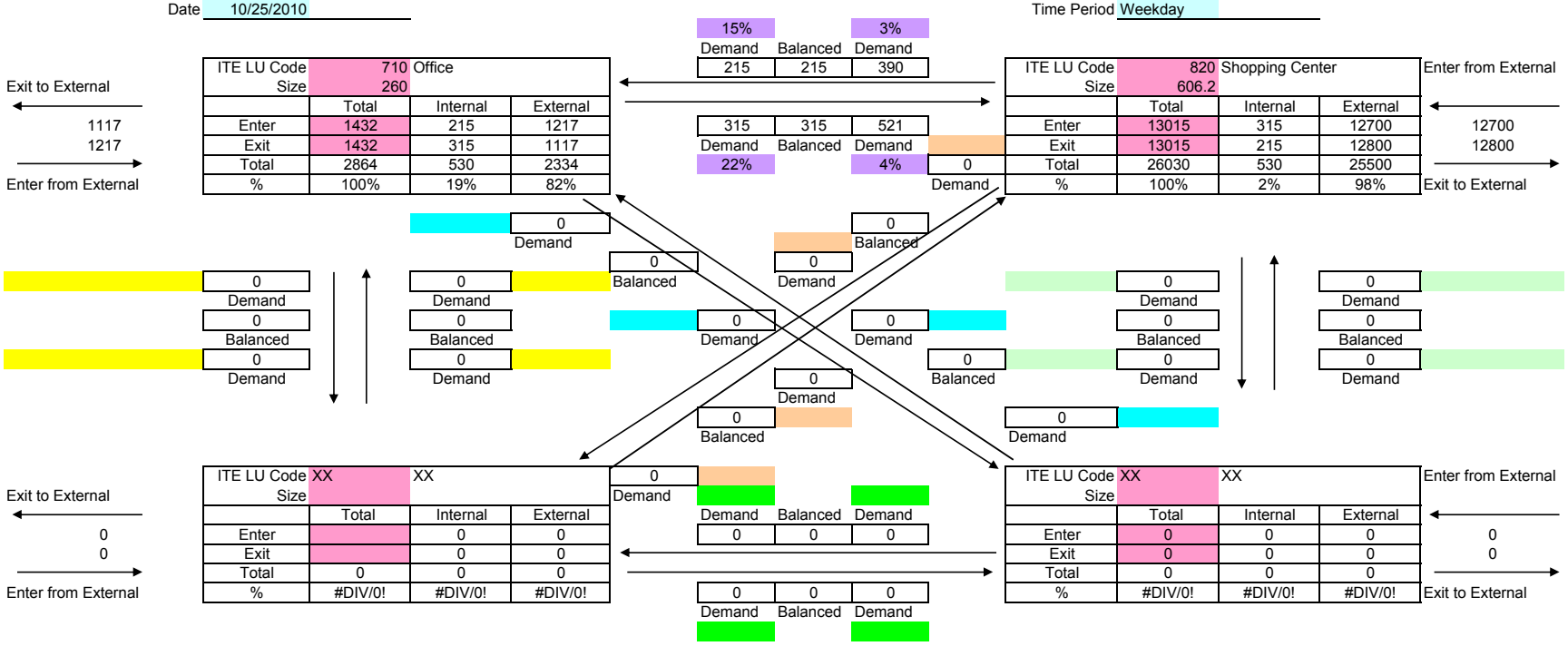
# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY


Analyst MS
Date 10/25/2010
Name of Development Selma Crossing Phase 2
Time Period PM Weekday Peak Hour
ITE LU Code 710 Office
Size 260
Total Internal External
Enter 66 20 46
Exit 322 22 300
Total 388 43 345
% 100% 11% 89%
ITE LU Code 820 Shopping Center
Size 606.2
Total Internal External
Enter 1108 22 1086
Exit 1154 20 1134
Total 2262 43 2219
% 100% 2% 98%
ITE LU Code XX XX
Size
Total Internal External
Enter 0 0 0
Exit 0 0 0
Total 0 0 0
% #DIV/0! #DIV/0! #DIV/0!
ITE LU Code XX XX
Size
Total Internal External
Enter 0 0 0
Exit 0 0 0
Total 0 0 0
% #DIV/0! #DIV/0! #DIV/0!
Exit to External
300
46
Enter from External
Enter from External
1086
1134
Exit to External
Exit to External
0
0
Enter from External
Enter from External
0
0
Exit to External
31% Demand
Balanced
3% Demand
20 20 35
74 22 22
Demand Balanced Demand
23% 2%
0% Demand
0 Demand
0% 0
Demand
0 0% Balanced
0% Demand
0 Demand
0% Balanced
0 Demand
0% 0
Demand
0 

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: MS
Date: 10/25/2010

Name of Development: Selma Crossing Phase 2
Time Period: Weekday



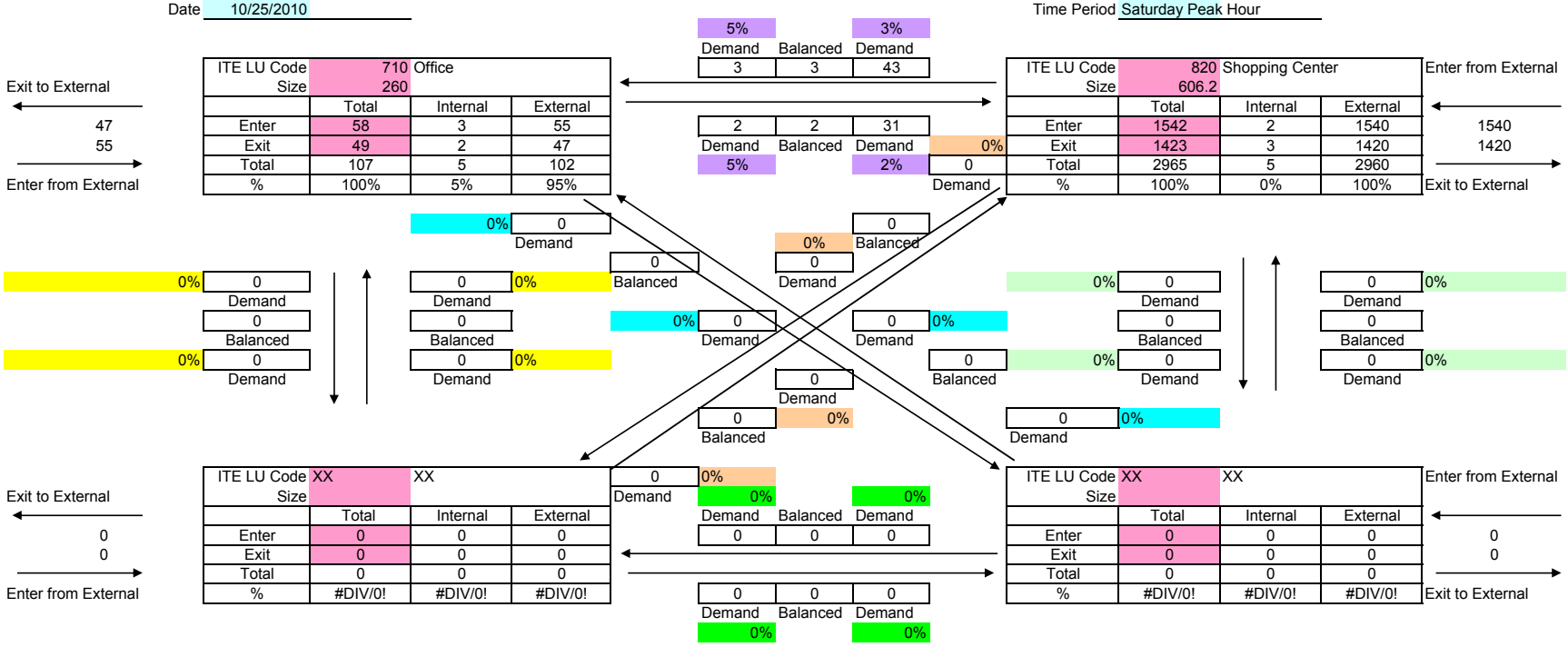

**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 1217 | 12700 | 0 | 0 | 13917 | | 14447 | 530 |
| Exit | 1117 | 12800 | 0 | 0 | 13917 | | 14447 | 530 |
| Total | 2334 | 25500 | 0 | 0 | 27834 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 2864 | 26030 | 0 | 0 | 28894 | 4% | | |

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: MS
Date: 10/25/2010

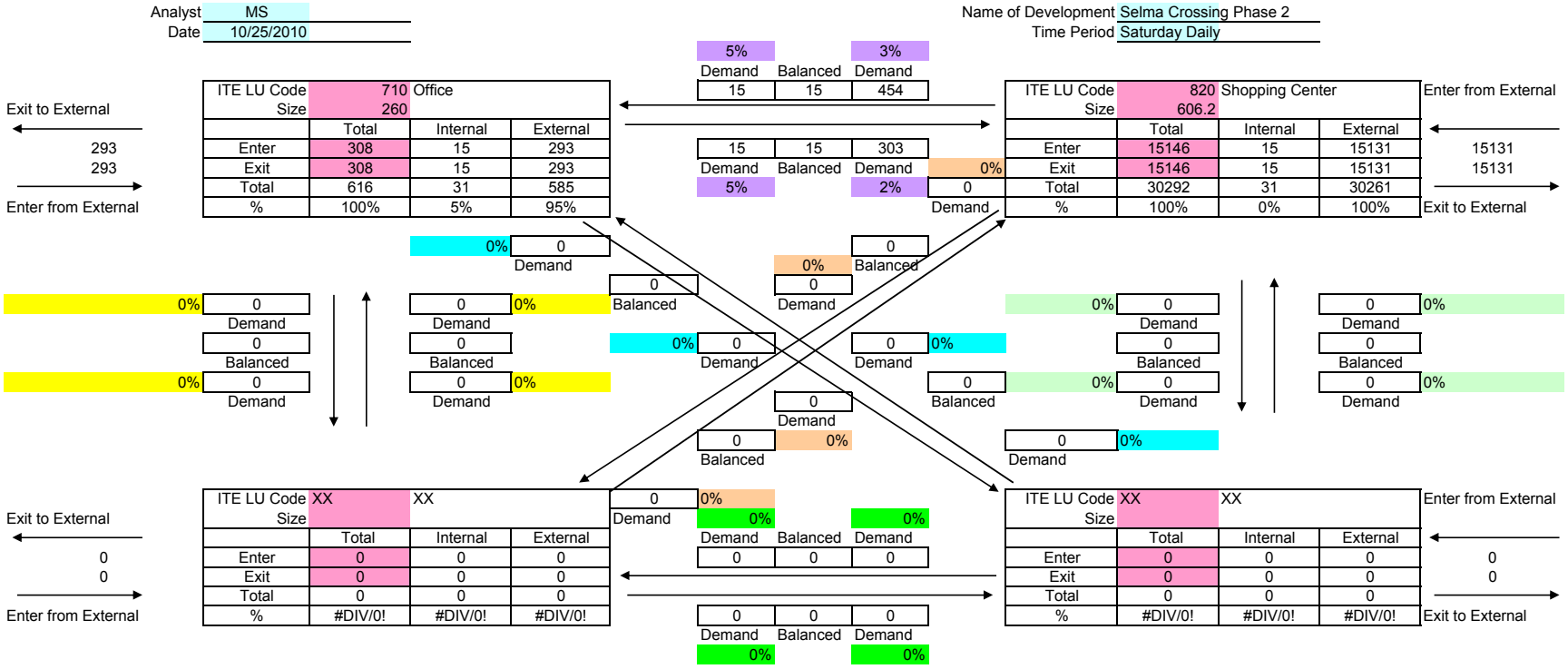
Name of Development: Selma Crossing Phase 2
Time Period: Saturday Peak Hour




**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 55 | 1540 | 0 | 0 | 1595 | | 1600 | 5 |
| Exit | 47 | 1420 | 0 | 0 | 1467 | | 1472 | 5 |
| Total | 102 | 2960 | 0 | 0 | 3061 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 107 | 2965 | 0 | 0 | 3072 | 0% | | |

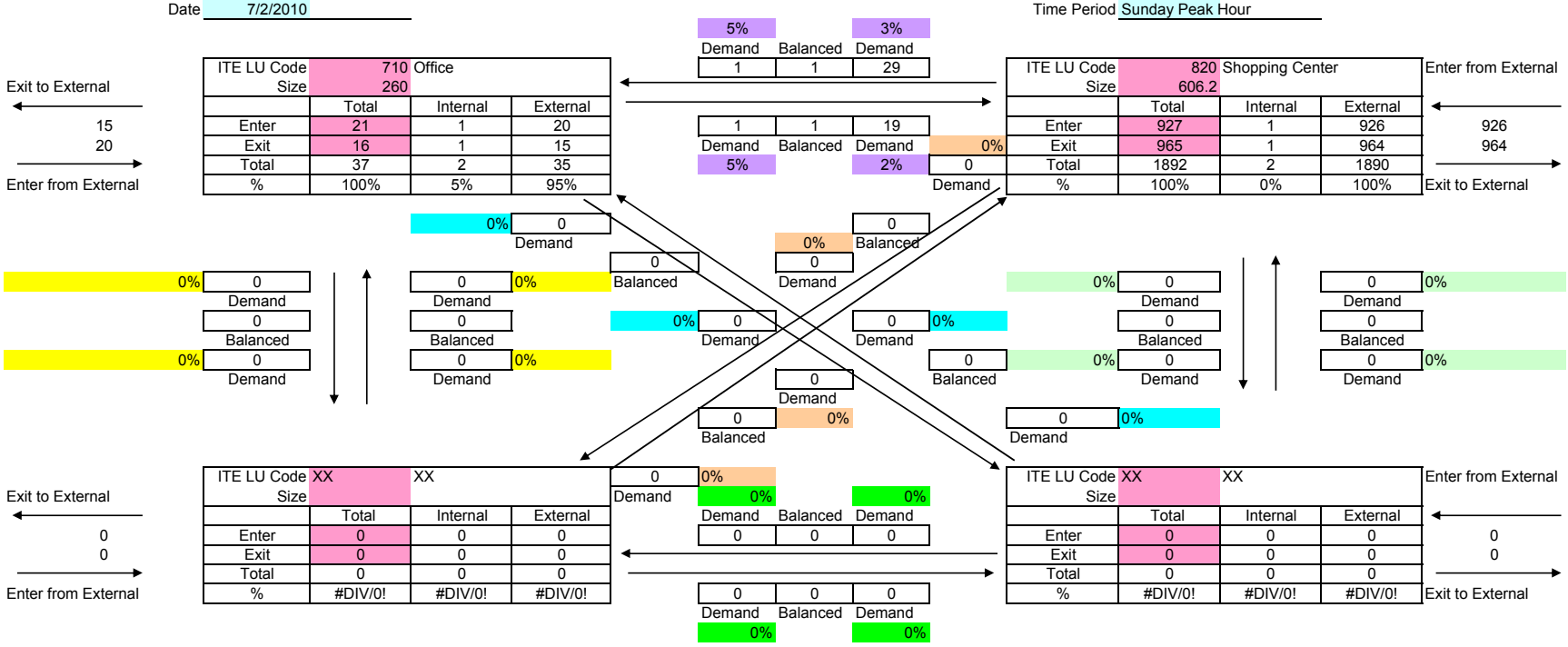
# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY


Analyst MS
Date 10/25/2010
Name of Development Selma Crossing Phase 2
Time Period Saturday Daily
ITE LU Code 710 Office
Size 260
ITE LU Code 820 Shopping Center
Size 606.2
ITE LU Code XX XX
Size
Total Internal External
Enter 308 15 293
Exit 308 15 293
Total 616 31 585
% 100% 5% 95%
Enter 15146 15 15131
Exit 15146 15 15131
Total 30292 31 30261
% 100% 0% 100%
Enter 0 0 0
Exit 0 0 0
Total 0 0 0
% #DIV/0! #DIV/0! #DIV/0!
Exit to External
293
293
Enter from External
Enter from External
15131
15131
Exit to External
Exit to External
0
0
Enter from External
Enter from External
0
0
Exit to External
Demand
Balanced
5%
3%
15
15
454
15
15
303
5%
2%
0%
0
0%
0%
0
0%
0%
0
0

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JR
Date 7/2/2010

Name of Development Selma Crossing Phase 2
Time Period Sunday Peak Hour



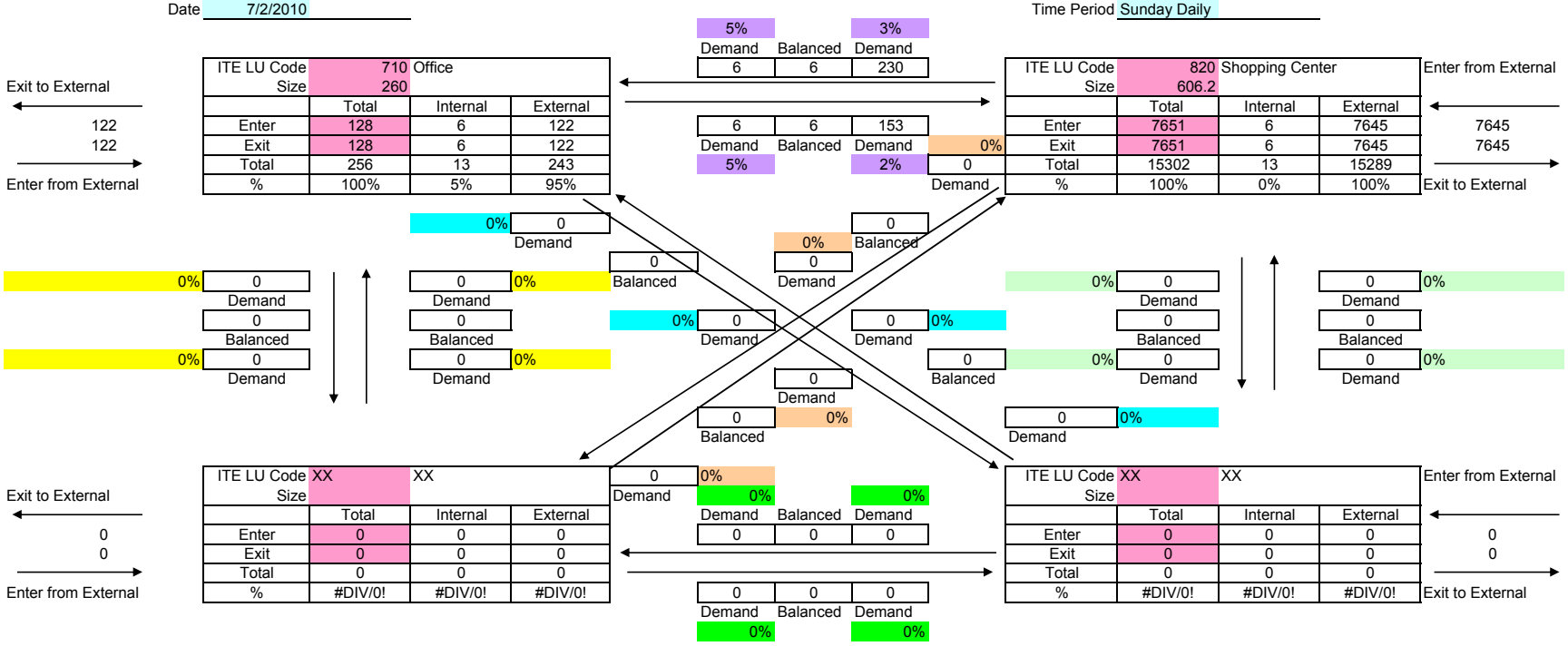

**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 20 | 926 | 0 | 0 | 946 | | 948 | 2 |
| Exit | 15 | 964 | 0 | 0 | 979 | | 981 | 2 |
| Total | 35 | 1890 | 0 | 0 | 1925 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 37 | 1892 | 0 | 0 | 1929 | 0% | | |

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JR
Date 7/2/2010

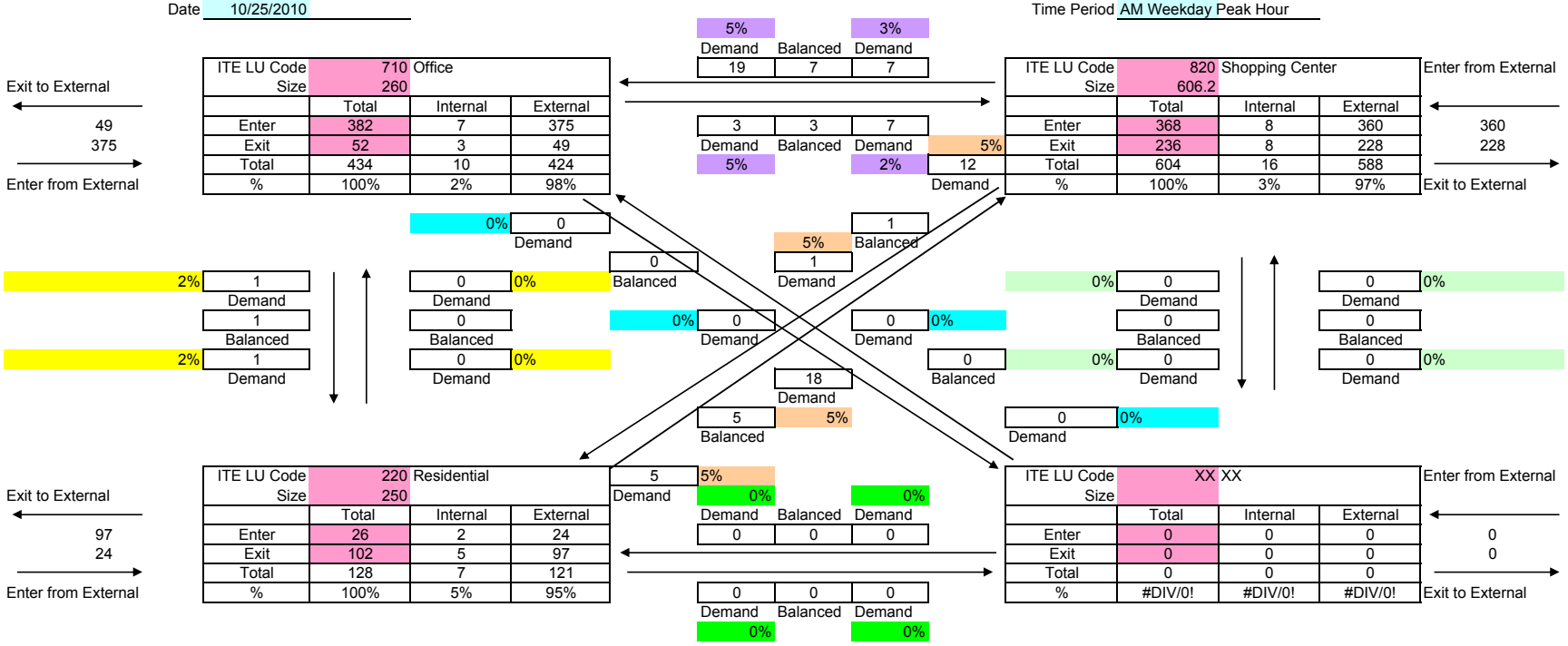
Name of Development Selma Crossing Phase 2
Time Period Sunday Daily


5% Demand
6
3% Demand
230
Balanced
6
ITE LU Code 710 Office
Size 260
Total Internal External
Enter 128 6 122
Exit 128 6 122
Total 256 13 243
% 100% 5% 95%
Exit to External
122
122
Enter from External
6 Demand
6 Balanced
153 Demand
5% Demand
2% Demand
0% Demand
0 Demand
ITE LU Code 820 Shopping Center
Size 606.2
Total Internal External
Enter 7651 6 7645
Exit 7651 6 7645
Total 15302 13 15289
% 100% 0% 100%
Enter from External
7645
7645
Exit to External
0% Demand
0 Demand
0% Balanced
0 Balanced
0% Demand
0 Demand
0% Balanced
0 Balanced
0% Demand
0 Demand
0% Balanced
0 Balanced

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: MS
Date: 10/25/2010

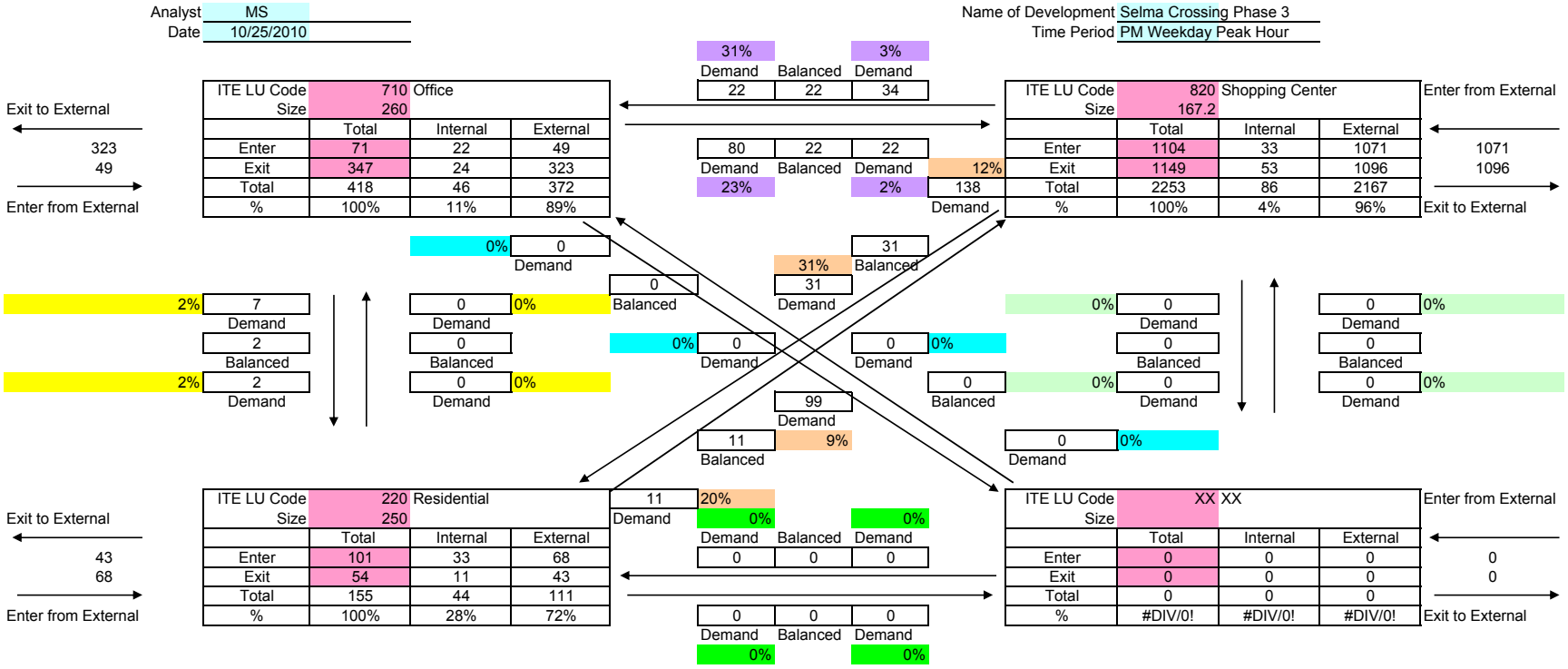
Name of Development: Selma Crossing Phase 3
Time Period: AM Weekday Peak Hour




**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 375 | 360 | 24 | 0 | 759 | | 776 | 17 |
| Exit | 49 | 228 | 97 | 0 | 373 | | 390 | 17 |
| Total | 424 | 588 | 121 | 0 | 1133 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 434 | 604 | 128 | 0 | 1166 | 3% | | |

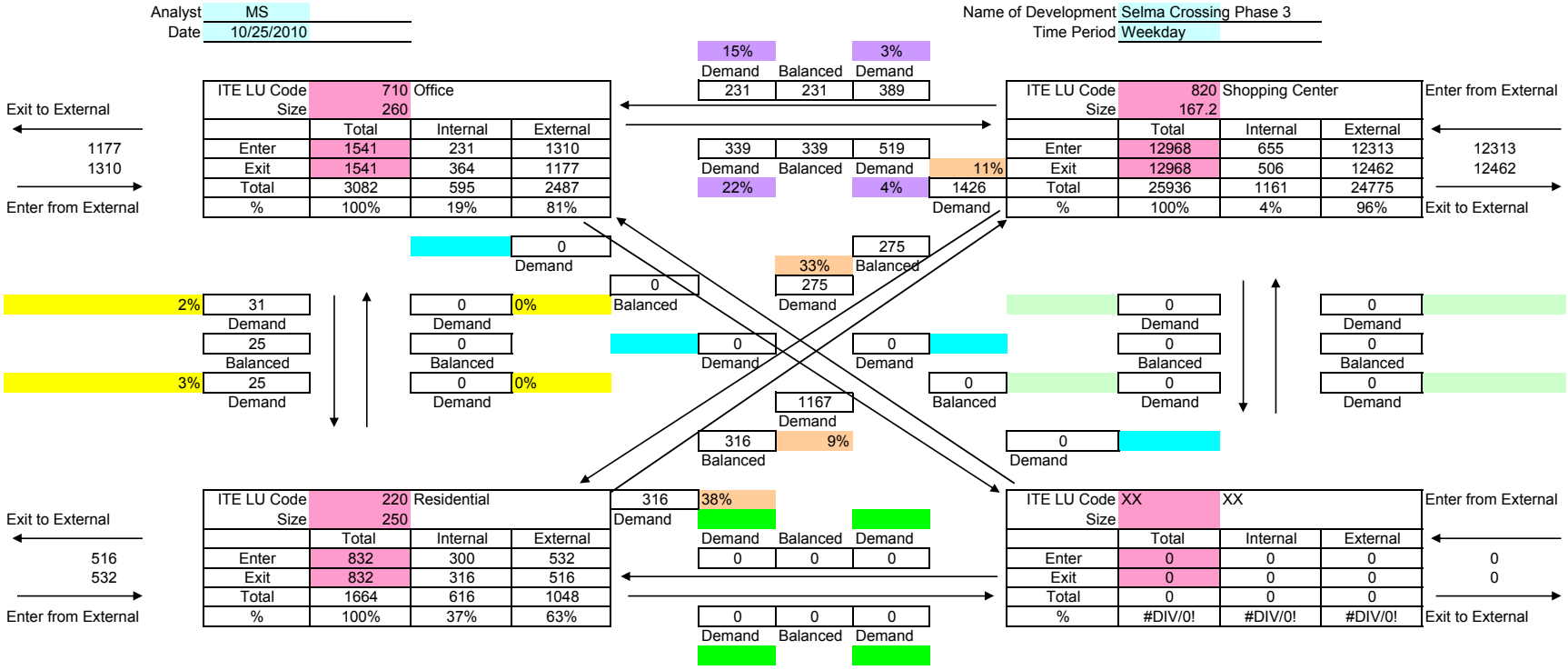
# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY




**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 49 | 1071 | 68 | 0 | 1188 | | 1276 | 88 |
| Exit | 323 | 1096 | 43 | 0 | 1462 | | 1550 | 88 |
| Total | 372 | 2167 | 111 | 0 | 2650 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 418 | 2253 | 155 | 0 | 2826 | 6% | | |

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY



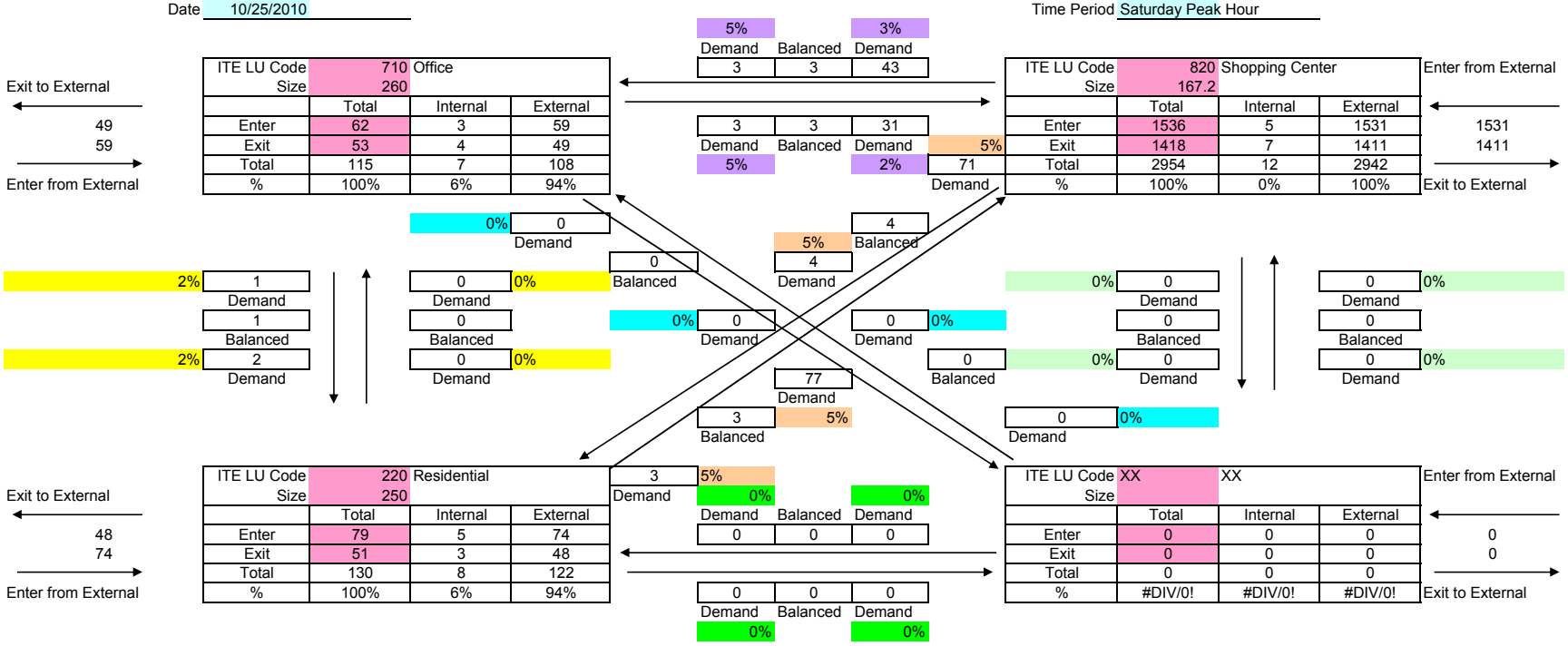

**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 1310 | 12313 | 532 | 0 | 14155 | | 15341 | 1186 |
| Exit | 1177 | 12462 | 516 | 0 | 14155 | | 15341 | 1186 |
| Total | 2487 | 24775 | 1048 | 0 | 28310 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 3082 | 25936 | 1664 | 0 | 30682 | 8% | | |

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: MS
Date: 10/25/2010

Name of Development: Selma Crossing Phase 3
Time Period: Saturday Peak Hour



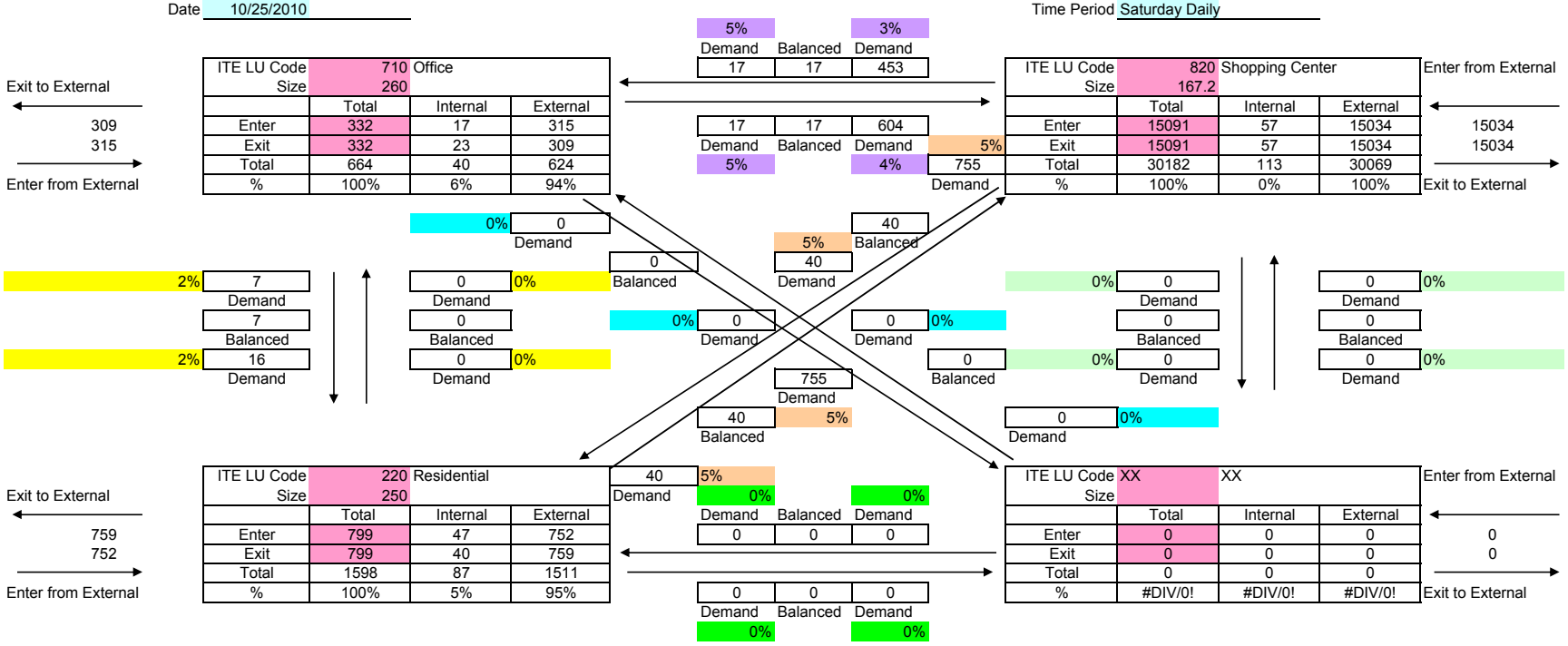

**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 59 | 1531 | 74 | 0 | 1664 | | 1677 | 13 |
| Exit | 49 | 1411 | 48 | 0 | 1509 | | 1522 | 13 |
| Total | 108 | 2942 | 122 | 0 | 3172 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 115 | 2954 | 130 | 0 | 3199 | 1% | | |

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: MS
Date: 10/25/2010

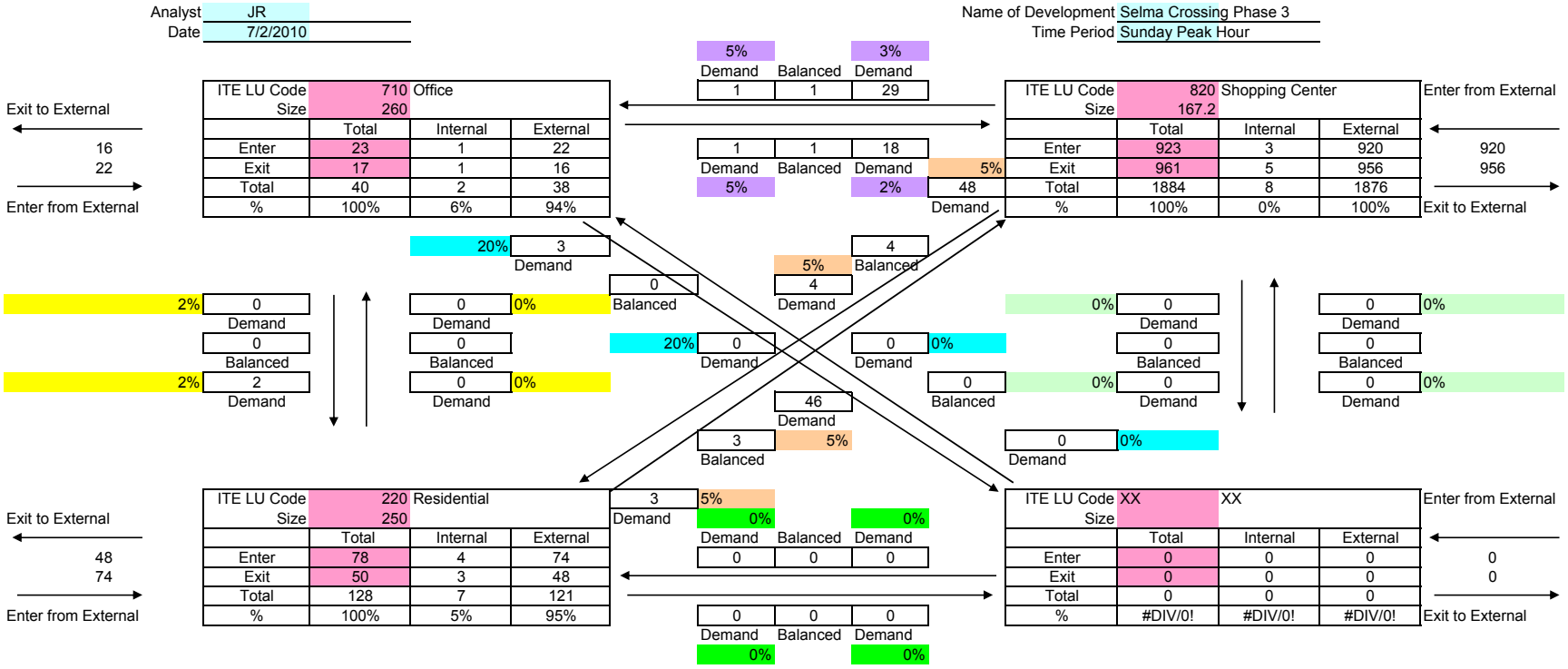
Name of Development: Selma Crossing Phase 3
Time Period: Saturday Daily




**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 315 | 15034 | 752 | 0 | 16102 | | 16222 | 120 |
| Exit | 309 | 15034 | 759 | 0 | 16102 | | 16222 | 120 |
| Total | 624 | 30069 | 1511 | 0 | 32205 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 664 | 30182 | 1598 | 0 | 32444 | 1% | | |

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY



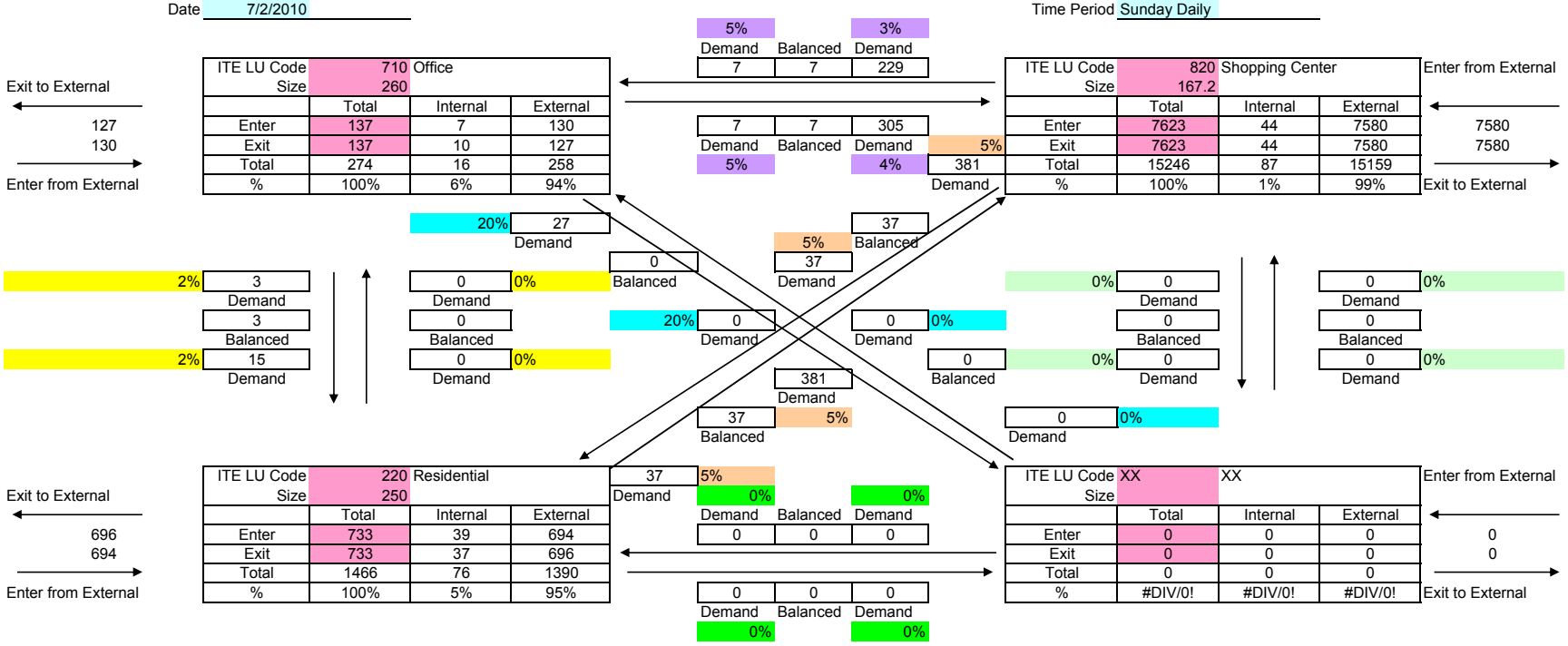

**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 22 | 920 | 74 | 0 | 1015 | | 1024 | 9 |
| Exit | 16 | 956 | 48 | 0 | 1019 | | 1028 | 9 |
| Total | 38 | 1876 | 121 | 0 | 2035 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 40 | 1884 | 128 | 0 | 2052 | 1% | | |

# MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JR
Date 7/2/2010

Name of Development Selma Crossing Phase 3
Time Period Sunday Daily

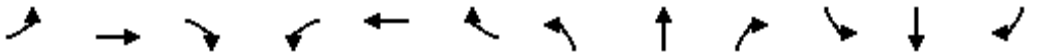



**Net External Trips for Multi-Use Development**

| | Land Use A | Land Use B | Land Use C | Land Use D | Total | | ITE Totals | Captured |
|---|---|---|---|---|---|---|---|---|
| Enter | 130 | 7580 | 694 | 0 | 8403 | | 8493 | 90 |
| Exit | 127 | 7580 | 696 | 0 | 8403 | | 8493 | 90 |
| Total | 258 | 15159 | 1390 | 0 | 16807 | INTERNAL CAPTURE | | |
| Single-Use Trip Gen. Est. | 274 | 15246 | 1466 | 0 | 16986 | 1% | | |

# APPENDIX G

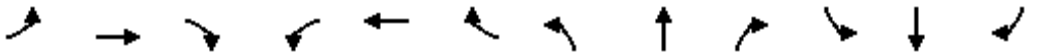
EXISTING PLUS PROJECT PHASE 1 CONDITIONS
INTERSECTION ANALYSIS SHEETS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 203 | 23 | 47 | 242 | 0 | 0 | 0 | 52 | 151 | 48 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.97 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1531 | 1770 | 3539 | | | | 1579 | 3433 | 1863 | 1552 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1531 | 1770 | 3539 | | | | 1579 | 3433 | 1863 | 1552 |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.76 | 0.76 | 0.76 | 0.88 | 0.88 | 1.00 | 0.84 | 0.84 | 0.84 |
| Adj. Flow (vph) | 0 | 236 | 27 | 62 | 318 | 0 | 0 | 0 | 52 | 180 | 57 | 55 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 37 |
| Lane Group Flow (vph) | 0 | 236 | 7 | 62 | 318 | 0 | 0 | 0 | 5 | 180 | 57 | 18 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 10.9 | 10.9 | 3.2 | 19.0 | | | | 3.8 | 5.8 | 14.5 | 14.5 |
| Effective Green, g (s) | | 10.9 | 10.9 | 3.2 | 19.0 | | | | 3.8 | 5.8 | 14.5 | 14.5 |
| Actuated g/C Ratio | | 0.25 | 0.25 | 0.07 | 0.44 | | | | 0.09 | 0.13 | 0.33 | 0.33 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 891 | 385 | 131 | 1553 | | | | 139 | 460 | 624 | 520 |
| v/s Ratio Prot | | c0.07 | | c0.04 | 0.09 | | | | | c0.05 | c0.03 | |
| v/s Ratio Perm | | | 0.00 | | | | | | 0.00 | | | 0.01 |
| v/c Ratio | | 0.26 | 0.02 | 0.47 | 0.20 | | | | 0.03 | 0.39 | 0.09 | 0.04 |
| Uniform Delay, d1 | | 13.0 | 12.2 | 19.2 | 7.5 | | | | 18.1 | 17.1 | 9.9 | 9.7 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.2 | 0.0 | 2.7 | 0.1 | | | | 0.1 | 0.6 | 0.1 | 0.0 |
| Delay (s) | | 13.1 | 12.2 | 21.9 | 7.6 | | | | 18.2 | 17.7 | 9.9 | 9.7 |
| Level of Service | | B | B | C | A | | | | B | B | A | A |
| Approach Delay (s) | | 13.1 | | | 9.9 | | | 18.2 | | | 14.7 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.25 | | |
| Actuated Cycle Length (s) | 43.3 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 31.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 85 | 249 | 60 | 143 | 190 | 96 | 21 | 94 | 60 | 19 | 168 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.99 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1552 | 3433 | 3339 | | 3400 | 3539 | 1552 | 1758 | 3539 | 2694 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1552 | 3433 | 3339 | | 3400 | 3539 | 1552 | 1758 | 3539 | 2694 |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.85 | 0.85 | 0.85 | 0.73 | 0.73 | 0.73 | 0.83 | 0.83 | 0.83 |
| Adj. Flow (vph) | 99 | 290 | 70 | 168 | 224 | 113 | 29 | 129 | 82 | 23 | 202 | 34 |
| RTOR Reduction (vph) | 0 | 0 | 50 | 0 | 78 | 0 | 0 | 0 | 69 | 0 | 0 | 29 |
| Lane Group Flow (vph) | 99 | 290 | 20 | 168 | 259 | 0 | 29 | 129 | 13 | 23 | 202 | 5 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 4.3 | 12.4 | 12.4 | 5.4 | 13.5 | | 0.8 | 6.7 | 6.7 | 0.9 | 6.8 | 6.8 |
| Effective Green, g (s) | 4.3 | 12.4 | 12.4 | 5.4 | 13.5 | | 0.8 | 6.7 | 6.7 | 0.9 | 6.8 | 6.8 |
| Actuated g/C Ratio | 0.10 | 0.29 | 0.29 | 0.12 | 0.31 | | 0.02 | 0.16 | 0.16 | 0.02 | 0.16 | 0.16 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 176 | 1016 | 445 | 429 | 1043 | | 63 | 549 | 241 | 37 | 557 | 424 |
| v/s Ratio Prot | c0.06 | c0.08 | | 0.05 | 0.08 | | 0.01 | 0.04 | | c0.01 | c0.06 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.01 | | | 0.00 |
| v/c Ratio | 0.56 | 0.29 | 0.05 | 0.39 | 0.25 | | 0.46 | 0.23 | 0.05 | 0.62 | 0.36 | 0.01 |
| Uniform Delay, d1 | 18.6 | 12.0 | 11.1 | 17.4 | 11.1 | | 21.0 | 16.0 | 15.5 | 21.0 | 16.3 | 15.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 4.1 | 0.2 | 0.0 | 0.6 | 0.1 | | 5.2 | 0.2 | 0.1 | 28.2 | 0.4 | 0.0 |
| Delay (s) | 22.6 | 12.1 | 11.2 | 18.0 | 11.2 | | 26.2 | 16.2 | 15.6 | 49.2 | 16.7 | 15.4 |
| Level of Service | C | B | B | B | B | | C | B | B | D | B | B |
| Approach Delay (s) | | 14.2 | | | 13.5 | | | 17.2 | | | 19.4 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.30 | | |
| Actuated Cycle Length (s) | 43.2 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 36.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

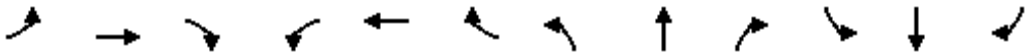
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 333 | 0 | 0 | 482 | 140 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.96 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1715 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1715 | |
| Peak-hour factor, PHF | 0.78 | 0.88 | 0.88 | 0.85 | 0.78 | 0.78 |
| Adj. Flow (vph) | 427 | 0 | 0 | 567 | 179 | 83 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 427 | 0 | 0 | 567 | 230 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 11.7 | | | 11.7 | 7.7 | |
| Effective Green, g (s) | 11.7 | | | 11.7 | 7.7 | |
| Actuated g/C Ratio | 0.40 | | | 0.40 | 0.26 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1418 | | | 1418 | 452 | |
| v/s Ratio Prot | 0.12 | | | c0.16 | c0.13 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.30 | | | 0.40 | 0.51 | |
| Uniform Delay, d1 | 6.0 | | | 6.2 | 9.1 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | | | 0.2 | 0.9 | |
| Delay (s) | 6.1 | | | 6.4 | 10.1 | |
| Level of Service | A | | | A | B | |
| Approach Delay (s) | 6.1 | | | 6.4 | 10.1 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.1 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 29.2 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 33.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 304 | 0 | 0 | 0 | 0 | 614 | 40 | 107 | 274 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.97 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2695 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2695 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.92 | 0.92 | 0.88 |
| Adj. Flow (vph) | 0 | 0 | 330 | 0 | 0 | 0 | 0 | 714 | 47 | 116 | 298 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 714 | 47 | 116 | 298 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.5 | | | | | 14.8 | 42.2 | 6.1 | 24.9 | |
| Effective Green, g (s) | | | 7.5 | | | | | 14.8 | 42.2 | 6.1 | 24.9 | |
| Actuated g/C Ratio | | | 0.18 | | | | | 0.35 | 1.00 | 0.14 | 0.59 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 479 | | | | | 1241 | 1544 | 256 | 2088 | |
| v/s Ratio Prot | | | | | | | | c0.20 | | c0.07 | 0.08 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.03 | | | |
| v/c Ratio | | | 0.12 | | | | | 0.58 | 0.03 | 0.45 | 0.14 | |
| Uniform Delay, d1 | | | 14.6 | | | | | 11.1 | 0.0 | 16.5 | 3.9 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.1 | | | | | 0.7 | 0.0 | 1.3 | 0.0 | |
| Delay (s) | | | 14.7 | | | | | 11.8 | 0.0 | 17.8 | 3.9 | |
| Level of Service | | | B | | | | | B | A | B | A | |
| Approach Delay (s) | | 14.7 | | | 0.0 | | | 11.1 | | | 7.8 | |
| Approach LOS | | B | | | A | | | B | | | A | |

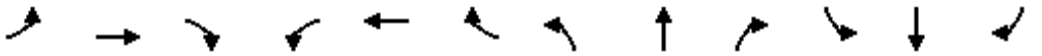
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 42.2 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 30.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 11 | 2 | 13 | 6 | 105 | 3 | 425 | 32 | 61 | 316 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.71 | 0.71 | 0.71 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 4 | 14 | 2 | 18 | 8 | 148 | 3 | 489 | 37 | 66 | 340 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 894 | 1023 | 190 | 826 | 994 | 264 | 357 | | | 535 | | |
| vC1, stage 1 conf vol | 481 | 481 | | 505 | 505 | | | | | | | |
| vC2, stage 2 conf vol | 413 | 542 | | 320 | 488 | | | | | | | |
| vCu, unblocked vol | 894 | 1023 | 190 | 826 | 994 | 264 | 357 | | | 535 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 96 | 100 | 96 | 98 | 80 | 100 | | | 94 | | |
| cM capacity (veh/h) | 334 | 379 | 806 | 432 | 410 | 722 | 1188 | | | 1020 | | |

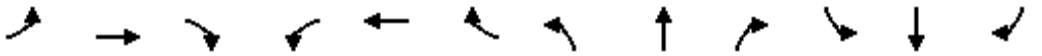
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 175 | 3 | 244 | 244 | 37 | 66 | 170 | 170 | 8 |
| Volume Left | 4 | 18 | 3 | 0 | 0 | 0 | 66 | 0 | 0 | 0 |
| Volume Right | 2 | 148 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 8 |
| cSH | 395 | 652 | 1188 | 1700 | 1700 | 1700 | 1020 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.27 | 0.00 | 0.14 | 0.14 | 0.02 | 0.06 | 0.10 | 0.10 | 0.00 |
| Queue Length 95th (ft) | 4 | 27 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Control Delay (s) | 14.6 | 12.5 | 8.0 | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | B | A | | | | A | | | |
| Approach Delay (s) | 14.6 | 12.5 | 0.1 | | | | 1.4 | | | |
| Approach LOS | B | B | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.7 | | | |
| Intersection Capacity Utilization | 36.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 62 | 61 | 5 | 31 | 41 | 40 | 11 | 349 | 32 | 21 | 259 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1811 | 1553 | | 1819 | 1553 | 1757 | 3471 | 1533 | 1759 | 3282 | 1533 |
| Flt Permitted | | 0.79 | 1.00 | | 0.79 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1466 | 1553 | | 1474 | 1553 | 1757 | 3471 | 1533 | 1759 | 3282 | 1533 |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.73 | 0.73 | 0.73 | 0.78 | 0.78 | 0.78 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 75 | 73 | 6 | 42 | 56 | 55 | 14 | 447 | 41 | 26 | 324 | 51 |
| RTOR Reduction (vph) | 0 | 0 | 5 | 0 | 0 | 46 | 0 | 0 | 23 | 0 | 0 | 29 |
| Lane Group Flow (vph) | 0 | 148 | 1 | 0 | 98 | 9 | 14 | 447 | 18 | 26 | 324 | 22 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 10% | 2% |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 0.8 | 16.5 | 16.5 | 0.8 | 16.5 | 16.5 |
| Effective Green, g (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 0.8 | 16.5 | 16.5 | 0.8 | 16.5 | 16.5 |
| Actuated g/C Ratio | | 0.16 | 0.16 | | 0.16 | 0.16 | 0.02 | 0.43 | 0.43 | 0.02 | 0.43 | 0.43 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 231 | 245 | | 233 | 245 | 37 | 1507 | 666 | 37 | 1425 | 666 |
| v/s Ratio Prot | | | | | | | 0.01 | c0.13 | | c0.01 | 0.10 | |
| v/s Ratio Perm | | c0.10 | 0.00 | | 0.07 | 0.01 | | | 0.01 | | | 0.01 |
| v/c Ratio | | 0.64 | 0.00 | | 0.42 | 0.04 | 0.38 | 0.30 | 0.03 | 0.70 | 0.23 | 0.03 |
| Uniform Delay, d1 | | 15.0 | 13.5 | | 14.4 | 13.5 | 18.4 | 7.0 | 6.2 | 18.5 | 6.7 | 6.2 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 6.0 | 0.0 | | 1.2 | 0.1 | 6.4 | 0.1 | 0.0 | 46.2 | 0.1 | 0.0 |
| Delay (s) | | 20.9 | 13.5 | | 15.7 | 13.6 | 24.7 | 7.1 | 6.2 | 64.6 | 6.8 | 6.2 |
| Level of Service | | C | B | | B | B | C | A | A | E | A | A |
| Approach Delay (s) | | 20.6 | | | 14.9 | | | 7.5 | | | 10.5 | |
| Approach LOS | | C | | | B | | | A | | | B | |

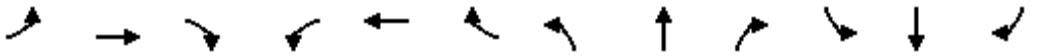
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.40 | | |
| Actuated Cycle Length (s) | 38.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 38.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 124 | 29 | 35 | 102 | 25 | 24 | 43 | 46 | 50 | 37 | 13 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 | 0.76 | 0.82 | 0.82 | 0.82 | 0.68 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 12 | 159 | 37 | 46 | 134 | 33 | 29 | 52 | 56 | 74 | 54 | 19 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 208 | 213 | 138 | 128 | 19 |
| Volume Left (vph) | 12 | 46 | 29 | 74 | 0 |
| Volume Right (vph) | 37 | 33 | 56 | 0 | 19 |
| Hadj (s) | -0.06 | -0.02 | -0.17 | 0.32 | -0.67 |
| Departure Headway (s) | 4.9 | 5.0 | 5.2 | 6.1 | 5.1 |
| Degree Utilization, x | 0.28 | 0.29 | 0.20 | 0.22 | 0.03 |
| Capacity (veh/h) | 681 | 679 | 636 | 547 | 647 |
| Control Delay (s) | 9.9 | 10.0 | 9.4 | 9.5 | 7.0 |
| Approach Delay (s) | 9.9 | 10.0 | 9.4 | 9.2 | |
| Approach LOS | A | B | A | A | |

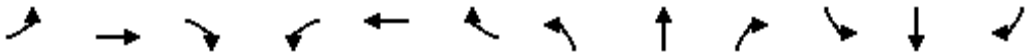
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.7 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 40.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 393 | 26 | 92 | 263 | 0 | 0 | 0 | 0 | 129 | 1 | 19 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 | 0.88 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 0 | 546 | 36 | 108 | 309 | 0 | 0 | 0 | 0 | 152 | 1 | 22 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 11 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 320 | | | 595 | | | 970 | 1114 | 314 | 820 | 1132 | 176 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 320 | | | 595 | | | 970 | 1114 | 314 | 820 | 1132 | 176 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 89 | | | 100 | 100 | 100 | 36 | 99 | 97 |
| cM capacity (veh/h) | 1225 | | | 977 | | | 181 | 182 | 676 | 238 | 178 | 823 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 364 | 218 | 108 | 155 | 155 | 175 |
| Volume Left | 0 | 0 | 108 | 0 | 0 | 152 |
| Volume Right | 0 | 36 | 0 | 0 | 0 | 22 |
| cSH | 1700 | 1700 | 977 | 1700 | 1700 | 273 |
| Volume to Capacity | 0.21 | 0.13 | 0.11 | 0.09 | 0.09 | 0.64 |
| Queue Length 95th (ft) | 0 | 0 | 9 | 0 | 0 | 101 |
| Control Delay (s) | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 39.4 |
| Lane LOS | | | A | | | E |
| Approach Delay (s) | 0.0 | | 2.4 | | | 39.4 |
| Approach LOS | | | | | | E |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.7 | | | |
| Intersection Capacity Utilization | 41.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 44 | 472 | 0 | 0 | 340 | 146 | 15 | 4 | 114 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.88 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 61 | 656 | 0 | 0 | 400 | 172 | 18 | 5 | 137 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 11 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 589 | | | 667 | | | 999 | 1378 | 349 | 965 | 1292 | 313 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 589 | | | 667 | | | 999 | 1378 | 349 | 965 | 1292 | 313 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 94 | | | 100 | | | 90 | 96 | 78 | 100 | 100 | 100 |
| cM capacity (veh/h) | 983 | | | 910 | | | 184 | 133 | 636 | 150 | 150 | 677 |

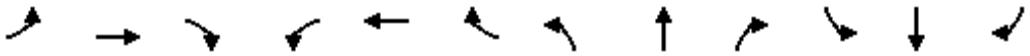
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 280 | 437 | 267 | 305 | 160 |
| Volume Left | 61 | 0 | 0 | 0 | 18 |
| Volume Right | 0 | 0 | 0 | 172 | 137 |
| cSH | 983 | 1700 | 1700 | 1700 | 742 |
| Volume to Capacity | 0.06 | 0.26 | 0.16 | 0.18 | 0.22 |
| Queue Length 95th (ft) | 5 | 0 | 0 | 0 | 20 |
| Control Delay (s) | 2.4 | 0.0 | 0.0 | 0.0 | 14.6 |
| Lane LOS | A | | | | B |
| Approach Delay (s) | 1.0 | | 0.0 | | 14.6 |
| Approach LOS | | | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.1 | | | |
| Intersection Capacity Utilization | 48.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 43 | 448 | 59 | 39 | 356 | 25 | 52 | 137 | 25 | 35 | 107 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3469 | | 1770 | 3500 | | 1770 | 3445 | | 1770 | 3396 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3469 | | 1770 | 3500 | | 1770 | 3445 | | 1770 | 3396 | |
| Peak-hour factor, PHF | 0.73 | 0.73 | 0.73 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 59 | 614 | 81 | 49 | 445 | 31 | 58 | 152 | 28 | 38 | 116 | 36 |
| RTOR Reduction (vph) | 0 | 14 | 0 | 0 | 7 | 0 | 0 | 23 | 0 | 0 | 31 | 0 |
| Lane Group Flow (vph) | 59 | 681 | 0 | 49 | 469 | 0 | 58 | 157 | 0 | 38 | 121 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.4 | 17.2 | | 3.3 | 17.1 | | 3.4 | 8.6 | | 2.1 | 7.3 | |
| Effective Green, g (s) | 3.4 | 17.2 | | 3.3 | 17.1 | | 3.4 | 8.6 | | 2.1 | 7.3 | |
| Actuated g/C Ratio | 0.07 | 0.35 | | 0.07 | 0.35 | | 0.07 | 0.18 | | 0.04 | 0.15 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 123 | 1218 | | 119 | 1221 | | 123 | 605 | | 76 | 506 | |
| v/s Ratio Prot | c0.03 | c0.20 | | 0.03 | 0.13 | | c0.03 | c0.05 | | 0.02 | 0.04 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.48 | 0.56 | | 0.41 | 0.38 | | 0.47 | 0.26 | | 0.50 | 0.24 | |
| Uniform Delay, d1 | 21.9 | 12.8 | | 21.9 | 12.0 | | 21.9 | 17.4 | | 22.9 | 18.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.9 | 0.6 | | 2.3 | 0.2 | | 2.8 | 0.2 | | 5.1 | 0.2 | |
| Delay (s) | 24.9 | 13.4 | | 24.2 | 12.2 | | 24.8 | 17.7 | | 28.0 | 18.6 | |
| Level of Service | C | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 14.3 | | | 13.3 | | | 19.4 | | | 20.5 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.37 | | |
| Actuated Cycle Length (s) | 49.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 43.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



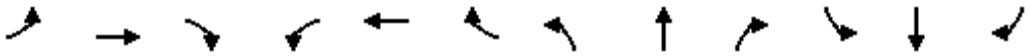
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 18 | 55 | 1 | 30 | 56 | 23 | 4 | 355 | 34 | 20 | 309 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1749 | 1858 | | 1770 | 1763 | | 1756 | 1785 | | 1757 | 1724 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1749 | 1858 | | 1770 | 1763 | | 1756 | 1785 | | 1757 | 1724 | |
| Peak-hour factor, PHF | 0.72 | 0.72 | 0.72 | 0.80 | 0.80 | 0.80 | 0.86 | 0.86 | 0.86 | 0.83 | 0.83 | 0.83 |
| Adj. Flow (vph) | 25 | 76 | 1 | 38 | 70 | 29 | 5 | 413 | 40 | 24 | 372 | 7 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 24 | 0 | 0 | 4 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 25 | 76 | 0 | 38 | 75 | 0 | 5 | 449 | 0 | 24 | 378 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 10% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 0.8 | 5.1 | | 1.9 | 6.2 | | 0.7 | 18.7 | | 0.8 | 18.8 | |
| Effective Green, g (s) | 0.8 | 5.1 | | 1.9 | 6.2 | | 0.7 | 18.7 | | 0.8 | 18.8 | |
| Actuated g/C Ratio | 0.02 | 0.12 | | 0.04 | 0.14 | | 0.02 | 0.42 | | 0.02 | 0.42 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 32 | 214 | | 76 | 247 | | 28 | 753 | | 32 | 732 | |
| v/s Ratio Prot | 0.01 | 0.04 | | c0.02 | c0.04 | | 0.00 | c0.25 | | c0.01 | 0.22 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.78 | 0.36 | | 0.50 | 0.30 | | 0.18 | 0.60 | | 0.75 | 0.52 | |
| Uniform Delay, d1 | 21.7 | 18.1 | | 20.7 | 17.1 | | 21.5 | 9.9 | | 21.7 | 9.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 74.5 | 1.0 | | 5.1 | 0.7 | | 3.0 | 1.3 | | 65.2 | 0.6 | |
| Delay (s) | 96.2 | 19.1 | | 25.8 | 17.8 | | 24.6 | 11.2 | | 86.8 | 10.0 | |
| Level of Service | F | B | | C | B | | C | B | | F | B | |
| Approach Delay (s) | | 38.0 | | | 20.0 | | | 11.3 | | | 14.6 | |
| Approach LOS | | D | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 44.3 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 38.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 111 | 2 | 1 | 106 | 5 | 4 | 5 | 3 | 9 | 5 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 126 | 2 | 1 | 120 | 6 | 5 | 6 | 3 | 10 | 6 | 6 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 136 | | | 138 | | | 288 | 282 | 147 | 286 | 281 | 143 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 136 | | | 138 | | | 288 | 282 | 147 | 286 | 281 | 143 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 99 | 100 | 98 | 99 | 99 |
| cM capacity (veh/h) | 1436 | | | 1433 | | | 635 | 614 | 885 | 638 | 615 | 889 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 132 | 127 | 14 | 22 |
| Volume Left | 3 | 1 | 5 | 10 |
| Volume Right | 2 | 6 | 3 | 6 |
| cSH | 1436 | 1433 | 673 | 682 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 | 2 |
| Control Delay (s) | 0.2 | 0.1 | 10.5 | 10.4 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.2 | 0.1 | 10.5 | 10.4 |
| Approach LOS | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 22.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 12 | 110 | 5 | 36 | 85 | 11 | 10 | 20 | 25 | 23 | 17 | 5 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 16 | 149 | 7 | 42 | 100 | 13 | 12 | 24 | 29 | 26 | 19 | 6 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 172 | 155 | 65 | 51 |
| Volume Left (vph) | 16 | 42 | 12 | 26 |
| Volume Right (vph) | 7 | 13 | 29 | 6 |
| Hadj (s) | 0.06 | 0.05 | -0.20 | 0.07 |
| Departure Headway (s) | 4.4 | 4.4 | 4.5 | 4.8 |
| Degree Utilization, x | 0.21 | 0.19 | 0.08 | 0.07 |
| Capacity (veh/h) | 789 | 778 | 737 | 689 |
| Control Delay (s) | 8.6 | 8.5 | 7.9 | 8.2 |
| Approach Delay (s) | 8.6 | 8.5 | 7.9 | 8.2 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.4 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 28.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 158 | 1 | 1 | 135 | 1 | 1 | 1 | 4 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.69 | 0.69 | 0.69 | 0.76 | 0.76 | 0.76 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 229 | 1 | 1 | 178 | 1 | 1 | 1 | 5 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 189 | | | 240 | | | 435 | 434 | 250 | 439 | 434 | 198 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 189 | | | 240 | | | 435 | 434 | 250 | 439 | 434 | 198 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1373 | | | 1315 | | | 513 | 505 | 776 | 508 | 505 | 829 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 232 | 180 | 7 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 5 | 1 |
| cSH | 1373 | 1315 | 661 | 582 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 0 |
| Control Delay (s) | 0.1 | 0.1 | 10.5 | 11.2 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.1 | 0.1 | 10.5 | 11.2 |
| Approach LOS | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 23.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 197 | 4 | 3 | 124 | 0 | 4 | 0 | 37 | 331 | 2 | 55 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.62 | 0.62 | 0.62 | 0.63 | 0.63 | 0.63 | 0.68 | 0.68 | 0.68 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 318 | 6 | 5 | 197 | 0 | 6 | 0 | 54 | 376 | 2 | 62 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 207 | | | 334 | | | 580 | 547 | 341 | 602 | 551 | 217 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 207 | | | 334 | | | 580 | 547 | 341 | 602 | 551 | 217 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.4 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 98 | 100 | 92 | 0 | 99 | 92 |
| cM capacity (veh/h) | 1353 | | | 1215 | | | 378 | 435 | 690 | 354 | 433 | 776 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 324 | 202 | 60 | 441 |
| Volume Left | 0 | 5 | 6 | 376 |
| Volume Right | 6 | 0 | 54 | 62 |
| cSH | 1700 | 1215 | 638 | 404 |
| Volume to Capacity | 0.19 | 0.00 | 0.09 | 1.09 |
| Queue Length 95th (ft) | 0 | 0 | 8 | 385 |
| Control Delay (s) | 0.0 | 0.2 | 11.2 | 103.9 |
| Lane LOS | | A | B | F |
| Approach Delay (s) | 0.0 | 0.2 | 11.2 | 103.9 |
| Approach LOS | | | B | F |

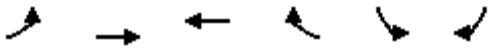
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 45.3 | | |
| Intersection Capacity Utilization | 43.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 525 | 51 | 39 | 129 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.82 | 0.82 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 597 | 58 | 48 | 157 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 665 | | 898 | 646 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 665 | | 898 | 646 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 95 | | 100 | 100 |
| cM capacity (veh/h) | | | 925 | | 292 | 468 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 655 | 205 |
| Volume Left | 0 | 48 |
| Volume Right | 58 | 0 |
| cSH | 1700 | 925 |
| Volume to Capacity | 0.39 | 0.05 |
| Queue Length 95th (ft) | 0 | 4 |
| Control Delay (s) | 0.0 | 2.5 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 2.5 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 53.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 37 | 487 | 168 | 361 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.84 | 0.84 | 0.90 | 0.90 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 44 | 580 | 187 | 401 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 598 | | | | 1075 | 407 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 598 | | | | 1075 | 407 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 100 | 100 |
| cM capacity (veh/h) | 979 | | | | 230 | 639 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 624 | 588 |
| Volume Left | 44 | 0 |
| Volume Right | 0 | 401 |
| cSH | 979 | 1700 |
| Volume to Capacity | 0.04 | 0.35 |
| Queue Length 95th (ft) | 4 | 0 |
| Control Delay (s) | 1.2 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 1.2 | 0.0 |
| Approach LOS | | |

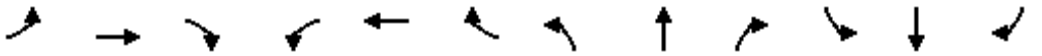
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 68.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 490 | 0 | 0 | 523 | 17 | 50 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.87 | 0.87 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 598 | 0 | 0 | 601 | 19 | 57 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.86 | |
| vC, conflicting volume | | | 608 | | 1219 | 618 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 608 | | 1171 | 618 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.6 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.6 |
| p0 queue free % | | | 100 | | 89 | 87 |
| cM capacity (veh/h) | | | 963 | | 179 | 423 |

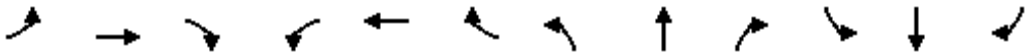
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 598 | 601 | 76 |
| Volume Left | 0 | 0 | 19 |
| Volume Right | 0 | 0 | 57 |
| cSH | 1700 | 1700 | 567 |
| Volume to Capacity | 0.35 | 0.35 | 0.13 |
| Queue Length 95th (ft) | 0 | 0 | 12 |
| Control Delay (s) | 0.0 | 0.0 | 18.1 |
| Lane LOS | | | C |
| Approach Delay (s) | 0.0 | 0.0 | 18.1 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.1 | | |
| Intersection Capacity Utilization | 40.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 220 | 276 | 24 | 4 | 346 | 133 | 18 | 158 | 4 | 96 | 111 | 139 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3398 | | 1759 | 3255 | | 1770 | 3539 | 1547 | 1770 | 3539 | 1547 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3398 | | 1759 | 3255 | | 1770 | 3539 | 1547 | 1770 | 3539 | 1547 |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 265 | 333 | 29 | 4 | 360 | 139 | 21 | 184 | 5 | 105 | 122 | 153 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 54 | 0 | 0 | 0 | 4 | 0 | 0 | 117 |
| Lane Group Flow (vph) | 265 | 355 | 0 | 4 | 445 | 0 | 21 | 184 | 1 | 105 | 122 | 36 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 9.0 | 24.7 | | 0.9 | 16.6 | | 1.2 | 9.3 | 9.3 | 5.6 | 13.7 | 13.7 |
| Effective Green, g (s) | 9.0 | 24.7 | | 0.9 | 16.6 | | 1.2 | 9.3 | 9.3 | 5.6 | 13.7 | 13.7 |
| Actuated g/C Ratio | 0.15 | 0.42 | | 0.02 | 0.28 | | 0.02 | 0.16 | 0.16 | 0.10 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 273 | 1440 | | 27 | 927 | | 36 | 565 | 247 | 170 | 832 | 364 |
| v/s Ratio Prot | c0.15 | 0.10 | | 0.00 | c0.14 | | 0.01 | c0.05 | | c0.06 | 0.03 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | 0.02 |
| v/c Ratio | 0.97 | 0.25 | | 0.15 | 0.48 | | 0.58 | 0.33 | 0.00 | 0.62 | 0.15 | 0.10 |
| Uniform Delay, d1 | 24.5 | 10.8 | | 28.3 | 17.3 | | 28.3 | 21.7 | 20.6 | 25.3 | 17.7 | 17.5 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 46.2 | 0.1 | | 2.5 | 0.4 | | 21.8 | 0.3 | 0.0 | 6.5 | 0.1 | 0.1 |
| Delay (s) | 70.7 | 10.9 | | 30.9 | 17.7 | | 50.1 | 22.1 | 20.6 | 31.8 | 17.8 | 17.6 |
| Level of Service | E | B | | C | B | | D | C | C | C | B | B |
| Approach Delay (s) | | 36.2 | | | 17.8 | | | 24.8 | | | 21.6 | |
| Approach LOS | | D | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 58.3 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 53.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 14 | 286 | 33 | 28 | 474 | 8 | 8 | 30 | 24 | 3 | 35 | 19 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.92 | 0.92 | 0.92 | 0.85 | 0.85 | 0.85 | 0.73 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 17 | 340 | 39 | 30 | 515 | 9 | 9 | 35 | 28 | 4 | 48 | 26 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 534 | | | 390 | | | 782 | 998 | 210 | 850 | 1014 | 282 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 534 | | | 390 | | | 782 | 998 | 210 | 850 | 1014 | 282 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 97 | | | 96 | 85 | 96 | 98 | 79 | 96 |
| cM capacity (veh/h) | 1021 | | | 1156 | | | 215 | 228 | 783 | 203 | 223 | 703 |

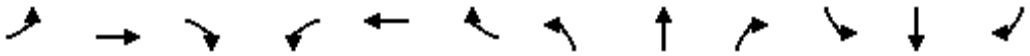
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 17 | 227 | 153 | 30 | 343 | 180 | 73 | 78 |
| Volume Left | 17 | 0 | 0 | 30 | 0 | 0 | 9 | 4 |
| Volume Right | 0 | 0 | 39 | 0 | 0 | 9 | 28 | 26 |
| cSH | 1021 | 1700 | 1700 | 1156 | 1700 | 1700 | 311 | 287 |
| Volume to Capacity | 0.02 | 0.13 | 0.09 | 0.03 | 0.20 | 0.11 | 0.23 | 0.27 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 2 | 0 | 0 | 22 | 27 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 | 8.2 | 0.0 | 0.0 | 20.1 | 22.1 |
| Lane LOS | A | | | A | | | C | C |
| Approach Delay (s) | 0.4 | | | 0.5 | | | 20.1 | 22.1 |
| Approach LOS | | | | | | | C | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.3 | | | |
| Intersection Capacity Utilization | 35.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 18 | 278 | 12 | 20 | 428 | 4 | 19 | 27 | 18 | 5 | 36 | 42 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 20 | 309 | 13 | 22 | 476 | 4 | 22 | 31 | 21 | 6 | 44 | 52 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 490 | | | 332 | | | 972 | 900 | 336 | 934 | 904 | 498 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 490 | | | 332 | | | 972 | 900 | 336 | 934 | 904 | 498 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 98 | | | 87 | 88 | 97 | 97 | 83 | 91 |
| cM capacity (veh/h) | 1064 | | | 1217 | | | 173 | 264 | 695 | 205 | 262 | 563 |

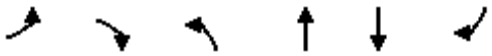
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 342 | 502 | 74 | 102 |
| Volume Left | 20 | 22 | 22 | 6 |
| Volume Right | 13 | 4 | 21 | 52 |
| cSH | 1064 | 1217 | 269 | 351 |
| Volume to Capacity | 0.02 | 0.02 | 0.28 | 0.29 |
| Queue Length 95th (ft) | 1 | 1 | 27 | 30 |
| Control Delay (s) | 0.7 | 0.5 | 23.4 | 19.4 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.7 | 0.5 | 23.4 | 19.4 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.2 | | |
| Intersection Capacity Utilization | 46.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 57 | 249 | 12 | 15 | 392 | 39 | 28 | 146 | 40 | 41 | 133 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.94 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1760 | 1814 | | 1757 | 1800 | | 1756 | 1791 | | 1755 | 1739 | |
| Flt Permitted | 0.40 | 1.00 | | 0.57 | 1.00 | | 0.58 | 1.00 | | 0.62 | 1.00 | |
| Satd. Flow (perm) | 747 | 1814 | | 1053 | 1800 | | 1077 | 1791 | | 1143 | 1739 | |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.90 | 0.90 | 0.90 | 0.83 | 0.83 | 0.83 | 0.73 | 0.73 | 0.73 |
| Adj. Flow (vph) | 69 | 300 | 14 | 17 | 436 | 43 | 34 | 176 | 48 | 56 | 182 | 107 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 18 | 0 | 0 | 39 | 0 |
| Lane Group Flow (vph) | 69 | 311 | 0 | 17 | 473 | 0 | 34 | 206 | 0 | 56 | 250 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 15.4 | 15.4 | | 15.4 | 15.4 | | 11.2 | 11.2 | | 11.2 | 11.2 | |
| Effective Green, g (s) | 15.4 | 15.4 | | 15.4 | 15.4 | | 11.2 | 11.2 | | 11.2 | 11.2 | |
| Actuated g/C Ratio | 0.42 | 0.42 | | 0.42 | 0.42 | | 0.31 | 0.31 | | 0.31 | 0.31 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 316 | 767 | | 446 | 762 | | 331 | 551 | | 352 | 535 | |
| v/s Ratio Prot | | 0.17 | | | c0.26 | | | 0.12 | | | c0.14 | |
| v/s Ratio Perm | 0.09 | | | 0.02 | | | 0.03 | | | 0.05 | | |
| v/c Ratio | 0.22 | 0.41 | | 0.04 | 0.62 | | 0.10 | 0.37 | | 0.16 | 0.47 | |
| Uniform Delay, d1 | 6.7 | 7.3 | | 6.2 | 8.2 | | 9.0 | 9.9 | | 9.2 | 10.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.4 | | 0.0 | 1.6 | | 0.1 | 0.4 | | 0.2 | 0.6 | |
| Delay (s) | 7.0 | 7.7 | | 6.2 | 9.8 | | 9.1 | 10.3 | | 9.4 | 10.8 | |
| Level of Service | A | A | | A | A | | A | B | | A | B | |
| Approach Delay (s) | | 7.5 | | | 9.7 | | | 10.1 | | | 10.6 | |
| Approach LOS | | A | | | A | | | B | | | B | |

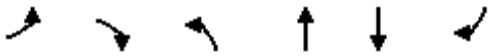
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.4 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 36.4 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 58.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 1 | 1 | 1 | 2 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 1 | 1 | 1 | 2 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 26 | 23 | 13 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 26 | 23 | 13 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 972 | 1037 | 1592 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 3 | 2 | 3 |
| Volume Left | 2 | 1 | 0 |
| Volume Right | 1 | 0 | 1 |
| cSH | 993 | 1592 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 3.6 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 3.6 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 1 | 3 | 209 | 147 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.85 | 0.85 | 0.74 | 0.74 |
| Hourly flow rate (vph) | 2 | 1 | 4 | 246 | 199 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 349 | 120 | 210 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 349 | 120 | 210 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 610 | 894 | 1347 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 3 | 85 | 164 | 132 | 68 |
| Volume Left | 2 | 4 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 1 |
| cSH | 682 | 1347 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.10 | 0.08 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.3 | 0.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 10.3 | 0.1 | | 0.0 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 20.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 7 | 1 | 1 | 2 | 1 | 3 | 2 | 1 | 1 | 2 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 8 | 1 | 1 | 2 | 1 | 3 | 2 | 1 | 1 | 2 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 13 | | | 19 | | | 39 | 36 | 29 | 38 | 36 | 23 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 13 | | | 19 | | | 39 | 36 | 29 | 38 | 36 | 23 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1592 | | | 1584 | | | 932 | 840 | 1029 | 935 | 840 | 1037 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 5 | 7 | 6 |
| Volume Left | 1 | 1 | 3 | 1 |
| Volume Right | 1 | 1 | 1 | 2 |
| cSH | 1592 | 1584 | 913 | 930 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 0 |
| Control Delay (s) | 0.8 | 1.8 | 9.0 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.8 | 1.8 | 9.0 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 5 | 1 | 4 | 2 | 3 | 1 | 38 | 2 | 4 | 77 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 6 | 1 | 5 | 2 | 3 | 1 | 43 | 2 | 5 | 88 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 168 | 165 | 108 | 168 | 164 | 64 | 99 | | | 55 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 168 | 165 | 108 | 168 | 164 | 64 | 99 | | | 55 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 99 | 100 | 99 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 766 | 713 | 930 | 765 | 713 | 983 | 1482 | | | 1537 | | |

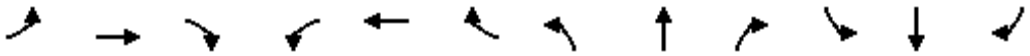
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 10 | 47 | 93 |
| Volume Left | 3 | 5 | 1 | 5 |
| Volume Right | 1 | 3 | 2 | 1 |
| cSH | 750 | 812 | 1482 | 1537 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 9.9 | 9.5 | 0.2 | 0.4 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.9 | 9.5 | 0.2 | 0.4 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 21.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 9 | 1 | 1 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 10 | 1 | 1 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 20 | | | 21 | | | 47 | 46 | 31 | 47 | 46 | 30 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 20 | | | 21 | | | 47 | 46 | 31 | 47 | 46 | 30 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1583 | | | 1581 | | | 924 | 831 | 1026 | 924 | 831 | 1028 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 12 | 11 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1583 | 1581 | 920 | 920 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.7 | 0.7 | 8.9 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.7 | 0.7 | 8.9 | 8.9 |
| Approach LOS | | | A | A |

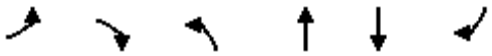
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.5 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 1 | 5 | 10 | 1 | 1 | 2 | 5 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 1 | 6 | 11 | 1 | 1 | 2 | 6 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 27 | | | 12 | | | 39 | 43 | 22 | 40 | 38 | 31 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 27 | | | 12 | | | 39 | 43 | 22 | 40 | 38 | 31 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 100 |
| cM capacity (veh/h) | 1574 | | | 1593 | | | 934 | 833 | 1038 | 931 | 839 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 18 | 5 | 8 |
| Volume Left | 1 | 1 | 1 | 6 |
| Volume Right | 1 | 11 | 2 | 1 |
| cSH | 1574 | 1593 | 953 | 929 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 2.4 | 0.5 | 8.8 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.4 | 0.5 | 8.8 | 8.9 |
| Approach LOS | | | A | A |

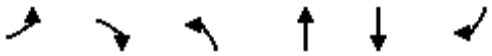
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 12 | 11 | 0 | 45 | 4 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 14 | 12 | 0 | 51 | 5 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 14 | 13 | 51 | 5 |
| Volume Left (vph) | 0 | 13 | 0 | 0 |
| Volume Right (vph) | 14 | 0 | 0 | 5 |
| Hadj (s) | -0.57 | 0.23 | 0.17 | -0.67 |
| Departure Headway (s) | 3.5 | 4.3 | 4.7 | 3.9 |
| Degree Utilization, x | 0.01 | 0.01 | 0.07 | 0.00 |
| Capacity (veh/h) | 1005 | 818 | 759 | 924 |
| Control Delay (s) | 6.5 | 7.4 | 6.8 | 5.7 |
| Approach Delay (s) | 6.5 | 7.4 | 6.7 | |
| Approach LOS | A | A | A | |

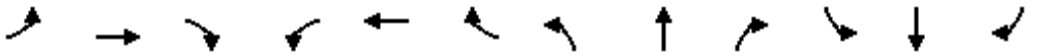
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 6.8 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 131 | 165 | 117 | 146 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.79 | 0.79 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 1 | 1 | 166 | 209 | 136 | 170 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 697 | 156 | 146 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 697 | 156 | 146 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 88 | | | |
| cM capacity (veh/h) | 354 | 875 | 1424 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 2 | 375 | 136 | 170 |
| Volume Left | 1 | 166 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 170 |
| cSH | 504 | 1424 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.12 | 0.08 | 0.10 |
| Queue Length 95th (ft) | 0 | 10 | 0 | 0 |
| Control Delay (s) | 12.2 | 4.1 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 12.2 | 4.1 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 35.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 53 | 83 | 22 | 14 | 152 | 37 | 84 | 92 | 15 | 19 | 81 | 24 |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | 0.80 | 0.80 | 0.80 |
| Hourly flow rate (vph) | 82 | 128 | 34 | 17 | 183 | 45 | 100 | 110 | 18 | 24 | 101 | 30 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 209 | 34 | 245 | 155 | 73 | 58 | 68 | 30 |
| Volume Left (vph) | 82 | 0 | 17 | 100 | 0 | 24 | 0 | 0 |
| Volume Right (vph) | 0 | 34 | 45 | 0 | 18 | 0 | 0 | 30 |
| Hadj (s) | 0.12 | -0.57 | -0.05 | 0.36 | -0.14 | 0.24 | 0.03 | -0.67 |
| Departure Headway (s) | 5.4 | 3.2 | 5.2 | 6.3 | 5.8 | 6.4 | 6.2 | 3.2 |
| Degree Utilization, x | 0.31 | 0.03 | 0.35 | 0.27 | 0.12 | 0.10 | 0.12 | 0.03 |
| Capacity (veh/h) | 627 | 1121 | 655 | 535 | 576 | 517 | 535 | 1121 |
| Control Delay (s) | 10.8 | 6.3 | 11.0 | 10.4 | 8.4 | 8.9 | 8.8 | 5.1 |
| Approach Delay (s) | 10.2 | | 11.0 | 9.8 | | 8.1 | | |
| Approach LOS | B | | B | A | | A | | |

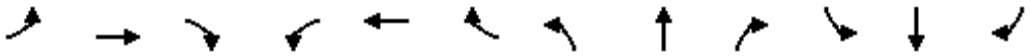
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.9 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 41.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 71 | 42 | 5 | 61 | 137 | 10 |
| Peak Hour Factor | 0.80 | 0.80 | 0.73 | 0.73 | 0.76 | 0.76 |
| Hourly flow rate (vph) | 89 | 52 | 7 | 84 | 180 | 13 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 141 | 90 | 193 |
| Volume Left (vph) | 0 | 7 | 180 |
| Volume Right (vph) | 53 | 0 | 13 |
| Hadj (s) | -0.16 | 0.10 | 0.18 |
| Departure Headway (s) | 4.3 | 4.6 | 4.6 |
| Degree Utilization, x | 0.17 | 0.12 | 0.25 |
| Capacity (veh/h) | 792 | 731 | 745 |
| Control Delay (s) | 8.2 | 8.3 | 9.1 |
| Approach Delay (s) | 8.2 | 8.3 | 9.1 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.6 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 24.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 1 | 29 | 25 | 49 | 89 | 9 | 57 | 67 | 41 | 14 | 60 | 6 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 1 | 33 | 28 | 64 | 116 | 12 | 67 | 79 | 48 | 19 | 80 | 8 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 63 | 191 | 146 | 48 | 107 |
| Volume Left (vph) | 1 | 64 | 67 | 0 | 19 |
| Volume Right (vph) | 28 | 12 | 0 | 48 | 8 |
| Hadj (s) | -0.24 | 0.06 | 0.26 | -0.67 | 0.02 |
| Departure Headway (s) | 4.7 | 4.8 | 5.5 | 4.6 | 4.9 |
| Degree Utilization, x | 0.08 | 0.25 | 0.22 | 0.06 | 0.15 |
| Capacity (veh/h) | 703 | 704 | 623 | 742 | 683 |
| Control Delay (s) | 8.1 | 9.4 | 8.9 | 6.7 | 8.8 |
| Approach Delay (s) | 8.1 | 9.4 | 8.3 | | 8.8 |
| Approach LOS | A | A | A | | A |

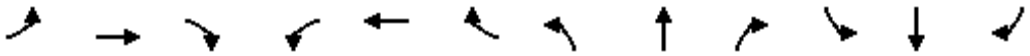
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.8 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 34.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 36 | 260 | 0 | 0 | 114 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.67 | 0.67 | 0.71 | 0.71 | 0.59 | 0.59 |
| Hourly flow rate (vph) | 1 | 54 | 366 | 0 | 0 | 193 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 579 | 386 | | | 376 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 579 | 386 | | | 376 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 92 | | | 100 | |
| cM capacity (veh/h) | 469 | 651 | | | 1172 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 55 | 366 | 193 |
| Volume Left | 1 | 0 | 0 |
| Volume Right | 54 | 0 | 0 |
| cSH | 644 | 1700 | 1700 |
| Volume to Capacity | 0.09 | 0.22 | 0.11 |
| Queue Length 95th (ft) | 7 | 0 | 0 |
| Control Delay (s) | 11.1 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 11.1 | 0.0 | 0.0 |
| Approach LOS | B | | |

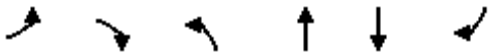
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 26.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 33 | 5 | 20 | 0 | 0 | 0 | 4 | 226 | 1 | 34 | 89 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.88 | 0.88 | 0.88 | 0.79 | 0.79 | 0.79 | 0.67 | 0.67 | 0.67 |
| Hourly flow rate (vph) | 45 | 7 | 27 | 0 | 0 | 0 | 5 | 286 | 1 | 51 | 133 | 7 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 555 | 556 | 157 | 572 | 559 | 307 | 150 | | | 297 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 555 | 556 | 157 | 572 | 559 | 307 | 150 | | | 297 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 89 | 98 | 97 | 100 | 100 | 100 | 100 | | | 96 | | |
| cM capacity (veh/h) | 418 | 417 | 874 | 393 | 415 | 727 | 1419 | | | 1264 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 79 | 292 | 191 |
| Volume Left | 45 | 5 | 51 |
| Volume Right | 27 | 1 | 7 |
| cSH | 638 | 1419 | 1264 |
| Volume to Capacity | 0.12 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 11 | 0 | 3 |
| Control Delay (s) | 12.9 | 0.2 | 2.4 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 12.9 | 0.2 | 2.4 |
| Approach LOS | B | | |

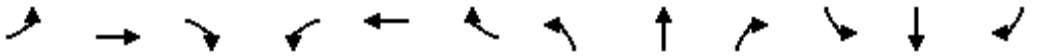
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.7 | | | |
| Intersection Capacity Utilization | 41.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 80 | 133 | 385 | 126 | 183 | 64 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 91 | 151 | 438 | 143 | 208 | 73 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1191 | 140 | 281 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1191 | 140 | 281 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 23 | 83 | 66 | | | |
| cM capacity (veh/h) | 119 | 882 | 1279 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 91 | 151 | 438 | 72 | 72 | 139 | 142 |
| Volume Left | 91 | 0 | 438 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 151 | 0 | 0 | 0 | 0 | 73 |
| cSH | 119 | 882 | 1279 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.77 | 0.17 | 0.34 | 0.04 | 0.04 | 0.08 | 0.08 |
| Queue Length 95th (ft) | 109 | 15 | 38 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 98.0 | 9.9 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | A | A | | | | |
| Approach Delay (s) | 43.0 | | 7.0 | | | 0.0 | |
| Approach LOS | E | | | | | | |

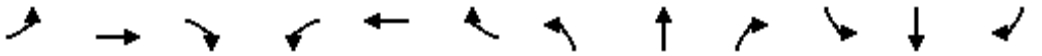
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 13.1 | | |
| Intersection Capacity Utilization | 42.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 513 | 57 | 122 | 482 | 0 | 0 | 0 | 176 | 296 | 55 | 114 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1525 | 1770 | 3539 | | | | 1575 | 3433 | 1863 | 1548 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1525 | 1770 | 3539 | | | | 1575 | 3433 | 1863 | 1548 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.81 | 0.81 | 0.81 |
| Adj. Flow (vph) | 0 | 558 | 62 | 134 | 530 | 0 | 0 | 0 | 191 | 365 | 68 | 141 |
| RTOR Reduction (vph) | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 0 | 88 |
| Lane Group Flow (vph) | 0 | 558 | 16 | 134 | 530 | 0 | 0 | 0 | 19 | 365 | 68 | 53 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 14.2 | 14.2 | 5.8 | 24.9 | | | | 5.6 | 10.4 | 20.9 | 20.9 |
| Effective Green, g (s) | | 14.2 | 14.2 | 5.8 | 24.9 | | | | 5.6 | 10.4 | 20.9 | 20.9 |
| Actuated g/C Ratio | | 0.26 | 0.26 | 0.10 | 0.45 | | | | 0.10 | 0.19 | 0.38 | 0.38 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 904 | 389 | 185 | 1585 | | | | 159 | 642 | 700 | 582 |
| v/s Ratio Prot | | c0.16 | | c0.08 | 0.15 | | | | | c0.11 | c0.04 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.01 | | | 0.03 |
| v/c Ratio | | 0.62 | 0.04 | 0.72 | 0.33 | | | | 0.12 | 0.57 | 0.10 | 0.09 |
| Uniform Delay, d1 | | 18.3 | 15.6 | 24.1 | 10.0 | | | | 22.8 | 20.6 | 11.2 | 11.2 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.3 | 0.0 | 13.1 | 0.1 | | | | 0.3 | 1.2 | 0.1 | 0.1 |
| Delay (s) | | 19.6 | 15.6 | 37.3 | 10.1 | | | | 23.1 | 21.7 | 11.3 | 11.3 |
| Level of Service | | B | B | D | B | | | | C | C | B | B |
| Approach Delay (s) | | 19.2 | | | 15.6 | | | 23.1 | | | 17.9 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.48 | | |
| Actuated Cycle Length (s) | 55.6 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 47.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 196 | 591 | 91 | 126 | 458 | 105 | 77 | 152 | 58 | 60 | 209 | 89 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1547 | 3433 | 3426 | | 3433 | 3539 | 1547 | 1770 | 3539 | 2680 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1547 | 3433 | 3426 | | 3433 | 3539 | 1547 | 1770 | 3539 | 2680 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.96 | 0.96 | 0.96 | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 209 | 629 | 97 | 131 | 477 | 109 | 96 | 190 | 72 | 69 | 240 | 102 |
| RTOR Reduction (vph) | 0 | 0 | 55 | 0 | 28 | 0 | 0 | 0 | 57 | 0 | 0 | 83 |
| Lane Group Flow (vph) | 209 | 629 | 42 | 131 | 558 | 0 | 96 | 190 | 15 | 69 | 240 | 19 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 10.5 | 19.8 | 19.8 | 5.6 | 14.9 | | 5.4 | 12.0 | 12.0 | 4.2 | 10.8 | 10.8 |
| Effective Green, g (s) | 10.5 | 19.8 | 19.8 | 5.6 | 14.9 | | 5.4 | 12.0 | 12.0 | 4.2 | 10.8 | 10.8 |
| Actuated g/C Ratio | 0.18 | 0.33 | 0.33 | 0.09 | 0.25 | | 0.09 | 0.20 | 0.20 | 0.07 | 0.18 | 0.18 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 313 | 1180 | 516 | 324 | 859 | | 312 | 715 | 313 | 125 | 643 | 487 |
| v/s Ratio Prot | c0.12 | 0.18 | | 0.04 | c0.16 | | 0.03 | 0.05 | | c0.04 | c0.07 | |
| v/s Ratio Perm | | | 0.03 | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.67 | 0.53 | 0.08 | 0.40 | 0.65 | | 0.31 | 0.27 | 0.05 | 0.55 | 0.37 | 0.04 |
| Uniform Delay, d1 | 22.8 | 16.1 | 13.6 | 25.3 | 19.9 | | 25.3 | 20.0 | 19.1 | 26.7 | 21.3 | 20.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.3 | 0.5 | 0.1 | 0.8 | 1.7 | | 0.6 | 0.2 | 0.1 | 5.2 | 0.4 | 0.0 |
| Delay (s) | 28.1 | 16.5 | 13.6 | 26.2 | 21.6 | | 25.8 | 20.2 | 19.2 | 31.9 | 21.7 | 20.1 |
| Level of Service | C | B | B | C | C | | C | C | B | C | C | C |
| Approach Delay (s) | | 18.8 | | | 22.5 | | | 21.5 | | | 23.0 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 59.4 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 53.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

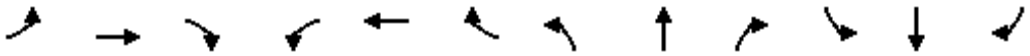
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 755 | 0 | 0 | 631 | 134 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.96 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1715 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1715 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 803 | 0 | 0 | 717 | 152 | 69 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 28 | 0 |
| Lane Group Flow (vph) | 803 | 0 | 0 | 717 | 193 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 14.9 | | | 14.9 | 7.6 | |
| Effective Green, g (s) | 14.9 | | | 14.9 | 7.6 | |
| Actuated g/C Ratio | 0.46 | | | 0.46 | 0.24 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1633 | | | 1633 | 404 | |
| v/s Ratio Prot | c0.23 | | | 0.20 | c0.11 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.49 | | | 0.44 | 0.48 | |
| Uniform Delay, d1 | 6.1 | | | 5.9 | 10.6 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | | | 0.2 | 0.9 | |
| Delay (s) | 6.3 | | | 6.1 | 11.5 | |
| Level of Service | A | | | A | B | |
| Approach Delay (s) | 6.3 | | | 6.1 | 11.5 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 6.9 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.49 | | |
| Actuated Cycle Length (s) | 32.3 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 41.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 340 | 0 | 0 | 0 | 0 | 669 | 73 | 152 | 279 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.97 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2692 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2692 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.92 | 0.92 | 0.88 |
| Adj. Flow (vph) | 0 | 0 | 386 | 0 | 0 | 0 | 0 | 719 | 78 | 165 | 303 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 323 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 719 | 78 | 165 | 303 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.5 | | | | | 17.0 | 46.2 | 7.9 | 28.9 | |
| Effective Green, g (s) | | | 7.5 | | | | | 17.0 | 46.2 | 7.9 | 28.9 | |
| Actuated g/C Ratio | | | 0.16 | | | | | 0.37 | 1.00 | 0.17 | 0.63 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 437 | | | | | 1302 | 1544 | 303 | 2214 | |
| v/s Ratio Prot | | | | | | | | c0.20 | | c0.09 | 0.09 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.05 | | | |
| v/c Ratio | | | 0.14 | | | | | 0.55 | 0.05 | 0.54 | 0.14 | |
| Uniform Delay, d1 | | | 16.6 | | | | | 11.6 | 0.0 | 17.5 | 3.5 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.2 | | | | | 0.5 | 0.1 | 2.0 | 0.0 | |
| Delay (s) | | | 16.7 | | | | | 12.1 | 0.1 | 19.5 | 3.6 | |
| Level of Service | | | B | | | | | B | A | B | A | |
| Approach Delay (s) | | 16.7 | | | 0.0 | | | 10.9 | | | 9.2 | |
| Approach LOS | | B | | | A | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 46.2 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 34.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 11 | 2 | 24 | 13 | 92 | 5 | 501 | 34 | 138 | 552 | 9 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 4 | 14 | 2 | 28 | 15 | 106 | 5 | 545 | 37 | 145 | 581 | 9 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1288 | 1484 | 311 | 1166 | 1456 | 292 | 601 | | | 592 | | |
| vC1, stage 1 conf vol | 882 | 882 | | 565 | 565 | | | | | | | |
| vC2, stage 2 conf vol | 406 | 602 | | 600 | 891 | | | | | | | |
| vCu, unblocked vol | 1288 | 1484 | 311 | 1166 | 1456 | 292 | 601 | | | 592 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 94 | 100 | 91 | 94 | 85 | 99 | | | 85 | | |
| cM capacity (veh/h) | 215 | 241 | 674 | 300 | 265 | 692 | 965 | | | 972 | | |

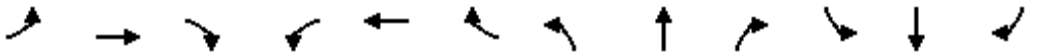
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 148 | 5 | 363 | 194 | 25 | 145 | 291 | 291 | 9 |
| Volume Left | 4 | 28 | 5 | 0 | 0 | 0 | 145 | 0 | 0 | 0 |
| Volume Right | 2 | 106 | 0 | 0 | 12 | 25 | 0 | 0 | 0 | 9 |
| cSH | 256 | 493 | 965 | 1700 | 1700 | 1700 | 972 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.08 | 0.30 | 0.01 | 0.21 | 0.11 | 0.01 | 0.15 | 0.17 | 0.17 | 0.01 |
| Queue Length 95th (ft) | 6 | 31 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| Control Delay (s) | 20.3 | 15.4 | 8.8 | 0.0 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | C | A | | | | A | | | |
| Approach Delay (s) | 20.3 | 15.4 | 0.1 | | | | 1.8 | | | |
| Approach LOS | C | C | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.7 | | | |
| Intersection Capacity Utilization | 43.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 65 | 69 | 26 | 56 | 69 | 56 | 17 | 451 | 41 | 62 | 467 | 85 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1812 | 1551 | | 1816 | 1551 | 1770 | 3539 | 1530 | 1770 | 3539 | 1530 |
| Flt Permitted | | 0.78 | 1.00 | | 0.78 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1445 | 1551 | | 1452 | 1551 | 1770 | 3539 | 1530 | 1770 | 3539 | 1530 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.91 | 0.91 | 0.91 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 75 | 79 | 30 | 60 | 73 | 60 | 19 | 496 | 45 | 73 | 549 | 100 |
| RTOR Reduction (vph) | 0 | 0 | 24 | 0 | 0 | 49 | 0 | 0 | 27 | 0 | 0 | 54 |
| Lane Group Flow (vph) | 0 | 154 | 6 | 0 | 133 | 11 | 19 | 496 | 18 | 73 | 549 | 46 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 8.3 | 8.3 | | 8.3 | 8.3 | 1.0 | 17.9 | 17.9 | 3.5 | 20.4 | 20.4 |
| Effective Green, g (s) | | 8.3 | 8.3 | | 8.3 | 8.3 | 1.0 | 17.9 | 17.9 | 3.5 | 20.4 | 20.4 |
| Actuated g/C Ratio | | 0.19 | 0.19 | | 0.19 | 0.19 | 0.02 | 0.40 | 0.40 | 0.08 | 0.46 | 0.46 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 270 | 290 | | 271 | 290 | 40 | 1427 | 617 | 140 | 1626 | 703 |
| v/s Ratio Prot | | | | | | | 0.01 | 0.14 | | c0.04 | c0.16 | |
| v/s Ratio Perm | | c0.11 | 0.00 | | 0.09 | 0.01 | | | 0.01 | | | 0.03 |
| v/c Ratio | | 0.57 | 0.02 | | 0.49 | 0.04 | 0.47 | 0.35 | 0.03 | 0.52 | 0.34 | 0.07 |
| Uniform Delay, d1 | | 16.4 | 14.7 | | 16.2 | 14.8 | 21.4 | 9.2 | 8.0 | 19.6 | 7.7 | 6.7 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.9 | 0.0 | | 1.4 | 0.1 | 8.6 | 0.1 | 0.0 | 3.5 | 0.1 | 0.0 |
| Delay (s) | | 19.3 | 14.8 | | 17.6 | 14.8 | 30.1 | 9.3 | 8.0 | 23.1 | 7.8 | 6.7 |
| Level of Service | | B | B | | B | B | C | A | A | C | A | A |
| Approach Delay (s) | | 18.6 | | | 16.7 | | | 9.9 | | | 9.2 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 44.4 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 42.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

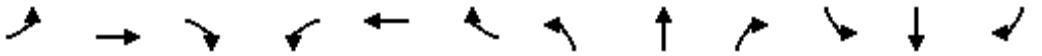
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 10 | 145 | 30 | 53 | 153 | 24 | 36 | 37 | 35 | 28 | 25 | 10 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.79 | 0.79 | 0.79 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 11 | 159 | 33 | 58 | 166 | 26 | 46 | 47 | 44 | 33 | 30 | 12 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 203 | 250 | 137 | 63 | 12 |
| Volume Left (vph) | 11 | 58 | 46 | 33 | 0 |
| Volume Right (vph) | 33 | 26 | 44 | 0 | 12 |
| Hadj (s) | -0.05 | 0.02 | -0.09 | 0.30 | -0.67 |
| Departure Headway (s) | 4.7 | 4.8 | 5.1 | 6.1 | 5.1 |
| Degree Utilization, x | 0.27 | 0.33 | 0.20 | 0.11 | 0.02 |
| Capacity (veh/h) | 711 | 718 | 640 | 537 | 631 |
| Control Delay (s) | 9.5 | 10.1 | 9.4 | 8.6 | 7.0 |
| Approach Delay (s) | 9.5 | 10.1 | 9.4 | 8.4 | |
| Approach LOS | A | B | A | A | |

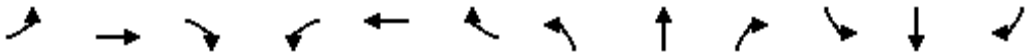
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.6 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 47.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 347 | 19 | 103 | 444 | 0 | 0 | 0 | 0 | 205 | 2 | 59 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 0 | 413 | 23 | 117 | 505 | 0 | 0 | 0 | 0 | 220 | 2 | 63 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 515 | | | 446 | | | 964 | 1183 | 238 | 965 | 1194 | 272 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 515 | | | 446 | | | 964 | 1183 | 238 | 965 | 1194 | 272 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 89 | | | 100 | 100 | 100 | 0 | 99 | 91 |
| cM capacity (veh/h) | 1039 | | | 1111 | | | 172 | 167 | 757 | 188 | 164 | 713 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 275 | 160 | 117 | 252 | 252 | 286 |
| Volume Left | 0 | 0 | 117 | 0 | 0 | 220 |
| Volume Right | 0 | 23 | 0 | 0 | 0 | 63 |
| cSH | 1700 | 1700 | 1111 | 1700 | 1700 | 241 |
| Volume to Capacity | 0.16 | 0.09 | 0.11 | 0.15 | 0.15 | 1.19 |
| Queue Length 95th (ft) | 0 | 0 | 9 | 0 | 0 | 338 |
| Control Delay (s) | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 138.7 |
| Lane LOS | | | A | | | F |
| Approach Delay (s) | 0.0 | | 1.6 | | | 138.7 |
| Approach LOS | | | | | | F |

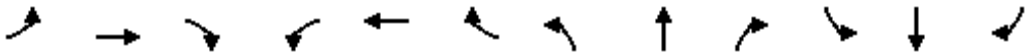
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 30.3 | | | |
| Intersection Capacity Utilization | 45.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 33 | 531 | 0 | 0 | 517 | 145 | 31 | 3 | 118 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.83 | 0.83 | 0.83 | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 35 | 565 | 0 | 0 | 623 | 175 | 34 | 3 | 130 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 808 | | | 575 | | | 967 | 1453 | 302 | 1085 | 1365 | 419 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 808 | | | 575 | | | 967 | 1453 | 302 | 1085 | 1365 | 419 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 96 | | | 100 | | | 83 | 97 | 81 | 100 | 100 | 100 |
| cM capacity (veh/h) | 813 | | | 986 | | | 197 | 123 | 682 | 129 | 139 | 578 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 223 | 377 | 415 | 382 | 167 |
| Volume Left | 35 | 0 | 0 | 0 | 34 |
| Volume Right | 0 | 0 | 0 | 175 | 130 |
| cSH | 813 | 1700 | 1700 | 1700 | 853 |
| Volume to Capacity | 0.04 | 0.22 | 0.24 | 0.22 | 0.20 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 | 18 |
| Control Delay (s) | 1.9 | 0.0 | 0.0 | 0.0 | 15.3 |
| Lane LOS | A | | | | C |
| Approach Delay (s) | 0.7 | | 0.0 | | 15.3 |
| Approach LOS | | | | | C |

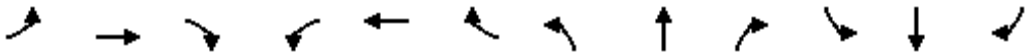
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 54.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 80 | 415 | 140 | 65 | 363 | 70 | 163 | 269 | 39 | 70 | 244 | 79 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.96 | | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3386 | | 1770 | 3441 | | 1770 | 3462 | | 1770 | 3390 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3386 | | 1770 | 3441 | | 1770 | 3462 | | 1770 | 3390 | |
| Peak-hour factor, PHF | 1.00 | 0.94 | 0.94 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 80 | 441 | 149 | 76 | 422 | 81 | 201 | 332 | 48 | 80 | 280 | 91 |
| RTOR Reduction (vph) | 0 | 47 | 0 | 0 | 23 | 0 | 0 | 16 | 0 | 0 | 46 | 0 |
| Lane Group Flow (vph) | 80 | 543 | 0 | 76 | 480 | 0 | 201 | 364 | 0 | 80 | 325 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.1 | 13.9 | | 4.1 | 13.9 | | 9.9 | 19.1 | | 4.1 | 13.3 | |
| Effective Green, g (s) | 4.1 | 13.9 | | 4.1 | 13.9 | | 9.9 | 19.1 | | 4.1 | 13.3 | |
| Actuated g/C Ratio | 0.07 | 0.24 | | 0.07 | 0.24 | | 0.17 | 0.32 | | 0.07 | 0.23 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 123 | 798 | | 123 | 811 | | 297 | 1121 | | 123 | 764 | |
| v/s Ratio Prot | c0.05 | c0.16 | | 0.04 | 0.14 | | c0.11 | 0.11 | | 0.05 | c0.10 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.65 | 0.68 | | 0.62 | 0.59 | | 0.68 | 0.33 | | 0.65 | 0.42 | |
| Uniform Delay, d1 | 26.8 | 20.5 | | 26.7 | 20.0 | | 23.0 | 15.1 | | 26.8 | 19.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 11.7 | 2.3 | | 8.9 | 1.2 | | 6.0 | 0.2 | | 11.7 | 0.4 | |
| Delay (s) | 38.4 | 22.8 | | 35.6 | 21.2 | | 29.0 | 15.2 | | 38.4 | 20.0 | |
| Level of Service | D | C | | D | C | | C | B | | D | B | |
| Approach Delay (s) | | 24.7 | | | 23.1 | | | 20.0 | | | 23.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 59.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 54.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 15 | 62 | 6 | 47 | 68 | 48 | 4 | 426 | 57 | 54 | 432 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.94 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1832 | | 1770 | 1720 | | 1755 | 1822 | | 1770 | 1832 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1832 | | 1770 | 1720 | | 1755 | 1822 | | 1770 | 1832 | |
| Peak-hour factor, PHF | 0.65 | 0.65 | 0.65 | 0.85 | 0.85 | 0.85 | 0.81 | 0.81 | 0.81 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 23 | 95 | 9 | 55 | 80 | 56 | 5 | 526 | 70 | 63 | 502 | 49 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 33 | 0 | 0 | 5 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 23 | 100 | 0 | 55 | 103 | 0 | 5 | 591 | 0 | 63 | 548 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 2.2 | 8.1 | | 3.5 | 9.4 | | 0.9 | 27.7 | | 3.5 | 30.3 | |
| Effective Green, g (s) | 2.2 | 8.1 | | 3.5 | 9.4 | | 0.9 | 27.7 | | 3.5 | 30.3 | |
| Actuated g/C Ratio | 0.04 | 0.13 | | 0.06 | 0.16 | | 0.01 | 0.46 | | 0.06 | 0.50 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 64 | 245 | | 102 | 267 | | 26 | 833 | | 102 | 916 | |
| v/s Ratio Prot | 0.01 | 0.05 | | c0.03 | c0.06 | | 0.00 | c0.32 | | c0.04 | c0.30 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.36 | 0.41 | | 0.54 | 0.39 | | 0.19 | 0.71 | | 0.62 | 0.60 | |
| Uniform Delay, d1 | 28.5 | 24.0 | | 27.8 | 23.0 | | 29.5 | 13.2 | | 27.9 | 10.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.4 | 1.1 | | 5.4 | 0.9 | | 3.6 | 2.8 | | 10.6 | 1.1 | |
| Delay (s) | 31.9 | 25.2 | | 33.2 | 23.9 | | 33.1 | 16.0 | | 38.5 | 11.9 | |
| Level of Service | C | C | | C | C | | C | B | | D | B | |
| Approach Delay (s) | | 26.4 | | | 26.6 | | | 16.1 | | | 14.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |

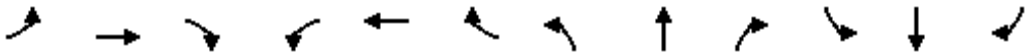
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 60.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 51.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 8 | 186 | 6 | 1 | 143 | 17 | 1 | 12 | 1 | 16 | 10 | 10 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 9 | 211 | 7 | 1 | 162 | 19 | 1 | 14 | 1 | 18 | 11 | 11 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 192 | | | 228 | | | 444 | 437 | 235 | 435 | 431 | 192 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 192 | | | 228 | | | 444 | 437 | 235 | 435 | 431 | 192 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 97 | 100 | 96 | 98 | 99 |
| cM capacity (veh/h) | 1370 | | | 1329 | | | 490 | 501 | 791 | 501 | 505 | 835 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 227 | 183 | 16 | 41 |
| Volume Left | 9 | 1 | 1 | 18 |
| Volume Right | 7 | 19 | 1 | 11 |
| cSH | 1370 | 1329 | 513 | 565 |
| Volume to Capacity | 0.01 | 0.00 | 0.03 | 0.07 |
| Queue Length 95th (ft) | 1 | 0 | 2 | 6 |
| Control Delay (s) | 0.4 | 0.1 | 12.2 | 11.9 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.4 | 0.1 | 12.2 | 11.9 |
| Approach LOS | | | B | B |

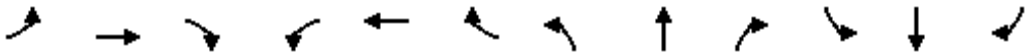
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 31.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 22 | 183 | 10 | 27 | 146 | 49 | 9 | 82 | 83 | 37 | 41 | 6 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 25 | 208 | 11 | 31 | 166 | 56 | 10 | 93 | 94 | 42 | 47 | 7 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 244 | 252 | 198 | 95 |
| Volume Left (vph) | 25 | 31 | 10 | 42 |
| Volume Right (vph) | 11 | 56 | 94 | 7 |
| Hadj (s) | 0.03 | -0.07 | -0.24 | 0.08 |
| Departure Headway (s) | 5.1 | 5.0 | 5.1 | 5.6 |
| Degree Utilization, x | 0.35 | 0.35 | 0.28 | 0.15 |
| Capacity (veh/h) | 660 | 676 | 636 | 569 |
| Control Delay (s) | 10.8 | 10.6 | 10.1 | 9.6 |
| Approach Delay (s) | 10.8 | 10.6 | 10.1 | 9.6 |
| Approach LOS | B | B | B | A |

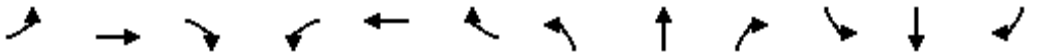
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 10.4 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 42.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 276 | 1 | 5 | 227 | 1 | 1 | 1 | 3 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 314 | 1 | 6 | 258 | 1 | 1 | 1 | 3 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 269 | | | 325 | | | 608 | 607 | 334 | 610 | 607 | 279 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 269 | | | 325 | | | 608 | 607 | 334 | 610 | 607 | 279 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1284 | | | 1225 | | | 393 | 402 | 696 | 390 | 402 | 748 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 316 | 265 | 6 | 3 |
| Volume Left | 1 | 6 | 1 | 1 |
| Volume Right | 1 | 1 | 3 | 1 |
| cSH | 1284 | 1225 | 535 | 470 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.0 | 0.2 | 11.8 | 12.7 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.0 | 0.2 | 11.8 | 12.7 |
| Approach LOS | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.3 | | | |
| Intersection Capacity Utilization | 28.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 320 | 2 | 10 | 237 | 0 | 2 | 0 | 34 | 641 | 9 | 48 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 381 | 2 | 11 | 269 | 0 | 2 | 0 | 41 | 668 | 9 | 50 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 279 | | | 393 | | | 724 | 694 | 402 | 736 | 695 | 289 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 279 | | | 393 | | | 724 | 694 | 402 | 736 | 695 | 289 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 99 | 100 | 93 | 0 | 97 | 93 |
| cM capacity (veh/h) | 1273 | | | 1156 | | | 300 | 357 | 637 | 299 | 356 | 737 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 383 | 281 | 44 | 727 |
| Volume Left | 0 | 11 | 2 | 668 |
| Volume Right | 2 | 0 | 41 | 50 |
| cSH | 1700 | 1156 | 600 | 314 |
| Volume to Capacity | 0.23 | 0.01 | 0.07 | 2.32 |
| Queue Length 95th (ft) | 0 | 1 | 6 | 1413 |
| Control Delay (s) | 0.0 | 0.4 | 11.5 | 629.5 |
| Lane LOS | | A | B | F |
| Approach Delay (s) | 0.0 | 0.4 | 11.5 | 629.5 |
| Approach LOS | | | B | F |

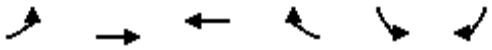
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 319.4 | | |
| Intersection Capacity Utilization | 69.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 965 | 42 | 124 | 246 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.80 | 0.80 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 995 | 43 | 155 | 308 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1048 | | 1654 | 1036 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1048 | | 1654 | 1036 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 77 | | 100 | 100 |
| cM capacity (veh/h) | | | 664 | | 82 | 279 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1038 | 462 |
| Volume Left | 0 | 155 |
| Volume Right | 43 | 0 |
| cSH | 1700 | 664 |
| Volume to Capacity | 0.61 | 0.23 |
| Queue Length 95th (ft) | 0 | 23 |
| Control Delay (s) | 0.0 | 6.3 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 6.3 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 89.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 34 | 914 | 365 | 586 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.90 | 0.90 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 36 | 972 | 406 | 651 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1067 | | | | 1796 | 751 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1067 | | | | 1796 | 751 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 94 | | | | 100 | 100 |
| cM capacity (veh/h) | 653 | | | | 83 | 407 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1009 | 1057 |
| Volume Left | 36 | 0 |
| Volume Right | 0 | 651 |
| cSH | 653 | 1700 |
| Volume to Capacity | 0.06 | 0.62 |
| Queue Length 95th (ft) | 4 | 0 |
| Control Delay (s) | 1.7 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 1.7 | 0.0 |
| Approach LOS | | |

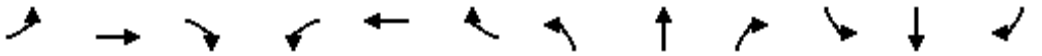
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 88.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 914 | 0 | 0 | 927 | 22 | 118 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.89 | 0.65 | 0.65 |
| Hourly flow rate (vph) | 1039 | 0 | 0 | 1042 | 34 | 182 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.89 | |
| vC, conflicting volume | | | 1049 | | 2100 | 1059 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1049 | | 2171 | 1059 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 25 | 32 |
| cM capacity (veh/h) | | | 658 | | 45 | 268 |

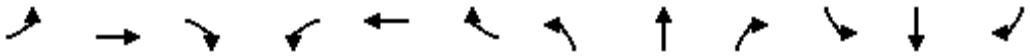
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1039 | 1042 | 215 |
| Volume Left | 0 | 0 | 34 |
| Volume Right | 0 | 0 | 182 |
| cSH | 1700 | 1700 | 197 |
| Volume to Capacity | 0.61 | 0.61 | 1.10 |
| Queue Length 95th (ft) | 0 | 0 | 256 |
| Control Delay (s) | 0.0 | 0.0 | 142.2 |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | 142.2 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 13.3 | | |
| Intersection Capacity Utilization | 64.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 584 | 388 | 48 | 6 | 282 | 396 | 17 | 300 | 5 | 418 | 329 | 610 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3441 | | 1770 | 3170 | | 1770 | 3539 | 1545 | 1770 | 3539 | 1545 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3441 | | 1770 | 3170 | | 1770 | 3539 | 1545 | 1770 | 3539 | 1545 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.78 | 0.78 | 0.78 |
| Adj. Flow (vph) | 664 | 441 | 55 | 8 | 352 | 495 | 18 | 316 | 5 | 536 | 422 | 782 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 268 | 0 | 0 | 0 | 3 | 0 | 0 | 338 |
| Lane Group Flow (vph) | 664 | 485 | 0 | 8 | 579 | 0 | 18 | 316 | 2 | 536 | 422 | 444 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.1 | 25.0 | | 1.2 | 18.1 | | 1.3 | 14.7 | 14.7 | 8.1 | 21.5 | 21.5 |
| Effective Green, g (s) | 8.1 | 25.0 | | 1.2 | 18.1 | | 1.3 | 14.7 | 14.7 | 8.1 | 21.5 | 21.5 |
| Actuated g/C Ratio | 0.12 | 0.37 | | 0.02 | 0.27 | | 0.02 | 0.22 | 0.22 | 0.12 | 0.32 | 0.32 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 215 | 1288 | | 32 | 859 | | 34 | 779 | 340 | 215 | 1139 | 497 |
| v/s Ratio Prot | c0.38 | 0.14 | | 0.00 | c0.18 | | 0.01 | 0.09 | | c0.30 | 0.12 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | c0.29 |
| v/c Ratio | 3.09 | 0.38 | | 0.25 | 0.67 | | 0.53 | 0.41 | 0.01 | 2.49 | 0.37 | 0.89 |
| Uniform Delay, d1 | 29.3 | 15.2 | | 32.4 | 21.7 | | 32.4 | 22.3 | 20.3 | 29.3 | 17.4 | 21.6 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 952.0 | 0.2 | | 4.1 | 2.1 | | 14.1 | 0.3 | 0.0 | 685.6 | 0.2 | 18.2 |
| Delay (s) | 981.3 | 15.4 | | 36.4 | 23.8 | | 46.5 | 22.7 | 20.3 | 714.9 | 17.6 | 39.8 |
| Level of Service | F | B | | D | C | | D | C | C | F | B | D |
| Approach Delay (s) | | 568.3 | | | 23.9 | | | 23.9 | | | 242.4 | |
| Approach LOS | | F | | | C | | | C | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 271.0 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.35 | | |
| Actuated Cycle Length (s) | 66.8 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 101.2% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 62 | 735 | 24 | 24 | 597 | 7 | 23 | 38 | 34 | 10 | 27 | 57 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.68 | 0.68 | 0.68 | 0.83 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 72 | 855 | 28 | 27 | 663 | 8 | 34 | 56 | 50 | 12 | 33 | 69 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 681 | | | 893 | | | 1503 | 1757 | 461 | 1390 | 1767 | 356 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 681 | | | 893 | | | 1503 | 1757 | 461 | 1390 | 1767 | 356 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 96 | | | 22 | 24 | 91 | 61 | 55 | 89 |
| cM capacity (veh/h) | 900 | | | 749 | | | 43 | 73 | 538 | 31 | 72 | 630 |

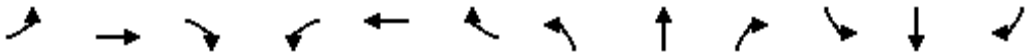
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 72 | 570 | 313 | 27 | 442 | 229 | 140 | 113 |
| Volume Left | 72 | 0 | 0 | 27 | 0 | 0 | 34 | 12 |
| Volume Right | 0 | 0 | 28 | 0 | 0 | 8 | 50 | 69 |
| cSH | 900 | 1700 | 1700 | 749 | 1700 | 1700 | 85 | 120 |
| Volume to Capacity | 0.08 | 0.34 | 0.18 | 0.04 | 0.26 | 0.13 | 1.64 | 0.95 |
| Queue Length 95th (ft) | 7 | 0 | 0 | 3 | 0 | 0 | 285 | 153 |
| Control Delay (s) | 9.3 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 417.6 | 136.8 |
| Lane LOS | A | | | A | | | F | F |
| Approach Delay (s) | 0.7 | | | 0.4 | | | 417.6 | 136.8 |
| Approach LOS | | | | | | | F | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 39.2 | | | |
| Intersection Capacity Utilization | 45.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 64 | 644 | 38 | 19 | 559 | 4 | 35 | 38 | 13 | 6 | 41 | 65 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.90 | 0.90 | 0.90 | 0.74 | 0.74 | 0.74 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 68 | 685 | 40 | 21 | 621 | 4 | 47 | 51 | 18 | 7 | 48 | 76 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 636 | | | 736 | | | 1628 | 1529 | 725 | 1570 | 1547 | 643 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 636 | | | 736 | | | 1628 | 1529 | 725 | 1570 | 1547 | 643 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 93 | | | 98 | | | 0 | 51 | 96 | 85 | 53 | 84 |
| cM capacity (veh/h) | 940 | | | 863 | | | 39 | 104 | 418 | 48 | 102 | 465 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 794 | 647 | 116 | 132 |
| Volume Left | 68 | 21 | 47 | 7 |
| Volume Right | 40 | 4 | 18 | 76 |
| cSH | 940 | 863 | 66 | 167 |
| Volume to Capacity | 0.07 | 0.02 | 1.75 | 0.79 |
| Queue Length 95th (ft) | 6 | 2 | 260 | 129 |
| Control Delay (s) | 1.8 | 0.7 | 494.8 | 78.1 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 1.8 | 0.7 | 494.8 | 78.1 |
| Approach LOS | | | F | F |

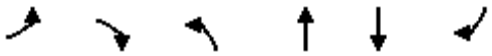
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 41.3 | | |
| Intersection Capacity Utilization | 83.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 144 | 483 | 59 | 43 | 393 | 33 | 45 | 118 | 27 | 44 | 142 | 113 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.98 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.97 | | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1823 | | 1756 | 1854 | | 1744 | 1795 | | 1735 | 1703 | |
| Flt Permitted | 0.06 | 1.00 | | 0.36 | 1.00 | | 0.31 | 1.00 | | 0.52 | 1.00 | |
| Satd. Flow (perm) | 120 | 1823 | | 660 | 1854 | | 561 | 1795 | | 956 | 1703 | |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.88 | 0.25 | 0.88 | 0.82 | 0.82 | 0.82 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 171 | 575 | 70 | 49 | 1572 | 38 | 55 | 144 | 33 | 46 | 148 | 118 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 33 | 0 |
| Lane Group Flow (vph) | 171 | 640 | 0 | 49 | 1609 | 0 | 55 | 168 | 0 | 46 | 233 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 62.2 | 62.2 | | 62.2 | 62.2 | | 15.6 | 15.6 | | 15.6 | 15.6 | |
| Effective Green, g (s) | 62.2 | 62.2 | | 62.2 | 62.2 | | 15.6 | 15.6 | | 15.6 | 15.6 | |
| Actuated g/C Ratio | 0.71 | 0.71 | | 0.71 | 0.71 | | 0.18 | 0.18 | | 0.18 | 0.18 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 85 | 1294 | | 469 | 1316 | | 100 | 320 | | 170 | 303 | |
| v/s Ratio Prot | | 0.35 | | | 0.87 | | | 0.09 | | | c0.14 | |
| v/s Ratio Perm | c1.43 | | | 0.07 | | | 0.10 | | | 0.05 | | |
| v/c Ratio | 2.01 | 0.49 | | 0.10 | 1.22 | | 0.55 | 0.52 | | 0.27 | 0.77 | |
| Uniform Delay, d1 | 12.7 | 5.7 | | 4.0 | 12.7 | | 32.8 | 32.6 | | 31.1 | 34.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 494.1 | 0.3 | | 0.1 | 107.3 | | 6.4 | 1.6 | | 0.9 | 11.2 | |
| Delay (s) | 506.8 | 6.0 | | 4.1 | 120.0 | | 39.2 | 34.2 | | 31.9 | 45.5 | |
| Level of Service | F | A | | A | F | | D | C | | C | D | |
| Approach Delay (s) | | 110.9 | | | 116.5 | | | 35.4 | | | 43.5 | |
| Approach LOS | | F | | | F | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 101.2 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.76 | | |
| Actuated Cycle Length (s) | 87.6 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 66.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

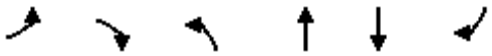
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 1 | 3 | 4 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 3 | 5 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 31 | 25 | 16 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 31 | 25 | 16 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 966 | 1034 | 1589 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 5 | 6 |
| Volume Left | 1 | 1 | 0 |
| Volume Right | 1 | 0 | 1 |
| cSH | 999 | 1589 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 1.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 1.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 1 | 1 | 322 | 374 | 3 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.84 | 0.84 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 2 | 1 | 1 | 383 | 420 | 3 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.96 | 0.96 | 0.96 | | | |
| vC, conflicting volume | 636 | 232 | 434 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 550 | 131 | 340 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 441 | 849 | 1163 | | | |

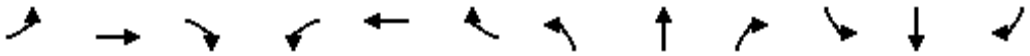
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 3 | 129 | 256 | 280 | 143 |
| Volume Left | 2 | 1 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 3 |
| cSH | 525 | 1163 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.15 | 0.16 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 11.9 | 0.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 11.9 | 0.0 | | 0.0 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 24.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 9 | 1 | 1 | 10 | 1 | 1 | 5 | 1 | 1 | 4 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 10 | 1 | 1 | 11 | 1 | 1 | 6 | 1 | 1 | 5 | 6 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 22 | | | 21 | | | 55 | 48 | 31 | 51 | 48 | 32 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 22 | | | 21 | | | 55 | 48 | 31 | 51 | 48 | 32 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 99 | 99 |
| cM capacity (veh/h) | 1580 | | | 1581 | | | 905 | 829 | 1026 | 914 | 829 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 12 | 14 | 8 | 11 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 6 |
| cSH | 1580 | 1581 | 863 | 926 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.7 | 0.6 | 9.2 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.7 | 0.6 | 9.2 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 2 | 3 | 1 | 6 | 3 | 1 | 130 | 4 | 3 | 68 | 3 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 2 | 3 | 1 | 7 | 3 | 1 | 148 | 5 | 3 | 77 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 265 | 260 | 99 | 263 | 260 | 170 | 91 | | | 162 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 265 | 260 | 99 | 263 | 260 | 170 | 91 | | | 162 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 100 | 100 | 99 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 658 | 632 | 941 | 664 | 632 | 859 | 1492 | | | 1405 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 11 | 153 | 84 |
| Volume Left | 3 | 1 | 1 | 3 |
| Volume Right | 3 | 3 | 5 | 3 |
| cSH | 733 | 690 | 1492 | 1405 |
| Volume to Capacity | 0.01 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 10.0 | 10.3 | 0.1 | 0.3 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 10.0 | 10.3 | 0.1 | 0.3 |
| Approach LOS | A | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.9 | | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 10 | 1 | 1 | 9 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 11 | 1 | 1 | 10 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 21 | | | 22 | | | 49 | 48 | 32 | 50 | 48 | 31 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 21 | | | 22 | | | 49 | 48 | 32 | 50 | 48 | 31 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1581 | | | 1580 | | | 921 | 829 | 1025 | 918 | 829 | 1026 |

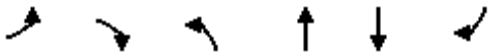
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 14 | 12 | 5 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 2 | 1 |
| cSH | 1581 | 1580 | 942 | 917 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.6 | 0.7 | 8.8 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.6 | 0.7 | 8.8 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.6 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 8 | 1 | 1 | 7 | 13 | 1 | 1 | 1 | 10 | 1 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 9 | 1 | 1 | 8 | 15 | 1 | 1 | 1 | 11 | 1 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 33 | | | 20 | | | 59 | 64 | 30 | 58 | 57 | 35 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 33 | | | 20 | | | 59 | 64 | 30 | 58 | 57 | 35 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 100 |
| cM capacity (veh/h) | 1566 | | | 1583 | | | 904 | 810 | 1028 | 907 | 817 | 1020 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 15 | 24 | 3 | 15 |
| Volume Left | 5 | 1 | 1 | 11 |
| Volume Right | 1 | 15 | 1 | 2 |
| cSH | 1566 | 1583 | 905 | 915 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 2.3 | 0.4 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.3 | 0.4 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

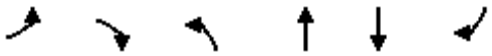
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 20 | 15 | 0 | 178 | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 23 | 17 | 0 | 202 | 6 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 23 | 17 | 202 | 6 |
| Volume Left (vph) | 0 | 17 | 0 | 0 |
| Volume Right (vph) | 23 | 0 | 0 | 6 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 3.9 | 4.5 | 4.6 | 3.9 |
| Degree Utilization, x | 0.02 | 0.02 | 0.26 | 0.01 |
| Capacity (veh/h) | 879 | 782 | 768 | 917 |
| Control Delay (s) | 7.0 | 7.6 | 8.0 | 5.7 |
| Approach Delay (s) | 7.0 | 7.6 | 7.9 | |
| Approach LOS | A | A | A | |

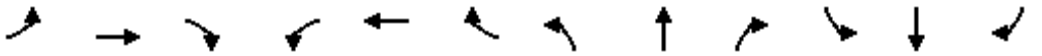
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.8 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 25.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 1 | 40 | 247 | 164 | 71 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.83 | 0.83 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 2 | 1 | 48 | 298 | 191 | 83 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 605 | 211 | 201 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 605 | 211 | 201 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 96 | | | |
| cM capacity (veh/h) | 437 | 816 | 1360 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 3 | 346 | 191 | 83 |
| Volume Left | 2 | 48 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 83 |
| cSH | 517 | 1360 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.04 | 0.11 | 0.05 |
| Queue Length 95th (ft) | 0 | 3 | 0 | 0 |
| Control Delay (s) | 12.0 | 1.4 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 12.0 | 1.4 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 41.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 101 | 86 | 43 | 18 | 88 | 81 | 36 | 164 | 4 | 93 | 181 | 109 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.83 | 0.83 | 0.83 | 0.82 | 0.82 | 0.82 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 115 | 98 | 49 | 22 | 106 | 98 | 44 | 200 | 5 | 100 | 195 | 117 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 213 | 49 | 225 | 144 | 105 | 165 | 130 | 117 |
| Volume Left (vph) | 115 | 0 | 22 | 44 | 0 | 100 | 0 | 0 |
| Volume Right (vph) | 0 | 49 | 98 | 0 | 5 | 0 | 0 | 117 |
| Hadj (s) | 0.14 | -0.57 | -0.21 | 0.19 | 0.00 | 0.34 | 0.03 | -0.67 |
| Departure Headway (s) | 6.0 | 3.2 | 5.6 | 6.5 | 6.3 | 6.6 | 6.3 | 3.2 |
| Degree Utilization, x | 0.35 | 0.04 | 0.35 | 0.26 | 0.18 | 0.30 | 0.23 | 0.10 |
| Capacity (veh/h) | 553 | 1121 | 586 | 516 | 529 | 513 | 537 | 1121 |
| Control Delay (s) | 12.2 | 6.3 | 11.6 | 10.6 | 9.5 | 11.2 | 9.9 | 5.4 |
| Approach Delay (s) | 11.1 | | 11.6 | 10.1 | | 9.1 | | |
| Approach LOS | B | | B | B | | A | | |

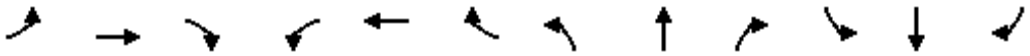
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 10.3 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 53.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 66 | 135 | 16 | 90 | 101 | 8 |
| Peak Hour Factor | 0.84 | 0.84 | 0.83 | 0.83 | 0.77 | 0.77 |
| Hourly flow rate (vph) | 79 | 161 | 19 | 108 | 131 | 10 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 239 | 128 | 142 |
| Volume Left (vph) | 0 | 19 | 131 |
| Volume Right (vph) | 161 | 0 | 10 |
| Hadj (s) | -0.37 | 0.06 | 0.18 |
| Departure Headway (s) | 4.1 | 4.6 | 4.9 |
| Degree Utilization, x | 0.27 | 0.16 | 0.19 |
| Capacity (veh/h) | 857 | 746 | 691 |
| Control Delay (s) | 8.5 | 8.5 | 9.0 |
| Approach Delay (s) | 8.5 | 8.5 | 9.0 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.7 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 33.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 3 | 115 | 61 | 49 | 71 | 18 | 42 | 76 | 52 | 20 | 87 | 1 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.78 | 0.78 | 0.78 | 0.77 | 0.77 | 0.77 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 3 | 132 | 70 | 63 | 91 | 23 | 55 | 99 | 68 | 23 | 101 | 1 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 206 | 177 | 153 | 68 | 126 |
| Volume Left (vph) | 3 | 63 | 55 | 0 | 23 |
| Volume Right (vph) | 70 | 23 | 0 | 68 | 1 |
| Hadj (s) | -0.17 | 0.03 | 0.21 | -0.67 | 0.07 |
| Departure Headway (s) | 4.9 | 5.2 | 5.9 | 5.0 | 5.4 |
| Degree Utilization, x | 0.28 | 0.25 | 0.25 | 0.09 | 0.19 |
| Capacity (veh/h) | 677 | 647 | 575 | 671 | 608 |
| Control Delay (s) | 9.9 | 9.9 | 9.6 | 7.3 | 9.7 |
| Approach Delay (s) | 9.9 | 9.9 | 8.9 | | 9.7 |
| Approach LOS | A | A | A | | A |

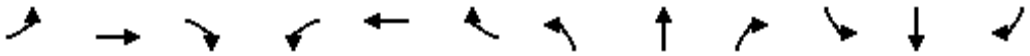
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.6 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 43.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 7 | 69 | 212 | 0 | 0 | 164 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.73 | 0.73 | 0.76 | 0.76 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 10 | 95 | 279 | 0 | 0 | 182 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 481 | 299 | | | 289 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 481 | 299 | | | 289 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 87 | | | 100 | |
| cM capacity (veh/h) | 535 | 728 | | | 1262 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 104 | 279 | 182 |
| Volume Left | 10 | 0 | 0 |
| Volume Right | 95 | 0 | 0 |
| cSH | 705 | 1700 | 1700 |
| Volume to Capacity | 0.15 | 0.16 | 0.11 |
| Queue Length 95th (ft) | 13 | 0 | 0 |
| Control Delay (s) | 11.0 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 11.0 | 0.0 | 0.0 |
| Approach LOS | B | | |

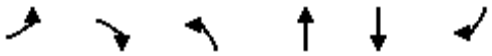
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 26.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 99 | 9 | 93 | 0 | 0 | 0 | 3 | 116 | 2 | 62 | 96 | 6 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.88 | 0.88 | 0.88 | 0.84 | 0.84 | 0.84 | 0.76 | 0.76 | 0.76 |
| Hourly flow rate (vph) | 138 | 12 | 129 | 0 | 0 | 0 | 4 | 138 | 2 | 82 | 126 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 460 | 461 | 150 | 531 | 464 | 159 | 144 | | | 150 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 460 | 461 | 150 | 531 | 464 | 159 | 144 | | | 150 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 71 | 97 | 85 | 100 | 100 | 100 | 100 | | | 94 | | |
| cM capacity (veh/h) | 477 | 464 | 881 | 361 | 462 | 879 | 1426 | | | 1431 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 279 | 144 | 216 |
| Volume Left | 138 | 4 | 82 |
| Volume Right | 129 | 2 | 8 |
| cSH | 886 | 1426 | 1431 |
| Volume to Capacity | 0.32 | 0.00 | 0.06 |
| Queue Length 95th (ft) | 34 | 0 | 5 |
| Control Delay (s) | 13.1 | 0.2 | 3.2 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 13.1 | 0.2 | 3.2 |
| Approach LOS | B | | |

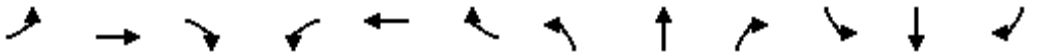
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.9 | | | |
| Intersection Capacity Utilization | 35.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 313 | 602 | 1123 | 157 | 612 | 170 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 356 | 684 | 1276 | 178 | 695 | 193 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3434 | 444 | 889 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3434 | 444 | 889 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 0 | 0 | | | |
| cM capacity (veh/h) | 0 | 561 | 758 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 356 | 684 | 1276 | 89 | 89 | 464 | 425 |
| Volume Left | 356 | 0 | 1276 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 684 | 0 | 0 | 0 | 0 | 193 |
| cSH | 0 | 561 | 758 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | 1.22 | 1.68 | 0.05 | 0.05 | 0.27 | 0.25 |
| Queue Length 95th (ft) | Err | 636 | 1786 | 0 | 0 | 0 | 0 |
| Control Delay (s) | Err | 137.8 | 328.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | F | | | | |
| Approach Delay (s) | Err | | 288.3 | | | 0.0 | |
| Approach LOS | F | | | | | | |

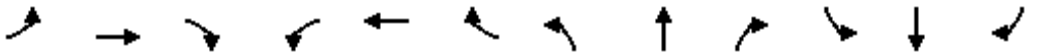
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 111.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 585 | 81 | 145 | 569 | 0 | 0 | 0 | 190 | 214 | 39 | 79 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1523 | 1770 | 3539 | | | | 1575 | 3433 | 1863 | 1547 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1523 | 1770 | 3539 | | | | 1575 | 3433 | 1863 | 1547 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 0 | 629 | 87 | 175 | 686 | 0 | 0 | 0 | 226 | 243 | 44 | 90 |
| RTOR Reduction (vph) | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 0 | 60 |
| Lane Group Flow (vph) | 0 | 629 | 22 | 175 | 686 | 0 | 0 | 0 | 29 | 243 | 44 | 30 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 14.6 | 14.6 | 9.5 | 29.0 | | | | 7.4 | 7.2 | 19.5 | 19.5 |
| Effective Green, g (s) | | 14.6 | 14.6 | 9.5 | 29.0 | | | | 7.4 | 7.2 | 19.5 | 19.5 |
| Actuated g/C Ratio | | 0.25 | 0.25 | 0.16 | 0.50 | | | | 0.13 | 0.12 | 0.33 | 0.33 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 886 | 381 | 288 | 1760 | | | | 200 | 424 | 623 | 517 |
| v/s Ratio Prot | | c0.18 | | c0.10 | 0.19 | | | | | c0.07 | 0.02 | |
| v/s Ratio Perm | | | 0.01 | | | | | | c0.02 | | | 0.02 |
| v/c Ratio | | 0.71 | 0.06 | 0.61 | 0.39 | | | | 0.14 | 0.57 | 0.07 | 0.06 |
| Uniform Delay, d1 | | 19.9 | 16.6 | 22.7 | 9.1 | | | | 22.6 | 24.1 | 13.2 | 13.2 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.6 | 0.1 | 3.6 | 0.1 | | | | 0.3 | 1.9 | 0.0 | 0.0 |
| Delay (s) | | 22.6 | 16.7 | 26.3 | 9.3 | | | | 23.0 | 26.0 | 13.3 | 13.2 |
| Level of Service | | C | B | C | A | | | | C | C | B | B |
| Approach Delay (s) | | 21.8 | | | 12.7 | | | 23.0 | | | 21.4 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.3 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 58.3 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 47.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 247 | 560 | 107 | 132 | 529 | 161 | 69 | 117 | 86 | 105 | 207 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1546 | 3433 | 3397 | | 3433 | 3539 | 1546 | 1770 | 3539 | 2678 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1546 | 3433 | 3397 | | 3433 | 3539 | 1546 | 1770 | 3539 | 2678 |
| Peak-hour factor, PHF | 0.98 | 0.98 | 0.98 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 252 | 571 | 109 | 136 | 545 | 166 | 72 | 122 | 90 | 124 | 244 | 176 |
| RTOR Reduction (vph) | 0 | 0 | 66 | 0 | 39 | 0 | 0 | 0 | 75 | 0 | 0 | 141 |
| Lane Group Flow (vph) | 252 | 571 | 43 | 136 | 672 | 0 | 72 | 122 | 15 | 124 | 244 | 35 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 11.2 | 21.8 | 21.8 | 5.8 | 16.4 | | 4.0 | 10.1 | 10.1 | 6.0 | 12.1 | 12.1 |
| Effective Green, g (s) | 11.2 | 21.8 | 21.8 | 5.8 | 16.4 | | 4.0 | 10.1 | 10.1 | 6.0 | 12.1 | 12.1 |
| Actuated g/C Ratio | 0.18 | 0.35 | 0.35 | 0.09 | 0.27 | | 0.07 | 0.16 | 0.16 | 0.10 | 0.20 | 0.20 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 322 | 1254 | 548 | 324 | 906 | | 223 | 581 | 254 | 173 | 696 | 527 |
| v/s Ratio Prot | c0.14 | 0.16 | | 0.04 | c0.20 | | 0.02 | 0.03 | | c0.07 | c0.07 | |
| v/s Ratio Perm | | | 0.03 | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.78 | 0.46 | 0.08 | 0.42 | 0.74 | | 0.32 | 0.21 | 0.06 | 0.72 | 0.35 | 0.07 |
| Uniform Delay, d1 | 24.0 | 15.3 | 13.2 | 26.3 | 20.6 | | 27.5 | 22.2 | 21.7 | 26.9 | 21.3 | 20.1 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 11.7 | 0.3 | 0.1 | 0.9 | 3.3 | | 0.8 | 0.2 | 0.1 | 13.2 | 0.3 | 0.1 |
| Delay (s) | 35.7 | 15.5 | 13.2 | 27.1 | 23.9 | | 28.3 | 22.4 | 21.8 | 40.1 | 21.6 | 20.2 |
| Level of Service | D | B | B | C | C | | C | C | C | D | C | C |
| Approach Delay (s) | | 20.7 | | | 24.4 | | | 23.7 | | | 25.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 23.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 61.5 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 60.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

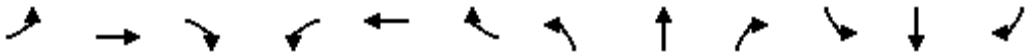
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 759 | 0 | 0 | 794 | 153 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.96 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1724 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1724 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.88 | 0.98 | 0.80 | 0.80 |
| Adj. Flow (vph) | 834 | 0 | 0 | 810 | 191 | 68 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 21 | 0 |
| Lane Group Flow (vph) | 834 | 0 | 0 | 810 | 238 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 15.0 | | | 15.0 | 10.7 | |
| Effective Green, g (s) | 15.0 | | | 15.0 | 10.7 | |
| Actuated g/C Ratio | 0.42 | | | 0.42 | 0.30 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1495 | | | 1495 | 520 | |
| v/s Ratio Prot | c0.24 | | | 0.23 | c0.14 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.56 | | | 0.54 | 0.46 | |
| Uniform Delay, d1 | 7.7 | | | 7.7 | 10.0 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | | | 0.4 | 0.6 | |
| Delay (s) | 8.2 | | | 8.1 | 10.7 | |
| Level of Service | A | | | A | B | |
| Approach Delay (s) | 8.2 | | | 8.1 | 10.7 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 8.5 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 35.5 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 42.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 246 | 0 | 0 | 0 | 0 | 563 | 35 | 183 | 260 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.97 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2694 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2694 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 1.00 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 | 0.88 | 0.87 | 0.87 | 0.96 | 0.96 | 0.88 |
| Adj. Flow (vph) | 0 | 0 | 289 | 0 | 0 | 0 | 0 | 647 | 40 | 191 | 271 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 647 | 40 | 191 | 271 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.5 | | | | | 14.3 | 43.4 | 7.8 | 26.1 | |
| Effective Green, g (s) | | | 7.5 | | | | | 14.3 | 43.4 | 7.8 | 26.1 | |
| Actuated g/C Ratio | | | 0.17 | | | | | 0.33 | 1.00 | 0.18 | 0.60 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 466 | | | | | 1166 | 1544 | 318 | 2128 | |
| v/s Ratio Prot | | | | | | | | c0.18 | | c0.11 | 0.08 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.03 | | | |
| v/c Ratio | | | 0.11 | | | | | 0.55 | 0.03 | 0.60 | 0.13 | |
| Uniform Delay, d1 | | | 15.1 | | | | | 11.9 | 0.0 | 16.4 | 3.7 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.1 | | | | | 0.6 | 0.0 | 3.2 | 0.0 | |
| Delay (s) | | | 15.2 | | | | | 12.5 | 0.0 | 19.5 | 3.8 | |
| Level of Service | | | B | | | | | B | A | B | A | |
| Approach Delay (s) | | 15.2 | | | 0.0 | | | 11.8 | | | 10.3 | |
| Approach LOS | | B | | | A | | | B | | | B | |

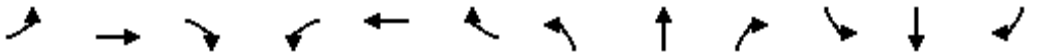
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.45 | | |
| Actuated Cycle Length (s) | 43.4 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 33.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 6 | 6 | 4 | 22 | 8 | 94 | 3 | 420 | 36 | 94 | 457 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 7 | 7 | 5 | 27 | 10 | 115 | 3 | 483 | 41 | 106 | 513 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1113 | 1276 | 277 | 986 | 1242 | 261 | 531 | | | 534 | | |
| vC1, stage 1 conf vol | 735 | 735 | | 500 | 500 | | | | | | | |
| vC2, stage 2 conf vol | 378 | 541 | | 486 | 743 | | | | | | | |
| vCu, unblocked vol | 1113 | 1276 | 277 | 986 | 1242 | 261 | 531 | | | 534 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 98 | 99 | 93 | 97 | 84 | 100 | | | 90 | | |
| cM capacity (veh/h) | 274 | 302 | 709 | 372 | 325 | 725 | 1024 | | | 1021 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 18 | 151 | 3 | 241 | 241 | 41 | 106 | 257 | 257 | 8 |
| Volume Left | 7 | 27 | 3 | 0 | 0 | 0 | 106 | 0 | 0 | 0 |
| Volume Right | 5 | 115 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 8 |
| cSH | 337 | 581 | 1024 | 1700 | 1700 | 1700 | 1021 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.26 | 0.00 | 0.14 | 0.14 | 0.02 | 0.10 | 0.15 | 0.15 | 0.00 |
| Queue Length 95th (ft) | 4 | 26 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| Control Delay (s) | 16.3 | 13.4 | 8.5 | 0.0 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | A | | | | A | | | |
| Approach Delay (s) | 16.3 | 13.4 | 0.1 | | | | 1.5 | | | |
| Approach LOS | C | B | | | | | | | | |

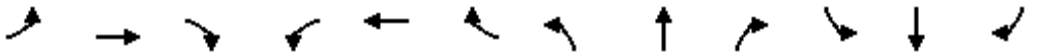
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.5 | | | |
| Intersection Capacity Utilization | 37.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 61 | 54 | 8 | 41 | 66 | 46 | 16 | 355 | 41 | 68 | 354 | 66 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.97 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1808 | 1552 | | 1823 | 1552 | 1770 | 3539 | 1531 | 1770 | 3539 | 1531 |
| Flt Permitted | | 0.77 | 1.00 | | 0.82 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1433 | 1552 | | 1518 | 1552 | 1770 | 3539 | 1531 | 1770 | 3539 | 1531 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 | 0.81 | 0.81 | 0.81 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 70 | 62 | 9 | 45 | 72 | 50 | 20 | 438 | 51 | 72 | 377 | 70 |
| RTOR Reduction (vph) | 0 | 0 | 8 | 0 | 0 | 43 | 0 | 0 | 28 | 0 | 0 | 35 |
| Lane Group Flow (vph) | 0 | 132 | 1 | 0 | 117 | 7 | 20 | 438 | 23 | 72 | 377 | 35 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 5.6 | 5.6 | | 5.6 | 5.6 | 1.0 | 19.1 | 19.1 | 3.4 | 21.5 | 21.5 |
| Effective Green, g (s) | | 5.6 | 5.6 | | 5.6 | 5.6 | 1.0 | 19.1 | 19.1 | 3.4 | 21.5 | 21.5 |
| Actuated g/C Ratio | | 0.13 | 0.13 | | 0.13 | 0.13 | 0.02 | 0.45 | 0.45 | 0.08 | 0.50 | 0.50 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 187 | 203 | | 199 | 203 | 41 | 1579 | 683 | 141 | 1778 | 769 |
| v/s Ratio Prot | | | | | | | 0.01 | c0.12 | | c0.04 | 0.11 | |
| v/s Ratio Perm | | c0.09 | 0.00 | | 0.08 | 0.00 | | | 0.01 | | | 0.02 |
| v/c Ratio | | 0.71 | 0.01 | | 0.59 | 0.03 | 0.49 | 0.28 | 0.03 | 0.51 | 0.21 | 0.05 |
| Uniform Delay, d1 | | 17.8 | 16.2 | | 17.5 | 16.2 | 20.6 | 7.5 | 6.7 | 18.9 | 5.9 | 5.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 11.5 | 0.0 | | 4.4 | 0.1 | 8.9 | 0.1 | 0.0 | 3.1 | 0.1 | 0.0 |
| Delay (s) | | 29.3 | 16.2 | | 21.9 | 16.3 | 29.5 | 7.6 | 6.7 | 22.0 | 6.0 | 5.4 |
| Level of Service | | C | B | | C | B | C | A | A | C | A | A |
| Approach Delay (s) | | 28.5 | | | 20.2 | | | 8.4 | | | 8.1 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 42.8 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 39.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

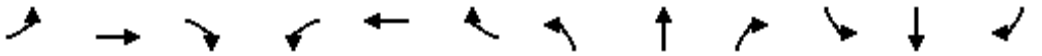
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 10 | 131 | 30 | 48 | 121 | 29 | 29 | 27 | 51 | 32 | 33 | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 149 | 34 | 55 | 138 | 33 | 32 | 30 | 56 | 35 | 36 | 5 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 194 | 225 | 118 | 71 | 5 |
| Volume Left (vph) | 11 | 55 | 32 | 35 | 0 |
| Volume Right (vph) | 34 | 33 | 56 | 0 | 5 |
| Hadj (s) | -0.06 | -0.01 | -0.20 | 0.28 | -0.67 |
| Departure Headway (s) | 4.6 | 4.7 | 4.9 | 5.9 | 5.0 |
| Degree Utilization, x | 0.25 | 0.29 | 0.16 | 0.12 | 0.01 |
| Capacity (veh/h) | 729 | 733 | 668 | 556 | 655 |
| Control Delay (s) | 9.2 | 9.5 | 8.9 | 8.5 | 6.8 |
| Approach Delay (s) | 9.2 | 9.5 | 8.9 | 8.4 | |
| Approach LOS | A | A | A | A | |

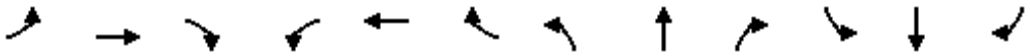
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.2 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 45.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 385 | 23 | 91 | 356 | 0 | 0 | 0 | 0 | 121 | 0 | 52 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.87 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 0 | 414 | 25 | 105 | 409 | 0 | 0 | 0 | 0 | 133 | 0 | 57 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 13 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 422 | | | 452 | | | 892 | 1071 | 242 | 848 | 1083 | 228 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 422 | | | 452 | | | 892 | 1071 | 242 | 848 | 1083 | 228 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 91 | | | 100 | 100 | 100 | 42 | 100 | 92 |
| cM capacity (veh/h) | 1121 | | | 1105 | | | 200 | 197 | 752 | 230 | 193 | 760 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 276 | 163 | 105 | 205 | 205 | 190 |
| Volume Left | 0 | 0 | 105 | 0 | 0 | 133 |
| Volume Right | 0 | 25 | 0 | 0 | 0 | 57 |
| cSH | 1700 | 1700 | 1105 | 1700 | 1700 | 328 |
| Volume to Capacity | 0.16 | 0.10 | 0.09 | 0.12 | 0.12 | 0.58 |
| Queue Length 95th (ft) | 0 | 0 | 8 | 0 | 0 | 86 |
| Control Delay (s) | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 31.2 |
| Lane LOS | | | A | | | D |
| Approach Delay (s) | 0.0 | | 1.8 | | | 31.2 |
| Approach LOS | | | | | | D |

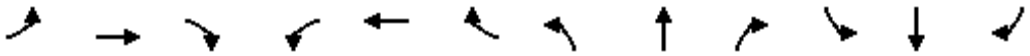
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.0 | | | |
| Intersection Capacity Utilization | 40.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 41 | 460 | 0 | 0 | 435 | 123 | 22 | 1 | 89 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.80 | 0.80 | 0.80 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 47 | 529 | 0 | 0 | 500 | 141 | 28 | 1 | 111 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 17 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 658 | | | 546 | | | 900 | 1298 | 291 | 957 | 1228 | 348 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 658 | | | 546 | | | 900 | 1298 | 291 | 957 | 1228 | 348 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 100 | | | 87 | 99 | 84 | 100 | 100 | 100 |
| cM capacity (veh/h) | 925 | | | 1005 | | | 217 | 150 | 689 | 167 | 165 | 643 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 223 | 352 | 333 | 308 | 140 |
| Volume Left | 47 | 0 | 0 | 0 | 28 |
| Volume Right | 0 | 0 | 0 | 141 | 111 |
| cSH | 925 | 1700 | 1700 | 1700 | 867 |
| Volume to Capacity | 0.05 | 0.21 | 0.20 | 0.18 | 0.16 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 14 |
| Control Delay (s) | 2.3 | 0.0 | 0.0 | 0.0 | 13.9 |
| Lane LOS | A | | | | B |
| Approach Delay (s) | 0.9 | | 0.0 | | 13.9 |
| Approach LOS | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 49.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 47 | 305 | 172 | 84 | 342 | 33 | 150 | 242 | 83 | 36 | 273 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.95 | | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3315 | | 1770 | 3486 | | 1770 | 3384 | | 1770 | 3493 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3315 | | 1770 | 3486 | | 1770 | 3384 | | 1770 | 3493 | |
| Peak-hour factor, PHF | 0.81 | 0.81 | 0.81 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 58 | 377 | 212 | 90 | 368 | 35 | 167 | 269 | 92 | 44 | 333 | 27 |
| RTOR Reduction (vph) | 0 | 113 | 0 | 0 | 10 | 0 | 0 | 44 | 0 | 0 | 9 | 0 |
| Lane Group Flow (vph) | 58 | 476 | 0 | 90 | 393 | 0 | 167 | 317 | 0 | 44 | 351 | 0 |
| Confl. Peds. (#/hr) | 14 | | 14 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.1 | 13.8 | | 5.7 | 15.4 | | 8.3 | 19.6 | | 2.7 | 14.0 | |
| Effective Green, g (s) | 4.1 | 13.8 | | 5.7 | 15.4 | | 8.3 | 19.6 | | 2.7 | 14.0 | |
| Actuated g/C Ratio | 0.07 | 0.23 | | 0.10 | 0.26 | | 0.14 | 0.33 | | 0.05 | 0.23 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 122 | 768 | | 169 | 901 | | 246 | 1113 | | 80 | 821 | |
| v/s Ratio Prot | 0.03 | c0.14 | | c0.05 | 0.11 | | c0.09 | 0.09 | | 0.02 | c0.10 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.48 | 0.62 | | 0.53 | 0.44 | | 0.68 | 0.28 | | 0.55 | 0.43 | |
| Uniform Delay, d1 | 26.7 | 20.5 | | 25.7 | 18.5 | | 24.4 | 14.8 | | 27.9 | 19.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.9 | 1.5 | | 3.2 | 0.3 | | 7.2 | 0.1 | | 7.9 | 0.4 | |
| Delay (s) | 29.6 | 22.0 | | 28.9 | 18.8 | | 31.6 | 15.0 | | 35.8 | 19.7 | |
| Level of Service | C | C | | C | B | | C | B | | D | B | |
| Approach Delay (s) | | 22.7 | | | 20.7 | | | 20.2 | | | 21.5 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 59.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 52.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 24 | 55 | 2 | 67 | 61 | 53 | 2 | 304 | 52 | 61 | 313 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.93 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1853 | | 1770 | 1704 | | 1753 | 1813 | | 1770 | 1834 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1853 | | 1770 | 1704 | | 1753 | 1813 | | 1770 | 1834 | |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.72 | 0.72 | 0.72 | 0.86 | 0.86 | 0.86 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 29 | 66 | 2 | 93 | 85 | 74 | 2 | 353 | 60 | 64 | 326 | 30 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 48 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 29 | 66 | 0 | 93 | 111 | 0 | 2 | 405 | 0 | 64 | 352 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 2.1 | 7.6 | | 3.5 | 9.0 | | 0.8 | 19.0 | | 3.4 | 21.6 | |
| Effective Green, g (s) | 2.1 | 7.6 | | 3.5 | 9.0 | | 0.8 | 19.0 | | 3.4 | 21.6 | |
| Actuated g/C Ratio | 0.04 | 0.15 | | 0.07 | 0.18 | | 0.02 | 0.37 | | 0.07 | 0.42 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 72 | 275 | | 121 | 299 | | 27 | 671 | | 117 | 772 | |
| v/s Ratio Prot | 0.02 | 0.04 | | c0.05 | c0.07 | | 0.00 | c0.22 | | c0.04 | c0.19 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.40 | 0.24 | | 0.77 | 0.37 | | 0.07 | 0.60 | | 0.55 | 0.46 | |
| Uniform Delay, d1 | 24.0 | 19.3 | | 23.5 | 18.7 | | 24.9 | 13.1 | | 23.2 | 10.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.7 | 0.5 | | 24.9 | 0.8 | | 1.2 | 1.5 | | 5.1 | 0.4 | |
| Delay (s) | 27.6 | 19.8 | | 48.4 | 19.4 | | 26.1 | 14.6 | | 28.4 | 11.1 | |
| Level of Service | C | B | | D | B | | C | B | | C | B | |
| Approach Delay (s) | | 22.1 | | | 30.1 | | | 14.7 | | | 13.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |

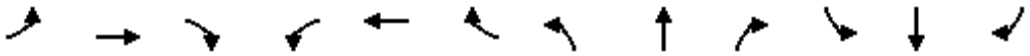
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 51.3 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 45.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 6 | 163 | 4 | 1 | 165 | 21 | 5 | 7 | 1 | 23 | 7 | 6 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7 | 185 | 5 | 1 | 188 | 24 | 6 | 8 | 1 | 26 | 8 | 7 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 221 | | | 200 | | | 434 | 435 | 208 | 428 | 425 | 219 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 221 | | | 200 | | | 434 | 435 | 208 | 428 | 425 | 219 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 99 | 98 | 100 | 95 | 98 | 99 |
| cM capacity (veh/h) | 1336 | | | 1361 | | | 504 | 503 | 819 | 512 | 509 | 807 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 197 | 212 | 15 | 41 |
| Volume Left | 7 | 1 | 6 | 26 |
| Volume Right | 5 | 24 | 1 | 7 |
| cSH | 1336 | 1361 | 519 | 545 |
| Volume to Capacity | 0.01 | 0.00 | 0.03 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 2 | 6 |
| Control Delay (s) | 0.3 | 0.0 | 12.1 | 12.1 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.3 | 0.0 | 12.1 | 12.1 |
| Approach LOS | | | B | B |

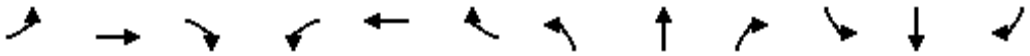
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 26.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 7 | 185 | 6 | 26 | 174 | 48 | 7 | 37 | 29 | 46 | 21 | 3 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 8 | 210 | 7 | 30 | 198 | 55 | 8 | 42 | 33 | 52 | 24 | 3 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 225 | 282 | 83 | 80 |
| Volume Left (vph) | 8 | 30 | 8 | 52 |
| Volume Right (vph) | 7 | 55 | 33 | 3 |
| Hadj (s) | 0.02 | -0.06 | -0.19 | 0.14 |
| Departure Headway (s) | 4.7 | 4.6 | 5.0 | 5.4 |
| Degree Utilization, x | 0.29 | 0.36 | 0.12 | 0.12 |
| Capacity (veh/h) | 724 | 755 | 640 | 601 |
| Control Delay (s) | 9.6 | 10.0 | 8.7 | 9.1 |
| Approach Delay (s) | 9.6 | 10.0 | 8.7 | 9.1 |
| Approach LOS | A | B | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.6 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 41.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 260 | 1 | 1 | 254 | 2 | 1 | 1 | 2 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 295 | 1 | 1 | 289 | 2 | 1 | 1 | 2 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 301 | | | 307 | | | 612 | 611 | 316 | 613 | 611 | 310 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 301 | | | 307 | | | 612 | 611 | 316 | 613 | 611 | 310 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1250 | | | 1244 | | | 391 | 401 | 712 | 390 | 401 | 718 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 298 | 292 | 5 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 2 | 2 | 1 |
| cSH | 1250 | 1244 | 509 | 465 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 12.1 | 12.8 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.0 | 0.0 | 12.1 | 12.8 |
| Approach LOS | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.2 | | | |
| Intersection Capacity Utilization | 27.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 276 | 1 | 7 | 232 | 0 | 4 | 0 | 30 | 705 | 8 | 44 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.75 | 0.75 | 0.75 | 0.85 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 389 | 1 | 9 | 309 | 0 | 5 | 0 | 35 | 801 | 9 | 50 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 319 | | | 400 | | | 767 | 737 | 409 | 773 | 738 | 329 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 319 | | | 400 | | | 767 | 737 | 409 | 773 | 738 | 329 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 98 | 100 | 94 | 0 | 97 | 93 |
| cM capacity (veh/h) | 1230 | | | 1149 | | | 280 | 337 | 631 | 288 | 337 | 700 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 390 | 319 | 40 | 860 |
| Volume Left | 0 | 9 | 5 | 801 |
| Volume Right | 1 | 0 | 35 | 50 |
| cSH | 1700 | 1149 | 550 | 299 |
| Volume to Capacity | 0.23 | 0.01 | 0.07 | 2.88 |
| Queue Length 95th (ft) | 0 | 1 | 6 | 1862 |
| Control Delay (s) | 0.0 | 0.3 | 12.1 | 879.4 |
| Lane LOS | | A | B | F |
| Approach Delay (s) | 0.0 | 0.3 | 12.1 | 879.4 |
| Approach LOS | | | B | F |

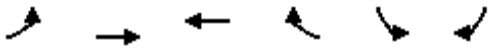
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 470.5 | | |
| Intersection Capacity Utilization | 70.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 972 | 40 | 133 | 240 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.72 | 0.72 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1057 | 43 | 185 | 333 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1110 | | 1801 | 1098 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1110 | | 1801 | 1098 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 71 | | 100 | 100 |
| cM capacity (veh/h) | | | 629 | | 61 | 257 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1100 | 518 |
| Volume Left | 0 | 185 |
| Volume Right | 43 | 0 |
| cSH | 1700 | 629 |
| Volume to Capacity | 0.65 | 0.29 |
| Queue Length 95th (ft) | 0 | 31 |
| Control Delay (s) | 0.0 | 7.7 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 7.7 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 89.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 41 | 932 | 397 | 643 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.87 | 0.87 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 45 | 1013 | 456 | 739 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1205 | | | | 1948 | 846 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1205 | | | | 1948 | 846 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 92 | | | | 100 | 100 |
| cM capacity (veh/h) | 579 | | | | 65 | 359 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1058 | 1195 |
| Volume Left | 45 | 0 |
| Volume Right | 0 | 739 |
| cSH | 579 | 1700 |
| Volume to Capacity | 0.08 | 0.70 |
| Queue Length 95th (ft) | 6 | 0 |
| Control Delay (s) | 2.6 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 2.6 | 0.0 |
| Approach LOS | | |

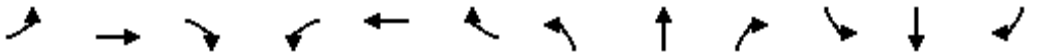
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 95.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 941 | 0 | 0 | 993 | 21 | 149 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.96 | 0.96 | 0.71 | 0.71 |
| Hourly flow rate (vph) | 1034 | 0 | 0 | 1034 | 30 | 210 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.82 | |
| vC, conflicting volume | | | 1044 | | 2088 | 1054 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1044 | | 2214 | 1054 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 24 | 22 |
| cM capacity (veh/h) | | | 661 | | 39 | 270 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1034 | 1034 | 239 |
| Volume Left | 0 | 0 | 30 |
| Volume Right | 0 | 0 | 210 |
| cSH | 1700 | 1700 | 207 |
| Volume to Capacity | 0.61 | 0.61 | 1.16 |
| Queue Length 95th (ft) | 0 | 0 | 293 |
| Control Delay (s) | 0.0 | 0.0 | 159.7 |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | 159.7 |
| Approach LOS | | | F |

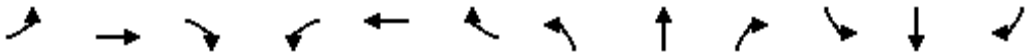
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 16.6 | | |
| Intersection Capacity Utilization | 67.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 869 | 327 | 51 | 100 | 498 | 539 | 66 | 381 | 43 | 486 | 395 | 819 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3465 | | 1770 | 3221 | | 1770 | 3539 | 1544 | 1770 | 3539 | 1544 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3465 | | 1770 | 3221 | | 1770 | 3539 | 1544 | 1770 | 3539 | 1544 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 1.00 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 999 | 376 | 51 | 114 | 566 | 612 | 75 | 433 | 49 | 552 | 449 | 931 |
| RTOR Reduction (vph) | 0 | 14 | 0 | 0 | 217 | 0 | 0 | 0 | 23 | 0 | 0 | 298 |
| Lane Group Flow (vph) | 999 | 413 | 0 | 114 | 961 | 0 | 75 | 433 | 26 | 552 | 449 | 633 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 9.0 | 21.4 | | 7.5 | 19.9 | | 6.1 | 15.6 | 15.6 | 8.0 | 17.5 | 17.5 |
| Effective Green, g (s) | 9.0 | 21.4 | | 7.5 | 19.9 | | 6.1 | 15.6 | 15.6 | 8.0 | 17.5 | 17.5 |
| Actuated g/C Ratio | 0.13 | 0.30 | | 0.11 | 0.28 | | 0.09 | 0.22 | 0.22 | 0.11 | 0.25 | 0.25 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 227 | 1055 | | 189 | 912 | | 154 | 785 | 343 | 201 | 881 | 384 |
| v/s Ratio Prot | c0.56 | 0.12 | | 0.06 | c0.30 | | 0.04 | 0.12 | | c0.31 | 0.13 | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | c0.41 |
| v/c Ratio | 4.40 | 0.39 | | 0.60 | 1.05 | | 0.49 | 0.55 | 0.08 | 2.75 | 0.51 | 1.65 |
| Uniform Delay, d1 | 30.6 | 19.3 | | 30.0 | 25.2 | | 30.6 | 24.2 | 21.7 | 31.1 | 22.7 | 26.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1540.6 | 0.2 | | 5.3 | 45.2 | | 2.4 | 0.8 | 0.1 | 799.7 | 0.5 | 303.1 |
| Delay (s) | 1571.2 | 19.5 | | 35.3 | 70.4 | | 33.0 | 25.1 | 21.7 | 830.8 | 23.2 | 329.5 |
| Level of Service | F | B | | D | E | | C | C | C | F | C | F |
| Approach Delay (s) | | 1106.6 | | | 67.3 | | | 25.9 | | | 401.5 | |
| Approach LOS | | F | | | E | | | C | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 471.5 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.92 | | |
| Actuated Cycle Length (s) | 70.3 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 132.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

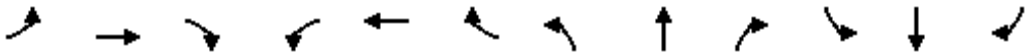
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 59 | 661 | 25 | 21 | 674 | 6 | 20 | 32 | 31 | 6 | 20 | 64 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.89 | 0.89 | 0.89 | 0.54 | 0.54 | 0.54 | 0.69 | 0.69 | 0.69 |
| Hourly flow rate (vph) | 67 | 751 | 28 | 24 | 757 | 7 | 37 | 59 | 57 | 9 | 29 | 93 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 774 | | | 790 | | | 1453 | 1731 | 410 | 1425 | 1742 | 402 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 774 | | | 790 | | | 1453 | 1731 | 410 | 1425 | 1742 | 402 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 97 | | | 24 | 23 | 90 | 69 | 62 | 84 |
| cM capacity (veh/h) | 830 | | | 819 | | | 48 | 77 | 581 | 28 | 75 | 588 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 67 | 501 | 279 | 24 | 505 | 259 | 154 | 130 |
| Volume Left | 67 | 0 | 0 | 24 | 0 | 0 | 37 | 9 |
| Volume Right | 0 | 0 | 28 | 0 | 0 | 7 | 57 | 93 |
| cSH | 830 | 1700 | 1700 | 819 | 1700 | 1700 | 94 | 154 |
| Volume to Capacity | 0.08 | 0.29 | 0.16 | 0.03 | 0.30 | 0.15 | 1.64 | 0.85 |
| Queue Length 95th (ft) | 7 | 0 | 0 | 2 | 0 | 0 | 305 | 142 |
| Control Delay (s) | 9.7 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 | 407.6 | 94.7 |
| Lane LOS | A | | | A | | | F | F |
| Approach Delay (s) | 0.8 | | | 0.3 | | | 407.6 | 94.7 |
| Approach LOS | | | | | | | F | F |

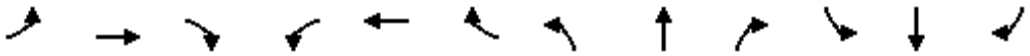
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 39.6 | | | |
| Intersection Capacity Utilization | 44.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 74 | 565 | 42 | 10 | 563 | 4 | 49 | 27 | 13 | 4 | 28 | 87 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.71 | 0.71 | 0.71 | 0.73 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 94 | 715 | 53 | 11 | 593 | 4 | 69 | 38 | 18 | 5 | 38 | 119 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 607 | | | 778 | | | 1703 | 1567 | 762 | 1602 | 1591 | 615 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 607 | | | 778 | | | 1703 | 1567 | 762 | 1602 | 1591 | 615 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 90 | | | 99 | | | 0 | 61 | 95 | 89 | 59 | 75 |
| cM capacity (veh/h) | 963 | | | 831 | | | 33 | 97 | 398 | 51 | 94 | 483 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 862 | 607 | 125 | 163 |
| Volume Left | 94 | 11 | 69 | 5 |
| Volume Right | 53 | 4 | 18 | 119 |
| cSH | 963 | 831 | 50 | 214 |
| Volume to Capacity | 0.10 | 0.01 | 2.51 | 0.76 |
| Queue Length 95th (ft) | 8 | 1 | 326 | 132 |
| Control Delay (s) | 2.4 | 0.3 | 858.7 | 61.3 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 2.4 | 0.3 | 858.7 | 61.3 |
| Approach LOS | | | F | F |

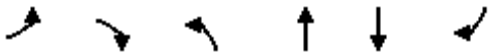
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 68.2 | | | |
| Intersection Capacity Utilization | 89.1% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 139 | 381 | 56 | 22 | 401 | 27 | 52 | 75 | 22 | 34 | 81 | 134 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1760 | 1820 | | 1762 | 1841 | | 1756 | 1787 | | 1754 | 1656 | |
| Flt Permitted | 0.47 | 1.00 | | 0.36 | 1.00 | | 0.60 | 1.00 | | 0.67 | 1.00 | |
| Satd. Flow (perm) | 872 | 1820 | | 671 | 1841 | | 1116 | 1787 | | 1240 | 1656 | |
| Peak-hour factor, PHF | 0.79 | 0.79 | 0.79 | 0.97 | 0.97 | 0.97 | 0.73 | 0.73 | 0.73 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 176 | 482 | 71 | 23 | 413 | 28 | 71 | 103 | 30 | 40 | 94 | 156 |
| RTOR Reduction (vph) | 0 | 9 | 0 | 0 | 4 | 0 | 0 | 21 | 0 | 0 | 116 | 0 |
| Lane Group Flow (vph) | 176 | 544 | 0 | 23 | 437 | 0 | 71 | 112 | 0 | 40 | 134 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 16.3 | 16.3 | | 16.3 | 16.3 | | 8.9 | 8.9 | | 8.9 | 8.9 | |
| Effective Green, g (s) | 16.3 | 16.3 | | 16.3 | 16.3 | | 8.9 | 8.9 | | 8.9 | 8.9 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.47 | | 0.25 | 0.25 | | 0.25 | 0.25 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 406 | 848 | | 312 | 857 | | 284 | 454 | | 315 | 421 | |
| v/s Ratio Prot | | c0.30 | | | 0.24 | | | 0.06 | | | c0.08 | |
| v/s Ratio Perm | 0.20 | | | 0.03 | | | 0.06 | | | 0.03 | | |
| v/c Ratio | 0.43 | 0.64 | | 0.07 | 0.51 | | 0.25 | 0.25 | | 0.13 | 0.32 | |
| Uniform Delay, d1 | 6.3 | 7.1 | | 5.2 | 6.6 | | 10.4 | 10.4 | | 10.1 | 10.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.7 | 1.7 | | 0.1 | 0.5 | | 0.5 | 0.3 | | 0.2 | 0.4 | |
| Delay (s) | 7.0 | 8.8 | | 5.3 | 7.1 | | 10.9 | 10.7 | | 10.2 | 11.0 | |
| Level of Service | A | A | | A | A | | B | B | | B | B | |
| Approach Delay (s) | | 8.4 | | | 7.0 | | | 10.7 | | | 10.9 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 8.7 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.53 | | |
| Actuated Cycle Length (s) | 35.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 63.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

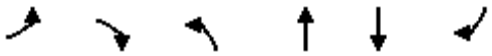
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 1 | 1 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 22 | 21 | 11 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 22 | 21 | 11 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 978 | 1039 | 1595 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 1 | 1 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 978 | 1595 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.7 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.3 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 1 | 392 | 350 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 1 | 445 | 398 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 643 | 219 | 409 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 643 | 219 | 409 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 399 | 772 | 1137 | | | |

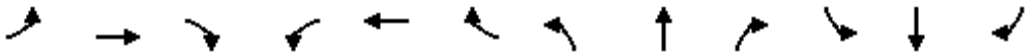
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 5 | 150 | 297 | 265 | 134 |
| Volume Left | 3 | 1 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 1 |
| cSH | 454 | 1137 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.17 | 0.16 | 0.08 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 13.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 13.0 | 0.0 | | 0.0 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 24.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 4 | 1 | 1 | 6 | 2 | 1 | 3 | 1 | 3 | 7 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 5 | 1 | 1 | 7 | 2 | 1 | 3 | 1 | 3 | 8 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 19 | | | 16 | | | 44 | 39 | 25 | 40 | 38 | 28 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 19 | | | 16 | | | 44 | 39 | 25 | 40 | 38 | 28 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 99 | 100 |
| cM capacity (veh/h) | 1584 | | | 1589 | | | 921 | 838 | 1034 | 930 | 839 | 1030 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 10 | 6 | 14 |
| Volume Left | 1 | 1 | 1 | 3 |
| Volume Right | 1 | 2 | 1 | 2 |
| cSH | 1584 | 1589 | 888 | 888 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 1.2 | 0.8 | 9.1 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 1.2 | 0.8 | 9.1 | 9.1 |
| Approach LOS | | | A | A |

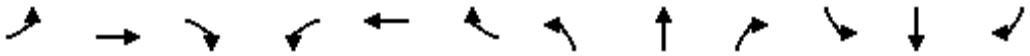
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.3 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 1 | 1 | 0 | 3 | 7 | 1 | 55 | 2 | 7 | 51 | 3 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 1 | 1 | 0 | 3 | 8 | 1 | 62 | 2 | 8 | 58 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 171 | 163 | 80 | 163 | 163 | 84 | 71 | | | 75 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 171 | 163 | 80 | 163 | 163 | 84 | 71 | | | 75 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 100 | 100 | 100 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 757 | 713 | 964 | 773 | 713 | 959 | 1516 | | | 1512 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 11 | 66 | 69 |
| Volume Left | 5 | 0 | 1 | 8 |
| Volume Right | 1 | 8 | 2 | 3 |
| cSH | 777 | 869 | 1516 | 1512 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 9.7 | 9.2 | 0.1 | 0.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.7 | 9.2 | 0.1 | 0.9 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 8 | 1 | 1 | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 9 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 22 | | | 20 | | | 48 | 47 | 30 | 48 | 47 | 32 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 22 | | | 20 | | | 48 | 47 | 30 | 48 | 47 | 32 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1580 | | | 1583 | | | 922 | 830 | 1028 | 922 | 830 | 1025 |

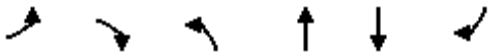
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 14 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1580 | 1583 | 919 | 919 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.7 | 0.6 | 8.9 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.7 | 0.6 | 8.9 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.4 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 4 | 2 | 1 | 6 | 16 | 1 | 1 | 2 | 10 | 1 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 5 | 2 | 1 | 7 | 18 | 1 | 1 | 2 | 11 | 1 | 6 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 35 | | | 17 | | | 52 | 55 | 26 | 49 | 47 | 36 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 35 | | | 17 | | | 52 | 55 | 26 | 49 | 47 | 36 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 99 |
| cM capacity (veh/h) | 1563 | | | 1587 | | | 912 | 821 | 1033 | 920 | 829 | 1019 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 8 | 26 | 5 | 18 |
| Volume Left | 1 | 1 | 1 | 11 |
| Volume Right | 2 | 18 | 2 | 6 |
| cSH | 1563 | 1587 | 941 | 942 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 1.0 | 0.3 | 8.8 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 1.0 | 0.3 | 8.8 | 8.9 |
| Approach LOS | | | A | A |

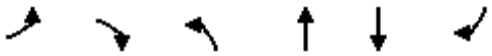
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.8 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 18 | 19 | 0 | 91 | 8 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 20 | 22 | 0 | 103 | 9 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 20 | 22 | 103 | 9 |
| Volume Left (vph) | 0 | 22 | 0 | 0 |
| Volume Right (vph) | 20 | 0 | 0 | 9 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 3.6 | 4.4 | 4.6 | 3.9 |
| Degree Utilization, x | 0.02 | 0.03 | 0.13 | 0.01 |
| Capacity (veh/h) | 949 | 803 | 778 | 918 |
| Control Delay (s) | 6.7 | 7.5 | 7.1 | 5.7 |
| Approach Delay (s) | 6.7 | 7.5 | 7.0 | |
| Approach LOS | A | A | A | |

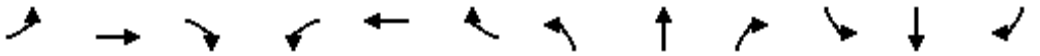
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.0 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 0 | 45 | 187 | 133 | 65 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.95 | 0.95 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 1 | 0 | 47 | 197 | 182 | 89 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 494 | 202 | 192 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 494 | 202 | 192 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 97 | | | |
| cM capacity (veh/h) | 508 | 825 | 1370 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 1 | 244 | 182 | 89 |
| Volume Left | 1 | 47 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 89 |
| cSH | 508 | 1370 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.03 | 0.11 | 0.05 |
| Queue Length 95th (ft) | 0 | 3 | 0 | 0 |
| Control Delay (s) | 12.1 | 1.7 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 12.1 | 1.7 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 37.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 114 | 50 | 26 | 11 | 62 | 72 | 33 | 158 | 12 | 84 | 180 | 100 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.88 | 0.88 | 0.88 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 150 | 66 | 34 | 12 | 70 | 82 | 41 | 198 | 15 | 93 | 200 | 111 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 216 | 34 | 165 | 140 | 114 | 160 | 133 | 111 |
| Volume Left (vph) | 150 | 0 | 13 | 41 | 0 | 93 | 0 | 0 |
| Volume Right (vph) | 0 | 34 | 82 | 0 | 15 | 0 | 0 | 111 |
| Hadj (s) | 0.17 | -0.57 | -0.25 | 0.18 | -0.06 | 0.33 | 0.03 | -0.67 |
| Departure Headway (s) | 5.8 | 3.2 | 5.5 | 6.3 | 6.0 | 6.4 | 6.1 | 3.2 |
| Degree Utilization, x | 0.35 | 0.03 | 0.25 | 0.24 | 0.19 | 0.28 | 0.22 | 0.10 |
| Capacity (veh/h) | 568 | 1121 | 587 | 539 | 558 | 533 | 559 | 1121 |
| Control Delay (s) | 11.9 | 6.3 | 10.4 | 10.1 | 9.2 | 10.6 | 9.6 | 5.4 |
| Approach Delay (s) | 11.1 | | 10.4 | 9.7 | | 8.8 | | |
| Approach LOS | B | | B | A | | A | | |

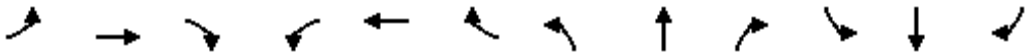
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.8 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 50.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 35 | 117 | 15 | 32 | 125 | 11 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 40 | 133 | 17 | 36 | 142 | 12 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 173 | 53 | 155 |
| Volume Left (vph) | 0 | 17 | 142 |
| Volume Right (vph) | 133 | 0 | 13 |
| Hadj (s) | -0.43 | 0.10 | 0.17 |
| Departure Headway (s) | 3.9 | 4.6 | 4.6 |
| Degree Utilization, x | 0.19 | 0.07 | 0.20 |
| Capacity (veh/h) | 884 | 747 | 754 |
| Control Delay (s) | 7.8 | 7.9 | 8.7 |
| Approach Delay (s) | 7.8 | 7.9 | 8.7 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.2 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 30.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 4 | 74 | 52 | 33 | 82 | 27 | 50 | 86 | 43 | 24 | 82 | 2 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.84 | 0.84 | 0.84 | 0.83 | 0.83 | 0.83 | 0.78 | 0.78 | 0.78 |
| Hourly flow rate (vph) | 5 | 91 | 64 | 39 | 98 | 32 | 60 | 104 | 52 | 31 | 105 | 3 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 160 | 169 | 164 | 52 | 138 |
| Volume Left (vph) | 5 | 39 | 60 | 0 | 31 |
| Volume Right (vph) | 64 | 32 | 0 | 52 | 3 |
| Hadj (s) | -0.20 | -0.03 | 0.22 | -0.67 | 0.07 |
| Departure Headway (s) | 4.9 | 5.0 | 5.7 | 4.8 | 5.2 |
| Degree Utilization, x | 0.22 | 0.24 | 0.26 | 0.07 | 0.20 |
| Capacity (veh/h) | 677 | 662 | 594 | 694 | 634 |
| Control Delay (s) | 9.2 | 9.6 | 9.5 | 7.0 | 9.5 |
| Approach Delay (s) | 9.2 | 9.6 | 8.9 | | 9.5 |
| Approach LOS | A | A | A | | A |

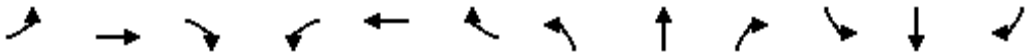
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.3 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 41.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 8 | 74 | 149 | 0 | 0 | 134 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 9 | 84 | 169 | 0 | 0 | 152 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 342 | 189 | | | 179 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 342 | 189 | | | 179 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 90 | | | 100 | |
| cM capacity (veh/h) | 644 | 838 | | | 1385 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 93 | 169 | 152 |
| Volume Left | 9 | 0 | 0 |
| Volume Right | 84 | 0 | 0 |
| cSH | 814 | 1700 | 1700 |
| Volume to Capacity | 0.11 | 0.10 | 0.09 |
| Queue Length 95th (ft) | 10 | 0 | 0 |
| Control Delay (s) | 10.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 10.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

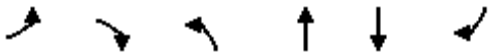
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 24.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 39 | 4 | 60 | 0 | 0 | 0 | 6 | 105 | 1 | 66 | 65 | 13 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 44 | 5 | 68 | 0 | 0 | 0 | 7 | 119 | 1 | 75 | 74 | 15 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 385 | 385 | 101 | 421 | 392 | 140 | 99 | | | 130 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 385 | 385 | 101 | 421 | 392 | 140 | 99 | | | 130 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 92 | 99 | 93 | 100 | 100 | 100 | 100 | | | 95 | | |
| cM capacity (veh/h) | 537 | 514 | 938 | 472 | 509 | 901 | 1482 | | | 1455 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 117 | 127 | 164 |
| Volume Left | 44 | 7 | 75 |
| Volume Right | 68 | 1 | 15 |
| cSH | 1280 | 1482 | 1455 |
| Volume to Capacity | 0.09 | 0.00 | 0.05 |
| Queue Length 95th (ft) | 8 | 0 | 4 |
| Control Delay (s) | 10.5 | 0.4 | 3.7 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 10.5 | 0.4 | 3.7 |
| Approach LOS | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.6 | | | |
| Intersection Capacity Utilization | 31.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



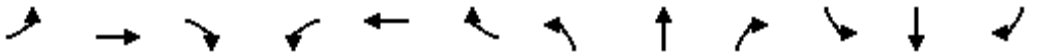
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 392 | 745 | 1562 | 227 | 642 | 235 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 445 | 847 | 1775 | 258 | 730 | 267 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 4542 | 498 | 997 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 4542 | 498 | 997 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 0 | 0 | | | |
| cM capacity (veh/h) | 0 | 518 | 690 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 445 | 847 | 1775 | 129 | 129 | 486 | 510 |
| Volume Left | 445 | 0 | 1775 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 847 | 0 | 0 | 0 | 0 | 267 |
| cSH | 0 | 518 | 690 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | 1.64 | 2.57 | 0.08 | 0.08 | 0.29 | 0.30 |
| Queue Length 95th (ft) | Err | 1194 | 3509 | 0 | 0 | 0 | 0 |
| Control Delay (s) | Err | 314.9 | 726.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | F | | | | |
| Approach Delay (s) | Err | | 634.1 | | | 0.0 | |
| Approach LOS | F | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 143.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

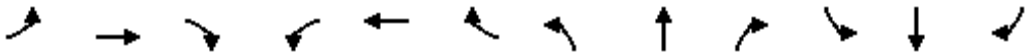
# APPENDIX H

MITIGATED EXISTING PLUS PROJECT PHASE 1
CONDITIONS INTERSECTION ANALYSIS SHEETS



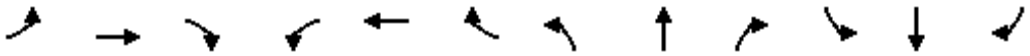
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 220 | 276 | 24 | 4 | 346 | 133 | 18 | 158 | 4 | 96 | 111 | 139 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.88 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3438 | 1548 | 3396 | 3374 | 2682 | 3433 | 3539 | 1548 | 3433 | 3539 | 1548 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3438 | 1548 | 3396 | 3374 | 2682 | 3433 | 3539 | 1548 | 3433 | 3539 | 1548 |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 265 | 333 | 29 | 4 | 360 | 139 | 21 | 184 | 5 | 105 | 122 | 153 |
| RTOR Reduction (vph) | 0 | 0 | 17 | 0 | 0 | 101 | 0 | 0 | 4 | 0 | 0 | 117 |
| Lane Group Flow (vph) | 265 | 333 | 12 | 4 | 360 | 38 | 21 | 184 | 1 | 105 | 122 | 36 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 9.6 | 24.5 | 24.5 | 0.9 | 15.8 | 15.8 | 1.0 | 9.2 | 9.2 | 5.2 | 13.4 | 13.4 |
| Effective Green, g (s) | 9.6 | 24.5 | 24.5 | 0.9 | 15.8 | 15.8 | 1.0 | 9.2 | 9.2 | 5.2 | 13.4 | 13.4 |
| Actuated g/C Ratio | 0.17 | 0.43 | 0.43 | 0.02 | 0.27 | 0.27 | 0.02 | 0.16 | 0.16 | 0.09 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 572 | 1462 | 658 | 53 | 926 | 736 | 60 | 565 | 247 | 310 | 823 | 360 |
| v/s Ratio Prot | c0.08 | 0.10 | | 0.00 | c0.11 | | 0.01 | c0.05 | | c0.03 | 0.03 | |
| v/s Ratio Perm | | | 0.01 | | | 0.01 | | | 0.00 | | | 0.02 |
| v/c Ratio | 0.46 | 0.23 | 0.02 | 0.08 | 0.39 | 0.05 | 0.35 | 0.33 | 0.00 | 0.34 | 0.15 | 0.10 |
| Uniform Delay, d1 | 21.7 | 10.5 | 9.6 | 27.9 | 17.0 | 15.4 | 28.0 | 21.5 | 20.3 | 24.6 | 17.6 | 17.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.6 | 0.1 | 0.0 | 0.6 | 0.3 | 0.0 | 3.5 | 0.3 | 0.0 | 0.7 | 0.1 | 0.1 |
| Delay (s) | 22.3 | 10.6 | 9.6 | 28.5 | 17.2 | 15.4 | 31.5 | 21.8 | 20.4 | 25.2 | 17.6 | 17.5 |
| Level of Service | C | B | A | C | B | B | C | C | C | C | B | B |
| Approach Delay (s) | | 15.5 | | | 16.8 | | | 22.7 | | | 19.7 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 57.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 42.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



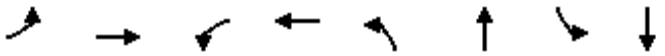
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 265 | 333 | 29 | 4 | 360 | 139 | 21 | 184 | 5 | 105 | 122 | 153 |
| v/c Ratio | 0.40 | 0.18 | 0.03 | 0.01 | 0.46 | 0.19 | 0.05 | 0.27 | 0.02 | 0.20 | 0.11 | 0.26 |
| Control Delay | 23.8 | 11.8 | 6.5 | 26.2 | 21.3 | 5.3 | 25.6 | 21.6 | 13.5 | 24.7 | 15.0 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.8 | 11.8 | 6.5 | 26.2 | 21.3 | 5.3 | 25.6 | 21.6 | 13.5 | 24.7 | 15.0 | 5.1 |
| Queue Length 50th (ft) | 39 | 31 | 0 | 0 | 53 | 0 | 3 | 27 | 0 | 15 | 13 | 0 |
| Queue Length 95th (ft) | 79 | 80 | 15 | 5 | 104 | 21 | 12 | 54 | 7 | 42 | 40 | 39 |
| Internal Link Dist (ft) | | 476 | | | 2144 | | | 775 | | | 1788 | |
| Turn Bay Length (ft) | 250 | | 200 | 200 | | 200 | 200 | | 25 | 180 | | 25 |
| Base Capacity (vph) | 792 | 1692 | 775 | 634 | 1254 | 1080 | 634 | 1478 | 648 | 634 | 1529 | 754 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.33 | 0.20 | 0.04 | 0.01 | 0.29 | 0.13 | 0.03 | 0.12 | 0.01 | 0.17 | 0.08 | 0.20 |

Intersection Summary



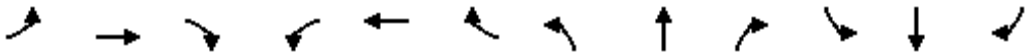
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 14 | 286 | 33 | 28 | 474 | 8 | 8 | 30 | 24 | 3 | 35 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.93 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1760 | 3413 | | 1758 | 3461 | | 1759 | 1724 | | 1759 | 1753 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1760 | 3413 | | 1758 | 3461 | | 1759 | 1724 | | 1759 | 1753 | |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.92 | 0.92 | 0.92 | 0.85 | 0.85 | 0.85 | 0.73 | 0.73 | 0.73 |
| Adj. Flow (vph) | 17 | 340 | 39 | 30 | 515 | 9 | 9 | 35 | 28 | 4 | 48 | 26 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 22 | 0 | 0 | 20 | 0 |
| Lane Group Flow (vph) | 17 | 367 | 0 | 30 | 523 | 0 | 9 | 41 | 0 | 4 | 54 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 0.7 | 11.0 | | 0.8 | 11.1 | | 0.7 | 8.3 | | 0.6 | 8.2 | |
| Effective Green, g (s) | 0.7 | 11.0 | | 0.8 | 11.1 | | 0.7 | 8.3 | | 0.6 | 8.2 | |
| Actuated g/C Ratio | 0.02 | 0.29 | | 0.02 | 0.29 | | 0.02 | 0.22 | | 0.02 | 0.21 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 32 | 975 | | 37 | 998 | | 32 | 372 | | 27 | 373 | |
| v/s Ratio Prot | 0.01 | 0.11 | | c0.02 | c0.15 | | c0.01 | 0.02 | | 0.00 | c0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.53 | 0.38 | | 0.81 | 0.52 | | 0.28 | 0.11 | | 0.15 | 0.14 | |
| Uniform Delay, d1 | 18.7 | 11.0 | | 18.8 | 11.5 | | 18.7 | 12.1 | | 18.7 | 12.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 15.9 | 0.2 | | 76.5 | 0.5 | | 4.8 | 0.1 | | 2.5 | 0.2 | |
| Delay (s) | 34.6 | 11.2 | | 95.2 | 12.0 | | 23.4 | 12.3 | | 21.2 | 12.5 | |
| Level of Service | C | B | | F | B | | C | B | | C | B | |
| Approach Delay (s) | | 12.3 | | | 16.5 | | | 13.7 | | | 12.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.31 | | |
| Actuated Cycle Length (s) | 38.5 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 36.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



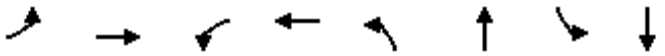
| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 17 | 379 | 30 | 524 | 9 | 63 | 4 | 74 |
| v/c Ratio | 0.05 | 0.33 | 0.08 | 0.45 | 0.03 | 0.14 | 0.01 | 0.16 |
| Control Delay | 17.9 | 10.9 | 17.4 | 11.9 | 18.5 | 9.9 | 19.3 | 10.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.9 | 10.9 | 17.4 | 11.9 | 18.5 | 9.9 | 19.3 | 10.7 |
| Queue Length 50th (ft) | 2 | 14 | 3 | 22 | 1 | 3 | 1 | 4 |
| Queue Length 95th (ft) | 21 | 91 | 33 | 139 | 14 | 35 | 8 | 34 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 504 | 2203 | 504 | 2229 | 504 | 1117 | 504 | 1136 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.03 | 0.17 | 0.06 | 0.24 | 0.02 | 0.06 | 0.01 | 0.07 |

Intersection Summary



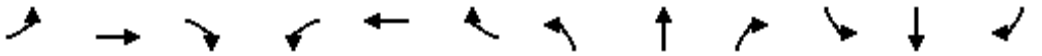
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 18 | 278 | 12 | 20 | 428 | 4 | 19 | 27 | 18 | 5 | 36 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.94 | | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1759 | 3448 | | 1757 | 3466 | | 1752 | 1736 | | 1758 | 1682 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1759 | 3448 | | 1757 | 3466 | | 1752 | 1736 | | 1758 | 1682 | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Adj. Flow (vph) | 20 | 309 | 13 | 22 | 476 | 4 | 22 | 31 | 21 | 6 | 44 | 52 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 41 | 0 |
| Lane Group Flow (vph) | 20 | 318 | 0 | 22 | 479 | 0 | 22 | 36 | 0 | 6 | 55 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 0.8 | 11.1 | | 0.8 | 11.1 | | 0.8 | 8.4 | | 0.7 | 8.3 | |
| Effective Green, g (s) | 0.8 | 11.1 | | 0.8 | 11.1 | | 0.8 | 8.4 | | 0.7 | 8.3 | |
| Actuated g/C Ratio | 0.02 | 0.29 | | 0.02 | 0.29 | | 0.02 | 0.22 | | 0.02 | 0.21 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 36 | 986 | | 36 | 992 | | 36 | 376 | | 32 | 360 | |
| v/s Ratio Prot | 0.01 | 0.09 | | c0.01 | c0.14 | | c0.01 | 0.02 | | 0.00 | c0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.56 | 0.32 | | 0.61 | 0.48 | | 0.61 | 0.09 | | 0.19 | 0.15 | |
| Uniform Delay, d1 | 18.8 | 10.9 | | 18.8 | 11.5 | | 18.8 | 12.2 | | 18.8 | 12.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 17.3 | 0.2 | | 27.0 | 0.4 | | 27.0 | 0.1 | | 2.8 | 0.2 | |
| Delay (s) | 36.1 | 11.1 | | 45.8 | 11.8 | | 45.8 | 12.3 | | 21.6 | 12.6 | |
| Level of Service | D | B | | D | B | | D | B | | C | B | |
| Approach Delay (s) | | 12.5 | | | 13.3 | | | 22.2 | | | 13.1 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.36 | | |
| Actuated Cycle Length (s) | 38.8 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 34.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 20 | 322 | 22 | 480 | 22 | 52 | 6 | 96 |
| v/c Ratio | 0.05 | 0.28 | 0.06 | 0.41 | 0.06 | 0.11 | 0.02 | 0.21 |
| Control Delay | 18.1 | 11.1 | 18.0 | 12.0 | 18.0 | 10.3 | 19.2 | 9.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.1 | 11.1 | 18.0 | 12.0 | 18.0 | 10.3 | 19.2 | 9.4 |
| Queue Length 50th (ft) | 2 | 12 | 2 | 20 | 2 | 3 | 1 | 4 |
| Queue Length 95th (ft) | 26 | 88 | 27 | 131 | 26 | 31 | 11 | 40 |
| Internal Link Dist (ft) | | 3716 | | 2312 | | 899 | | 1126 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 501 | 2088 | 501 | 2099 | 501 | 1178 | 501 | 1148 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.04 | 0.15 | 0.04 | 0.23 | 0.04 | 0.04 | 0.01 | 0.08 |

Intersection Summary



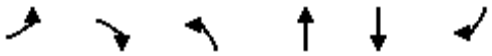
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 57 | 249 | 12 | 15 | 392 | 39 | 28 | 146 | 40 | 41 | 133 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3445 | | 1770 | 3419 | | 1770 | 1795 | | 1770 | 1863 | 1549 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3445 | | 1770 | 3419 | | 1770 | 1795 | | 1770 | 1863 | 1549 |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.90 | 0.90 | 0.90 | 0.83 | 0.83 | 0.83 | 0.73 | 0.73 | 0.73 |
| Adj. Flow (vph) | 69 | 300 | 14 | 17 | 436 | 43 | 34 | 176 | 48 | 56 | 182 | 107 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 10 | 0 | 0 | 15 | 0 | 0 | 0 | 78 |
| Lane Group Flow (vph) | 69 | 310 | 0 | 17 | 469 | 0 | 34 | 209 | 0 | 56 | 182 | 29 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 3.6 | 16.6 | | 1.1 | 14.1 | | 2.2 | 12.8 | | 3.5 | 14.1 | 14.1 |
| Effective Green, g (s) | 3.6 | 16.6 | | 1.1 | 14.1 | | 2.2 | 12.8 | | 3.5 | 14.1 | 14.1 |
| Actuated g/C Ratio | 0.07 | 0.32 | | 0.02 | 0.27 | | 0.04 | 0.25 | | 0.07 | 0.27 | 0.27 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 123 | 1104 | | 38 | 931 | | 75 | 444 | | 120 | 507 | 422 |
| v/s Ratio Prot | c0.04 | 0.09 | | 0.01 | c0.14 | | 0.02 | c0.12 | | c0.03 | 0.10 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.02 |
| v/c Ratio | 0.56 | 0.28 | | 0.45 | 0.50 | | 0.45 | 0.47 | | 0.47 | 0.36 | 0.07 |
| Uniform Delay, d1 | 23.3 | 13.1 | | 25.0 | 15.9 | | 24.2 | 16.6 | | 23.3 | 15.2 | 14.0 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.7 | 0.1 | | 8.2 | 0.4 | | 4.3 | 0.8 | | 2.9 | 0.4 | 0.1 |
| Delay (s) | 29.1 | 13.3 | | 33.2 | 16.3 | | 28.5 | 17.4 | | 26.1 | 15.6 | 14.1 |
| Level of Service | C | B | | C | B | | C | B | | C | B | B |
| Approach Delay (s) | | 16.1 | | | 16.9 | | | 18.9 | | | 16.8 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.48 | | |
| Actuated Cycle Length (s) | 51.8 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 45.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



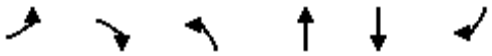
| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 69 | 314 | 17 | 479 | 34 | 224 | 56 | 182 | 107 |
| v/c Ratio | 0.23 | 0.26 | 0.06 | 0.52 | 0.12 | 0.48 | 0.19 | 0.33 | 0.20 |
| Control Delay | 26.8 | 13.9 | 27.0 | 19.9 | 26.7 | 21.3 | 26.6 | 18.9 | 6.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.8 | 13.9 | 27.0 | 19.9 | 26.7 | 21.3 | 26.6 | 18.9 | 6.1 |
| Queue Length 50th (ft) | 22 | 33 | 5 | 76 | 11 | 64 | 18 | 40 | 0 |
| Queue Length 95th (ft) | 57 | 81 | 23 | 135 | 34 | 117 | 43 | 89 | 20 |
| Internal Link Dist (ft) | | 2312 | | 1085 | | 810 | | 935 | |
| Turn Bay Length (ft) | 125 | | 125 | | 125 | | 125 | | 125 |
| Base Capacity (vph) | 367 | 1675 | 367 | 1433 | 367 | 943 | 367 | 989 | 870 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.19 | 0.05 | 0.33 | 0.09 | 0.24 | 0.15 | 0.18 | 0.12 |

Intersection Summary



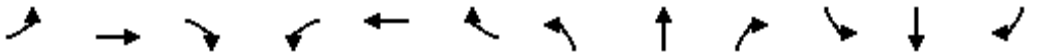
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 80 | 133 | 385 | 126 | 183 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.97 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 91 | 151 | 438 | 143 | 208 | 73 |
| RTOR Reduction (vph) | 0 | 128 | 0 | 0 | 0 | 56 |
| Lane Group Flow (vph) | 91 | 23 | 438 | 143 | 208 | 17 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 6.1 | 6.1 | 10.3 | 23.8 | 9.5 | 9.5 |
| Effective Green, g (s) | 6.1 | 6.1 | 10.3 | 23.8 | 9.5 | 9.5 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.26 | 0.60 | 0.24 | 0.24 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 527 | 428 | 891 | 2122 | 847 | 379 |
| v/s Ratio Prot | c0.03 | | c0.13 | 0.04 | c0.06 | |
| v/s Ratio Perm | | 0.01 | | | | 0.01 |
| v/c Ratio | 0.17 | 0.05 | 0.49 | 0.07 | 0.25 | 0.05 |
| Uniform Delay, d1 | 14.6 | 14.3 | 12.5 | 3.3 | 12.2 | 11.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.1 | 0.4 | 0.0 | 0.2 | 0.1 |
| Delay (s) | 14.8 | 14.4 | 12.9 | 3.3 | 12.4 | 11.7 |
| Level of Service | B | B | B | A | B | B |
| Approach Delay (s) | 14.5 | | | 10.5 | 12.2 | |
| Approach LOS | B | | | B | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.33 | | |
| Actuated Cycle Length (s) | 39.7 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 30.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



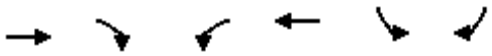
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 91 | 151 | 438 | 143 | 208 | 73 |
| v/c Ratio | 0.13 | 0.22 | 0.48 | 0.06 | 0.25 | 0.17 |
| Control Delay | 15.2 | 4.6 | 16.2 | 4.6 | 15.0 | 6.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 15.2 | 4.6 | 16.2 | 4.6 | 15.0 | 6.1 |
| Queue Length 50th (ft) | 8 | 0 | 39 | 5 | 19 | 0 |
| Queue Length 95th (ft) | 26 | 18 | 108 | 20 | 51 | 24 |
| Internal Link Dist (ft) | 361 | | | 1788 | 1679 | |
| Turn Bay Length (ft) | | | 250 | | | 200 |
| Base Capacity (vph) | 1567 | 1354 | 1265 | 3027 | 1716 | 805 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.06 | 0.11 | 0.35 | 0.05 | 0.12 | 0.09 |

Intersection Summary



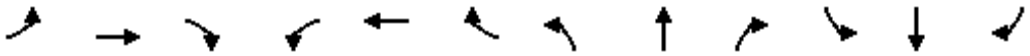
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 194 | 51 | 39 | 129 | 0 | 0 | 0 | 0 | 331 | 0 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.0 | 4.9 | | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 1.00 | | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | | 1.00 | | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 0.98 | | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 1810 | 1523 | 1770 | 1727 | | | | | 1581 | | 1339 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 1810 | 1523 | 1770 | 1727 | | | | | 1581 | | 1339 |
| Peak-hour factor, PHF | 0.62 | 0.62 | 0.62 | 0.63 | 0.63 | 0.63 | 0.68 | 0.68 | 0.68 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 0 | 313 | 82 | 62 | 205 | 0 | 0 | 0 | 0 | 376 | 0 | 65 |
| RTOR Reduction (vph) | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Lane Group Flow (vph) | 0 | 313 | 20 | 62 | 205 | 0 | 0 | 0 | 0 | 376 | 0 | 29 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 10% | 2% | 2% | 2% | 2% | 12% | 2% | 16% |
| Turn Type | | | Perm | Prot | | | | | | custom | | custom |
| Protected Phases | | 4 | | 3 | 8 | | | | | | | |
| Permitted Phases | | | 4 | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 14.5 | 14.5 | 4.7 | 23.2 | | | | | 27.0 | | 27.0 |
| Effective Green, g (s) | | 14.5 | 14.5 | 4.7 | 23.2 | | | | | 27.0 | | 27.0 |
| Actuated g/C Ratio | | 0.24 | 0.24 | 0.08 | 0.39 | | | | | 0.45 | | 0.45 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.0 | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 437 | 368 | 139 | 668 | | | | | 711 | | 603 |
| v/s Ratio Prot | | c0.17 | | c0.04 | 0.12 | | | | | | | |
| v/s Ratio Perm | | | 0.01 | | | | | | | c0.24 | | 0.02 |
| v/c Ratio | | 0.72 | 0.05 | 0.45 | 0.31 | | | | | 0.53 | | 0.05 |
| Uniform Delay, d1 | | 20.9 | 17.5 | 26.4 | 12.8 | | | | | 11.9 | | 9.3 |
| Progression Factor | | 1.00 | 1.00 | 1.23 | 1.36 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 5.5 | 0.1 | 2.3 | 0.3 | | | | | 2.8 | | 0.2 |
| Delay (s) | | 26.4 | 17.5 | 34.8 | 17.7 | | | | | 14.7 | | 9.4 |
| Level of Service | | C | B | C | B | | | | | B | | A |
| Approach Delay (s) | | 24.5 | | | 21.7 | | | 0.0 | | | 13.9 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 47.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBT | EBR | WBL | WBT | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 313 | 82 | 62 | 205 | 376 | 65 |
| v/c Ratio | 0.71 | 0.19 | 0.30 | 0.33 | 0.50 | 0.10 |
| Control Delay | 30.2 | 5.9 | 33.3 | 17.8 | 16.9 | 4.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.2 | 5.9 | 33.3 | 17.8 | 16.9 | 4.7 |
| Queue Length 50th (ft) | 102 | 0 | 24 | 29 | 105 | 0 |
| Queue Length 95th (ft) | 105 | 11 | 39 | 59 | 192 | 20 |
| Internal Link Dist (ft) | 1057 | | | 1034 | | |
| Turn Bay Length (ft) | | 200 | 200 | | | 200 |
| Base Capacity (vph) | 516 | 493 | 236 | 838 | 754 | 672 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.17 | 0.26 | 0.24 | 0.50 | 0.10 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 37 | 490 | 0 | 0 | 151 | 361 | 17 | 0 | 50 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | | 4.9 | 4.9 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 0.98 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.98 | | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 1759 | | | 1776 | 1583 | 1736 | | 1143 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 1759 | | | 1776 | 1583 | 1736 | | 1143 | | | |
| Peak-hour factor, PHF | 0.88 | 0.82 | 0.82 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 42 | 598 | 0 | 0 | 174 | 410 | 19 | 0 | 57 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 262 | 0 | 0 | 37 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 42 | 598 | 0 | 0 | 174 | 148 | 19 | 0 | 20 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Heavy Vehicles (%) | 2% | 8% | 2% | 2% | 7% | 2% | 2% | 2% | 38% | 2% | 2% | 2% |
| Turn Type | Prot | | | | | Perm | custom | | custom | | | |
| Protected Phases | 7 | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 3.1 | 28.8 | | | 21.7 | 21.7 | 21.4 | | 21.4 | | | |
| Effective Green, g (s) | 3.1 | 28.8 | | | 21.7 | 21.7 | 21.4 | | 21.4 | | | |
| Actuated g/C Ratio | 0.05 | 0.48 | | | 0.36 | 0.36 | 0.36 | | 0.36 | | | |
| Clearance Time (s) | 4.0 | 4.9 | | | 4.9 | 4.9 | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | 91 | 844 | | | 642 | 573 | 619 | | 408 | | | |
| v/s Ratio Prot | 0.02 | c0.34 | | | 0.10 | | | | | | | |
| v/s Ratio Perm | | | | | | 0.09 | 0.01 | | c0.02 | | | |
| v/c Ratio | 0.46 | 0.71 | | | 0.27 | 0.26 | 0.03 | | 0.05 | | | |
| Uniform Delay, d1 | 27.6 | 12.3 | | | 13.6 | 13.5 | 12.6 | | 12.6 | | | |
| Progression Factor | 0.79 | 1.54 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | 3.1 | 2.3 | | | 0.2 | 0.2 | 0.1 | | 0.2 | | | |
| Delay (s) | 25.0 | 21.3 | | | 13.8 | 13.7 | 12.6 | | 12.9 | | | |
| Level of Service | C | C | | | B | B | B | | B | | | |
| Approach Delay (s) | | 21.6 | | | 13.7 | | | 12.8 | | | 0.0 | |
| Approach LOS | | C | | | B | | | B | | | A | |

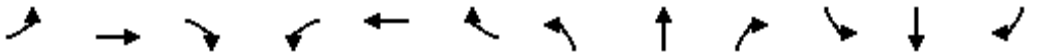
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 47.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 42 | 598 | 174 | 410 | 19 | 57 |
| v/c Ratio | 0.21 | 0.77 | 0.27 | 0.49 | 0.03 | 0.12 |
| Control Delay | 21.0 | 27.2 | 15.0 | 4.2 | 14.5 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 21.0 | 27.2 | 15.0 | 4.2 | 14.5 | 6.0 |
| Queue Length 50th (ft) | 11 | 245 | 36 | 0 | 4 | 0 |
| Queue Length 95th (ft) | m22 | 309 | 82 | 46 | 18 | 22 |
| Internal Link Dist (ft) | | 1034 | 449 | | | |
| Turn Bay Length (ft) | 200 | | | 200 | | 25 |
| Base Capacity (vph) | 236 | 970 | 673 | 855 | 688 | 488 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.18 | 0.62 | 0.26 | 0.48 | 0.03 | 0.12 |

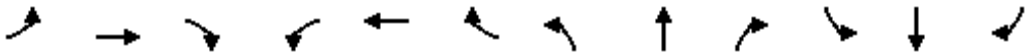
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



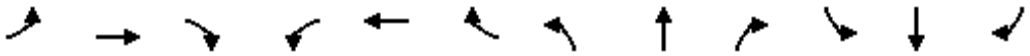
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 584 | 388 | 48 | 6 | 282 | 396 | 17 | 300 | 5 | 418 | 329 | 610 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.88 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3505 | 1539 | 3433 | 3505 | 2658 | 3433 | 3539 | 1539 | 3433 | 3539 | 2658 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3505 | 1539 | 3433 | 3505 | 2658 | 3433 | 3539 | 1539 | 3433 | 3539 | 2658 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.78 | 0.78 | 0.78 |
| Adj. Flow (vph) | 664 | 441 | 55 | 8 | 352 | 495 | 18 | 316 | 5 | 536 | 422 | 782 |
| RTOR Reduction (vph) | 0 | 0 | 32 | 0 | 0 | 397 | 0 | 0 | 4 | 0 | 0 | 516 |
| Lane Group Flow (vph) | 664 | 441 | 23 | 8 | 352 | 98 | 18 | 316 | 1 | 536 | 422 | 266 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 19.5 | 35.4 | 35.4 | 1.1 | 17.0 | 17.0 | 2.3 | 15.1 | 15.1 | 16.4 | 29.2 | 29.2 |
| Effective Green, g (s) | 19.5 | 35.4 | 35.4 | 1.1 | 17.0 | 17.0 | 2.3 | 15.1 | 15.1 | 16.4 | 29.2 | 29.2 |
| Actuated g/C Ratio | 0.23 | 0.41 | 0.41 | 0.01 | 0.20 | 0.20 | 0.03 | 0.18 | 0.18 | 0.19 | 0.34 | 0.34 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 780 | 1446 | 635 | 44 | 694 | 527 | 92 | 623 | 271 | 656 | 1204 | 905 |
| v/s Ratio Prot | c0.19 | 0.13 | | 0.00 | c0.10 | | 0.01 | c0.09 | | c0.16 | 0.12 | |
| v/s Ratio Perm | | | 0.01 | | | 0.04 | | | 0.00 | | | 0.10 |
| v/c Ratio | 0.85 | 0.30 | 0.04 | 0.18 | 0.51 | 0.19 | 0.20 | 0.51 | 0.00 | 0.82 | 0.35 | 0.29 |
| Uniform Delay, d1 | 31.8 | 16.9 | 15.0 | 41.9 | 30.7 | 28.6 | 40.8 | 32.0 | 29.1 | 33.3 | 21.2 | 20.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 8.9 | 0.1 | 0.0 | 2.0 | 0.6 | 0.2 | 1.0 | 0.7 | 0.0 | 7.8 | 0.2 | 0.2 |
| Delay (s) | 40.6 | 17.1 | 15.0 | 43.9 | 31.3 | 28.8 | 41.9 | 32.6 | 29.2 | 41.1 | 21.4 | 20.9 |
| Level of Service | D | B | B | D | C | C | D | C | C | D | C | C |
| Approach Delay (s) | | 30.5 | | | 30.0 | | | 33.1 | | | 27.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 29.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.68 | | |
| Actuated Cycle Length (s) | 85.8 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 62.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



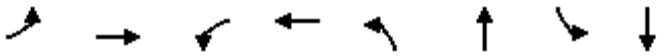
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 664 | 441 | 55 | 8 | 352 | 495 | 18 | 316 | 5 | 536 | 422 | 782 |
| v/c Ratio | 0.79 | 0.29 | 0.08 | 0.03 | 0.59 | 0.58 | 0.07 | 0.57 | 0.02 | 0.76 | 0.33 | 0.53 |
| Control Delay | 37.3 | 16.1 | 5.5 | 39.0 | 36.4 | 6.2 | 38.9 | 36.9 | 19.4 | 39.6 | 21.2 | 3.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.3 | 16.1 | 5.5 | 39.0 | 36.4 | 6.2 | 38.9 | 36.9 | 19.4 | 39.6 | 21.2 | 3.4 |
| Queue Length 50th (ft) | 168 | 71 | 0 | 2 | 92 | 0 | 4 | 84 | 0 | 139 | 77 | 0 |
| Queue Length 95th (ft) | 239 | 132 | 23 | 8 | 124 | 23 | 15 | 127 | 10 | 173 | 119 | 12 |
| Internal Link Dist (ft) | | 476 | | | 2144 | | | 775 | | | 1696 | |
| Turn Bay Length (ft) | 250 | | 200 | 200 | | 200 | 200 | | 200 | 180 | | 200 |
| Base Capacity (vph) | 961 | 1582 | 724 | 350 | 714 | 935 | 350 | 730 | 321 | 787 | 1305 | 1473 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.69 | 0.28 | 0.08 | 0.02 | 0.49 | 0.53 | 0.05 | 0.43 | 0.02 | 0.68 | 0.32 | 0.53 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 62 | 735 | 24 | 24 | 597 | 7 | 23 | 38 | 34 | 10 | 27 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.93 | | 1.00 | 0.90 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3485 | | 1770 | 3498 | | 1770 | 1714 | | 1756 | 1650 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3485 | | 1770 | 3498 | | 1770 | 1714 | | 1756 | 1650 | |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.68 | 0.68 | 0.68 | 0.83 | 0.83 | 0.83 |
| Adj. Flow (vph) | 72 | 855 | 28 | 27 | 663 | 8 | 34 | 56 | 50 | 12 | 33 | 69 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 40 | 0 | 0 | 57 | 0 |
| Lane Group Flow (vph) | 72 | 880 | 0 | 27 | 670 | 0 | 34 | 66 | 0 | 12 | 45 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.9 | 19.7 | | 2.1 | 17.9 | | 2.2 | 10.3 | | 0.9 | 9.0 | |
| Effective Green, g (s) | 3.9 | 19.7 | | 2.1 | 17.9 | | 2.2 | 10.3 | | 0.9 | 9.0 | |
| Actuated g/C Ratio | 0.08 | 0.39 | | 0.04 | 0.35 | | 0.04 | 0.20 | | 0.02 | 0.18 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 136 | 1351 | | 73 | 1233 | | 77 | 348 | | 31 | 292 | |
| v/s Ratio Prot | c0.04 | c0.25 | | 0.02 | 0.19 | | c0.02 | c0.04 | | 0.01 | 0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.53 | 0.65 | | 0.37 | 0.54 | | 0.44 | 0.19 | | 0.39 | 0.15 | |
| Uniform Delay, d1 | 22.6 | 12.7 | | 23.7 | 13.2 | | 23.7 | 16.8 | | 24.7 | 17.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.7 | 1.1 | | 3.1 | 0.5 | | 4.0 | 0.3 | | 7.8 | 0.2 | |
| Delay (s) | 26.3 | 13.9 | | 26.9 | 13.7 | | 27.7 | 17.1 | | 32.5 | 17.9 | |
| Level of Service | C | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 14.8 | | | 14.2 | | | 19.6 | | | 19.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

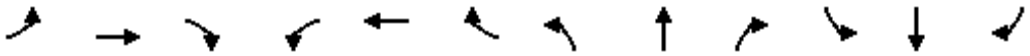
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 50.8 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 45.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 72 | 883 | 27 | 671 | 34 | 106 | 12 | 102 |
| v/c Ratio | 0.24 | 0.59 | 0.10 | 0.52 | 0.12 | 0.25 | 0.05 | 0.28 |
| Control Delay | 25.2 | 16.6 | 25.2 | 16.2 | 25.0 | 12.4 | 25.6 | 12.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.2 | 16.6 | 25.2 | 16.2 | 25.0 | 12.4 | 25.6 | 12.2 |
| Queue Length 50th (ft) | 15 | 46 | 6 | 66 | 7 | 12 | 3 | 7 |
| Queue Length 95th (ft) | 62 | #275 | 32 | 188 | 28 | 36 | 18 | 40 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 351 | 1766 | 351 | 1656 | 351 | 765 | 351 | 737 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.50 | 0.08 | 0.41 | 0.10 | 0.14 | 0.03 | 0.14 |

Intersection Summary

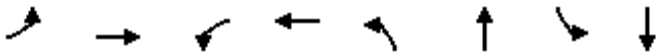
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 64 | 644 | 38 | 19 | 559 | 4 | 35 | 38 | 13 | 6 | 41 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.96 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3503 | | 1770 | 3535 | | 1770 | 1780 | | 1755 | 1670 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3503 | | 1770 | 3535 | | 1770 | 1780 | | 1755 | 1670 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.90 | 0.90 | 0.90 | 0.74 | 0.74 | 0.74 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 68 | 685 | 40 | 21 | 621 | 4 | 47 | 51 | 18 | 7 | 48 | 76 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 61 | 0 |
| Lane Group Flow (vph) | 68 | 720 | 0 | 21 | 624 | 0 | 47 | 55 | 0 | 7 | 63 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.8 | 19.2 | | 1.0 | 16.4 | | 2.2 | 10.8 | | 0.9 | 9.5 | |
| Effective Green, g (s) | 3.8 | 19.2 | | 1.0 | 16.4 | | 2.2 | 10.8 | | 0.9 | 9.5 | |
| Actuated g/C Ratio | 0.08 | 0.39 | | 0.02 | 0.33 | | 0.04 | 0.22 | | 0.02 | 0.19 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 135 | 1353 | | 36 | 1166 | | 78 | 387 | | 32 | 319 | |
| v/s Ratio Prot | c0.04 | c0.21 | | 0.01 | 0.18 | | c0.03 | 0.03 | | 0.00 | c0.04 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.50 | 0.53 | | 0.58 | 0.54 | | 0.60 | 0.14 | | 0.22 | 0.20 | |
| Uniform Delay, d1 | 22.0 | 11.8 | | 24.1 | 13.5 | | 23.3 | 15.7 | | 24.1 | 16.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.9 | 0.4 | | 21.8 | 0.5 | | 12.4 | 0.2 | | 3.4 | 0.3 | |
| Delay (s) | 25.0 | 12.2 | | 46.0 | 14.0 | | 35.8 | 15.9 | | 27.5 | 17.2 | |
| Level of Service | C | B | | D | B | | D | B | | C | B | |
| Approach Delay (s) | | 13.3 | | | 15.1 | | | 23.9 | | | 17.7 | |
| Approach LOS | | B | | | B | | | C | | | B | |

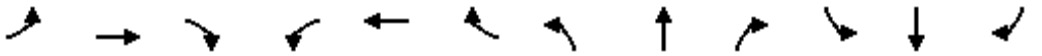
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 49.7 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 43.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 68 | 725 | 21 | 625 | 47 | 69 | 7 | 124 |
| v/c Ratio | 0.22 | 0.48 | 0.07 | 0.53 | 0.15 | 0.16 | 0.03 | 0.32 |
| Control Delay | 24.9 | 12.6 | 25.4 | 16.6 | 24.8 | 14.4 | 26.2 | 12.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 24.9 | 12.6 | 25.4 | 16.6 | 24.8 | 14.4 | 26.2 | 12.9 |
| Queue Length 50th (ft) | 15 | 35 | 5 | 62 | 11 | 11 | 2 | 11 |
| Queue Length 95th (ft) | 62 | 203 | 27 | 173 | 38 | 36 | 13 | 51 |
| Internal Link Dist (ft) | | 3716 | | 2312 | | 899 | | 1126 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 381 | 2058 | 381 | 1816 | 381 | 849 | 381 | 807 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.18 | 0.35 | 0.06 | 0.34 | 0.12 | 0.08 | 0.02 | 0.15 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 144 | 483 | 59 | 43 | 393 | 33 | 45 | 118 | 27 | 44 | 142 | 113 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3464 | | 1770 | 3523 | | 1770 | 1801 | | 1770 | 1863 | 1540 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3464 | | 1770 | 3523 | | 1770 | 1801 | | 1770 | 1863 | 1540 |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.88 | 0.25 | 0.88 | 0.82 | 0.82 | 0.82 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 171 | 575 | 70 | 49 | 1572 | 38 | 55 | 144 | 33 | 46 | 148 | 118 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 101 |
| Lane Group Flow (vph) | 171 | 637 | 0 | 49 | 1608 | 0 | 55 | 168 | 0 | 46 | 148 | 17 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 8.1 | 45.2 | | 4.3 | 41.4 | | 4.4 | 12.5 | | 4.3 | 12.4 | 12.4 |
| Effective Green, g (s) | 8.1 | 45.2 | | 4.3 | 41.4 | | 4.4 | 12.5 | | 4.3 | 12.4 | 12.4 |
| Actuated g/C Ratio | 0.10 | 0.54 | | 0.05 | 0.49 | | 0.05 | 0.15 | | 0.05 | 0.15 | 0.15 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 170 | 1862 | | 90 | 1734 | | 93 | 268 | | 90 | 275 | 227 |
| v/s Ratio Prot | c0.10 | c0.18 | | 0.03 | c0.46 | | c0.03 | c0.09 | | 0.03 | 0.08 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.01 |
| v/c Ratio | 1.01 | 0.34 | | 0.54 | 0.93 | | 0.59 | 0.63 | | 0.51 | 0.54 | 0.08 |
| Uniform Delay, d1 | 38.0 | 11.0 | | 38.9 | 19.9 | | 39.0 | 33.6 | | 38.9 | 33.2 | 30.9 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 70.6 | 0.1 | | 6.6 | 9.1 | | 9.7 | 4.5 | | 4.8 | 2.0 | 0.1 |
| Delay (s) | 108.6 | 11.1 | | 45.5 | 29.0 | | 48.7 | 38.1 | | 43.7 | 35.2 | 31.1 |
| Level of Service | F | B | | D | C | | D | D | | D | D | C |
| Approach Delay (s) | | 31.6 | | | 29.5 | | | 40.6 | | | 34.9 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.5 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.83 | | |
| Actuated Cycle Length (s) | 84.1 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 48.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

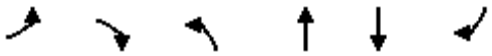


| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 171 | 645 | 49 | 1610 | 55 | 177 | 46 | 148 | 118 |
| v/c Ratio | 0.96 | 0.33 | 0.31 | 0.93 | 0.35 | 0.62 | 0.30 | 0.52 | 0.35 |
| Control Delay | 100.5 | 13.1 | 42.9 | 32.9 | 43.7 | 40.5 | 42.5 | 39.1 | 9.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 100.5 | 13.1 | 42.9 | 32.9 | 43.7 | 40.5 | 42.5 | 39.1 | 9.7 |
| Queue Length 50th (ft) | ~100 | 112 | 25 | ~438 | 28 | 85 | 24 | 75 | 0 |
| Queue Length 95th (ft) | #214 | 156 | 60 | 96 | 61 | 133 | 59 | 133 | 44 |
| Internal Link Dist (ft) | | 2312 | | 1085 | | 810 | | 935 | |
| Turn Bay Length (ft) | 125 | | 125 | | 125 | | 125 | | |
| Base Capacity (vph) | 178 | 1950 | 178 | 1730 | 178 | 395 | 178 | 400 | 423 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.96 | 0.33 | 0.28 | 0.93 | 0.31 | 0.45 | 0.26 | 0.37 | 0.28 |

Intersection Summary

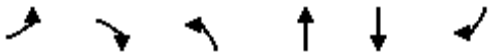
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 313 | 602 | 1123 | 157 | 612 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.97 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 356 | 684 | 1276 | 178 | 695 | 193 |
| RTOR Reduction (vph) | 0 | 568 | 0 | 0 | 0 | 146 |
| Lane Group Flow (vph) | 356 | 116 | 1276 | 178 | 695 | 47 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 14.1 | 14.1 | 34.6 | 58.9 | 20.3 | 20.3 |
| Effective Green, g (s) | 14.1 | 14.1 | 34.6 | 58.9 | 20.3 | 20.3 |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.42 | 0.71 | 0.25 | 0.25 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 585 | 475 | 1435 | 2517 | 868 | 388 |
| v/s Ratio Prot | c0.10 | | c0.37 | 0.05 | c0.20 | |
| v/s Ratio Perm | | 0.04 | | | | 0.03 |
| v/c Ratio | 0.61 | 0.25 | 0.89 | 0.07 | 0.80 | 0.12 |
| Uniform Delay, d1 | 31.8 | 29.7 | 22.3 | 3.6 | 29.4 | 24.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.8 | 0.3 | 7.1 | 0.0 | 5.3 | 0.1 |
| Delay (s) | 33.6 | 30.0 | 29.4 | 3.6 | 34.7 | 24.5 |
| Level of Service | C | C | C | A | C | C |
| Approach Delay (s) | 31.2 | | | 26.3 | 32.5 | |
| Approach LOS | C | | | C | C | |

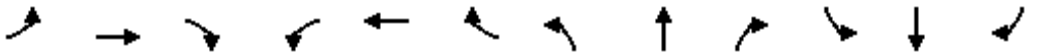
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 29.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 82.8 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 69.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 356 | 684 | 1276 | 178 | 695 | 193 |
| v/c Ratio | 0.61 | 0.66 | 0.89 | 0.07 | 0.81 | 0.36 |
| Control Delay | 37.9 | 6.2 | 32.3 | 3.9 | 38.8 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.9 | 6.2 | 32.3 | 3.9 | 38.8 | 6.6 |
| Queue Length 50th (ft) | 96 | 0 | 334 | 13 | 195 | 0 |
| Queue Length 95th (ft) | 137 | 44 | #413 | 22 | 254 | 48 |
| Internal Link Dist (ft) | 353 | | | 1696 | 1767 | |
| Turn Bay Length (ft) | | | 250 | | | |
| Base Capacity (vph) | 679 | 1100 | 1602 | 2772 | 961 | 570 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.52 | 0.62 | 0.80 | 0.06 | 0.72 | 0.34 |

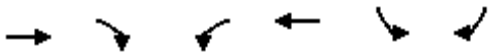
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 324 | 42 | 124 | 246 | 0 | 0 | 0 | 0 | 641 | 0 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 1.00 | | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | | 1.00 | | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 0.98 | | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 1845 | 1515 | 1770 | 1845 | | | | | 1695 | | 1515 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 1845 | 1515 | 1770 | 1845 | | | | | 1695 | | 1515 |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 386 | 50 | 141 | 280 | 0 | 0 | 0 | 0 | 668 | 0 | 59 |
| RTOR Reduction (vph) | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Lane Group Flow (vph) | 0 | 386 | 12 | 141 | 280 | 0 | 0 | 0 | 0 | 668 | 0 | 28 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 4% | 2% | 2% |
| Turn Type | | | Perm | Prot | | | | | | custom | | custom |
| Protected Phases | | 4 | | 3 | 8 | | | | | | | |
| Permitted Phases | | | 4 | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 17.6 | 17.6 | 7.3 | 29.8 | | | | | 35.4 | | 35.4 |
| Effective Green, g (s) | | 17.6 | 17.6 | 7.3 | 29.8 | | | | | 35.4 | | 35.4 |
| Actuated g/C Ratio | | 0.23 | 0.23 | 0.10 | 0.40 | | | | | 0.47 | | 0.47 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 433 | 356 | 172 | 733 | | | | | 800 | | 715 |
| v/s Ratio Prot | | c0.21 | | c0.08 | 0.15 | | | | | | | |
| v/s Ratio Perm | | | 0.01 | | | | | | | c0.39 | | 0.02 |
| v/c Ratio | | 0.89 | 0.03 | 0.82 | 0.38 | | | | | 0.83 | | 0.04 |
| Uniform Delay, d1 | | 27.8 | 22.1 | 33.2 | 16.1 | | | | | 17.3 | | 10.7 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 20.0 | 0.0 | 25.3 | 0.3 | | | | | 10.0 | | 0.1 |
| Delay (s) | | 47.7 | 22.2 | 58.5 | 16.4 | | | | | 27.3 | | 10.8 |
| Level of Service | | D | C | E | B | | | | | C | | B |
| Approach Delay (s) | | 44.8 | | | 30.5 | | | 0.0 | | | 25.9 | |
| Approach LOS | | D | | | C | | | A | | | C | |

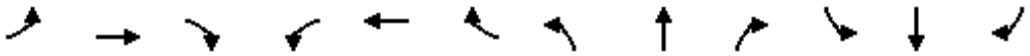
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 32.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 75.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 71.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBT | EBR | WBL | WBT | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 386 | 50 | 141 | 280 | 668 | 59 |
| v/c Ratio | 0.89 | 0.13 | 0.81 | 0.38 | 0.84 | 0.08 |
| Control Delay | 53.1 | 8.2 | 69.3 | 17.9 | 29.1 | 3.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 53.1 | 8.2 | 69.3 | 17.9 | 29.1 | 3.7 |
| Queue Length 50th (ft) | 173 | 0 | 66 | 89 | 260 | 0 |
| Queue Length 95th (ft) | #286 | 22 | #157 | 144 | #464 | 18 |
| Internal Link Dist (ft) | 1057 | | | 1034 | | |
| Turn Bay Length (ft) | | | 100 | | | 200 |
| Base Capacity (vph) | 445 | 404 | 174 | 740 | 799 | 746 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.87 | 0.12 | 0.81 | 0.38 | 0.84 | 0.08 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 34 | 914 | 0 | 0 | 343 | 586 | 22 | 0 | 118 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | | 4.9 | 4.9 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 0.97 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.97 | | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 1845 | | | 1845 | 1583 | 1720 | | 1538 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 1845 | | | 1845 | 1583 | 1720 | | 1538 | | | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.89 | 0.88 | 0.65 | 0.88 | 0.65 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 39 | 1039 | 0 | 0 | 385 | 666 | 34 | 0 | 182 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 207 | 0 | 0 | 140 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 39 | 1039 | 0 | 0 | 385 | 459 | 34 | 0 | 43 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | | | Perm | custom | | custom | | | |
| Protected Phases | 7 | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 4.3 | 71.2 | | | 62.0 | 62.0 | 9.0 | | 9.0 | | | |
| Effective Green, g (s) | 4.3 | 71.2 | | | 62.0 | 62.0 | 9.0 | | 9.0 | | | |
| Actuated g/C Ratio | 0.05 | 0.79 | | | 0.69 | 0.69 | 0.10 | | 0.10 | | | |
| Clearance Time (s) | 4.9 | 4.9 | | | 4.9 | 4.9 | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | 85 | 1460 | | | 1271 | 1091 | 172 | | 154 | | | |
| v/s Ratio Prot | 0.02 | c0.56 | | | 0.21 | | | | | | | |
| v/s Ratio Perm | | | | | | 0.29 | 0.02 | | c0.03 | | | |
| v/c Ratio | 0.46 | 0.71 | | | 0.30 | 0.42 | 0.20 | | 0.28 | | | |
| Uniform Delay, d1 | 41.7 | 4.5 | | | 5.5 | 6.1 | 37.2 | | 37.5 | | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | 3.9 | 3.0 | | | 0.6 | 1.2 | 0.6 | | 1.0 | | | |
| Delay (s) | 45.6 | 7.5 | | | 6.1 | 7.3 | 37.8 | | 38.5 | | | |
| Level of Service | D | A | | | A | A | D | | D | | | |
| Approach Delay (s) | | 8.8 | | | 6.9 | | | 38.3 | | | 0.0 | |
| Approach LOS | | A | | | A | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 10.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 71.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



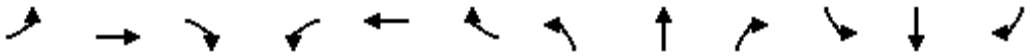
| Lane Group | EBL | EBT | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 39 | 1039 | 385 | 666 | 34 | 182 |
| v/c Ratio | 0.30 | 0.71 | 0.29 | 0.51 | 0.20 | 0.62 |
| Control Delay | 45.5 | 9.0 | 7.1 | 2.2 | 37.7 | 18.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 45.5 | 9.0 | 7.1 | 2.2 | 37.7 | 18.7 |
| Queue Length 50th (ft) | 21 | 183 | 78 | 0 | 19 | 15 |
| Queue Length 95th (ft) | 52 | 483 | 162 | 38 | 30 | 26 |
| Internal Link Dist (ft) | | 1034 | 449 | | | |
| Turn Bay Length (ft) | 100 | | | 200 | | 25 |
| Base Capacity (vph) | 140 | 1460 | 1312 | 1318 | 306 | 401 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.28 | 0.71 | 0.29 | 0.51 | 0.11 | 0.45 |

Intersection Summary

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 869 | 327 | 51 | 100 | 498 | 539 | 66 | 381 | 43 | 486 | 395 | 819 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.88 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1536 | 3433 | 3539 | 2647 | 3433 | 3539 | 1536 | 3433 | 3539 | 2647 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1536 | 3433 | 3539 | 2647 | 3433 | 3539 | 1536 | 3433 | 3539 | 2647 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 945 | 355 | 55 | 109 | 541 | 586 | 72 | 414 | 47 | 528 | 429 | 890 |
| RTOR Reduction (vph) | 0 | 0 | 32 | 0 | 0 | 385 | 0 | 0 | 39 | 0 | 0 | 647 |
| Lane Group Flow (vph) | 945 | 355 | 23 | 109 | 541 | 201 | 72 | 414 | 8 | 528 | 429 | 243 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 29.1 | 41.9 | 41.9 | 6.2 | 19.0 | 19.0 | 5.9 | 16.1 | 16.1 | 16.7 | 26.9 | 26.9 |
| Effective Green, g (s) | 29.1 | 41.9 | 41.9 | 6.2 | 19.0 | 19.0 | 5.9 | 16.1 | 16.1 | 16.7 | 26.9 | 26.9 |
| Actuated g/C Ratio | 0.29 | 0.42 | 0.42 | 0.06 | 0.19 | 0.19 | 0.06 | 0.16 | 0.16 | 0.17 | 0.27 | 0.27 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 1012 | 1502 | 652 | 216 | 681 | 510 | 205 | 577 | 251 | 581 | 965 | 721 |
| v/s Ratio Prot | c0.28 | 0.10 | | 0.03 | c0.15 | | 0.02 | c0.12 | | c0.15 | 0.12 | |
| v/s Ratio Perm | | | 0.02 | | | 0.08 | | | 0.00 | | | 0.09 |
| v/c Ratio | 0.93 | 0.24 | 0.04 | 0.50 | 0.79 | 0.39 | 0.35 | 0.72 | 0.03 | 0.91 | 0.44 | 0.34 |
| Uniform Delay, d1 | 33.9 | 18.2 | 16.6 | 44.8 | 38.0 | 34.8 | 44.6 | 39.1 | 34.7 | 40.3 | 29.7 | 28.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 14.9 | 0.1 | 0.0 | 1.9 | 6.4 | 0.5 | 1.0 | 4.2 | 0.0 | 18.0 | 0.3 | 0.3 |
| Delay (s) | 48.7 | 18.2 | 16.6 | 46.6 | 44.4 | 35.3 | 45.6 | 43.4 | 34.8 | 58.3 | 30.0 | 29.0 |
| Level of Service | D | B | B | D | D | D | D | D | C | E | C | C |
| Approach Delay (s) | | 39.4 | | | 40.3 | | | 42.9 | | | 37.6 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 39.3 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 98.7 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 78.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

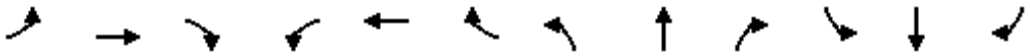
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 945 | 355 | 55 | 109 | 541 | 586 | 72 | 414 | 47 | 528 | 429 | 890 |
| v/c Ratio | 0.92 | 0.23 | 0.08 | 0.41 | 0.82 | 0.67 | 0.28 | 0.75 | 0.17 | 0.89 | 0.44 | 0.65 |
| Control Delay | 47.9 | 19.0 | 5.5 | 48.3 | 49.8 | 11.8 | 46.5 | 48.5 | 12.5 | 58.6 | 31.8 | 4.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.9 | 19.0 | 5.5 | 48.3 | 49.8 | 11.8 | 46.5 | 48.5 | 12.5 | 58.6 | 31.8 | 4.6 |
| Queue Length 50th (ft) | 298 | 76 | 0 | 34 | 175 | 34 | 22 | 132 | 0 | 172 | 121 | 0 |
| Queue Length 95th (ft) | #418 | 110 | 23 | 62 | #254 | 94 | 44 | 185 | 32 | #267 | 170 | 51 |
| Internal Link Dist (ft) | | 476 | | | 2144 | | | 775 | | | 1724 | |
| Turn Bay Length (ft) | 250 | | 200 | 200 | | 200 | 200 | | 200 | 180 | | 200 |
| Base Capacity (vph) | 1066 | 1529 | 694 | 284 | 685 | 897 | 284 | 604 | 301 | 604 | 986 | 1379 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.89 | 0.23 | 0.08 | 0.38 | 0.79 | 0.65 | 0.25 | 0.69 | 0.16 | 0.87 | 0.44 | 0.65 |

Intersection Summary

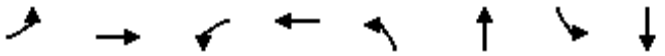
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 59 | 661 | 25 | 21 | 674 | 6 | 20 | 32 | 31 | 6 | 20 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.93 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3516 | | 1770 | 3533 | | 1770 | 1707 | | 1756 | 1623 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3516 | | 1770 | 3533 | | 1770 | 1707 | | 1756 | 1623 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.89 | 0.89 | 0.89 | 0.54 | 0.54 | 0.54 | 0.69 | 0.69 | 0.69 |
| Adj. Flow (vph) | 67 | 751 | 28 | 24 | 757 | 7 | 37 | 59 | 57 | 9 | 29 | 93 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 45 | 0 | 0 | 76 | 0 |
| Lane Group Flow (vph) | 67 | 776 | 0 | 24 | 763 | 0 | 37 | 71 | 0 | 9 | 46 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.7 | 19.8 | | 1.0 | 17.1 | | 2.1 | 10.6 | | 0.9 | 9.4 | |
| Effective Green, g (s) | 3.7 | 19.8 | | 1.0 | 17.1 | | 2.1 | 10.6 | | 0.9 | 9.4 | |
| Actuated g/C Ratio | 0.07 | 0.40 | | 0.02 | 0.34 | | 0.04 | 0.21 | | 0.02 | 0.19 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 131 | 1390 | | 35 | 1206 | | 74 | 361 | | 32 | 305 | |
| v/s Ratio Prot | c0.04 | c0.22 | | 0.01 | 0.22 | | c0.02 | c0.04 | | 0.01 | 0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.51 | 0.56 | | 0.69 | 0.63 | | 0.50 | 0.20 | | 0.28 | 0.15 | |
| Uniform Delay, d1 | 22.3 | 11.8 | | 24.4 | 13.9 | | 23.5 | 16.2 | | 24.3 | 17.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.3 | 0.5 | | 43.6 | 1.1 | | 5.2 | 0.3 | | 4.8 | 0.2 | |
| Delay (s) | 25.7 | 12.2 | | 68.0 | 15.0 | | 28.7 | 16.5 | | 29.1 | 17.3 | |
| Level of Service | C | B | | E | B | | C | B | | C | B | |
| Approach Delay (s) | | 13.3 | | | 16.6 | | | 19.5 | | | 18.1 | |
| Approach LOS | | B | | | B | | | B | | | B | |

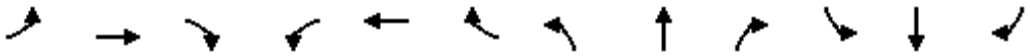
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 50.1 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 43.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 67 | 779 | 24 | 764 | 37 | 116 | 9 | 122 |
| v/c Ratio | 0.22 | 0.50 | 0.08 | 0.62 | 0.13 | 0.26 | 0.03 | 0.31 |
| Control Delay | 25.2 | 13.1 | 25.4 | 17.8 | 25.1 | 12.1 | 26.0 | 11.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.2 | 13.1 | 25.4 | 17.8 | 25.1 | 12.1 | 26.0 | 11.0 |
| Queue Length 50th (ft) | 15 | 39 | 6 | 78 | 8 | 13 | 2 | 6 |
| Queue Length 95th (ft) | 60 | 215 | 29 | 214 | 23 | 25 | 12 | 28 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 374 | 2049 | 374 | 1782 | 374 | 814 | 374 | 782 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.18 | 0.38 | 0.06 | 0.43 | 0.10 | 0.14 | 0.02 | 0.16 |

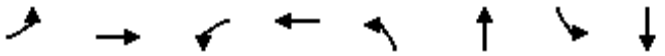
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 74 | 565 | 42 | 10 | 563 | 4 | 49 | 27 | 13 | 4 | 28 | 87 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3494 | | 1770 | 3535 | | 1770 | 1761 | | 1755 | 1624 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3494 | | 1770 | 3535 | | 1770 | 1761 | | 1755 | 1624 | |
| Peak-hour factor, PHF | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.71 | 0.71 | 0.71 | 0.73 | 0.73 | 0.73 |
| Adj. Flow (vph) | 94 | 715 | 53 | 11 | 593 | 4 | 69 | 38 | 18 | 5 | 38 | 119 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 96 | 0 |
| Lane Group Flow (vph) | 94 | 761 | 0 | 11 | 596 | 0 | 69 | 42 | 0 | 5 | 61 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.7 | 19.3 | | 1.0 | 16.6 | | 3.6 | 12.9 | | 0.9 | 10.2 | |
| Effective Green, g (s) | 3.7 | 19.3 | | 1.0 | 16.6 | | 3.6 | 12.9 | | 0.9 | 10.2 | |
| Actuated g/C Ratio | 0.07 | 0.37 | | 0.02 | 0.32 | | 0.07 | 0.25 | | 0.02 | 0.20 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 126 | 1299 | | 34 | 1131 | | 123 | 438 | | 30 | 319 | |
| v/s Ratio Prot | c0.05 | c0.22 | | 0.01 | 0.17 | | c0.04 | c0.02 | | 0.00 | c0.04 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.75 | 0.59 | | 0.32 | 0.53 | | 0.56 | 0.10 | | 0.17 | 0.19 | |
| Uniform Delay, d1 | 23.6 | 13.1 | | 25.1 | 14.4 | | 23.4 | 15.0 | | 25.1 | 17.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 21.1 | 0.7 | | 5.5 | 0.4 | | 5.7 | 0.1 | | 2.6 | 0.3 | |
| Delay (s) | 44.8 | 13.8 | | 30.6 | 14.9 | | 29.1 | 15.1 | | 27.8 | 17.7 | |
| Level of Service | D | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 17.1 | | | 15.2 | | | 22.8 | | | 18.0 | |
| Approach LOS | | B | | | B | | | C | | | B | |

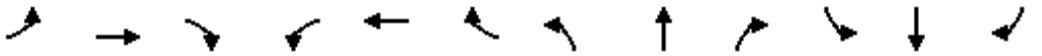
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 51.9 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 42.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 94 | 768 | 11 | 597 | 69 | 56 | 5 | 157 |
| v/c Ratio | 0.30 | 0.53 | 0.04 | 0.52 | 0.23 | 0.11 | 0.02 | 0.39 |
| Control Delay | 26.8 | 13.8 | 26.6 | 17.9 | 26.1 | 12.9 | 27.0 | 11.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.8 | 13.8 | 26.6 | 17.9 | 26.1 | 12.9 | 27.0 | 11.5 |
| Queue Length 50th (ft) | 29 | 78 | 3 | 89 | 21 | 8 | 2 | 12 |
| Queue Length 95th (ft) | 69 | 177 | 18 | 165 | 49 | 28 | 9 | 36 |
| Internal Link Dist (ft) | | 3716 | | 2312 | | 899 | | 1126 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 364 | 1952 | 364 | 1735 | 364 | 815 | 364 | 778 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.39 | 0.03 | 0.34 | 0.19 | 0.07 | 0.01 | 0.20 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 139 | 381 | 56 | 22 | 401 | 27 | 52 | 75 | 22 | 34 | 81 | 134 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3455 | | 1770 | 3497 | | 1770 | 1791 | | 1770 | 1863 | 1548 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3455 | | 1770 | 3497 | | 1770 | 1791 | | 1770 | 1863 | 1548 |
| Peak-hour factor, PHF | 0.79 | 0.79 | 0.79 | 0.97 | 0.97 | 0.97 | 0.73 | 0.73 | 0.73 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 176 | 482 | 71 | 23 | 413 | 28 | 71 | 103 | 30 | 40 | 94 | 156 |
| RTOR Reduction (vph) | 0 | 14 | 0 | 0 | 7 | 0 | 0 | 15 | 0 | 0 | 0 | 126 |
| Lane Group Flow (vph) | 176 | 539 | 0 | 23 | 434 | 0 | 71 | 118 | 0 | 40 | 94 | 30 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 7.7 | 21.5 | | 1.1 | 14.9 | | 3.8 | 11.8 | | 2.4 | 10.4 | 10.4 |
| Effective Green, g (s) | 7.7 | 21.5 | | 1.1 | 14.9 | | 3.8 | 11.8 | | 2.4 | 10.4 | 10.4 |
| Actuated g/C Ratio | 0.14 | 0.39 | | 0.02 | 0.27 | | 0.07 | 0.22 | | 0.04 | 0.19 | 0.19 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 250 | 1360 | | 36 | 954 | | 123 | 387 | | 78 | 355 | 295 |
| v/s Ratio Prot | c0.10 | c0.16 | | 0.01 | 0.12 | | c0.04 | c0.07 | | 0.02 | 0.05 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.02 |
| v/c Ratio | 0.70 | 0.40 | | 0.64 | 0.46 | | 0.58 | 0.31 | | 0.51 | 0.26 | 0.10 |
| Uniform Delay, d1 | 22.4 | 11.9 | | 26.6 | 16.5 | | 24.6 | 18.0 | | 25.5 | 18.8 | 18.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 8.7 | 0.2 | | 31.7 | 0.3 | | 6.4 | 0.4 | | 5.6 | 0.4 | 0.2 |
| Delay (s) | 31.0 | 12.1 | | 58.2 | 16.8 | | 31.0 | 18.4 | | 31.1 | 19.2 | 18.4 |
| Level of Service | C | B | | E | B | | C | B | | C | B | B |
| Approach Delay (s) | | 16.7 | | | 18.9 | | | 22.8 | | | 20.4 | |
| Approach LOS | | B | | | B | | | C | | | C | |

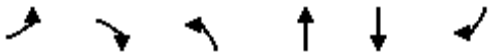
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 54.6 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 42.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



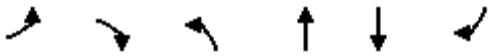
| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 176 | 553 | 23 | 441 | 71 | 133 | 40 | 94 | 156 |
| v/c Ratio | 0.47 | 0.37 | 0.09 | 0.50 | 0.26 | 0.31 | 0.15 | 0.26 | 0.37 |
| Control Delay | 27.3 | 12.4 | 27.2 | 21.2 | 27.8 | 19.6 | 27.1 | 23.6 | 7.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 27.3 | 12.4 | 27.2 | 21.2 | 27.8 | 19.6 | 27.1 | 23.6 | 7.5 |
| Queue Length 50th (ft) | 54 | 54 | 7 | 70 | 22 | 26 | 13 | 29 | 0 |
| Queue Length 95th (ft) | 111 | 124 | 29 | 129 | 52 | 65 | 41 | 66 | 37 |
| Internal Link Dist (ft) | | 2312 | | 1085 | | 810 | | 935 | |
| Turn Bay Length (ft) | 125 | | 125 | | 125 | | 125 | | |
| Base Capacity (vph) | 499 | 1861 | 333 | 1319 | 333 | 716 | 333 | 709 | 684 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.35 | 0.30 | 0.07 | 0.33 | 0.21 | 0.19 | 0.12 | 0.13 | 0.23 |

Intersection Summary



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 392 | 745 | 1562 | 227 | 642 | 235 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.97 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 445 | 847 | 1775 | 258 | 730 | 267 |
| RTOR Reduction (vph) | 0 | 723 | 0 | 0 | 0 | 196 |
| Lane Group Flow (vph) | 445 | 124 | 1775 | 258 | 730 | 71 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 16.1 | 16.1 | 55.0 | 83.8 | 24.8 | 24.8 |
| Effective Green, g (s) | 16.1 | 16.1 | 55.0 | 83.8 | 24.8 | 24.8 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.50 | 0.76 | 0.23 | 0.23 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 504 | 409 | 1721 | 2703 | 800 | 358 |
| v/s Ratio Prot | c0.13 | | c0.52 | 0.07 | c0.21 | |
| v/s Ratio Perm | | 0.04 | | | | 0.04 |
| v/c Ratio | 0.88 | 0.30 | 1.03 | 0.10 | 0.91 | 0.20 |
| Uniform Delay, d1 | 45.9 | 41.8 | 27.4 | 3.3 | 41.4 | 34.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 16.6 | 0.4 | 30.2 | 0.0 | 14.6 | 0.3 |
| Delay (s) | 62.4 | 42.2 | 57.5 | 3.3 | 56.0 | 34.7 |
| Level of Service | E | D | E | A | E | C |
| Approach Delay (s) | 49.2 | | | 50.7 | 50.3 | |
| Approach LOS | D | | | D | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 50.1 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.98 | | |
| Actuated Cycle Length (s) | 109.7 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 85.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

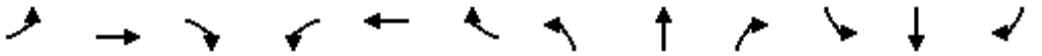


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 445 | 847 | 1775 | 258 | 730 | 267 |
| v/c Ratio | 0.88 | 0.75 | 1.03 | 0.10 | 0.91 | 0.48 |
| Control Delay | 66.2 | 7.7 | 57.9 | 3.4 | 58.5 | 8.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 66.2 | 7.7 | 57.9 | 3.4 | 58.5 | 8.6 |
| Queue Length 50th (ft) | 160 | 0 | ~695 | 20 | 265 | 8 |
| Queue Length 95th (ft) | #239 | 50 | #798 | 28 | #358 | 70 |
| Internal Link Dist (ft) | 368 | | | 1724 | 1725 | |
| Turn Bay Length (ft) | | | 400 | | | 200 |
| Base Capacity (vph) | 504 | 1132 | 1722 | 2714 | 810 | 557 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.88 | 0.75 | 1.03 | 0.10 | 0.90 | 0.48 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

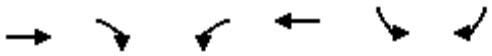
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 267 | 40 | 133 | 240 | 0 | 0 | 0 | 0 | 705 | 0 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 1.00 | | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.95 | 1.00 | 1.00 | | | | | 1.00 | | 0.95 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 0.97 | | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 1863 | 1508 | 1770 | 1863 | | | | | 1720 | | 1508 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 1863 | 1508 | 1770 | 1863 | | | | | 1720 | | 1508 |
| Peak-hour factor, PHF | 0.71 | 0.71 | 0.71 | 0.75 | 0.75 | 0.75 | 0.85 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 0 | 376 | 56 | 177 | 320 | 0 | 0 | 0 | 0 | 801 | 0 | 59 |
| RTOR Reduction (vph) | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Lane Group Flow (vph) | 0 | 376 | 12 | 177 | 320 | 0 | 0 | 0 | 0 | 801 | 0 | 33 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | | custom | | custom |
| Protected Phases | | 4 | | 3 | 8 | | | | | | | |
| Permitted Phases | | | 4 | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 19.7 | 19.7 | 10.3 | 34.9 | | | | | 45.3 | | 45.3 |
| Effective Green, g (s) | | 19.7 | 19.7 | 10.3 | 34.9 | | | | | 45.3 | | 45.3 |
| Actuated g/C Ratio | | 0.22 | 0.22 | 0.11 | 0.39 | | | | | 0.50 | | 0.50 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 408 | 330 | 203 | 722 | | | | | 866 | | 759 |
| v/s Ratio Prot | | c0.20 | | c0.10 | 0.17 | | | | | | | |
| v/s Ratio Perm | | | 0.01 | | | | | | | c0.47 | | 0.02 |
| v/c Ratio | | 0.92 | 0.04 | 0.87 | 0.44 | | | | | 0.92 | | 0.04 |
| Uniform Delay, d1 | | 34.4 | 27.7 | 39.2 | 20.4 | | | | | 20.8 | | 11.3 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 26.0 | 0.0 | 31.1 | 0.4 | | | | | 17.0 | | 0.1 |
| Delay (s) | | 60.4 | 27.7 | 70.3 | 20.8 | | | | | 37.8 | | 11.5 |
| Level of Service | | E | C | E | C | | | | | D | | B |
| Approach Delay (s) | | 56.2 | | | 38.4 | | | 0.0 | | | 36.0 | |
| Approach LOS | | E | | | D | | | A | | | D | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 41.5 | HCM Level of Service | D | |
| HCM Volume to Capacity ratio | 0.92 | | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 14.7 | |
| Intersection Capacity Utilization | 72.7% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |

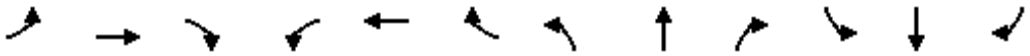
c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 376 | 56 | 177 | 320 | 801 | 59 |
| v/c Ratio | 0.92 | 0.15 | 0.88 | 0.44 | 0.92 | 0.08 |
| Control Delay | 64.5 | 9.3 | 79.1 | 22.7 | 39.6 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.5 | 9.3 | 79.1 | 22.7 | 39.6 | 4.3 |
| Queue Length 50th (ft) | 209 | 0 | 101 | 131 | 405 | 2 |
| Queue Length 95th (ft) | 233 | 18 | #163 | 162 | #637 | 20 |
| Internal Link Dist (ft) | 1057 | | | 1034 | | |
| Turn Bay Length (ft) | | | 195 | | | 200 |
| Base Capacity (vph) | 416 | 380 | 202 | 727 | 866 | 785 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.90 | 0.15 | 0.88 | 0.44 | 0.92 | 0.08 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 41 | 941 | 0 | 0 | 376 | 643 | 21 | 0 | 149 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | | 4.9 | 4.9 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 0.97 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.97 | | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 1863 | | | 1863 | 1583 | 1709 | | 1532 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 1863 | | | 1863 | 1583 | 1709 | | 1532 | | | |
| Peak-hour factor, PHF | 0.88 | 0.91 | 0.91 | 0.96 | 0.96 | 0.88 | 0.71 | 0.88 | 0.71 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 47 | 1034 | 0 | 0 | 392 | 731 | 30 | 0 | 210 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 253 | 0 | 0 | 145 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 47 | 1034 | 0 | 0 | 392 | 478 | 30 | 0 | 65 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Turn Type | Prot | | | | | Perm | custom | | custom | | | |
| Protected Phases | 7 | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 5.7 | 82.5 | | | 71.9 | 71.9 | 17.7 | | 17.7 | | | |
| Effective Green, g (s) | 5.7 | 82.5 | | | 71.9 | 71.9 | 17.7 | | 17.7 | | | |
| Actuated g/C Ratio | 0.05 | 0.75 | | | 0.65 | 0.65 | 0.16 | | 0.16 | | | |
| Clearance Time (s) | 4.9 | 4.9 | | | 4.9 | 4.9 | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | 92 | 1397 | | | 1218 | 1035 | 275 | | 247 | | | |
| v/s Ratio Prot | 0.03 | c0.56 | | | 0.21 | | | | | | | |
| v/s Ratio Perm | | | | | | 0.30 | 0.02 | | c0.04 | | | |
| v/c Ratio | 0.51 | 0.74 | | | 0.32 | 0.46 | 0.11 | | 0.26 | | | |
| Uniform Delay, d1 | 50.8 | 7.7 | | | 8.4 | 9.4 | 39.4 | | 40.4 | | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | 4.7 | 3.6 | | | 0.7 | 1.5 | 0.8 | | 2.6 | | | |
| Delay (s) | 55.5 | 11.3 | | | 9.1 | 10.9 | 40.2 | | 43.0 | | | |
| Level of Service | E | B | | | A | B | D | | D | | | |
| Approach Delay (s) | | 13.2 | | | 10.3 | | | 42.7 | | | 0.0 | |
| Approach LOS | | B | | | B | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 72.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 47 | 1034 | 392 | 731 | 30 | 210 |
| v/c Ratio | 0.43 | 0.74 | 0.32 | 0.56 | 0.11 | 0.54 |
| Control Delay | 62.1 | 11.8 | 9.3 | 2.5 | 40.7 | 15.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 62.1 | 11.8 | 9.3 | 2.5 | 40.7 | 15.6 |
| Queue Length 50th (ft) | 33 | 348 | 116 | 0 | 18 | 23 |
| Queue Length 95th (ft) | 71 | 508 | 168 | 35 | 36 | 46 |
| Internal Link Dist (ft) | | 1034 | 449 | | | |
| Turn Bay Length (ft) | 230 | | | 200 | | 25 |
| Base Capacity (vph) | 114 | 1397 | 1235 | 1296 | 275 | 392 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.41 | 0.74 | 0.32 | 0.56 | 0.11 | 0.54 |

Intersection Summary

# MOVEMENT SUMMARY

**Site: SB Ramps - AM**

Mt View - SR 99 SB Ramps
Roundabout

**Movement Performance - Vehicles**

| Mov ID | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Mt. View | | | | | | | | | | | |
| 1 | L | 62 | 2.0 | 0.255 | 5.9 | LOS A | 0.0 | 0.0 | 0.00 | 1.01 | 35.5 |
| 6 | T | 205 | 10.0 | 0.255 | 5.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.49 | 43.3 |
| Approach | | 267 | 8.1 | 0.255 | 5.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.61 | 41.1 |
| North: SR 99 SB Off | | | | | | | | | | | |
| 7 | L | 376 | 12.0 | 0.294 | 8.2 | LOS A | 1.1 | 29.5 | 0.44 | 0.81 | 30.4 |
| 4 | T | 1 | 2.0 | 0.294 | 8.3 | LOS A | 1.1 | 29.4 | 0.44 | 0.62 | 34.5 |
| 14 | R | 65 | 16.0 | 0.294 | 8.3 | LOS A | 1.1 | 29.4 | 0.44 | 0.69 | 33.5 |
| Approach | | 442 | 12.6 | 0.294 | 8.2 | LOS A | 1.1 | 29.5 | 0.44 | 0.79 | 30.8 |
| West: Mt. View | | | | | | | | | | | |
| 2 | T | 313 | 5.0 | 0.259 | 7.7 | LOS A | 0.8 | 20.0 | 0.43 | 0.71 | 35.7 |
| 12 | R | 82 | 2.0 | 0.259 | 7.6 | LOS A | 0.7 | 19.0 | 0.41 | 0.79 | 34.6 |
| Approach | | 395 | 4.4 | 0.259 | 7.7 | LOS A | 0.8 | 20.0 | 0.42 | 0.73 | 35.5 |
| All Vehicles | | 1104 | 8.6 | 0.294 | 7.5 | LOS A | 1.1 | 29.5 | 0.33 | 0.72 | 34.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.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# MOVEMENT SUMMARY

**Site: SB Ramps - PM**

Mt View - SR 99 SB Ramps
Roundabout

**Movement Performance - Vehicles**

| Mov ID | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Mt. View | | | | | | | | | | | |
| 1 | L | 141 | 2.0 | 0.382 | 7.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.97 | 35.5 |
| 6 | T | 280 | 3.0 | 0.382 | 7.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.48 | 43.3 |
| Approach | | 420 | 2.7 | 0.382 | 7.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.64 | 40.2 |
| North: SR 99 SB Off | | | | | | | | | | | |
| 7 | L | 668 | 4.0 | 0.515 | 13.0 | LOS B | 2.7 | 70.6 | 0.64 | 0.95 | 28.0 |
| 4 | T | 1 | 2.0 | 0.515 | 13.0 | LOS B | 2.7 | 70.6 | 0.64 | 0.83 | 31.0 |
| 14 | R | 59 | 2.0 | 0.515 | 13.0 | LOS B | 2.7 | 70.6 | 0.64 | 0.87 | 30.3 |
| Approach | | 728 | 3.8 | 0.515 | 13.0 | LOS B | 2.7 | 70.6 | 0.64 | 0.94 | 28.2 |
| West: Mt. View | | | | | | | | | | | |
| 2 | T | 386 | 3.0 | 0.364 | 11.3 | LOS B | 1.2 | 30.7 | 0.57 | 0.80 | 33.1 |
| 12 | R | 50 | 2.0 | 0.364 | 11.1 | LOS B | 1.2 | 29.5 | 0.55 | 0.86 | 32.4 |
| Approach | | 436 | 2.9 | 0.364 | 11.3 | LOS B | 1.2 | 30.7 | 0.56 | 0.81 | 33.0 |
| All Vehicles | | 1584 | 3.3 | 0.515 | 11.0 | LOS B | 2.7 | 70.6 | 0.45 | 0.83 | 31.9 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.


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# MOVEMENT SUMMARY

**Site: SB Ramps - Sat**

Mt View - SR 99 SB Ramps
Roundabout

**Movement Performance - Vehicles**

| Mov ID | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Mt. View | | | | | | | | | | | |
| 1 | L | 177 | 2.0 | 0.449 | 8.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.97 | 35.5 |
| 6 | T | 320 | 2.0 | 0.449 | 8.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.48 | 43.3 |
| Approach | | 497 | 2.0 | 0.449 | 8.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.65 | 40.0 |
| North: SR 99 SB Off | | | | | | | | | | | |
| 7 | L | 801 | 2.0 | 0.646 | 17.9 | LOS C | 4.3 | 108.6 | 0.75 | 1.01 | 25.9 |
| 4 | T | 1 | 2.0 | 0.646 | 17.9 | LOS C | 4.3 | 108.6 | 0.75 | 0.93 | 28.1 |
| 14 | R | 59 | 2.0 | 0.646 | 17.9 | LOS C | 4.3 | 108.6 | 0.75 | 0.96 | 27.6 |
| Approach | | 861 | 2.0 | 0.646 | 17.9 | LOS C | 4.3 | 108.6 | 0.75 | 1.01 | 26.0 |
| West: Mt. View | | | | | | | | | | | |
| 2 | T | 376 | 2.0 | 0.403 | 13.2 | LOS B | 1.4 | 34.7 | 0.64 | 0.85 | 31.8 |
| 12 | R | 56 | 2.0 | 0.403 | 12.9 | LOS B | 1.3 | 33.5 | 0.63 | 0.90 | 31.2 |
| Approach | | 432 | 2.0 | 0.403 | 13.2 | LOS B | 1.4 | 34.7 | 0.64 | 0.86 | 31.7 |
| All Vehicles | | 1791 | 2.0 | 0.646 | 14.1 | LOS B | 4.3 | 108.6 | 0.51 | 0.87 | 30.2 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.


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# MOVEMENT SUMMARY

**Site: NB Ramps - AM**

Mt View - SR 99 NB Ramps
Roundabout

**Movement Performance - Vehicles**

| Mov ID | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | |
| 3 | L | 19 | 2.0 | 0.031 | 5.8 | LOS A | 0.1 | 2.0 | 0.43 | 0.83 | 31.8 |
| 8 | T | 1 | 2.0 | 0.031 | 5.8 | LOS A | 0.1 | 2.0 | 0.43 | 0.63 | 36.4 |
| 18 | R | 57 | 38.0 | 0.112 | 8.6 | LOS A | 0.2 | 6.8 | 0.43 | 0.77 | 33.6 |
| Approach | | 77 | 28.5 | 0.112 | 7.8 | LOS A | 0.2 | 6.8 | 0.43 | 0.79 | 33.1 |
| East: Mt. View | | | | | | | | | | | |
| 6 | T | 174 | 7.0 | 0.175 | 5.3 | LOS A | 0.6 | 17.1 | 0.18 | 0.50 | 37.9 |
| 16 | R | 410 | 2.0 | 0.395 | 7.7 | LOS A | 2.0 | 51.8 | 0.24 | 0.58 | 34.2 |
| Approach | | 584 | 3.5 | 0.395 | 7.0 | LOS A | 2.0 | 51.8 | 0.22 | 0.55 | 35.3 |
| West: Mt. View | | | | | | | | | | | |
| 5 | L | 42 | 2.0 | 0.305 | 6.4 | LOS A | 0.0 | 0.0 | 0.00 | 1.04 | 35.5 |
| 2 | T | 598 | 8.0 | 0.305 | 6.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.50 | 43.3 |
| Approach | | 640 | 7.6 | 0.305 | 6.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.54 | 42.6 |
| All Vehicles | | 1301 | 7.0 | 0.395 | 6.8 | LOS A | 2.0 | 51.8 | 0.13 | 0.56 | 38.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.


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# MOVEMENT SUMMARY

**Site: NB Ramps - PM**

Mt View - SR 99 NB Ramps
Roundabout

**Movement Performance - Vehicles**

| Mov ID | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | |
| 3 | L | 34 | 2.0 | 0.073 | 8.4 | LOS A | 0.2 | 4.8 | 0.58 | 0.91 | 30.3 |
| 8 | T | 2 | 2.0 | 0.073 | 8.4 | LOS A | 0.2 | 4.8 | 0.58 | 0.76 | 34.0 |
| 18 | R | 182 | 2.0 | 0.356 | 12.7 | LOS B | 1.1 | 27.7 | 0.64 | 0.88 | 30.9 |
| Approach | | 217 | 2.0 | 0.356 | 12.0 | LOS B | 1.1 | 27.7 | 0.63 | 0.88 | 30.8 |
| East: Mt. View | | | | | | | | | | | |
| 6 | T | 385 | 3.0 | 0.379 | 7.6 | LOS A | 1.9 | 47.9 | 0.26 | 0.51 | 35.9 |
| 16 | R | 666 | 2.0 | 0.648 | 13.0 | LOS B | 5.2 | 131.8 | 0.41 | 0.58 | 30.7 |
| Approach | | 1051 | 2.4 | 0.648 | 11.0 | LOS B | 5.2 | 131.8 | 0.36 | 0.56 | 32.5 |
| West: Mt. View | | | | | | | | | | | |
| 5 | L | 39 | 2.0 | 0.491 | 8.9 | LOS A | 0.0 | 0.0 | 0.00 | 1.07 | 35.5 |
| 2 | T | 1039 | 3.0 | 0.491 | 8.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.51 | 43.3 |
| Approach | | 1077 | 3.0 | 0.491 | 8.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 42.9 |
| All Vehicles | | 2345 | 2.6 | 0.648 | 10.1 | LOS B | 5.2 | 131.8 | 0.22 | 0.57 | 36.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.


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# MOVEMENT SUMMARY

**Site: NB Ramps - Sat**

Mt View - SR 99 NB Ramps
Roundabout

**Movement Performance - Vehicles**

| Mov ID | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | |
| 3 | L | 30 | 2.0 | 0.064 | 8.2 | LOS A | 0.2 | 4.2 | 0.58 | 0.91 | 30.4 |
| 8 | T | 1 | 2.0 | 0.064 | 8.2 | LOS A | 0.2 | 4.2 | 0.58 | 0.76 | 34.2 |
| 18 | R | 210 | 2.0 | 0.410 | 13.9 | LOS B | 1.3 | 33.8 | 0.66 | 0.90 | 30.2 |
| Approach | | 241 | 2.0 | 0.410 | 13.1 | LOS B | 1.3 | 33.8 | 0.65 | 0.90 | 30.2 |
| East: Mt. View | | | | | | | | | | | |
| 6 | T | 392 | 2.0 | 0.383 | 7.6 | LOS A | 1.9 | 48.9 | 0.27 | 0.52 | 35.9 |
| 16 | R | 731 | 2.0 | 0.714 | 15.3 | LOS C | 6.6 | 168.7 | 0.49 | 0.58 | 29.4 |
| Approach | | 1122 | 2.0 | 0.714 | 12.6 | LOS B | 6.6 | 168.7 | 0.41 | 0.56 | 31.4 |
| West: Mt. View | | | | | | | | | | | |
| 5 | L | 47 | 2.0 | 0.488 | 8.7 | LOS A | 0.0 | 0.0 | 0.00 | 1.06 | 35.5 |
| 2 | T | 1034 | 2.0 | 0.488 | 8.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.51 | 43.3 |
| Approach | | 1081 | 2.0 | 0.488 | 8.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 42.8 |
| All Vehicles | | 2444 | 2.0 | 0.714 | 11.0 | LOS B | 6.6 | 168.7 | 0.25 | 0.58 | 35.5 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.


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SCALE: 1"=120'

STATE ROUTE 99

MTN VIEW AVE

VAN HORN AVE

N.A.P.

MAJOR 7
33K

MAJOR 8
33K

MA
9
25K

I
6K

D
9K

E
8K

F
5K

G
5K

P1
10K

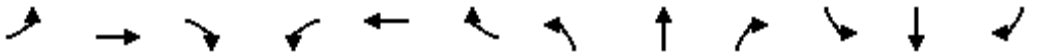
P2
10K

P3
5K

OPENING DAY INTERCHANGE LAYOUT
PROPOSED SELMA CROSSINGS
SELMA, CA

# APPENDIX I

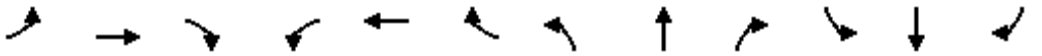
YEAR 2020 WITH-PROJECT CONDITIONS
INTERSECTION ANALYSIS SHEETS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 395 | 25 | 51 | 544 | 0 | 0 | 0 | 67 | 168 | 52 | 109 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.97 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1529 | 1770 | 3539 | | | | 1578 | 3433 | 1863 | 1551 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1529 | 1770 | 3539 | | | | 1578 | 3433 | 1863 | 1551 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 429 | 27 | 55 | 591 | 0 | 0 | 0 | 73 | 183 | 57 | 118 |
| RTOR Reduction (vph) | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 81 |
| Lane Group Flow (vph) | 0 | 429 | 8 | 55 | 591 | 0 | 0 | 0 | 6 | 183 | 57 | 37 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 13.9 | 13.9 | 3.1 | 21.9 | | | | 3.8 | 5.7 | 14.4 | 14.4 |
| Effective Green, g (s) | | 13.9 | 13.9 | 3.1 | 21.9 | | | | 3.8 | 5.7 | 14.4 | 14.4 |
| Actuated g/C Ratio | | 0.30 | 0.30 | 0.07 | 0.48 | | | | 0.08 | 0.12 | 0.31 | 0.31 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1067 | 461 | 119 | 1681 | | | | 130 | 424 | 582 | 484 |
| v/s Ratio Prot | | 0.12 | | 0.03 | c0.17 | | | | | c0.05 | c0.03 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.00 | | | 0.02 |
| v/c Ratio | | 0.40 | 0.02 | 0.46 | 0.35 | | | | 0.05 | 0.43 | 0.10 | 0.08 |
| Uniform Delay, d1 | | 12.8 | 11.3 | 20.7 | 7.6 | | | | 19.5 | 18.7 | 11.2 | 11.2 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.2 | 0.0 | 2.8 | 0.1 | | | | 0.1 | 0.7 | 0.1 | 0.1 |
| Delay (s) | | 13.0 | 11.3 | 23.5 | 7.8 | | | | 19.6 | 19.4 | 11.3 | 11.2 |
| Level of Service | | B | B | C | A | | | | B | B | B | B |
| Approach Delay (s) | | 12.9 | | | 9.1 | | | 19.6 | | | 15.4 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.30 | | |
| Actuated Cycle Length (s) | 46.1 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 36.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 158 | 325 | 119 | 254 | 393 | 139 | 62 | 178 | 76 | 29 | 338 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1548 | 3433 | 3380 | | 3433 | 3539 | 1548 | 1770 | 3539 | 2682 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1548 | 3433 | 3380 | | 3433 | 3539 | 1548 | 1770 | 3539 | 2682 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 172 | 353 | 129 | 276 | 427 | 151 | 67 | 193 | 83 | 32 | 367 | 85 |
| RTOR Reduction (vph) | 0 | 0 | 94 | 0 | 47 | 0 | 0 | 0 | 64 | 0 | 0 | 67 |
| Lane Group Flow (vph) | 172 | 353 | 35 | 276 | 531 | 0 | 67 | 193 | 19 | 32 | 367 | 18 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 7.8 | 15.8 | 15.8 | 8.3 | 16.3 | | 3.6 | 13.4 | 13.4 | 2.5 | 12.3 | 12.3 |
| Effective Green, g (s) | 7.8 | 15.8 | 15.8 | 8.3 | 16.3 | | 3.6 | 13.4 | 13.4 | 2.5 | 12.3 | 12.3 |
| Actuated g/C Ratio | 0.13 | 0.27 | 0.27 | 0.14 | 0.28 | | 0.06 | 0.23 | 0.23 | 0.04 | 0.21 | 0.21 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 239 | 967 | 423 | 493 | 953 | | 214 | 820 | 359 | 77 | 753 | 571 |
| v/s Ratio Prot | c0.10 | 0.10 | | 0.08 | c0.16 | | c0.02 | 0.05 | | 0.02 | c0.10 | |
| v/s Ratio Perm | | | 0.02 | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.72 | 0.37 | 0.08 | 0.56 | 0.56 | | 0.31 | 0.24 | 0.05 | 0.42 | 0.49 | 0.03 |
| Uniform Delay, d1 | 24.0 | 17.0 | 15.6 | 23.0 | 17.7 | | 25.9 | 18.0 | 17.3 | 26.9 | 20.0 | 18.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 9.9 | 0.2 | 0.1 | 1.4 | 0.7 | | 0.8 | 0.1 | 0.1 | 3.6 | 0.5 | 0.0 |
| Delay (s) | 33.9 | 17.2 | 15.7 | 24.4 | 18.4 | | 26.8 | 18.2 | 17.3 | 30.5 | 20.5 | 18.1 |
| Level of Service | C | B | B | C | B | | C | B | B | C | C | B |
| Approach Delay (s) | | 21.3 | | | 20.3 | | | 19.7 | | | 20.7 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.49 | | |
| Actuated Cycle Length (s) | 57.8 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 53.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

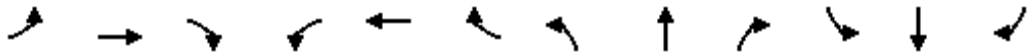
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 420 | 0 | 0 | 722 | 253 | 94 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.96 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1723 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1723 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 457 | 0 | 0 | 785 | 275 | 102 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 22 | 0 |
| Lane Group Flow (vph) | 457 | 0 | 0 | 785 | 355 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 15.3 | | | 15.3 | 14.1 | |
| Effective Green, g (s) | 15.3 | | | 15.3 | 14.1 | |
| Actuated g/C Ratio | 0.39 | | | 0.39 | 0.36 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1381 | | | 1381 | 620 | |
| v/s Ratio Prot | 0.13 | | | c0.22 | c0.21 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.33 | | | 0.57 | 0.57 | |
| Uniform Delay, d1 | 8.4 | | | 9.4 | 10.1 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | | | 0.5 | 1.3 | |
| Delay (s) | 8.5 | | | 9.9 | 11.4 | |
| Level of Service | A | | | A | B | |
| Approach Delay (s) | 8.5 | | | 9.9 | 11.4 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.9 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 39.2 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 57.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 359 | 0 | 0 | 0 | 0 | 784 | 52 | 327 | 409 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2688 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2688 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 390 | 0 | 0 | 0 | 0 | 852 | 57 | 355 | 445 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 852 | 57 | 355 | 445 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.3 | | | | | 17.0 | 50.2 | 12.1 | 33.1 | |
| Effective Green, g (s) | | | 7.3 | | | | | 17.0 | 50.2 | 12.1 | 33.1 | |
| Actuated g/C Ratio | | | 0.15 | | | | | 0.34 | 1.00 | 0.24 | 0.66 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 391 | | | | | 1198 | 1544 | 427 | 2333 | |
| v/s Ratio Prot | | | | | | | | c0.24 | | c0.20 | 0.13 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.04 | | | |
| v/c Ratio | | | 0.15 | | | | | 0.71 | 0.04 | 0.83 | 0.19 | |
| Uniform Delay, d1 | | | 18.7 | | | | | 14.5 | 0.0 | 18.1 | 3.3 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.2 | | | | | 2.0 | 0.0 | 12.9 | 0.0 | |
| Delay (s) | | | 18.9 | | | | | 16.5 | 0.0 | 31.0 | 3.4 | |
| Level of Service | | | B | | | | | B | A | C | A | |
| Approach Delay (s) | | 18.9 | | | 0.0 | | | 15.4 | | | 15.6 | |
| Approach LOS | | B | | | A | | | B | | | B | |

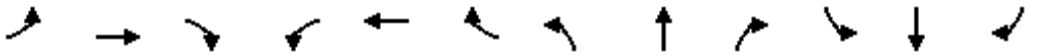
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 50.2 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 47.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 24 | 41 | 12 | 20 | 48 | 112 | 31 | 580 | 69 | 80 | 415 | 94 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 45 | 13 | 22 | 52 | 122 | 34 | 630 | 75 | 87 | 451 | 102 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1175 | 1418 | 246 | 1153 | 1445 | 335 | 563 | | | 715 | | |
| vC1, stage 1 conf vol | 635 | 635 | | 708 | 708 | | | | | | | |
| vC2, stage 2 conf vol | 540 | 783 | | 445 | 737 | | | | | | | |
| vCu, unblocked vol | 1175 | 1418 | 246 | 1153 | 1445 | 335 | 563 | | | 715 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 88 | 83 | 98 | 93 | 81 | 81 | 97 | | | 90 | | |
| cM capacity (veh/h) | 219 | 259 | 742 | 291 | 280 | 650 | 996 | | | 874 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 84 | 196 | 34 | 315 | 315 | 75 | 87 | 226 | 226 | 102 |
| Volume Left | 26 | 22 | 34 | 0 | 0 | 0 | 87 | 0 | 0 | 0 |
| Volume Right | 13 | 122 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 102 |
| cSH | 271 | 436 | 996 | 1700 | 1700 | 1700 | 874 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.31 | 0.45 | 0.03 | 0.19 | 0.19 | 0.04 | 0.10 | 0.13 | 0.13 | 0.06 |
| Queue Length 95th (ft) | 32 | 57 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| Control Delay (s) | 24.1 | 19.8 | 8.7 | 0.0 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | C | A | | | | A | | | |
| Approach Delay (s) | 24.1 | 19.8 | 0.4 | | | | 1.3 | | | |
| Approach LOS | C | C | | | | | | | | |

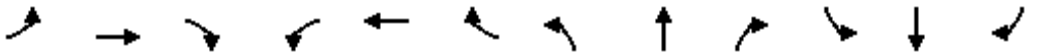
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 42.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 95 | 114 | 17 | 73 | 118 | 52 | 34 | 478 | 49 | 27 | 349 | 63 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1816 | 1552 | | 1824 | 1552 | 1770 | 3471 | 1531 | 1759 | 3282 | 1531 |
| Flt Permitted | | 0.76 | 1.00 | | 0.78 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1405 | 1552 | | 1447 | 1552 | 1770 | 3471 | 1531 | 1759 | 3282 | 1531 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 103 | 124 | 18 | 79 | 128 | 57 | 37 | 520 | 53 | 29 | 379 | 68 |
| RTOR Reduction (vph) | 0 | 0 | 14 | 0 | 0 | 44 | 0 | 0 | 32 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 0 | 227 | 4 | 0 | 207 | 13 | 37 | 520 | 21 | 29 | 379 | 26 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 10% | 2% |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 9.9 | 9.9 | | 9.9 | 9.9 | 2.0 | 17.2 | 17.2 | 0.9 | 16.1 | 16.1 |
| Effective Green, g (s) | | 9.9 | 9.9 | | 9.9 | 9.9 | 2.0 | 17.2 | 17.2 | 0.9 | 16.1 | 16.1 |
| Actuated g/C Ratio | | 0.23 | 0.23 | | 0.23 | 0.23 | 0.05 | 0.40 | 0.40 | 0.02 | 0.38 | 0.38 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 326 | 360 | | 335 | 360 | 83 | 1398 | 617 | 37 | 1237 | 577 |
| v/s Ratio Prot | | | | | | | c0.02 | c0.15 | | 0.02 | 0.12 | |
| v/s Ratio Perm | | c0.16 | 0.00 | | 0.14 | 0.01 | | | 0.01 | | | 0.02 |
| v/c Ratio | | 0.70 | 0.01 | | 0.62 | 0.04 | 0.45 | 0.37 | 0.03 | 0.78 | 0.31 | 0.04 |
| Uniform Delay, d1 | | 15.0 | 12.6 | | 14.7 | 12.7 | 19.8 | 9.0 | 7.7 | 20.8 | 9.4 | 8.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 6.3 | 0.0 | | 3.4 | 0.0 | 3.8 | 0.2 | 0.0 | 67.8 | 0.1 | 0.0 |
| Delay (s) | | 21.4 | 12.6 | | 18.1 | 12.7 | 23.6 | 9.1 | 7.7 | 88.6 | 9.5 | 8.5 |
| Level of Service | | C | B | | B | B | C | A | A | F | A | A |
| Approach Delay (s) | | 20.7 | | | 16.9 | | | 9.9 | | | 14.2 | |
| Approach LOS | | C | | | B | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 42.7 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 46.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

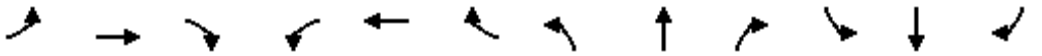
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 12 | 193 | 36 | 53 | 197 | 31 | 38 | 58 | 80 | 63 | 52 | 17 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 | 0.76 | 0.82 | 0.82 | 0.82 | 0.68 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 15 | 247 | 46 | 70 | 259 | 41 | 46 | 71 | 98 | 93 | 76 | 25 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 309 | 370 | 215 | 169 | 25 |
| Volume Left (vph) | 15 | 70 | 46 | 93 | 0 |
| Volume Right (vph) | 46 | 41 | 98 | 0 | 25 |
| Hadj (s) | -0.05 | 0.01 | -0.20 | 0.31 | -0.67 |
| Departure Headway (s) | 6.0 | 5.9 | 6.4 | 7.3 | 6.3 |
| Degree Utilization, x | 0.51 | 0.61 | 0.38 | 0.34 | 0.04 |
| Capacity (veh/h) | 561 | 581 | 500 | 432 | 502 |
| Control Delay (s) | 15.0 | 17.5 | 13.2 | 12.9 | 8.4 |
| Approach Delay (s) | 15.0 | 17.5 | 13.2 | 12.3 | |
| Approach LOS | C | C | B | B | |

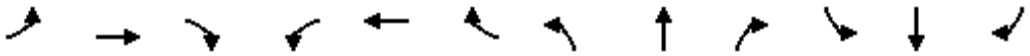
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 15.0 | | | |
| HCM Level of Service | C | | | |
| Intersection Capacity Utilization | 55.7% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 481 | 43 | 137 | 362 | 0 | 0 | 0 | 0 | 161 | 1 | 34 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.65 | 0.65 | 0.65 |
| Hourly flow rate (vph) | 0 | 668 | 60 | 165 | 436 | 0 | 0 | 0 | 0 | 248 | 2 | 52 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 11 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 447 | | | 741 | | | 1296 | 1488 | 387 | 1121 | 1518 | 239 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 447 | | | 741 | | | 1296 | 1488 | 387 | 1121 | 1518 | 239 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 81 | | | 100 | 100 | 100 | 0 | 98 | 93 |
| cM capacity (veh/h) | 1099 | | | 862 | | | 92 | 99 | 606 | 134 | 94 | 749 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 445 | 282 | 165 | 218 | 218 | 302 |
| Volume Left | 0 | 0 | 165 | 0 | 0 | 248 |
| Volume Right | 0 | 60 | 0 | 0 | 0 | 52 |
| cSH | 1700 | 1700 | 862 | 1700 | 1700 | 158 |
| Volume to Capacity | 0.26 | 0.17 | 0.19 | 0.13 | 0.13 | 1.90 |
| Queue Length 95th (ft) | 0 | 0 | 18 | 0 | 0 | 571 |
| Control Delay (s) | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 | 477.2 |
| Lane LOS | | | B | | | F |
| Approach Delay (s) | 0.0 | | 2.8 | | | 477.2 |
| Approach LOS | | | | | | F |

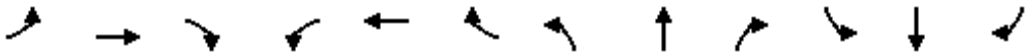
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 89.3 | | | |
| Intersection Capacity Utilization | 48.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 81 | 553 | 0 | 0 | 461 | 165 | 36 | 7 | 142 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.85 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 112 | 768 | 0 | 0 | 542 | 194 | 43 | 8 | 171 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 11 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.97 | | | | | | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 |
| vC, conflicting volume | 753 | | | 779 | | | 1285 | 1758 | 405 | 1280 | 1660 | 395 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 692 | | | 779 | | | 1238 | 1723 | 405 | 1232 | 1624 | 324 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 87 | | | 100 | | | 62 | 89 | 71 | 100 | 100 | 100 |
| cM capacity (veh/h) | 875 | | | 826 | | | 113 | 74 | 585 | 74 | 85 | 649 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 369 | 512 | 362 | 375 | 223 |
| Volume Left | 112 | 0 | 0 | 0 | 43 |
| Volume Right | 0 | 0 | 0 | 194 | 171 |
| cSH | 875 | 1700 | 1700 | 1700 | 459 |
| Volume to Capacity | 0.13 | 0.30 | 0.21 | 0.22 | 0.49 |
| Queue Length 95th (ft) | 11 | 0 | 0 | 0 | 65 |
| Control Delay (s) | 4.0 | 0.0 | 0.0 | 0.0 | 26.1 |
| Lane LOS | A | | | | D |
| Approach Delay (s) | 1.7 | | 0.0 | | 26.1 |
| Approach LOS | | | | | D |

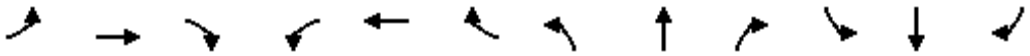
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 56.2% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 53 | 486 | 131 | 115 | 454 | 28 | 113 | 340 | 56 | 36 | 371 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3410 | | 1770 | 3504 | | 1770 | 3453 | | 1770 | 3475 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3410 | | 1770 | 3504 | | 1770 | 3453 | | 1770 | 3475 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 58 | 528 | 142 | 125 | 493 | 30 | 123 | 370 | 61 | 39 | 403 | 47 |
| RTOR Reduction (vph) | 0 | 35 | 0 | 0 | 6 | 0 | 0 | 18 | 0 | 0 | 13 | 0 |
| Lane Group Flow (vph) | 58 | 635 | 0 | 125 | 517 | 0 | 123 | 413 | 0 | 39 | 437 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.0 | 16.9 | | 5.6 | 18.5 | | 5.6 | 17.7 | | 2.6 | 14.7 | |
| Effective Green, g (s) | 4.0 | 16.9 | | 5.6 | 18.5 | | 5.6 | 17.7 | | 2.6 | 14.7 | |
| Actuated g/C Ratio | 0.07 | 0.28 | | 0.09 | 0.31 | | 0.09 | 0.29 | | 0.04 | 0.24 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 117 | 951 | | 164 | 1070 | | 164 | 1009 | | 76 | 843 | |
| v/s Ratio Prot | 0.03 | c0.19 | | c0.07 | 0.15 | | c0.07 | c0.12 | | 0.02 | c0.13 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.50 | 0.67 | | 0.76 | 0.48 | | 0.75 | 0.41 | | 0.51 | 0.52 | |
| Uniform Delay, d1 | 27.3 | 19.4 | | 26.8 | 17.2 | | 26.8 | 17.2 | | 28.4 | 19.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.3 | 1.8 | | 18.7 | 0.3 | | 17.4 | 0.3 | | 5.7 | 0.5 | |
| Delay (s) | 30.6 | 21.2 | | 45.5 | 17.5 | | 44.2 | 17.5 | | 34.1 | 20.4 | |
| Level of Service | C | C | | D | B | | D | B | | C | C | |
| Approach Delay (s) | | 21.9 | | | 22.9 | | | 23.4 | | | 21.5 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 60.6 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 57.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

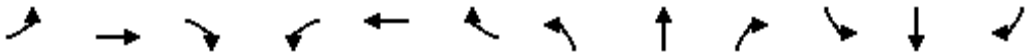
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 46 | 134 | 2 | 40 | 134 | 61 | 4 | 398 | 48 | 64 | 367 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1858 | | 1770 | 1755 | | 1753 | 1779 | | 1770 | 1719 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1858 | | 1770 | 1755 | | 1753 | 1779 | | 1770 | 1719 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 50 | 146 | 2 | 43 | 146 | 66 | 4 | 433 | 52 | 70 | 399 | 17 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 25 | 0 | 0 | 5 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 50 | 147 | 0 | 43 | 187 | 0 | 4 | 480 | 0 | 70 | 414 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 10% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.5 | 8.8 | | 3.5 | 8.8 | | 0.9 | 22.8 | | 3.6 | 25.5 | |
| Effective Green, g (s) | 3.5 | 8.8 | | 3.5 | 8.8 | | 0.9 | 22.8 | | 3.6 | 25.5 | |
| Actuated g/C Ratio | 0.06 | 0.16 | | 0.06 | 0.16 | | 0.02 | 0.40 | | 0.06 | 0.45 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 110 | 289 | | 110 | 273 | | 28 | 718 | | 113 | 776 | |
| v/s Ratio Prot | c0.03 | 0.08 | | 0.02 | c0.11 | | 0.00 | c0.27 | | c0.04 | c0.24 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.45 | 0.51 | | 0.39 | 0.68 | | 0.14 | 0.67 | | 0.62 | 0.53 | |
| Uniform Delay, d1 | 25.6 | 21.9 | | 25.5 | 22.5 | | 27.4 | 13.8 | | 25.8 | 11.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.0 | 1.4 | | 2.3 | 6.9 | | 2.3 | 2.4 | | 9.7 | 0.7 | |
| Delay (s) | 28.5 | 23.3 | | 27.8 | 29.4 | | 29.8 | 16.1 | | 35.5 | 11.9 | |
| Level of Service | C | C | | C | C | | C | B | | D | B | |
| Approach Delay (s) | | 24.6 | | | 29.2 | | | 16.2 | | | 15.3 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 56.5 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 57.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

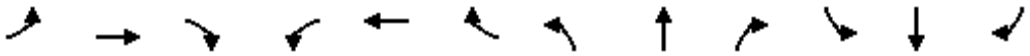
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 6 | 242 | 2 | 2 | 195 | 9 | 17 | 21 | 12 | 25 | 7 | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 263 | 2 | 2 | 212 | 10 | 18 | 23 | 13 | 27 | 8 | 10 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 232 | | | 275 | | | 532 | 523 | 284 | 543 | 519 | 237 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 232 | | | 275 | | | 532 | 523 | 284 | 543 | 519 | 237 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 96 | 95 | 98 | 93 | 98 | 99 |
| cM capacity (veh/h) | 1325 | | | 1277 | | | 432 | 448 | 742 | 411 | 450 | 789 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 272 | 224 | 54 | 45 |
| Volume Left | 7 | 2 | 18 | 27 |
| Volume Right | 2 | 10 | 13 | 10 |
| cSH | 1325 | 1277 | 488 | 467 |
| Volume to Capacity | 0.00 | 0.00 | 0.11 | 0.10 |
| Queue Length 95th (ft) | 0 | 0 | 9 | 8 |
| Control Delay (s) | 0.2 | 0.1 | 13.3 | 13.5 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.2 | 0.1 | 13.3 | 13.5 |
| Approach LOS | | | B | B |

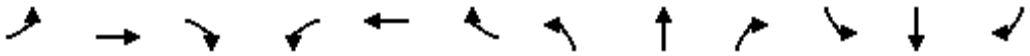
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 30.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 48 | 216 | 23 | 45 | 117 | 45 | 40 | 77 | 46 | 122 | 77 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 52 | 235 | 25 | 49 | 127 | 49 | 43 | 84 | 50 | 133 | 84 | 22 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 312 | 225 | 177 | 238 |
| Volume Left (vph) | 52 | 49 | 43 | 133 |
| Volume Right (vph) | 25 | 49 | 50 | 22 |
| Hadj (s) | 0.04 | -0.04 | -0.09 | 0.09 |
| Departure Headway (s) | 5.6 | 5.7 | 5.8 | 5.9 |
| Degree Utilization, x | 0.49 | 0.35 | 0.29 | 0.39 |
| Capacity (veh/h) | 600 | 577 | 544 | 557 |
| Control Delay (s) | 13.8 | 11.8 | 11.2 | 12.6 |
| Approach Delay (s) | 13.8 | 11.8 | 11.2 | 12.6 |
| Approach LOS | B | B | B | B |

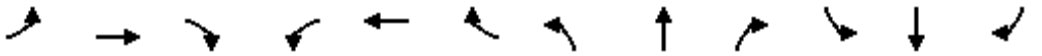
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 12.5 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 50.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 343 | 112 | 313 | 286 | 2 | 52 | 2 | 163 | 2 | 8 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 373 | 122 | 340 | 311 | 2 | 57 | 2 | 177 | 2 | 9 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 323 | | | 505 | | | 1454 | 1449 | 454 | 1627 | 1509 | 332 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 323 | | | 505 | | | 1454 | 1449 | 454 | 1627 | 1509 | 332 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 68 | | | 22 | 98 | 70 | 95 | 89 | 100 |
| cM capacity (veh/h) | 1226 | | | 1051 | | | 72 | 87 | 596 | 41 | 80 | 698 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 496 | 653 | 236 | 12 |
| Volume Left | 1 | 340 | 57 | 2 |
| Volume Right | 122 | 2 | 177 | 1 |
| cSH | 1226 | 1051 | 214 | 73 |
| Volume to Capacity | 0.00 | 0.32 | 1.10 | 0.16 |
| Queue Length 95th (ft) | 0 | 35 | 272 | 14 |
| Control Delay (s) | 0.0 | 7.1 | 139.3 | 63.4 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.0 | 7.1 | 139.3 | 63.4 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 27.4 | | |
| Intersection Capacity Utilization | 87.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 469 | 114 | 504 | 443 | 0 | 68 | 0 | 402 | 319 | 271 | 184 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 510 | 124 | 548 | 482 | 0 | 74 | 0 | 437 | 347 | 295 | 200 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 492 | | | 644 | | | 2416 | 2169 | 592 | 2606 | 2231 | 502 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 492 | | | 644 | | | 2416 | 2169 | 592 | 2606 | 2231 | 502 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.4 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 41 | | | 0 | 100 | 12 | 0 | 0 | 63 |
| cM capacity (veh/h) | 1063 | | | 933 | | | 0 | 19 | 498 | 1 | 17 | 534 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 634 | 1029 | 511 | 841 |
| Volume Left | 0 | 548 | 74 | 347 |
| Volume Right | 124 | 0 | 437 | 200 |
| cSH | 1700 | 933 | 0 | 2 |
| Volume to Capacity | 0.37 | 0.59 | Err | 371.84 |
| Queue Length 95th (ft) | 0 | 99 | Err | Err |
| Control Delay (s) | 0.0 | 13.0 | Err | Err |
| Lane LOS | | B | F | F |
| Approach Delay (s) | 0.0 | 13.0 | Err | 9999.0 |
| Approach LOS | | | F | F |

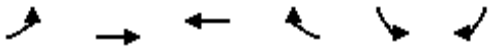
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 157.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1065 | 125 | 41 | 947 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1158 | 136 | 45 | 1029 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1303 | | 2364 | 1246 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1303 | | 2364 | 1246 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 92 | | 100 | 100 |
| cM capacity (veh/h) | | | 531 | | 35 | 210 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1293 | 1074 |
| Volume Left | 0 | 45 |
| Volume Right | 136 | 0 |
| cSH | 1700 | 531 |
| Volume to Capacity | 0.76 | 0.08 |
| Queue Length 95th (ft) | 0 | 7 |
| Control Delay (s) | 0.0 | 3.0 |
| Lane LOS | | A |
| Approach Delay (s) | 0.0 | 3.0 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 96.0% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 186 | 879 | 988 | 376 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 202 | 955 | 1074 | 409 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1493 | | | | 2658 | 1298 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1493 | | | | 2658 | 1298 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 55 | | | | 100 | 100 |
| cM capacity (veh/h) | 450 | | | | 14 | 196 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1158 | 1483 |
| Volume Left | 202 | 0 |
| Volume Right | 0 | 409 |
| cSH | 450 | 1700 |
| Volume to Capacity | 0.45 | 0.87 |
| Queue Length 95th (ft) | 57 | 0 |
| Control Delay (s) | 19.4 | 0.0 |
| Lane LOS | C | |
| Approach Delay (s) | 19.4 | 0.0 |
| Approach LOS | | |

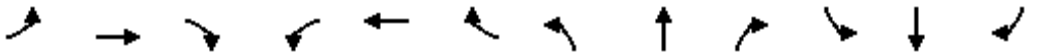
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.5 | | |
| Intersection Capacity Utilization | 147.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 879 | 0 | 0 | 1271 | 140 | 63 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 955 | 0 | 0 | 1382 | 152 | 68 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.64 | |
| vC, conflicting volume | | | 965 | | 2357 | 975 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 965 | | 2840 | 975 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.6 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.6 |
| p0 queue free % | | | 100 | | 0 | 73 |
| cM capacity (veh/h) | | | 707 | | 12 | 257 |

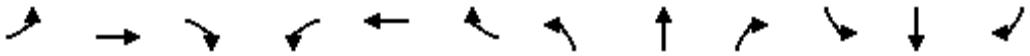
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 955 | 1382 | 221 |
| Volume Left | 0 | 0 | 152 |
| Volume Right | 0 | 0 | 68 |
| cSH | 1700 | 1700 | 17 |
| Volume to Capacity | 0.56 | 0.81 | 12.91 |
| Queue Length 95th (ft) | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | Err |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | Err |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 862.6 | | |
| Intersection Capacity Utilization | 82.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 316 | 513 | 75 | 7 | 786 | 144 | 116 | 189 | 9 | 102 | 143 | 344 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3374 | | 1770 | 3307 | | 1770 | 3539 | 1546 | 1770 | 3539 | 1546 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3374 | | 1770 | 3307 | | 1770 | 3539 | 1546 | 1770 | 3539 | 1546 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 343 | 558 | 82 | 8 | 854 | 157 | 126 | 205 | 10 | 111 | 155 | 374 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 19 | 0 | 0 | 0 | 8 | 0 | 0 | 265 |
| Lane Group Flow (vph) | 343 | 628 | 0 | 8 | 992 | 0 | 126 | 205 | 2 | 111 | 155 | 109 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.2 | 27.9 | | 1.1 | 20.8 | | 6.1 | 10.5 | 10.5 | 6.0 | 10.4 | 10.4 |
| Effective Green, g (s) | 8.2 | 27.9 | | 1.1 | 20.8 | | 6.1 | 10.5 | 10.5 | 6.0 | 10.4 | 10.4 |
| Actuated g/C Ratio | 0.13 | 0.44 | | 0.02 | 0.33 | | 0.10 | 0.17 | 0.17 | 0.09 | 0.16 | 0.16 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 229 | 1487 | | 31 | 1087 | | 171 | 587 | 256 | 168 | 581 | 254 |
| v/s Ratio Prot | c0.19 | 0.19 | | 0.00 | c0.30 | | c0.07 | 0.06 | | 0.06 | 0.04 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | c0.07 |
| v/c Ratio | 1.50 | 0.42 | | 0.26 | 0.91 | | 0.74 | 0.35 | 0.01 | 0.66 | 0.27 | 0.43 |
| Uniform Delay, d1 | 27.5 | 12.2 | | 30.7 | 20.4 | | 27.8 | 23.4 | 22.0 | 27.7 | 23.1 | 23.8 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 245.6 | 0.2 | | 4.4 | 11.5 | | 15.2 | 0.4 | 0.0 | 9.4 | 0.2 | 1.2 |
| Delay (s) | 273.1 | 12.4 | | 35.1 | 31.9 | | 43.0 | 23.7 | 22.1 | 37.0 | 23.4 | 25.0 |
| Level of Service | F | B | | D | C | | D | C | C | D | C | C |
| Approach Delay (s) | | 103.4 | | | 31.9 | | | 30.8 | | | 26.7 | |
| Approach LOS | | F | | | C | | | C | | | C | |

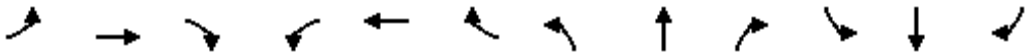
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 54.2 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 63.3 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 72.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 30 | 419 | 51 | 38 | 850 | 10 | 26 | 39 | 46 | 4 | 46 | 60 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 33 | 455 | 55 | 41 | 924 | 11 | 28 | 42 | 50 | 4 | 50 | 65 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 945 | | | 521 | | | 1203 | 1586 | 275 | 1396 | 1608 | 487 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 945 | | | 521 | | | 1203 | 1586 | 275 | 1396 | 1608 | 487 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 96 | | | 56 | 56 | 93 | 92 | 47 | 87 |
| cM capacity (veh/h) | 716 | | | 1033 | | | 65 | 97 | 710 | 56 | 94 | 517 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 33 | 304 | 207 | 41 | 616 | 319 | 121 | 120 |
| Volume Left | 33 | 0 | 0 | 41 | 0 | 0 | 28 | 4 |
| Volume Right | 0 | 0 | 55 | 0 | 0 | 11 | 50 | 65 |
| cSH | 716 | 1700 | 1700 | 1033 | 1700 | 1700 | 128 | 162 |
| Volume to Capacity | 0.05 | 0.18 | 0.12 | 0.04 | 0.36 | 0.19 | 0.95 | 0.74 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 3 | 0 | 0 | 158 | 114 |
| Control Delay (s) | 10.3 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 131.1 | 72.4 |
| Lane LOS | B | | | A | | | F | F |
| Approach Delay (s) | 0.6 | | | 0.4 | | | 131.1 | 72.4 |
| Approach LOS | | | | | | | F | F |

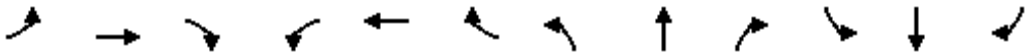
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 14.3 | | | |
| Intersection Capacity Utilization | 50.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 39 | 386 | 23 | 49 | 735 | 11 | 48 | 47 | 32 | 13 | 79 | 102 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 42 | 420 | 25 | 53 | 799 | 12 | 52 | 51 | 35 | 14 | 86 | 111 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 821 | | | 455 | | | 1602 | 1454 | 452 | 1509 | 1461 | 825 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 821 | | | 455 | | | 1602 | 1454 | 452 | 1509 | 1461 | 825 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 95 | | | 0 | 56 | 94 | 74 | 25 | 70 |
| cM capacity (veh/h) | 802 | | | 1097 | | | 21 | 115 | 597 | 55 | 114 | 366 |

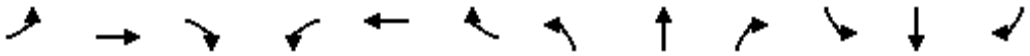
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 487 | 864 | 138 | 211 |
| Volume Left | 42 | 53 | 52 | 14 |
| Volume Right | 25 | 12 | 35 | 111 |
| cSH | 802 | 1097 | 46 | 161 |
| Volume to Capacity | 0.05 | 0.05 | 3.01 | 1.31 |
| Queue Length 95th (ft) | 4 | 4 | Err | 314 |
| Control Delay (s) | 1.5 | 1.3 | Err | 231.8 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 1.5 | 1.3 | Err | 231.8 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 841.8 | | |
| Intersection Capacity Utilization | 80.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 118 | 315 | 22 | 20 | 566 | 51 | 58 | 147 | 86 | 44 | 174 | 215 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.94 | | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1762 | 1807 | | 1755 | 1802 | | 1758 | 1738 | | 1752 | 1676 | |
| Flt Permitted | 0.24 | 1.00 | | 0.51 | 1.00 | | 0.34 | 1.00 | | 0.59 | 1.00 | |
| Satd. Flow (perm) | 437 | 1807 | | 946 | 1802 | | 627 | 1738 | | 1085 | 1676 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 128 | 342 | 24 | 22 | 615 | 55 | 63 | 160 | 93 | 48 | 189 | 234 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 36 | 0 | 0 | 77 | 0 |
| Lane Group Flow (vph) | 128 | 362 | 0 | 22 | 664 | 0 | 63 | 217 | 0 | 48 | 346 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 22.2 | 22.2 | | 22.2 | 22.2 | | 14.4 | 14.4 | | 14.4 | 14.4 | |
| Effective Green, g (s) | 22.2 | 22.2 | | 22.2 | 22.2 | | 14.4 | 14.4 | | 14.4 | 14.4 | |
| Actuated g/C Ratio | 0.48 | 0.48 | | 0.48 | 0.48 | | 0.31 | 0.31 | | 0.31 | 0.31 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 209 | 865 | | 453 | 862 | | 195 | 539 | | 337 | 520 | |
| v/s Ratio Prot | | 0.20 | | | c0.37 | | | 0.12 | | | c0.21 | |
| v/s Ratio Perm | 0.29 | | | 0.02 | | | 0.10 | | | 0.04 | | |
| v/c Ratio | 0.61 | 0.42 | | 0.05 | 0.77 | | 0.32 | 0.40 | | 0.14 | 0.66 | |
| Uniform Delay, d1 | 8.9 | 7.9 | | 6.5 | 10.0 | | 12.3 | 12.6 | | 11.5 | 13.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.2 | 0.3 | | 0.0 | 4.3 | | 1.0 | 0.5 | | 0.2 | 3.2 | |
| Delay (s) | 14.2 | 8.2 | | 6.5 | 14.3 | | 13.2 | 13.1 | | 11.7 | 17.1 | |
| Level of Service | B | A | | A | B | | B | B | | B | B | |
| Approach Delay (s) | | 9.8 | | | 14.0 | | | 13.1 | | | 16.6 | |
| Approach LOS | | A | | | B | | | B | | | B | |

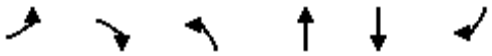
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 46.4 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 82.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.92 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.92 | 0.92 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 1 |
| Pedestrians | | 10 | | | | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 33 | 22 | 24 | 23 | 22 | 11 | 15 | | | 1 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 33 | 22 | 24 | 23 | 22 | 11 | 15 | | | 1 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 950 | 863 | 1035 | 972 | 862 | 1061 | 1590 | | | 1622 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 1 | 2 | 7 |
| Volume Left | 3 | 0 | 1 | 2 |
| Volume Right | 1 | 1 | 0 | 1 |
| cSH | 970 | 1061 | 1590 | 1622 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 8.4 | 3.6 | 2.3 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 8.7 | 8.4 | 3.6 | 2.3 |
| Approach LOS | A | A | | |

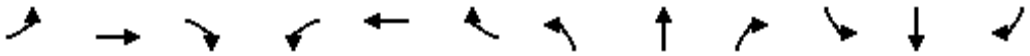
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.0 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 4 | 348 | 214 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 5 | 395 | 243 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 471 | 142 | 254 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 471 | 142 | 254 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 511 | 865 | 1297 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 5 | 136 | 264 | 162 | 82 |
| Volume Left | 3 | 5 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 1 |
| cSH | 570 | 1297 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.16 | 0.10 | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 11.4 | 0.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 11.4 | 0.1 | | 0.0 | |
| Approach LOS | B | | | | |

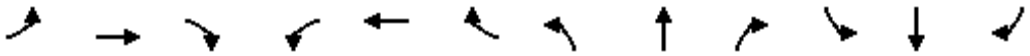
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 25.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 10 | 1 | 1 | 3 | 1 | 4 | 3 | 1 | 1 | 3 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 11 | 1 | 1 | 3 | 1 | 5 | 3 | 1 | 1 | 3 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 15 | | | 22 | | | 46 | 41 | 32 | 43 | 41 | 24 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 15 | | | 22 | | | 46 | 41 | 32 | 43 | 41 | 24 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1590 | | | 1580 | | | 921 | 836 | 1025 | 927 | 836 | 1035 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 14 | 6 | 9 | 8 |
| Volume Left | 1 | 1 | 5 | 1 |
| Volume Right | 1 | 1 | 1 | 3 |
| cSH | 1590 | 1580 | 898 | 925 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.6 | 1.5 | 9.0 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.6 | 1.5 | 9.0 | 8.9 |
| Approach LOS | | | A | A |

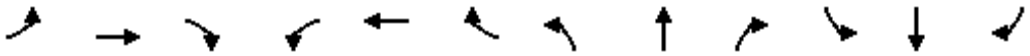
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 8 | 1 | 6 | 3 | 4 | 1 | 61 | 4 | 5 | 103 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 9 | 1 | 7 | 3 | 5 | 1 | 69 | 5 | 6 | 117 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 229 | 225 | 138 | 229 | 223 | 92 | 128 | | | 84 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 229 | 225 | 138 | 229 | 223 | 92 | 128 | | | 84 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 100 | 99 | 99 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 696 | 660 | 896 | 695 | 661 | 950 | 1446 | | | 1500 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 15 | 15 | 75 | 124 |
| Volume Left | 5 | 7 | 1 | 6 |
| Volume Right | 1 | 5 | 5 | 1 |
| cSH | 685 | 748 | 1446 | 1500 |
| Volume to Capacity | 0.02 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 2 | 2 | 0 | 0 |
| Control Delay (s) | 10.4 | 9.9 | 0.1 | 0.4 |
| Lane LOS | B | A | A | A |
| Approach Delay (s) | 10.4 | 9.9 | 0.1 | 0.4 |
| Approach LOS | B | A | | |

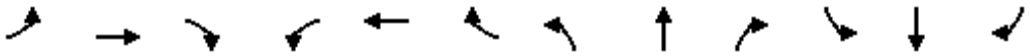
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 22.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 14 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 16 | 1 | 1 | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 24 | | | 27 | | | 56 | 55 | 36 | 56 | 55 | 33 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 24 | | | 27 | | | 56 | 55 | 36 | 56 | 55 | 33 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1578 | | | 1574 | | | 911 | 821 | 1019 | 911 | 821 | 1023 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 18 | 15 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1578 | 1574 | 910 | 911 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.5 | 0.6 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.5 | 0.6 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

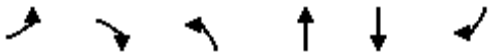
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.0 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 1 | 1 | 1 | 7 | 119 | 1 | 1 | 3 | 31 | 1 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 1 | 1 | 8 | 135 | 1 | 1 | 3 | 35 | 1 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 153 | | | 12 | | | 109 | 174 | 22 | 110 | 107 | 96 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 153 | | | 12 | | | 109 | 174 | 22 | 110 | 107 | 96 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 96 | 100 | 100 |
| cM capacity (veh/h) | 1415 | | | 1593 | | | 839 | 705 | 1038 | 837 | 768 | 945 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 6 | 144 | 6 | 39 |
| Volume Left | 3 | 1 | 1 | 35 |
| Volume Right | 1 | 135 | 3 | 2 |
| cSH | 1415 | 1593 | 909 | 840 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 4 |
| Control Delay (s) | 4.5 | 0.1 | 9.0 | 9.5 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 4.5 | 0.1 | 9.0 | 9.5 |
| Approach LOS | | | A | A |

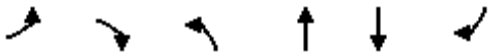
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.3 | | | |
| Intersection Capacity Utilization | 25.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 40 | 80 | 0 | 54 | 45 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 45 | 91 | 0 | 61 | 51 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 45 | 91 | 61 | 51 |
| Volume Left (vph) | 0 | 91 | 0 | 0 |
| Volume Right (vph) | 45 | 0 | 0 | 51 |
| Hadj (s) | -0.57 | 0.23 | 0.17 | -0.67 |
| Departure Headway (s) | 3.8 | 4.4 | 4.8 | 4.0 |
| Degree Utilization, x | 0.05 | 0.11 | 0.08 | 0.06 |
| Capacity (veh/h) | 902 | 792 | 725 | 879 |
| Control Delay (s) | 7.0 | 8.0 | 7.1 | 6.0 |
| Approach Delay (s) | 7.0 | 8.0 | 6.6 | |
| Approach LOS | A | A | A | |

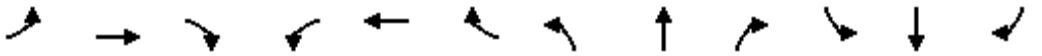
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.2 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 23.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 157 | 211 | 153 | 174 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 1 | 178 | 240 | 174 | 198 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 790 | 194 | 184 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 790 | 194 | 184 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 87 | | | |
| cM capacity (veh/h) | 307 | 834 | 1379 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 2 | 418 | 174 | 198 |
| Volume Left | 1 | 178 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 198 |
| cSH | 449 | 1379 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.13 | 0.10 | 0.12 |
| Queue Length 95th (ft) | 0 | 11 | 0 | 0 |
| Control Delay (s) | 13.1 | 4.1 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 13.1 | 4.1 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 45.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 73 | 97 | 27 | 18 | 168 | 84 | 117 | 144 | 17 | 42 | 127 | 31 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 83 | 110 | 31 | 20 | 191 | 95 | 133 | 164 | 19 | 48 | 144 | 35 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 193 | 31 | 307 | 215 | 101 | 96 | 96 | 35 |
| Volume Left (vph) | 83 | 0 | 20 | 133 | 0 | 48 | 0 | 0 |
| Volume Right (vph) | 0 | 31 | 95 | 0 | 19 | 0 | 0 | 35 |
| Hadj (s) | 0.13 | -0.57 | -0.13 | 0.34 | -0.10 | 0.28 | 0.03 | -0.67 |
| Departure Headway (s) | 6.1 | 3.2 | 5.6 | 6.7 | 6.2 | 6.9 | 6.6 | 3.2 |
| Degree Utilization, x | 0.33 | 0.03 | 0.48 | 0.40 | 0.18 | 0.18 | 0.18 | 0.03 |
| Capacity (veh/h) | 539 | 1121 | 598 | 499 | 538 | 478 | 496 | 1121 |
| Control Delay (s) | 12.0 | 6.3 | 13.6 | 12.9 | 9.4 | 10.2 | 9.8 | 5.1 |
| Approach Delay (s) | 11.2 | | 13.6 | 11.8 | | 9.2 | | |
| Approach LOS | B | | B | B | | A | | |

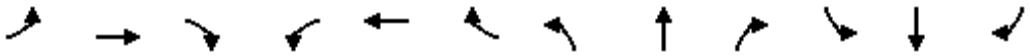
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 11.6 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 55.6% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 93 | 74 | 11 | 80 | 212 | 32 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 106 | 84 | 12 | 91 | 241 | 36 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 190 | 103 | 277 |
| Volume Left (vph) | 0 | 13 | 241 |
| Volume Right (vph) | 84 | 0 | 36 |
| Hadj (s) | -0.20 | 0.10 | 0.13 |
| Departure Headway (s) | 4.5 | 4.9 | 4.7 |
| Degree Utilization, x | 0.24 | 0.14 | 0.36 |
| Capacity (veh/h) | 741 | 676 | 726 |
| Control Delay (s) | 9.0 | 8.8 | 10.4 |
| Approach Delay (s) | 9.0 | 8.8 | 10.4 |
| Approach LOS | A | A | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 9.6 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 34.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 30 | 52 | 42 | 64 | 152 | 94 | 99 | 162 | 88 | 28 | 73 | 32 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 34 | 59 | 48 | 73 | 173 | 107 | 112 | 184 | 100 | 32 | 83 | 36 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 141 | 352 | 297 | 100 | 151 |
| Volume Left (vph) | 34 | 73 | 113 | 0 | 32 |
| Volume Right (vph) | 48 | 107 | 0 | 100 | 36 |
| Hadj (s) | -0.12 | -0.11 | 0.22 | -0.67 | -0.07 |
| Departure Headway (s) | 6.0 | 5.6 | 6.4 | 5.5 | 6.1 |
| Degree Utilization, x | 0.24 | 0.55 | 0.53 | 0.15 | 0.26 |
| Capacity (veh/h) | 528 | 604 | 527 | 611 | 523 |
| Control Delay (s) | 10.9 | 15.3 | 15.3 | 8.3 | 11.3 |
| Approach Delay (s) | 10.9 | 15.3 | 13.6 | | 11.3 |
| Approach LOS | B | C | B | | B |

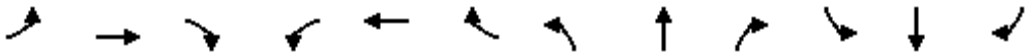
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 13.4 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 55.5% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 26 | 56 | 288 | 0 | 0 | 169 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 30 | 64 | 327 | 0 | 0 | 192 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 539 | 347 | | | 337 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 539 | 347 | | | 337 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 94 | 91 | | | 100 | |
| cM capacity (veh/h) | 495 | 684 | | | 1212 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 93 | 327 | 192 |
| Volume Left | 30 | 0 | 0 |
| Volume Right | 64 | 0 | 0 |
| cSH | 610 | 1700 | 1700 |
| Volume to Capacity | 0.15 | 0.19 | 0.11 |
| Queue Length 95th (ft) | 13 | 0 | 0 |
| Control Delay (s) | 12.0 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 12.0 | 0.0 | 0.0 |
| Approach LOS | B | | |

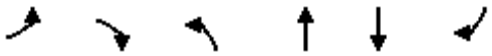
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 29.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 44 | 15 | 34 | 0 | 0 | 0 | 31 | 269 | 1 | 39 | 105 | 46 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 50 | 17 | 39 | 0 | 0 | 0 | 35 | 306 | 1 | 44 | 119 | 52 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 631 | 631 | 165 | 659 | 657 | 326 | 182 | | | 317 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 631 | 631 | 165 | 659 | 657 | 326 | 182 | | | 317 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 86 | 95 | 96 | 100 | 100 | 100 | 97 | | | 96 | | |
| cM capacity (veh/h) | 367 | 371 | 864 | 327 | 359 | 709 | 1382 | | | 1243 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 106 | 342 | 216 |
| Volume Left | 50 | 35 | 44 |
| Volume Right | 39 | 1 | 52 |
| cSH | 580 | 1382 | 1243 |
| Volume to Capacity | 0.18 | 0.03 | 0.04 |
| Queue Length 95th (ft) | 17 | 2 | 3 |
| Control Delay (s) | 14.2 | 1.0 | 1.9 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 14.2 | 1.0 | 1.9 |
| Approach LOS | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.4 | | | |
| Intersection Capacity Utilization | 35.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 80 | 133 | 385 | 263 | 426 | 64 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 87 | 145 | 418 | 286 | 463 | 70 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1478 | 266 | 533 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1478 | 266 | 533 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 80 | 59 | | | |
| cM capacity (veh/h) | 69 | 732 | 1031 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 87 | 145 | 418 | 143 | 143 | 309 | 224 |
| Volume Left | 87 | 0 | 418 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 145 | 0 | 0 | 0 | 0 | 70 |
| cSH | 69 | 732 | 1031 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.25 | 0.20 | 0.41 | 0.08 | 0.08 | 0.18 | 0.13 |
| Queue Length 95th (ft) | 173 | 18 | 50 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 294.6 | 11.1 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | B | | | | |
| Approach Delay (s) | 117.6 | | 6.4 | | | 0.0 | |
| Approach LOS | F | | | | | | |

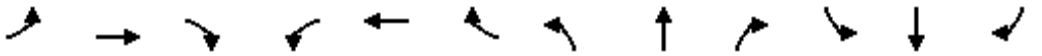
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 21.6 | | |
| Intersection Capacity Utilization | 49.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 127 | 38 | 1 | 300 | 78 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 138 | 41 | 1 | 326 | 85 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 779 | 42 | | | 42 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 779 | 42 | | | 42 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 87 | | | 79 | |
| cM capacity (veh/h) | 289 | 1029 | | | 1567 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 139 | 42 | 326 | 85 |
| Volume Left | 1 | 0 | 326 | 0 |
| Volume Right | 138 | 1 | 0 | 0 |
| cSH | 1009 | 1700 | 1567 | 1700 |
| Volume to Capacity | 0.14 | 0.02 | 0.21 | 0.05 |
| Queue Length 95th (ft) | 12 | 0 | 20 | 0 |
| Control Delay (s) | 9.1 | 0.0 | 7.9 | 0.0 |
| Lane LOS | A | | A | |
| Approach Delay (s) | 9.1 | 0.0 | 6.3 | |
| Approach LOS | A | | | |

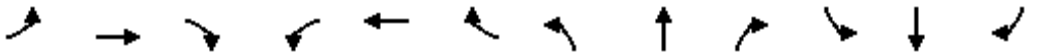
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.5 | | |
| Intersection Capacity Utilization | 37.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 925 | 62 | 133 | 725 | 0 | 0 | 0 | 228 | 310 | 60 | 139 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1520 | 1770 | 3539 | | | | 1573 | 3433 | 1863 | 1545 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1520 | 1770 | 3539 | | | | 1573 | 3433 | 1863 | 1545 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1005 | 67 | 145 | 788 | 0 | 0 | 0 | 248 | 337 | 65 | 151 |
| RTOR Reduction (vph) | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 188 | 0 | 0 | 70 |
| Lane Group Flow (vph) | 0 | 1005 | 38 | 145 | 788 | 0 | 0 | 0 | 60 | 337 | 65 | 81 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 22.0 | 22.0 | 7.1 | 34.0 | | | | 8.5 | 8.1 | 21.5 | 21.5 |
| Effective Green, g (s) | | 22.0 | 22.0 | 7.1 | 34.0 | | | | 8.5 | 8.1 | 21.5 | 21.5 |
| Actuated g/C Ratio | | 0.34 | 0.34 | 0.11 | 0.52 | | | | 0.13 | 0.12 | 0.33 | 0.33 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1192 | 512 | 192 | 1843 | | | | 205 | 426 | 613 | 509 |
| v/s Ratio Prot | | c0.28 | | c0.08 | 0.22 | | | | | c0.10 | 0.03 | |
| v/s Ratio Perm | | | 0.03 | | | | | | c0.04 | | | 0.05 |
| v/c Ratio | | 0.84 | 0.08 | 0.76 | 0.43 | | | | 0.29 | 0.79 | 0.11 | 0.16 |
| Uniform Delay, d1 | | 20.1 | 14.7 | 28.3 | 9.6 | | | | 25.7 | 27.8 | 15.2 | 15.5 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 5.6 | 0.1 | 15.5 | 0.2 | | | | 0.8 | 9.7 | 0.1 | 0.1 |
| Delay (s) | | 25.6 | 14.8 | 43.7 | 9.8 | | | | 26.5 | 37.4 | 15.3 | 15.7 |
| Level of Service | | C | B | D | A | | | | C | D | B | B |
| Approach Delay (s) | | 25.0 | | | 15.1 | | | 26.5 | | | 28.9 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 65.3 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 61.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 268 | 860 | 175 | 297 | 631 | 185 | 140 | 278 | 113 | 84 | 365 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1544 | 3433 | 3399 | | 3433 | 3539 | 1544 | 1770 | 3539 | 2670 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1544 | 3433 | 3399 | | 3433 | 3539 | 1544 | 1770 | 3539 | 2670 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 291 | 935 | 190 | 323 | 686 | 201 | 152 | 302 | 123 | 91 | 397 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 73 | 0 | 36 | 0 | 0 | 0 | 96 | 0 | 0 | 91 |
| Lane Group Flow (vph) | 291 | 935 | 117 | 323 | 851 | 0 | 152 | 302 | 27 | 91 | 397 | 23 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 13.7 | 23.9 | 23.9 | 8.0 | 18.2 | | 7.5 | 15.5 | 15.5 | 6.2 | 14.2 | 14.2 |
| Effective Green, g (s) | 13.7 | 23.9 | 23.9 | 8.0 | 18.2 | | 7.5 | 15.5 | 15.5 | 6.2 | 14.2 | 14.2 |
| Actuated g/C Ratio | 0.19 | 0.33 | 0.33 | 0.11 | 0.25 | | 0.11 | 0.22 | 0.22 | 0.09 | 0.20 | 0.20 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 340 | 1185 | 517 | 385 | 866 | | 361 | 768 | 335 | 154 | 704 | 531 |
| v/s Ratio Prot | c0.16 | 0.26 | | 0.09 | c0.25 | | 0.04 | 0.09 | | c0.05 | c0.11 | |
| v/s Ratio Perm | | | 0.08 | | | | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.86 | 0.79 | 0.23 | 0.84 | 0.98 | | 0.42 | 0.39 | 0.08 | 0.59 | 0.56 | 0.04 |
| Uniform Delay, d1 | 27.9 | 21.5 | 17.1 | 31.1 | 26.4 | | 29.9 | 23.9 | 22.3 | 31.4 | 25.8 | 23.1 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 18.6 | 3.6 | 0.2 | 14.7 | 26.2 | | 0.8 | 0.3 | 0.1 | 6.0 | 1.0 | 0.0 |
| Delay (s) | 46.5 | 25.0 | 17.3 | 45.8 | 52.7 | | 30.7 | 24.3 | 22.4 | 37.3 | 26.8 | 23.1 |
| Level of Service | D | C | B | D | D | | C | C | C | D | C | C |
| Approach Delay (s) | | 28.4 | | | 50.9 | | | 25.6 | | | 27.7 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 35.0 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 71.4 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 68.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

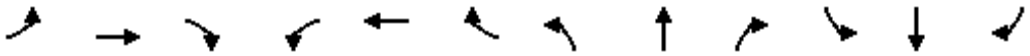
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1052 | 0 | 0 | 885 | 289 | 174 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.95 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1700 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1700 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1143 | 0 | 0 | 962 | 314 | 189 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 25 | 0 |
| Lane Group Flow (vph) | 1143 | 0 | 0 | 962 | 478 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 25.0 | | | 25.0 | 20.3 | |
| Effective Green, g (s) | 25.0 | | | 25.0 | 20.3 | |
| Actuated g/C Ratio | 0.45 | | | 0.45 | 0.37 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1606 | | | 1606 | 626 | |
| v/s Ratio Prot | c0.32 | | | 0.27 | c0.28 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.71 | | | 0.60 | 0.76 | |
| Uniform Delay, d1 | 12.1 | | | 11.3 | 15.3 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.5 | | | 0.6 | 5.5 | |
| Delay (s) | 13.7 | | | 11.9 | 20.8 | |
| Level of Service | B | | | B | C | |
| Approach Delay (s) | 13.7 | | | 11.9 | 20.8 | |
| Approach LOS | B | | | B | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 55.1 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 69.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 370 | 0 | 0 | 0 | 0 | 970 | 88 | 371 | 464 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2679 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2679 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 402 | 0 | 0 | 0 | 0 | 1054 | 96 | 403 | 504 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 353 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 1054 | 96 | 403 | 504 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.4 | | | | | 23.1 | 60.4 | 16.1 | 43.2 | |
| Effective Green, g (s) | | | 7.4 | | | | | 23.1 | 60.4 | 16.1 | 43.2 | |
| Actuated g/C Ratio | | | 0.12 | | | | | 0.38 | 1.00 | 0.27 | 0.72 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 328 | | | | | 1353 | 1544 | 472 | 2531 | |
| v/s Ratio Prot | | | | | | | | c0.30 | | c0.23 | 0.14 | |
| v/s Ratio Perm | | | c0.02 | | | | | | 0.06 | | | |
| v/c Ratio | | | 0.15 | | | | | 0.78 | 0.06 | 0.85 | 0.20 | |
| Uniform Delay, d1 | | | 23.7 | | | | | 16.4 | 0.0 | 21.0 | 2.9 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.2 | | | | | 2.9 | 0.1 | 14.0 | 0.0 | |
| Delay (s) | | | 23.9 | | | | | 19.3 | 0.1 | 35.0 | 2.9 | |
| Level of Service | | | C | | | | | B | A | C | A | |
| Approach Delay (s) | | 23.9 | | | 0.0 | | | 17.7 | | | 17.2 | |
| Approach LOS | | C | | | A | | | B | | | B | |

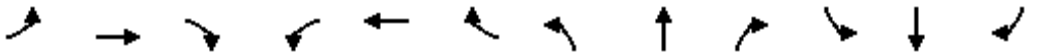
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 60.4 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 54.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 92 | 117 | 32 | 33 | 55 | 98 | 28 | 713 | 73 | 180 | 711 | 88 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 100 | 127 | 35 | 36 | 60 | 107 | 30 | 775 | 79 | 196 | 773 | 96 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1769 | 2099 | 406 | 1732 | 2116 | 408 | 878 | | | 864 | | |
| vC1, stage 1 conf vol | 1174 | 1174 | | 846 | 846 | | | | | | | |
| vC2, stage 2 conf vol | 595 | 925 | | 886 | 1270 | | | | | | | |
| vCu, unblocked vol | 1769 | 2099 | 406 | 1732 | 2116 | 408 | 878 | | | 864 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 0 | 94 | 14 | 55 | 82 | 96 | | | 75 | | |
| cM capacity (veh/h) | 84 | 112 | 584 | 42 | 133 | 583 | 758 | | | 768 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 262 | 202 | 30 | 388 | 388 | 79 | 196 | 386 | 386 | 96 |
| Volume Left | 100 | 36 | 30 | 0 | 0 | 0 | 196 | 0 | 0 | 0 |
| Volume Right | 35 | 107 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 96 |
| cSH | 110 | 135 | 758 | 1700 | 1700 | 1700 | 768 | 1700 | 1700 | 1700 |
| Volume to Capacity | 2.38 | 1.49 | 0.04 | 0.23 | 0.23 | 0.05 | 0.25 | 0.23 | 0.23 | 0.06 |
| Queue Length 95th (ft) | 581 | 346 | 3 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| Control Delay (s) | 711.7 | 315.8 | 9.9 | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | A | | | | B | | | |
| Approach Delay (s) | 711.7 | 315.8 | 0.3 | | | | 2.1 | | | |
| Approach LOS | F | F | | | | | | | | |

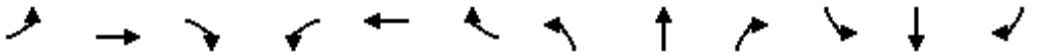
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 104.8 | | | |
| Intersection Capacity Utilization | 65.1% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 173 | 280 | 86 | 78 | 140 | 65 | 36 | 559 | 77 | 91 | 563 | 133 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1822 | 1547 | | 1827 | 1547 | 1770 | 3539 | 1522 | 1770 | 3539 | 1522 |
| Flt Permitted | | 0.75 | 1.00 | | 0.57 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1399 | 1547 | | 1057 | 1547 | 1770 | 3539 | 1522 | 1770 | 3539 | 1522 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 188 | 304 | 93 | 85 | 152 | 71 | 39 | 608 | 84 | 99 | 612 | 145 |
| RTOR Reduction (vph) | 0 | 0 | 56 | 0 | 0 | 43 | 0 | 0 | 61 | 0 | 0 | 99 |
| Lane Group Flow (vph) | 0 | 492 | 37 | 0 | 237 | 28 | 39 | 608 | 23 | 99 | 612 | 46 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 23.9 | 23.9 | | 23.9 | 23.9 | 2.5 | 16.7 | 16.7 | 5.1 | 19.3 | 19.3 |
| Effective Green, g (s) | | 23.9 | 23.9 | | 23.9 | 23.9 | 2.5 | 16.7 | 16.7 | 5.1 | 19.3 | 19.3 |
| Actuated g/C Ratio | | 0.40 | 0.40 | | 0.40 | 0.40 | 0.04 | 0.28 | 0.28 | 0.08 | 0.32 | 0.32 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 554 | 612 | | 418 | 612 | 73 | 978 | 421 | 149 | 1131 | 486 |
| v/s Ratio Prot | | | | | | | 0.02 | 0.17 | | c0.06 | c0.17 | |
| v/s Ratio Perm | | c0.35 | 0.02 | | 0.22 | 0.02 | | | 0.02 | | | 0.03 |
| v/c Ratio | | 0.89 | 0.06 | | 0.57 | 0.05 | 0.53 | 0.62 | 0.06 | 0.66 | 0.54 | 0.10 |
| Uniform Delay, d1 | | 17.0 | 11.3 | | 14.2 | 11.2 | 28.4 | 19.1 | 16.1 | 26.8 | 16.9 | 14.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 15.8 | 0.0 | | 1.8 | 0.0 | 7.3 | 1.2 | 0.1 | 10.6 | 0.5 | 0.1 |
| Delay (s) | | 32.9 | 11.3 | | 16.0 | 11.3 | 35.7 | 20.3 | 16.1 | 37.5 | 17.4 | 14.5 |
| Level of Service | | C | B | | B | B | D | C | B | D | B | B |
| Approach Delay (s) | | 29.4 | | | 14.9 | | | 20.7 | | | 19.3 | |
| Approach LOS | | C | | | B | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.5 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 60.4 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 73.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

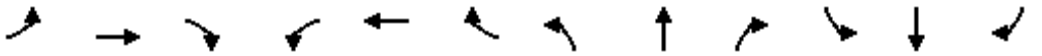
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 13 | 347 | 56 | 116 | 242 | 45 | 54 | 56 | 85 | 40 | 36 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 377 | 61 | 126 | 263 | 49 | 59 | 61 | 92 | 43 | 39 | 14 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 452 | 438 | 212 | 83 | 14 |
| Volume Left (vph) | 14 | 126 | 59 | 43 | 0 |
| Volume Right (vph) | 61 | 49 | 92 | 0 | 14 |
| Hadj (s) | -0.04 | 0.02 | -0.17 | 0.30 | -0.67 |
| Departure Headway (s) | 5.8 | 5.8 | 6.7 | 7.9 | 6.9 |
| Degree Utilization, x | 0.72 | 0.71 | 0.39 | 0.18 | 0.03 |
| Capacity (veh/h) | 603 | 589 | 477 | 393 | 439 |
| Control Delay (s) | 22.3 | 21.9 | 13.9 | 11.4 | 8.9 |
| Approach Delay (s) | 22.3 | 21.9 | 13.9 | 11.1 | |
| Approach LOS | C | C | B | B | |

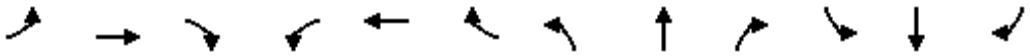
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 19.7 | | | |
| HCM Level of Service | C | | | |
| Intersection Capacity Utilization | 72.8% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 533 | 85 | 175 | 537 | 0 | 0 | 0 | 0 | 210 | 5 | 124 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 579 | 92 | 190 | 584 | 0 | 0 | 0 | 0 | 228 | 5 | 135 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 594 | | | 682 | | | 1388 | 1610 | 356 | 1274 | 1656 | 312 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 594 | | | 682 | | | 1388 | 1610 | 356 | 1274 | 1656 | 312 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 79 | | | 100 | 100 | 100 | 0 | 93 | 80 |
| cM capacity (veh/h) | 970 | | | 907 | | | 64 | 81 | 635 | 102 | 76 | 673 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 386 | 286 | 190 | 292 | 292 | 368 |
| Volume Left | 0 | 0 | 190 | 0 | 0 | 228 |
| Volume Right | 0 | 92 | 0 | 0 | 0 | 135 |
| cSH | 1700 | 1700 | 907 | 1700 | 1700 | 151 |
| Volume to Capacity | 0.23 | 0.17 | 0.21 | 0.17 | 0.17 | 2.44 |
| Queue Length 95th (ft) | 0 | 0 | 20 | 0 | 0 | 789 |
| Control Delay (s) | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 715.2 |
| Lane LOS | | | B | | | F |
| Approach Delay (s) | 0.0 | | 2.5 | | | 715.2 |
| Approach LOS | | | | | | F |

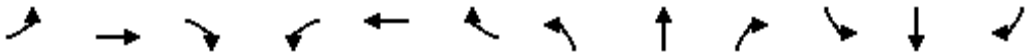
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 146.3 | | | |
| Intersection Capacity Utilization | 55.8% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 55 | 697 | 0 | 0 | 658 | 197 | 54 | 4 | 170 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 60 | 758 | 0 | 0 | 715 | 214 | 59 | 4 | 185 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.97 | | | | | | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 |
| vC, conflicting volume | 939 | | | 768 | | | 1255 | 1827 | 399 | 1343 | 1719 | 485 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 872 | | | 768 | | | 1198 | 1788 | 399 | 1289 | 1678 | 403 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 100 | | | 53 | 94 | 69 | 100 | 100 | 100 |
| cM capacity (veh/h) | 745 | | | 835 | | | 125 | 71 | 591 | 71 | 83 | 573 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 312 | 505 | 477 | 453 | 248 |
| Volume Left | 60 | 0 | 0 | 0 | 59 |
| Volume Right | 0 | 0 | 0 | 214 | 185 |
| cSH | 745 | 1700 | 1700 | 1700 | 478 |
| Volume to Capacity | 0.08 | 0.30 | 0.28 | 0.27 | 0.52 |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 73 |
| Control Delay (s) | 2.7 | 0.0 | 0.0 | 0.0 | 26.3 |
| Lane LOS | A | | | | D |
| Approach Delay (s) | 1.0 | | 0.0 | | 26.3 |
| Approach LOS | | | | | D |

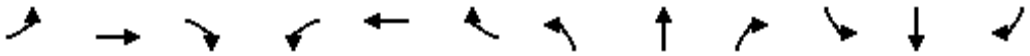
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.7 | | |
| Intersection Capacity Utilization | 66.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 94 | 539 | 245 | 156 | 411 | 79 | 304 | 737 | 116 | 102 | 669 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.95 | | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3347 | | 1770 | 3440 | | 1770 | 3455 | | 1770 | 3455 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3347 | | 1770 | 3440 | | 1770 | 3455 | | 1770 | 3455 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 102 | 586 | 266 | 170 | 447 | 86 | 330 | 801 | 126 | 111 | 727 | 114 |
| RTOR Reduction (vph) | 0 | 75 | 0 | 0 | 22 | 0 | 0 | 17 | 0 | 0 | 18 | 0 |
| Lane Group Flow (vph) | 102 | 777 | 0 | 170 | 511 | 0 | 330 | 910 | 0 | 111 | 823 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 6.4 | 16.9 | | 8.0 | 18.5 | | 11.0 | 21.9 | | 7.0 | 17.9 | |
| Effective Green, g (s) | 6.4 | 16.9 | | 8.0 | 18.5 | | 11.0 | 21.9 | | 7.0 | 17.9 | |
| Actuated g/C Ratio | 0.09 | 0.24 | | 0.11 | 0.26 | | 0.15 | 0.31 | | 0.10 | 0.25 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 158 | 790 | | 198 | 889 | | 272 | 1057 | | 173 | 864 | |
| v/s Ratio Prot | 0.06 | c0.23 | | c0.10 | 0.15 | | c0.19 | c0.26 | | 0.06 | 0.24 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.65 | 0.98 | | 0.86 | 0.58 | | 1.21 | 0.86 | | 0.64 | 0.95 | |
| Uniform Delay, d1 | 31.5 | 27.2 | | 31.2 | 23.1 | | 30.3 | 23.4 | | 31.1 | 26.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.7 | 27.8 | | 28.9 | 0.9 | | 124.9 | 7.3 | | 7.9 | 19.9 | |
| Delay (s) | 40.2 | 55.0 | | 60.1 | 24.0 | | 155.2 | 30.7 | | 39.0 | 46.3 | |
| Level of Service | D | E | | E | C | | F | C | | D | D | |
| Approach Delay (s) | | 53.4 | | | 32.8 | | | 63.4 | | | 45.5 | |
| Approach LOS | | D | | | C | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 51.0 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.98 | | |
| Actuated Cycle Length (s) | 71.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 85.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

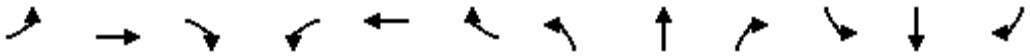
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 35 | 164 | 9 | 84 | 179 | 116 | 5 | 448 | 82 | 110 | 452 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.94 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1844 | | 1770 | 1724 | | 1770 | 1808 | | 1770 | 1808 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1844 | | 1770 | 1724 | | 1770 | 1808 | | 1770 | 1808 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 38 | 178 | 10 | 91 | 195 | 126 | 5 | 487 | 89 | 120 | 491 | 89 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 28 | 0 | 0 | 8 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 38 | 186 | 0 | 91 | 293 | 0 | 5 | 568 | 0 | 120 | 573 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.0 | 15.2 | | 5.7 | 16.9 | | 1.1 | 28.5 | | 5.8 | 33.2 | |
| Effective Green, g (s) | 4.0 | 15.2 | | 5.7 | 16.9 | | 1.1 | 28.5 | | 5.8 | 33.2 | |
| Actuated g/C Ratio | 0.05 | 0.21 | | 0.08 | 0.23 | | 0.02 | 0.39 | | 0.08 | 0.45 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 97 | 384 | | 138 | 399 | | 27 | 706 | | 141 | 822 | |
| v/s Ratio Prot | 0.02 | 0.10 | | c0.05 | c0.17 | | 0.00 | c0.31 | | c0.07 | 0.32 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.39 | 0.48 | | 0.66 | 0.74 | | 0.19 | 0.80 | | 0.85 | 0.70 | |
| Uniform Delay, d1 | 33.3 | 25.4 | | 32.7 | 26.0 | | 35.5 | 19.8 | | 33.2 | 15.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.6 | 1.0 | | 10.8 | 6.9 | | 3.3 | 6.6 | | 36.0 | 2.6 | |
| Delay (s) | 35.9 | 26.4 | | 43.6 | 32.9 | | 38.8 | 26.4 | | 69.2 | 18.5 | |
| Level of Service | D | C | | D | C | | D | C | | E | B | |
| Approach Delay (s) | | 28.0 | | | 35.2 | | | 26.5 | | | 27.2 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 28.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 73.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 69.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

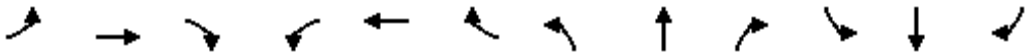
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 10 | 335 | 17 | 4 | 351 | 39 | 2 | 21 | 2 | 32 | 30 | 17 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 364 | 18 | 4 | 382 | 42 | 2 | 23 | 2 | 35 | 33 | 18 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 434 | | | 393 | | | 861 | 848 | 393 | 840 | 836 | 423 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 434 | | | 393 | | | 861 | 848 | 393 | 840 | 836 | 423 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 99 | 92 | 100 | 86 | 89 | 97 |
| cM capacity (veh/h) | 1116 | | | 1156 | | | 235 | 290 | 645 | 256 | 294 | 621 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 393 | 428 | 27 | 86 |
| Volume Left | 11 | 4 | 2 | 35 |
| Volume Right | 18 | 42 | 2 | 18 |
| cSH | 1116 | 1156 | 297 | 311 |
| Volume to Capacity | 0.01 | 0.00 | 0.09 | 0.28 |
| Queue Length 95th (ft) | 1 | 0 | 7 | 28 |
| Control Delay (s) | 0.3 | 0.1 | 18.3 | 20.9 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.3 | 0.1 | 18.3 | 20.9 |
| Approach LOS | | | C | C |

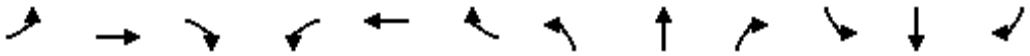
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.7 | | | |
| Intersection Capacity Utilization | 43.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 62 | 269 | 38 | 50 | 304 | 193 | 55 | 181 | 178 | 137 | 139 | 42 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 67 | 292 | 41 | 54 | 330 | 210 | 60 | 197 | 193 | 149 | 151 | 46 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 401 | 595 | 450 | 346 |
| Volume Left (vph) | 67 | 54 | 60 | 149 |
| Volume Right (vph) | 41 | 210 | 193 | 46 |
| Hadj (s) | 0.01 | -0.16 | -0.20 | 0.04 |
| Departure Headway (s) | 9.4 | 9.2 | 9.2 | 9.6 |
| Degree Utilization, x | 1.04 | 1.52 | 1.15 | 0.92 |
| Capacity (veh/h) | 384 | 404 | 396 | 368 |
| Control Delay (s) | 89.4 | 270.9 | 121.3 | 60.6 |
| Approach Delay (s) | 89.4 | 270.9 | 121.3 | 60.6 |
| Approach LOS | F | F | F | F |

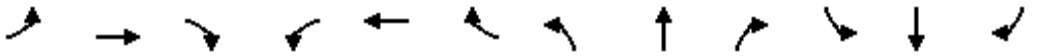
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 152.1 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 85.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 502 | 122 | 356 | 543 | 5 | 153 | 9 | 444 | 2 | 2 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 546 | 133 | 387 | 590 | 5 | 166 | 10 | 483 | 2 | 2 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 606 | | | 688 | | | 2003 | 2004 | 632 | 2488 | 2067 | 613 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 606 | | | 688 | | | 2003 | 2004 | 632 | 2488 | 2067 | 613 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 57 | | | 0 | 71 | 0 | 0 | 93 | 100 |
| cM capacity (veh/h) | 964 | | | 898 | | | 27 | 33 | 472 | 0 | 30 | 484 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 679 | 983 | 659 | 5 |
| Volume Left | 1 | 387 | 166 | 2 |
| Volume Right | 133 | 5 | 483 | 1 |
| cSH | 964 | 898 | 88 | 0 |
| Volume to Capacity | 0.00 | 0.43 | 7.45 | Err |
| Queue Length 95th (ft) | 0 | 55 | Err | Err |
| Control Delay (s) | 0.0 | 9.6 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.0 | 9.6 | Err | Err |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 134.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 881 | 126 | 553 | 623 | 0 | 167 | 0 | 1322 | 627 | 309 | 195 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 958 | 137 | 601 | 677 | 0 | 182 | 0 | 1437 | 682 | 336 | 212 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 687 | | | 1105 | | | 3199 | 2925 | 1046 | 4362 | 2994 | 697 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 687 | | | 1105 | | | 3199 | 2925 | 1046 | 4362 | 2994 | 697 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 4 | | | 0 | 100 | 0 | 0 | 0 | 51 |
| cM capacity (veh/h) | 899 | | | 627 | | | 0 | 1 | 273 | 0 | 1 | 434 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1095 | 1278 | 1618 | 1229 |
| Volume Left | 0 | 601 | 182 | 682 |
| Volume Right | 137 | 0 | 1437 | 212 |
| cSH | 1700 | 627 | 0 | 0 |
| Volume to Capacity | 0.64 | 0.96 | Err | Err |
| Queue Length 95th (ft) | 0 | 337 | Err | Err |
| Control Delay (s) | 0.0 | 52.1 | Err | Err |
| Lane LOS | | F | F | F |
| Approach Delay (s) | 0.0 | 52.1 | Err | Err |
| Approach LOS | | | F | F |

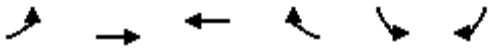
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 273.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2591 | 239 | 136 | 1176 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2816 | 260 | 148 | 1278 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 3086 | | 4540 | 2966 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 3086 | | 4540 | 2966 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 0 | | 0 | 100 |
| cM capacity (veh/h) | | | 106 | | 0 | 19 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 3076 | 1426 |
| Volume Left | 0 | 148 |
| Volume Right | 260 | 0 |
| cSH | 1700 | 106 |
| Volume to Capacity | 1.81 | 1.39 |
| Queue Length 95th (ft) | 0 | 262 |
| Control Delay (s) | 0.0 | 297.9 |
| Lane LOS | | F |
| Approach Delay (s) | 0.0 | 297.9 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 94.4 | | |
| Intersection Capacity Utilization | 188.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 571 | 2020 | 1312 | 606 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 621 | 2196 | 1426 | 659 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2095 | | | | 5212 | 1775 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2095 | | | | 5212 | 1775 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 0 | | | | 0 | 100 |
| cM capacity (veh/h) | 263 | | | | 0 | 102 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 2816 | 2085 |
| Volume Left | 621 | 0 |
| Volume Right | 0 | 659 |
| cSH | 263 | 1700 |
| Volume to Capacity | 2.36 | 1.23 |
| Queue Length 95th (ft) | 1236 | 0 |
| Control Delay (s) | 144.2 | 0.0 |
| Lane LOS | F | |
| Approach Delay (s) | 144.2 | 0.0 |
| Approach LOS | | |

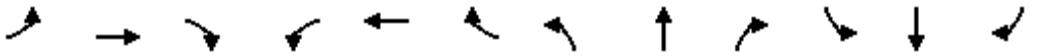
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 82.8 | | |
| Intersection Capacity Utilization | 260.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2020 | 0 | 0 | 1819 | 176 | 127 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2196 | 0 | 0 | 1977 | 191 | 138 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.66 | |
| vC, conflicting volume | | | 2206 | | 4193 | 2216 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2206 | | 5598 | 2216 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 0 | 0 |
| cM capacity (veh/h) | | | 236 | | 0 | 54 |

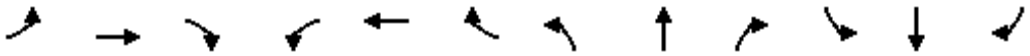
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 2196 | 1977 | 329 |
| Volume Left | 0 | 0 | 191 |
| Volume Right | 0 | 0 | 138 |
| cSH | 1700 | 1700 | 0 |
| Volume to Capacity | 1.29 | 1.16 | 1143.86 |
| Queue Length 95th (ft) | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | Err |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | Err |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 731.5 | | |
| Intersection Capacity Utilization | 123.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 888 | 1003 | 204 | 10 | 759 | 408 | 139 | 448 | 13 | 461 | 484 | 843 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.95 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3407 | | 1770 | 3303 | | 1770 | 3539 | 1543 | 1770 | 3539 | 1543 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3407 | | 1770 | 3303 | | 1770 | 3539 | 1543 | 1770 | 3539 | 1543 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 965 | 1090 | 222 | 11 | 825 | 443 | 151 | 487 | 14 | 501 | 526 | 916 |
| RTOR Reduction (vph) | 0 | 20 | 0 | 0 | 97 | 0 | 0 | 0 | 5 | 0 | 0 | 224 |
| Lane Group Flow (vph) | 965 | 1292 | 0 | 11 | 1171 | 0 | 151 | 487 | 9 | 501 | 526 | 692 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.0 | 28.2 | | 1.4 | 21.6 | | 7.9 | 16.7 | 16.7 | 9.0 | 17.8 | 17.8 |
| Effective Green, g (s) | 8.0 | 28.2 | | 1.4 | 21.6 | | 7.9 | 16.7 | 16.7 | 9.0 | 17.8 | 17.8 |
| Actuated g/C Ratio | 0.11 | 0.39 | | 0.02 | 0.30 | | 0.11 | 0.23 | 0.23 | 0.12 | 0.24 | 0.24 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 194 | 1314 | | 34 | 976 | | 191 | 808 | 353 | 218 | 862 | 376 |
| v/s Ratio Prot | c0.55 | 0.38 | | 0.01 | c0.35 | | 0.09 | 0.14 | | c0.28 | 0.15 | |
| v/s Ratio Perm | | | | | | | | | 0.01 | | | c0.45 |
| v/c Ratio | 4.97 | 0.98 | | 0.32 | 1.20 | | 0.79 | 0.60 | 0.02 | 2.30 | 0.61 | 1.84 |
| Uniform Delay, d1 | 32.5 | 22.2 | | 35.4 | 25.7 | | 31.8 | 25.2 | 21.9 | 32.0 | 24.6 | 27.6 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1799.9 | 20.7 | | 5.5 | 99.8 | | 19.6 | 1.3 | 0.0 | 598.4 | 1.3 | 388.5 |
| Delay (s) | 1832.5 | 42.9 | | 40.9 | 125.5 | | 51.4 | 26.5 | 21.9 | 630.5 | 25.9 | 416.1 |
| Level of Service | F | D | | D | F | | D | C | C | F | C | F |
| Approach Delay (s) | | 801.3 | | | 124.8 | | | 32.2 | | | 365.8 | |
| Approach LOS | | F | | | F | | | C | | | F | |

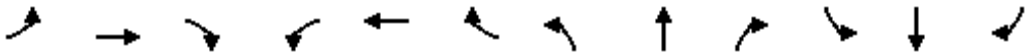
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 441.5 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.98 | | |
| Actuated Cycle Length (s) | 73.1 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 136.6% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 127 | 1272 | 55 | 39 | 929 | 9 | 46 | 50 | 56 | 13 | 35 | 105 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 138 | 1383 | 60 | 42 | 1010 | 10 | 50 | 54 | 61 | 14 | 38 | 114 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1030 | | | 1452 | | | 2431 | 2813 | 741 | 2175 | 2838 | 530 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1030 | | | 1452 | | | 2431 | 2813 | 741 | 2175 | 2838 | 530 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 79 | | | 91 | | | 0 | 0 | 83 | 0 | 0 | 76 |
| cM capacity (veh/h) | 665 | | | 458 | | | 0 | 13 | 353 | 0 | 12 | 485 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 138 | 922 | 521 | 42 | 673 | 346 | 165 | 166 |
| Volume Left | 138 | 0 | 0 | 42 | 0 | 0 | 50 | 14 |
| Volume Right | 0 | 0 | 60 | 0 | 0 | 10 | 61 | 114 |
| cSH | 665 | 1700 | 1700 | 458 | 1700 | 1700 | 0 | 0 |
| Volume to Capacity | 0.21 | 0.54 | 0.31 | 0.09 | 0.40 | 0.20 | Err | Err |
| Queue Length 95th (ft) | 19 | 0 | 0 | 8 | 0 | 0 | Err | Err |
| Control Delay (s) | 11.8 | 0.0 | 0.0 | 13.7 | 0.0 | 0.0 | Err | Err |
| Lane LOS | B | | | B | | | F | F |
| Approach Delay (s) | 1.0 | | | 0.5 | | | Err | Err |
| Approach LOS | | | | | | | F | F |

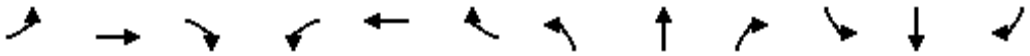
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 71.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 151 | 1062 | 80 | 49 | 818 | 30 | 65 | 144 | 29 | 18 | 71 | 125 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 164 | 1154 | 87 | 53 | 889 | 33 | 71 | 157 | 32 | 20 | 77 | 136 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 932 | | | 1251 | | | 2732 | 2574 | 1218 | 2668 | 2602 | 925 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 932 | | | 1251 | | | 2732 | 2574 | 1218 | 2668 | 2602 | 925 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 77 | | | 90 | | | 0 | 0 | 85 | 0 | 0 | 58 |
| cM capacity (veh/h) | 728 | | | 551 | | | 0 | 18 | 217 | 0 | 17 | 321 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1405 | 975 | 259 | 233 |
| Volume Left | 164 | 53 | 71 | 20 |
| Volume Right | 87 | 33 | 32 | 136 |
| cSH | 728 | 551 | 0 | 0 |
| Volume to Capacity | 0.23 | 0.10 | Err | Err |
| Queue Length 95th (ft) | 22 | 8 | Err | Err |
| Control Delay (s) | 9.7 | 3.1 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 9.7 | 3.1 | Err | Err |
| Approach LOS | | | F | F |

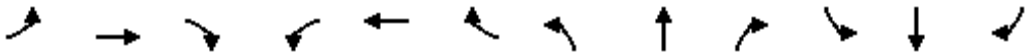
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | Err | |
| Intersection Capacity Utilization | | | 148.5% | ICU Level of Service H |
| Analysis Period (min) | | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 338 | 709 | 99 | 56 | 545 | 43 | 82 | 158 | 58 | 48 | 185 | 239 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1761 | 1820 | | 1770 | 1837 | | 1758 | 1770 | | 1748 | 1670 | |
| Flt Permitted | 0.29 | 1.00 | | 0.14 | 1.00 | | 0.25 | 1.00 | | 0.58 | 1.00 | |
| Satd. Flow (perm) | 531 | 1820 | | 254 | 1837 | | 457 | 1770 | | 1059 | 1670 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 367 | 771 | 108 | 61 | 592 | 47 | 89 | 172 | 63 | 52 | 201 | 260 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 24 | 0 | 0 | 85 | 0 |
| Lane Group Flow (vph) | 367 | 871 | 0 | 61 | 635 | 0 | 89 | 211 | 0 | 52 | 376 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 16.2 | 16.2 | | 16.2 | 16.2 | |
| Effective Green, g (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 16.2 | 16.2 | | 16.2 | 16.2 | |
| Actuated g/C Ratio | 0.53 | 0.53 | | 0.53 | 0.53 | | 0.29 | 0.29 | | 0.29 | 0.29 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 281 | 964 | | 135 | 973 | | 134 | 519 | | 310 | 489 | |
| v/s Ratio Prot | | 0.48 | | | 0.35 | | | 0.12 | | | c0.23 | |
| v/s Ratio Perm | c0.69 | | | 0.24 | | | 0.19 | | | 0.05 | | |
| v/c Ratio | 1.31 | 0.90 | | 0.45 | 0.65 | | 0.66 | 0.41 | | 0.17 | 0.77 | |
| Uniform Delay, d1 | 13.0 | 11.7 | | 8.0 | 9.3 | | 17.2 | 15.7 | | 14.5 | 17.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 161.1 | 11.6 | | 2.4 | 1.6 | | 11.7 | 0.5 | | 0.3 | 7.2 | |
| Delay (s) | 174.1 | 23.4 | | 10.4 | 10.9 | | 28.9 | 16.2 | | 14.8 | 25.0 | |
| Level of Service | F | C | | B | B | | C | B | | B | C | |
| Approach Delay (s) | | 67.8 | | | 10.9 | | | 19.7 | | | 24.0 | |
| Approach LOS | | E | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 39.8 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.11 | | |
| Actuated Cycle Length (s) | 55.3 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 95.9% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

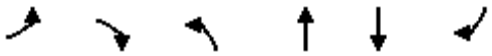
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 0 | 1 | 0 | 0 | 4 | 1 | 4 | 0 | 4 | 5 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.92 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.92 | 0.92 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 0 | 0 | 4 | 1 | 5 | 0 | 4 | 6 | 1 |
| Pedestrians | | 10 | | | | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 46 | 32 | 26 | 33 | 32 | 15 | 17 | | | 5 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 46 | 32 | 26 | 33 | 32 | 15 | 17 | | | 5 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 927 | 851 | 1032 | 957 | 850 | 1056 | 1587 | | | 1617 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 4 | 6 | 11 |
| Volume Left | 1 | 0 | 1 | 4 |
| Volume Right | 1 | 4 | 0 | 1 |
| cSH | 977 | 1056 | 1587 | 1617 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 8.4 | 1.5 | 2.8 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 8.7 | 8.4 | 1.5 | 2.8 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.1 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 1 | 466 | 570 | 4 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 1 | 530 | 648 | 5 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.91 | 0.91 | 0.91 | | | |
| vC, conflicting volume | 937 | 346 | 662 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 732 | 82 | 430 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 319 | 860 | 1016 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 5 | 178 | 353 | 432 | 220 |
| Volume Left | 3 | 1 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 5 |
| cSH | 378 | 1016 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.21 | 0.25 | 0.13 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 14.6 | 0.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | | |
| Approach Delay (s) | 14.6 | 0.0 | | 0.0 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 28.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 13 | 1 | 1 | 14 | 1 | 1 | 7 | 1 | 1 | 5 | 7 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 15 | 1 | 1 | 16 | 1 | 1 | 8 | 1 | 1 | 6 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 27 | | | 25 | | | 67 | 57 | 35 | 61 | 56 | 36 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 27 | | | 25 | | | 67 | 57 | 35 | 61 | 56 | 36 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 99 | 99 |
| cM capacity (veh/h) | 1574 | | | 1576 | | | 887 | 819 | 1021 | 898 | 820 | 1019 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 18 | 10 | 15 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 8 |
| cSH | 1574 | 1576 | 845 | 923 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.5 | 0.5 | 9.3 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.5 | 0.5 | 9.3 | 9.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.1 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 5 | 4 | 3 | 10 | 4 | 1 | 178 | 7 | 4 | 102 | 3 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 6 | 5 | 3 | 11 | 5 | 1 | 202 | 8 | 5 | 116 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 365 | 359 | 138 | 363 | 357 | 226 | 129 | | | 220 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 365 | 359 | 138 | 363 | 357 | 226 | 129 | | | 220 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 99 | 99 | 98 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 560 | 556 | 896 | 567 | 557 | 800 | 1444 | | | 1338 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 14 | 19 | 211 | 124 |
| Volume Left | 3 | 3 | 1 | 5 |
| Volume Right | 5 | 5 | 8 | 3 |
| cSH | 637 | 602 | 1444 | 1338 |
| Volume to Capacity | 0.02 | 0.03 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 2 | 2 | 0 | 0 |
| Control Delay (s) | 10.8 | 11.2 | 0.0 | 0.3 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.8 | 11.2 | 0.0 | 0.3 |
| Approach LOS | B | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.1 | | | |
| Intersection Capacity Utilization | 23.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 17 | 1 | 1 | 16 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 19 | 1 | 1 | 18 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 29 | | | 30 | | | 65 | 64 | 40 | 66 | 64 | 39 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 29 | | | 30 | | | 65 | 64 | 40 | 66 | 64 | 39 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1571 | | | 1569 | | | 899 | 812 | 1014 | 896 | 812 | 1016 |

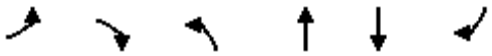
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 22 | 20 | 5 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 2 | 1 |
| cSH | 1571 | 1569 | 927 | 901 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.4 | 0.4 | 8.9 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.4 | 0.4 | 8.9 | 9.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.8 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 9 | 10 | 1 | 1 | 9 | 133 | 1 | 1 | 1 | 112 | 1 | 7 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 10 | 11 | 1 | 1 | 10 | 151 | 1 | 1 | 1 | 127 | 1 | 8 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 171 | | | 22 | | | 149 | 216 | 32 | 142 | 141 | 106 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 171 | | | 22 | | | 149 | 216 | 32 | 142 | 141 | 106 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 100 | 100 | 84 | 100 | 99 |
| cM capacity (veh/h) | 1394 | | | 1580 | | | 783 | 665 | 1025 | 797 | 732 | 933 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 23 | 162 | 3 | 136 |
| Volume Left | 10 | 1 | 1 | 127 |
| Volume Right | 1 | 151 | 1 | 8 |
| cSH | 1394 | 1580 | 798 | 803 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.17 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 15 |
| Control Delay (s) | 3.5 | 0.1 | 9.5 | 10.4 |
| Lane LOS | A | A | A | B |
| Approach Delay (s) | 3.5 | 0.1 | 9.5 | 10.4 |
| Approach LOS | | | A | B |

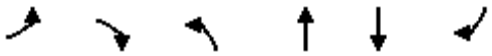
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 30.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 125 | 91 | 0 | 213 | 50 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 142 | 103 | 0 | 242 | 57 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 142 | 103 | 242 | 57 |
| Volume Left (vph) | 0 | 103 | 0 | 0 |
| Volume Right (vph) | 142 | 0 | 0 | 57 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 4.3 | 4.9 | 5.0 | 4.3 |
| Degree Utilization, x | 0.17 | 0.14 | 0.33 | 0.07 |
| Capacity (veh/h) | 777 | 704 | 703 | 816 |
| Control Delay (s) | 8.1 | 8.7 | 9.2 | 6.4 |
| Approach Delay (s) | 8.1 | 8.7 | 8.7 | |
| Approach LOS | A | A | A | |

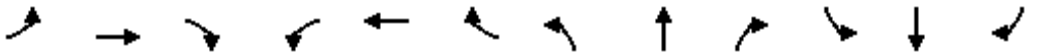
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.5 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 33.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 1 | 48 | 316 | 197 | 85 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 1 | 55 | 359 | 224 | 97 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 712 | 244 | 234 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 712 | 244 | 234 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 96 | | | |
| cM capacity (veh/h) | 376 | 782 | 1322 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 5 | 414 | 224 | 97 |
| Volume Left | 3 | 55 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 97 |
| cSH | 432 | 1322 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.04 | 0.13 | 0.06 |
| Queue Length 95th (ft) | 1 | 3 | 0 | 0 |
| Control Delay (s) | 13.4 | 1.4 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 13.4 | 1.4 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 46.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 241 | 140 | 87 | 23 | 118 | 134 | 59 | 242 | 9 | 178 | 286 | 226 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 274 | 159 | 99 | 26 | 134 | 152 | 67 | 275 | 10 | 202 | 325 | 257 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 433 | 99 | 313 | 205 | 148 | 311 | 217 | 257 |
| Volume Left (vph) | 274 | 0 | 26 | 67 | 0 | 202 | 0 | 0 |
| Volume Right (vph) | 0 | 99 | 152 | 0 | 10 | 0 | 0 | 257 |
| Hadj (s) | 0.16 | -0.57 | -0.24 | 0.20 | -0.01 | 0.36 | 0.03 | -0.67 |
| Departure Headway (s) | 8.1 | 3.2 | 8.2 | 9.3 | 9.1 | 9.1 | 8.7 | 3.2 |
| Degree Utilization, x | 0.97 | 0.09 | 0.71 | 0.53 | 0.37 | 0.78 | 0.52 | 0.23 |
| Capacity (veh/h) | 433 | 1121 | 431 | 380 | 396 | 395 | 408 | 1122 |
| Control Delay (s) | 65.1 | 6.5 | 29.3 | 21.0 | 16.1 | 36.5 | 19.7 | 5.9 |
| Approach Delay (s) | 54.2 | | 29.3 | 18.9 | | 21.9 | | |
| Approach LOS | F | | D | C | | C | | |

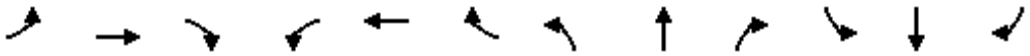
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 31.2 | | | |
| HCM Level of Service | D | | | |
| Intersection Capacity Utilization | 73.4% | ICU Level of Service | | D |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 86 | 252 | 38 | 117 | 205 | 24 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 98 | 286 | 43 | 133 | 233 | 27 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 384 | 176 | 260 |
| Volume Left (vph) | 0 | 43 | 233 |
| Volume Right (vph) | 286 | 0 | 27 |
| Hadj (s) | -0.41 | 0.08 | 0.15 |
| Departure Headway (s) | 4.5 | 5.2 | 5.4 |
| Degree Utilization, x | 0.48 | 0.25 | 0.39 |
| Capacity (veh/h) | 763 | 647 | 619 |
| Control Delay (s) | 11.5 | 10.0 | 11.7 |
| Approach Delay (s) | 11.5 | 10.0 | 11.7 |
| Approach LOS | B | A | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 11.2 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 52.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 203 | 117 | 64 | 123 | 30 | 76 | 175 | 112 | 49 | 151 | 2 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 10 | 231 | 133 | 73 | 140 | 34 | 86 | 199 | 127 | 56 | 172 | 2 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 374 | 247 | 285 | 127 | 230 |
| Volume Left (vph) | 10 | 73 | 86 | 0 | 56 |
| Volume Right (vph) | 133 | 34 | 0 | 127 | 2 |
| Hadj (s) | -0.17 | 0.01 | 0.19 | -0.67 | 0.08 |
| Departure Headway (s) | 6.4 | 6.9 | 7.3 | 6.5 | 7.2 |
| Degree Utilization, x | 0.67 | 0.47 | 0.58 | 0.23 | 0.46 |
| Capacity (veh/h) | 528 | 463 | 461 | 518 | 444 |
| Control Delay (s) | 21.4 | 16.0 | 18.8 | 10.2 | 16.1 |
| Approach Delay (s) | 21.4 | 16.0 | 16.1 | | 16.1 |
| Approach LOS | C | C | C | | C |

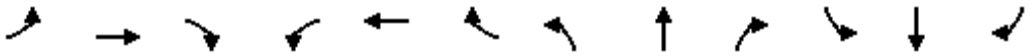
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 17.7 | | | |
| HCM Level of Service | C | | | |
| Intersection Capacity Utilization | 69.3% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 45 | 230 | 289 | 0 | 0 | 335 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 51 | 261 | 328 | 0 | 0 | 381 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 729 | 348 | | | 338 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 729 | 348 | | | 338 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 87 | 62 | | | 100 | |
| cM capacity (veh/h) | 383 | 683 | | | 1211 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 312 | 328 | 381 |
| Volume Left | 51 | 0 | 0 |
| Volume Right | 261 | 0 | 0 |
| cSH | 606 | 1700 | 1700 |
| Volume to Capacity | 0.52 | 0.19 | 0.22 |
| Queue Length 95th (ft) | 74 | 0 | 0 |
| Control Delay (s) | 17.1 | 0.0 | 0.0 |
| Lane LOS | C | | |
| Approach Delay (s) | 17.1 | 0.0 | 0.0 |
| Approach LOS | C | | |

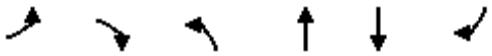
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 41.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 138 | 51 | 150 | 0 | 0 | 0 | 32 | 133 | 2 | 66 | 109 | 50 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 157 | 58 | 170 | 0 | 0 | 0 | 36 | 151 | 2 | 75 | 124 | 57 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 547 | 548 | 172 | 661 | 576 | 172 | 191 | | | 163 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 547 | 548 | 172 | 661 | 576 | 172 | 191 | | | 163 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 62 | 86 | 80 | 100 | 100 | 100 | 97 | | | 95 | | |
| cM capacity (veh/h) | 411 | 406 | 857 | 249 | 391 | 864 | 1371 | | | 1415 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 385 | 190 | 256 |
| Volume Left | 157 | 36 | 75 |
| Volume Right | 170 | 2 | 57 |
| cSH | 735 | 1371 | 1415 |
| Volume to Capacity | 0.52 | 0.03 | 0.05 |
| Queue Length 95th (ft) | 77 | 2 | 4 |
| Control Delay (s) | 17.4 | 1.7 | 2.6 |
| Lane LOS | C | A | A |
| Approach Delay (s) | 17.4 | 1.7 | 2.6 |
| Approach LOS | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 9.2 | | | |
| Intersection Capacity Utilization | 43.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 313 | 602 | 1123 | 621 | 1043 | 170 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 340 | 654 | 1221 | 675 | 1134 | 185 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 4005 | 659 | 1318 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 4005 | 659 | 1318 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 0 | 0 | | | |
| cM capacity (veh/h) | 0 | 406 | 520 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 340 | 654 | 1221 | 338 | 338 | 756 | 563 |
| Volume Left | 340 | 0 | 1221 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 654 | 0 | 0 | 0 | 0 | 185 |
| cSH | 0 | 406 | 520 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | 1.61 | 2.35 | 0.20 | 0.20 | 0.44 | 0.33 |
| Queue Length 95th (ft) | Err | 939 | 2313 | 0 | 0 | 0 | 0 |
| Control Delay (s) | Err | 310.7 | 629.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | F | | | | |
| Approach Delay (s) | Err | | 405.6 | | | 0.0 | |
| Approach LOS | F | | | | | | |

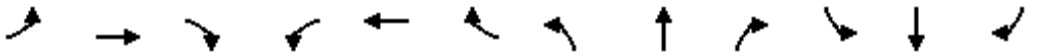
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 123.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 431 | 114 | 2 | 327 | 90 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 468 | 124 | 2 | 355 | 98 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 934 | 125 | | | 126 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 934 | 125 | | | 126 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 49 | | | 76 | |
| cM capacity (veh/h) | 223 | 926 | | | 1460 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 471 | 126 | 355 | 98 |
| Volume Left | 2 | 0 | 355 | 0 |
| Volume Right | 468 | 2 | 0 | 0 |
| cSH | 912 | 1700 | 1460 | 1700 |
| Volume to Capacity | 0.52 | 0.07 | 0.24 | 0.06 |
| Queue Length 95th (ft) | 76 | 0 | 24 | 0 |
| Control Delay (s) | 13.1 | 0.0 | 8.3 | 0.0 |
| Lane LOS | B | | A | |
| Approach Delay (s) | 13.1 | 0.0 | 6.5 | |
| Approach LOS | B | | | |

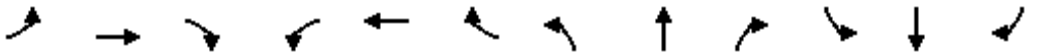
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.7 | | |
| Intersection Capacity Utilization | 58.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1054 | 88 | 158 | 850 | 0 | 0 | 0 | 246 | 224 | 43 | 96 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1517 | 1770 | 3539 | | | | 1571 | 3433 | 1863 | 1544 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1517 | 1770 | 3539 | | | | 1571 | 3433 | 1863 | 1544 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1146 | 96 | 172 | 924 | 0 | 0 | 0 | 267 | 243 | 47 | 104 |
| RTOR Reduction (vph) | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 0 | 68 |
| Lane Group Flow (vph) | 0 | 1146 | 62 | 172 | 924 | 0 | 0 | 0 | 58 | 243 | 47 | 36 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 26.8 | 26.8 | 9.1 | 40.8 | | | | 8.6 | 7.1 | 20.6 | 20.6 |
| Effective Green, g (s) | | 26.8 | 26.8 | 9.1 | 40.8 | | | | 8.6 | 7.1 | 20.6 | 20.6 |
| Actuated g/C Ratio | | 0.38 | 0.38 | 0.13 | 0.57 | | | | 0.12 | 0.10 | 0.29 | 0.29 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1332 | 571 | 226 | 2028 | | | | 190 | 342 | 539 | 447 |
| v/s Ratio Prot | | c0.32 | | c0.10 | 0.26 | | | | | c0.07 | 0.03 | |
| v/s Ratio Perm | | | 0.04 | | | | | | c0.04 | | | 0.02 |
| v/c Ratio | | 0.86 | 0.11 | 0.76 | 0.46 | | | | 0.30 | 0.71 | 0.09 | 0.08 |
| Uniform Delay, d1 | | 20.5 | 14.4 | 30.0 | 8.8 | | | | 28.6 | 31.1 | 18.4 | 18.4 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 5.9 | 0.1 | 14.0 | 0.2 | | | | 0.9 | 6.8 | 0.1 | 0.1 |
| Delay (s) | | 26.4 | 14.5 | 44.0 | 8.9 | | | | 29.5 | 37.9 | 18.5 | 18.5 |
| Level of Service | | C | B | D | A | | | | C | D | B | B |
| Approach Delay (s) | | 25.5 | | | 14.4 | | | 29.5 | | | 30.4 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 71.2 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 64.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 338 | 817 | 207 | 332 | 724 | 262 | 126 | 210 | 167 | 145 | 368 | 177 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1540 | 3433 | 3373 | | 3433 | 3539 | 1540 | 1770 | 3539 | 2658 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1540 | 3433 | 3373 | | 3433 | 3539 | 1540 | 1770 | 3539 | 2658 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 367 | 888 | 225 | 361 | 787 | 285 | 137 | 228 | 182 | 158 | 400 | 192 |
| RTOR Reduction (vph) | 0 | 0 | 74 | 0 | 40 | 0 | 0 | 0 | 151 | 0 | 0 | 158 |
| Lane Group Flow (vph) | 367 | 888 | 151 | 361 | 1032 | 0 | 137 | 228 | 31 | 158 | 400 | 34 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 19.0 | 32.9 | 32.9 | 11.7 | 25.6 | | 7.6 | 14.6 | 14.6 | 8.0 | 15.0 | 15.0 |
| Effective Green, g (s) | 19.0 | 32.9 | 32.9 | 11.7 | 25.6 | | 7.6 | 14.6 | 14.6 | 8.0 | 15.0 | 15.0 |
| Actuated g/C Ratio | 0.22 | 0.39 | 0.39 | 0.14 | 0.30 | | 0.09 | 0.17 | 0.17 | 0.09 | 0.18 | 0.18 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 396 | 1370 | 596 | 473 | 1016 | | 307 | 608 | 265 | 167 | 625 | 469 |
| v/s Ratio Prot | c0.21 | 0.25 | | 0.11 | c0.31 | | 0.04 | 0.06 | | c0.09 | c0.11 | |
| v/s Ratio Perm | | | 0.10 | | | | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.93 | 0.65 | 0.25 | 0.76 | 1.02 | | 0.45 | 0.38 | 0.12 | 0.95 | 0.64 | 0.07 |
| Uniform Delay, d1 | 32.3 | 21.3 | 17.7 | 35.3 | 29.7 | | 36.7 | 31.2 | 29.8 | 38.3 | 32.5 | 29.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 27.4 | 1.1 | 0.2 | 7.2 | 32.3 | | 1.0 | 0.4 | 0.2 | 53.4 | 2.2 | 0.1 |
| Delay (s) | 59.7 | 22.4 | 17.9 | 42.5 | 62.0 | | 37.7 | 31.6 | 30.0 | 91.7 | 34.7 | 29.3 |
| Level of Service | E | C | B | D | E | | D | C | C | F | C | C |
| Approach Delay (s) | | 31.0 | | | 57.1 | | | 32.6 | | | 45.3 | |
| Approach LOS | | C | | | E | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 42.6 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 85.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 78.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

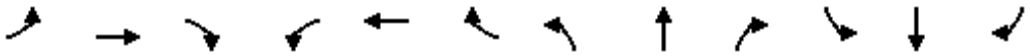
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1064 | 0 | 0 | 1126 | 322 | 163 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.95 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1708 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1708 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1157 | 0 | 0 | 1224 | 350 | 177 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 24 | 0 |
| Lane Group Flow (vph) | 1157 | 0 | 0 | 1224 | 503 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 26.9 | | | 26.9 | 21.6 | |
| Effective Green, g (s) | 26.9 | | | 26.9 | 21.6 | |
| Actuated g/C Ratio | 0.46 | | | 0.46 | 0.37 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1633 | | | 1633 | 633 | |
| v/s Ratio Prot | 0.33 | | | c0.35 | c0.29 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.71 | | | 0.75 | 0.79 | |
| Uniform Delay, d1 | 12.6 | | | 12.9 | 16.4 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.4 | | | 1.9 | 6.8 | |
| Delay (s) | 14.0 | | | 14.9 | 23.2 | |
| Level of Service | B | | | B | C | |
| Approach Delay (s) | 14.0 | | | 14.9 | 23.2 | |
| Approach LOS | B | | | B | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 58.3 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 76.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 816 | 42 | 465 | 436 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2684 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2684 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 295 | 0 | 0 | 0 | 0 | 887 | 46 | 505 | 474 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 887 | 46 | 505 | 474 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.3 | | | | | 18.3 | 55.5 | 16.1 | 38.4 | |
| Effective Green, g (s) | | | 7.3 | | | | | 18.3 | 55.5 | 16.1 | 38.4 | |
| Actuated g/C Ratio | | | 0.13 | | | | | 0.33 | 1.00 | 0.29 | 0.69 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 353 | | | | | 1167 | 1544 | 513 | 2449 | |
| v/s Ratio Prot | | | | | | | | c0.25 | | c0.29 | 0.13 | |
| v/s Ratio Perm | | | c0.01 | | | | | | 0.03 | | | |
| v/c Ratio | | | 0.11 | | | | | 0.76 | 0.03 | 0.98 | 0.19 | |
| Uniform Delay, d1 | | | 21.2 | | | | | 16.6 | 0.0 | 19.6 | 3.0 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.1 | | | | | 3.0 | 0.0 | 35.4 | 0.0 | |
| Delay (s) | | | 21.4 | | | | | 19.6 | 0.0 | 55.0 | 3.1 | |
| Level of Service | | | C | | | | | B | A | E | A | |
| Approach Delay (s) | | 21.4 | | | 0.0 | | | 18.6 | | | 29.9 | |
| Approach LOS | | C | | | A | | | B | | | C | |

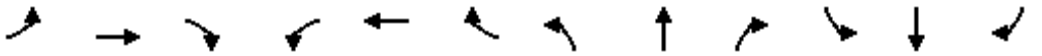
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 55.5 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 55.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 183 | 64 | 63 | 31 | 34 | 100 | 17 | 598 | 76 | 123 | 598 | 69 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 199 | 70 | 68 | 34 | 37 | 109 | 18 | 650 | 83 | 134 | 650 | 75 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1427 | 1707 | 345 | 1403 | 1699 | 345 | 735 | | | 743 | | |
| vC1, stage 1 conf vol | 927 | 927 | | 697 | 697 | | | | | | | |
| vC2, stage 2 conf vol | 499 | 780 | | 706 | 1002 | | | | | | | |
| vCu, unblocked vol | 1427 | 1707 | 345 | 1403 | 1699 | 345 | 735 | | | 743 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 65 | 89 | 81 | 83 | 83 | 98 | | | 84 | | |
| cM capacity (veh/h) | 179 | 201 | 640 | 181 | 218 | 640 | 859 | | | 853 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 337 | 179 | 18 | 325 | 325 | 83 | 134 | 325 | 325 | 75 |
| Volume Left | 199 | 34 | 18 | 0 | 0 | 0 | 134 | 0 | 0 | 0 |
| Volume Right | 68 | 109 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 75 |
| cSH | 215 | 342 | 859 | 1700 | 1700 | 1700 | 853 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.57 | 0.52 | 0.02 | 0.19 | 0.19 | 0.05 | 0.16 | 0.19 | 0.19 | 0.04 |
| Queue Length 95th (ft) | 529 | 72 | 2 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| Control Delay (s) | 316.1 | 26.6 | 9.3 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | D | A | | | | B | | | |
| Approach Delay (s) | 316.1 | 26.6 | 0.2 | | | | 1.6 | | | |
| Approach LOS | F | D | | | | | | | | |

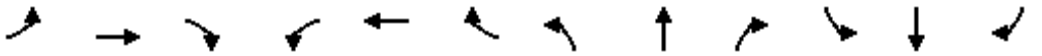
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 53.0 | | | |
| Intersection Capacity Utilization | 65.4% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 163 | 221 | 30 | 57 | 134 | 54 | 34 | 445 | 77 | 100 | 438 | 103 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1818 | 1549 | | 1833 | 1549 | 1770 | 3539 | 1526 | 1770 | 3539 | 1526 |
| Flt Permitted | | 0.77 | 1.00 | | 0.72 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1426 | 1549 | | 1333 | 1549 | 1770 | 3539 | 1526 | 1770 | 3539 | 1526 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 177 | 240 | 33 | 62 | 146 | 59 | 37 | 484 | 84 | 109 | 476 | 112 |
| RTOR Reduction (vph) | 0 | 0 | 21 | 0 | 0 | 38 | 0 | 0 | 61 | 0 | 0 | 76 |
| Lane Group Flow (vph) | 0 | 417 | 12 | 0 | 208 | 21 | 37 | 484 | 23 | 109 | 476 | 36 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 18.9 | 18.9 | | 18.9 | 18.9 | 2.4 | 14.6 | 14.6 | 5.1 | 17.3 | 17.3 |
| Effective Green, g (s) | | 18.9 | 18.9 | | 18.9 | 18.9 | 2.4 | 14.6 | 14.6 | 5.1 | 17.3 | 17.3 |
| Actuated g/C Ratio | | 0.35 | 0.35 | | 0.35 | 0.35 | 0.05 | 0.27 | 0.27 | 0.10 | 0.32 | 0.32 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 506 | 549 | | 473 | 549 | 80 | 969 | 418 | 169 | 1149 | 495 |
| v/s Ratio Prot | | | | | | | 0.02 | c0.14 | | c0.06 | c0.13 | |
| v/s Ratio Perm | | c0.29 | 0.01 | | 0.16 | 0.01 | | | 0.02 | | | 0.02 |
| v/c Ratio | | 0.82 | 0.02 | | 0.44 | 0.04 | 0.46 | 0.50 | 0.06 | 0.64 | 0.41 | 0.07 |
| Uniform Delay, d1 | | 15.7 | 11.2 | | 13.2 | 11.3 | 24.8 | 16.3 | 14.3 | 23.2 | 14.0 | 12.5 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 10.5 | 0.0 | | 0.7 | 0.0 | 4.2 | 0.4 | 0.1 | 8.2 | 0.2 | 0.1 |
| Delay (s) | | 26.2 | 11.2 | | 13.8 | 11.3 | 29.0 | 16.7 | 14.3 | 31.4 | 14.3 | 12.5 |
| Level of Service | | C | B | | B | B | C | B | B | C | B | B |
| Approach Delay (s) | | 25.1 | | | 13.2 | | | 17.1 | | | 16.7 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 53.3 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 66.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

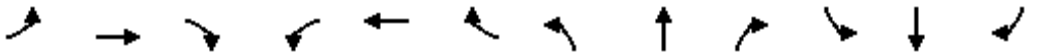
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 13 | 310 | 57 | 106 | 190 | 49 | 43 | 43 | 124 | 47 | 48 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 337 | 62 | 115 | 207 | 53 | 47 | 47 | 135 | 51 | 52 | 8 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 413 | 375 | 228 | 103 | 8 |
| Volume Left (vph) | 14 | 115 | 47 | 51 | 0 |
| Volume Right (vph) | 62 | 53 | 135 | 0 | 8 |
| Hadj (s) | -0.05 | 0.01 | -0.28 | 0.28 | -0.67 |
| Departure Headway (s) | 5.7 | 5.8 | 6.3 | 7.6 | 6.6 |
| Degree Utilization, x | 0.65 | 0.61 | 0.40 | 0.22 | 0.01 |
| Capacity (veh/h) | 604 | 591 | 508 | 398 | 443 |
| Control Delay (s) | 18.8 | 17.3 | 13.4 | 11.5 | 8.5 |
| Approach Delay (s) | 18.8 | 17.3 | 13.4 | 11.3 | |
| Approach LOS | C | C | B | B | |

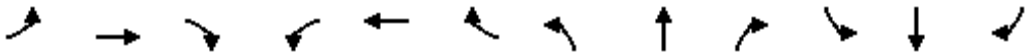
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 16.5 | | | |
| HCM Level of Service | C | | | |
| Intersection Capacity Utilization | 69.2% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 586 | 105 | 170 | 432 | 0 | 0 | 0 | 0 | 124 | 0 | 110 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 637 | 114 | 185 | 470 | 0 | 0 | 0 | 0 | 135 | 0 | 120 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 13 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 483 | | | 764 | | | 1381 | 1559 | 399 | 1181 | 1616 | 258 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 483 | | | 764 | | | 1381 | 1559 | 399 | 1181 | 1616 | 258 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 78 | | | 100 | 100 | 100 | 0 | 100 | 84 |
| cM capacity (veh/h) | 1065 | | | 845 | | | 71 | 86 | 596 | 118 | 79 | 727 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 425 | 326 | 185 | 235 | 235 | 254 |
| Volume Left | 0 | 0 | 185 | 0 | 0 | 135 |
| Volume Right | 0 | 114 | 0 | 0 | 0 | 120 |
| cSH | 1700 | 1700 | 845 | 1700 | 1700 | 222 |
| Volume to Capacity | 0.25 | 0.19 | 0.22 | 0.14 | 0.14 | 1.15 |
| Queue Length 95th (ft) | 0 | 0 | 21 | 0 | 0 | 300 |
| Control Delay (s) | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 110.1 |
| Lane LOS | | | B | | | F |
| Approach Delay (s) | 0.0 | | 3.0 | | | 110.1 |
| Approach LOS | | | | | | F |

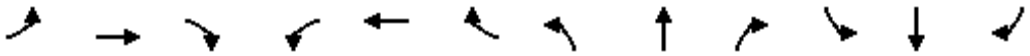
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 18.0 | | | |
| Intersection Capacity Utilization | 52.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 68 | 594 | 0 | 0 | 558 | 163 | 44 | 1 | 137 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 74 | 646 | 0 | 0 | 607 | 177 | 48 | 1 | 149 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 17 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.98 | | | | | | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 |
| vC, conflicting volume | 801 | | | 663 | | | 1124 | 1611 | 350 | 1193 | 1523 | 419 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 753 | | | 663 | | | 1083 | 1581 | 350 | 1154 | 1491 | 363 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 91 | | | 100 | | | 68 | 99 | 76 | 100 | 100 | 100 |
| cM capacity (veh/h) | 835 | | | 909 | | | 151 | 95 | 632 | 103 | 108 | 615 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 289 | 430 | 404 | 379 | 198 |
| Volume Left | 74 | 0 | 0 | 0 | 48 |
| Volume Right | 0 | 0 | 0 | 177 | 149 |
| cSH | 835 | 1700 | 1700 | 1700 | 607 |
| Volume to Capacity | 0.09 | 0.25 | 0.24 | 0.22 | 0.33 |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 35 |
| Control Delay (s) | 3.2 | 0.0 | 0.0 | 0.0 | 19.3 |
| Lane LOS | A | | | | C |
| Approach Delay (s) | 1.3 | | 0.0 | | 19.3 |
| Approach LOS | | | | | C |

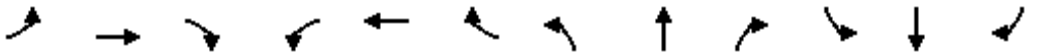
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.8 | | | |
| Intersection Capacity Utilization | 59.7% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 55 | 405 | 286 | 204 | 388 | 37 | 250 | 626 | 226 | 53 | 743 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.94 | | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3277 | | 1770 | 3486 | | 1770 | 3375 | | 1770 | 3516 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3277 | | 1770 | 3486 | | 1770 | 3375 | | 1770 | 3516 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 60 | 440 | 311 | 222 | 422 | 40 | 272 | 680 | 246 | 58 | 808 | 32 |
| RTOR Reduction (vph) | 0 | 181 | 0 | 0 | 9 | 0 | 0 | 48 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 60 | 570 | 0 | 222 | 453 | 0 | 272 | 878 | 0 | 58 | 836 | 0 |
| Confl. Peds. (#/hr) | 14 | | 14 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.7 | 16.7 | | 9.0 | 21.0 | | 9.0 | 23.9 | | 4.6 | 19.5 | |
| Effective Green, g (s) | 4.7 | 16.7 | | 9.0 | 21.0 | | 9.0 | 23.9 | | 4.6 | 19.5 | |
| Actuated g/C Ratio | 0.07 | 0.23 | | 0.12 | 0.29 | | 0.12 | 0.33 | | 0.06 | 0.27 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 116 | 760 | | 221 | 1017 | | 221 | 1120 | | 113 | 952 | |
| v/s Ratio Prot | 0.03 | c0.17 | | c0.13 | 0.13 | | c0.15 | c0.26 | | 0.03 | 0.24 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.52 | 0.75 | | 1.00 | 0.45 | | 1.23 | 0.78 | | 0.51 | 0.88 | |
| Uniform Delay, d1 | 32.6 | 25.7 | | 31.5 | 20.8 | | 31.5 | 21.7 | | 32.6 | 25.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.9 | 4.1 | | 61.7 | 0.3 | | 136.8 | 3.7 | | 3.9 | 9.3 | |
| Delay (s) | 36.4 | 29.8 | | 93.2 | 21.1 | | 168.3 | 25.4 | | 36.5 | 34.4 | |
| Level of Service | D | C | | F | C | | F | C | | D | C | |
| Approach Delay (s) | | 30.3 | | | 44.5 | | | 57.8 | | | 34.5 | |
| Approach LOS | | C | | | D | | | E | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 43.2 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 72.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 82.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 56 | 141 | 3 | 110 | 155 | 119 | 2 | 320 | 81 | 124 | 328 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.93 | | 1.00 | 0.97 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1856 | | 1770 | 1712 | | 1770 | 1792 | | 1770 | 1811 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1856 | | 1770 | 1712 | | 1770 | 1792 | | 1770 | 1811 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 61 | 153 | 3 | 120 | 168 | 129 | 2 | 348 | 88 | 135 | 357 | 62 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 39 | 0 | 0 | 12 | 0 | 0 | 8 | 0 |
| Lane Group Flow (vph) | 61 | 155 | 0 | 120 | 258 | 0 | 2 | 424 | 0 | 135 | 411 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.0 | 13.7 | | 5.7 | 15.4 | | 1.0 | 20.2 | | 5.7 | 24.9 | |
| Effective Green, g (s) | 4.0 | 13.7 | | 5.7 | 15.4 | | 1.0 | 20.2 | | 5.7 | 24.9 | |
| Actuated g/C Ratio | 0.06 | 0.22 | | 0.09 | 0.24 | | 0.02 | 0.32 | | 0.09 | 0.39 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 112 | 403 | | 160 | 418 | | 28 | 574 | | 160 | 715 | |
| v/s Ratio Prot | 0.03 | 0.08 | | c0.07 | c0.15 | | 0.00 | c0.24 | | c0.08 | 0.23 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.54 | 0.39 | | 0.75 | 0.62 | | 0.07 | 0.74 | | 0.84 | 0.58 | |
| Uniform Delay, d1 | 28.7 | 21.1 | | 28.0 | 21.2 | | 30.6 | 19.1 | | 28.3 | 15.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.3 | 0.6 | | 17.8 | 2.7 | | 1.1 | 4.9 | | 31.3 | 1.1 | |
| Delay (s) | 34.0 | 21.7 | | 45.8 | 24.0 | | 31.7 | 24.0 | | 59.5 | 16.1 | |
| Level of Service | C | C | | D | C | | C | C | | E | B | |
| Approach Delay (s) | | 25.2 | | | 30.2 | | | 24.1 | | | 26.7 | |
| Approach LOS | | C | | | C | | | C | | | C | |

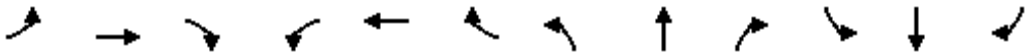
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 63.1 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 62.9% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 7 | 304 | 12 | 4 | 386 | 43 | 12 | 12 | 2 | 47 | 21 | 10 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 330 | 13 | 4 | 420 | 47 | 13 | 13 | 2 | 51 | 23 | 11 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 476 | | | 353 | | | 846 | 847 | 357 | 832 | 830 | 463 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 476 | | | 353 | | | 846 | 847 | 357 | 832 | 830 | 463 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 95 | 96 | 100 | 81 | 92 | 98 |
| cM capacity (veh/h) | 1077 | | | 1195 | | | 251 | 291 | 676 | 267 | 297 | 589 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 351 | 471 | 28 | 85 |
| Volume Left | 8 | 4 | 13 | 51 |
| Volume Right | 13 | 47 | 2 | 11 |
| cSH | 1077 | 1195 | 282 | 296 |
| Volume to Capacity | 0.01 | 0.00 | 0.10 | 0.29 |
| Queue Length 95th (ft) | 1 | 0 | 8 | 29 |
| Control Delay (s) | 0.3 | 0.1 | 19.2 | 22.0 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.3 | 0.1 | 19.2 | 22.0 |
| Approach LOS | | | C | C |

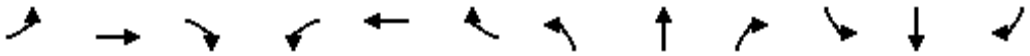
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.7 | | |
| Intersection Capacity Utilization | 39.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 20 | 298 | 23 | 48 | 339 | 188 | 43 | 82 | 62 | 188 | 71 | 21 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 324 | 25 | 52 | 368 | 204 | 47 | 89 | 67 | 204 | 77 | 23 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 371 | 625 | 203 | 304 |
| Volume Left (vph) | 22 | 52 | 47 | 204 |
| Volume Right (vph) | 25 | 204 | 67 | 23 |
| Hadj (s) | 0.01 | -0.15 | -0.12 | 0.12 |
| Departure Headway (s) | 7.3 | 6.9 | 8.0 | 7.8 |
| Degree Utilization, x | 0.76 | 1.20 | 0.45 | 0.66 |
| Capacity (veh/h) | 467 | 518 | 407 | 440 |
| Control Delay (s) | 29.6 | 130.3 | 17.5 | 24.7 |
| Approach Delay (s) | 29.6 | 130.3 | 17.5 | 24.7 |
| Approach LOS | D | F | C | C |

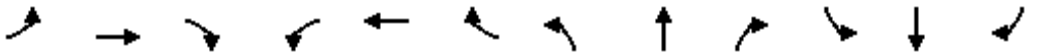
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 68.8 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 82.6% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 478 | 151 | 418 | 571 | 9 | 149 | 9 | 410 | 2 | 2 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 520 | 164 | 454 | 621 | 10 | 162 | 10 | 446 | 2 | 2 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 640 | | | 694 | | | 2160 | 2163 | 622 | 2609 | 2240 | 646 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 640 | | | 694 | | | 2160 | 2163 | 622 | 2609 | 2240 | 646 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 49 | | | 0 | 57 | 7 | 0 | 89 | 100 |
| cM capacity (veh/h) | 936 | | | 894 | | | 18 | 23 | 479 | 0 | 20 | 464 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 685 | 1085 | 617 | 5 |
| Volume Left | 1 | 454 | 162 | 2 |
| Volume Right | 164 | 10 | 446 | 1 |
| cSH | 936 | 894 | 61 | 1 |
| Volume to Capacity | 0.00 | 0.51 | 10.13 | 4.89 |
| Queue Length 95th (ft) | 0 | 74 | Err | Err |
| Control Delay (s) | 0.0 | 11.6 | Err | Err |
| Lane LOS | A | B | F | F |
| Approach Delay (s) | 0.0 | 11.6 | Err | Err |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2608.4 | | |
| Intersection Capacity Utilization | 138.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 763 | 150 | 762 | 588 | 0 | 158 | 0 | 1270 | 693 | 400 | 222 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 829 | 163 | 828 | 639 | 0 | 172 | 0 | 1380 | 753 | 435 | 241 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 649 | | | 1002 | | | 3565 | 3227 | 931 | 4607 | 3308 | 659 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 649 | | | 1002 | | | 3565 | 3227 | 931 | 4607 | 3308 | 659 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 47 |
| cM capacity (veh/h) | 929 | | | 685 | | | 0 | 0 | 318 | 0 | 0 | 456 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 992 | 1467 | 1552 | 1429 |
| Volume Left | 0 | 828 | 172 | 753 |
| Volume Right | 163 | 0 | 1380 | 241 |
| cSH | 1700 | 685 | 0 | 0 |
| Volume to Capacity | 0.58 | 1.21 | Err | Err |
| Queue Length 95th (ft) | 0 | 718 | Err | Err |
| Control Delay (s) | 0.0 | 128.5 | Err | Err |
| Lane LOS | | F | F | F |
| Approach Delay (s) | 0.0 | 128.5 | Err | Err |
| Approach LOS | | | F | F |

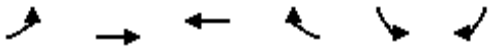
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | Err | |
| Intersection Capacity Utilization | 283.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2514 | 231 | 138 | 1468 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2733 | 251 | 150 | 1596 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 2994 | | 4774 | 2878 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2994 | | 4774 | 2878 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 0 | | 0 | 100 |
| cM capacity (veh/h) | | | 116 | | 0 | 21 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 2984 | 1746 |
| Volume Left | 0 | 150 |
| Volume Right | 251 | 0 |
| cSH | 1700 | 116 |
| Volume to Capacity | 1.76 | 1.30 |
| Queue Length 95th (ft) | 0 | 249 |
| Control Delay (s) | 0.0 | 253.6 |
| Lane LOS | | F |
| Approach Delay (s) | 0.0 | 253.6 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 93.6 | | |
| Intersection Capacity Utilization | 204.6% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 572 | 1963 | 1658 | 660 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 622 | 2134 | 1802 | 717 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2530 | | | | 5558 | 2181 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2530 | | | | 5558 | 2181 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 0 | | | | 0 | 100 |
| cM capacity (veh/h) | 177 | | | | 0 | 58 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 2755 | 2520 |
| Volume Left | 622 | 0 |
| Volume Right | 0 | 717 |
| cSH | 177 | 1700 |
| Volume to Capacity | 3.51 | 1.48 |
| Queue Length 95th (ft) | Err | 0 |
| Control Delay (s) | 266.7 | 0.0 |
| Lane LOS | F | |
| Approach Delay (s) | 266.7 | 0.0 |
| Approach LOS | | |

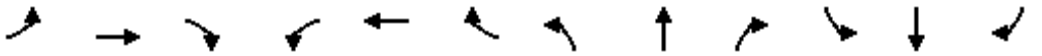
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 139.3 | | |
| Intersection Capacity Utilization | 278.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1975 | 0 | 0 | 2133 | 215 | 156 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2147 | 0 | 0 | 2318 | 234 | 170 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.65 | |
| vC, conflicting volume | | | 2157 | | 4485 | 2167 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2157 | | 6059 | 2167 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 0 | 0 |
| cM capacity (veh/h) | | | 246 | | 0 | 58 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 2147 | 2318 | 403 |
| Volume Left | 0 | 0 | 234 |
| Volume Right | 0 | 0 | 170 |
| cSH | 1700 | 1700 | 0 |
| Volume to Capacity | 1.26 | 1.36 | 2948.25 |
| Queue Length 95th (ft) | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | Err |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | Err |
| Approach LOS | | | F |

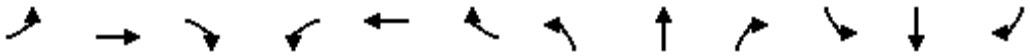
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 828.2 | | |
| Intersection Capacity Utilization | 131.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1187 | 917 | 205 | 168 | 1212 | 552 | 295 | 543 | 111 | 514 | 575 | 1195 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.95 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3427 | | 1770 | 3347 | | 1770 | 3539 | 1544 | 1770 | 3539 | 1544 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3427 | | 1770 | 3347 | | 1770 | 3539 | 1544 | 1770 | 3539 | 1544 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1290 | 997 | 223 | 183 | 1317 | 600 | 321 | 590 | 121 | 559 | 625 | 1299 |
| RTOR Reduction (vph) | 0 | 27 | 0 | 0 | 76 | 0 | 0 | 0 | 40 | 0 | 0 | 203 |
| Lane Group Flow (vph) | 1290 | 1193 | 0 | 183 | 1841 | 0 | 321 | 590 | 81 | 559 | 625 | 1096 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.0 | 17.5 | | 9.6 | 19.1 | | 8.0 | 17.1 | 17.1 | 8.0 | 17.1 | 17.1 |
| Effective Green, g (s) | 8.0 | 17.5 | | 9.6 | 19.1 | | 8.0 | 17.1 | 17.1 | 8.0 | 17.1 | 17.1 |
| Actuated g/C Ratio | 0.11 | 0.25 | | 0.14 | 0.27 | | 0.11 | 0.24 | 0.24 | 0.11 | 0.24 | 0.24 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 202 | 857 | | 243 | 913 | | 202 | 865 | 377 | 202 | 865 | 377 |
| v/s Ratio Prot | c0.73 | 0.35 | | 0.10 | c0.55 | | 0.18 | 0.17 | | c0.32 | 0.18 | |
| v/s Ratio Perm | | | | | | | | | 0.05 | | | c0.71 |
| v/c Ratio | 6.39 | 1.39 | | 0.75 | 2.02 | | 1.59 | 0.68 | 0.21 | 2.77 | 0.72 | 2.91 |
| Uniform Delay, d1 | 31.0 | 26.2 | | 29.1 | 25.4 | | 31.0 | 24.0 | 21.1 | 31.0 | 24.3 | 26.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2434.3 | 183.6 | | 12.4 | 461.5 | | 287.3 | 2.2 | 0.3 | 809.0 | 3.0 | 865.1 |
| Delay (s) | 2465.3 | 209.8 | | 41.5 | 486.9 | | 318.3 | 26.2 | 21.4 | 840.0 | 27.3 | 891.5 |
| Level of Service | F | F | | D | F | | F | C | C | F | C | F |
| Approach Delay (s) | | 1369.0 | | | 448.1 | | | 116.5 | | | 662.4 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 756.0 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 2.83 | | |
| Actuated Cycle Length (s) | 70.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 175.6% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

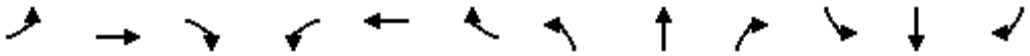
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 118 | 1155 | 54 | 34 | 1138 | 8 | 42 | 42 | 51 | 8 | 26 | 127 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 128 | 1255 | 59 | 37 | 1237 | 9 | 46 | 46 | 55 | 9 | 28 | 138 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1256 | | | 1324 | | | 2406 | 2881 | 677 | 2298 | 2906 | 643 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1256 | | | 1324 | | | 2406 | 2881 | 677 | 2298 | 2906 | 643 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 76 | | | 93 | | | 0 | 0 | 86 | 0 | 0 | 66 |
| cM capacity (veh/h) | 545 | | | 513 | | | 0 | 11 | 389 | 0 | 11 | 409 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 128 | 837 | 477 | 37 | 825 | 421 | 147 | 175 |
| Volume Left | 128 | 0 | 0 | 37 | 0 | 0 | 46 | 9 |
| Volume Right | 0 | 0 | 59 | 0 | 0 | 9 | 55 | 138 |
| cSH | 545 | 1700 | 1700 | 513 | 1700 | 1700 | 0 | 0 |
| Volume to Capacity | 0.24 | 0.49 | 0.28 | 0.07 | 0.49 | 0.25 | Err | Err |
| Queue Length 95th (ft) | 23 | 0 | 0 | 6 | 0 | 0 | Err | Err |
| Control Delay (s) | 13.6 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | Err | Err |
| Lane LOS | B | | | B | | | F | F |
| Approach Delay (s) | 1.2 | | | 0.4 | | | Err | Err |
| Approach LOS | | | | | | | F | F |

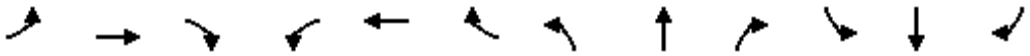
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 72.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 156 | 946 | 83 | 26 | 912 | 30 | 91 | 102 | 29 | 12 | 48 | 171 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 170 | 1028 | 90 | 28 | 991 | 33 | 99 | 111 | 32 | 13 | 52 | 186 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1034 | | | 1128 | | | 2709 | 2513 | 1093 | 2584 | 2542 | 1028 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1034 | | | 1128 | | | 2709 | 2513 | 1093 | 2584 | 2542 | 1028 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 75 | | | 95 | | | 0 | 0 | 88 | 0 | 0 | 34 |
| cM capacity (veh/h) | 667 | | | 614 | | | 0 | 20 | 256 | 0 | 19 | 280 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1288 | 1052 | 241 | 251 |
| Volume Left | 170 | 28 | 99 | 13 |
| Volume Right | 90 | 33 | 32 | 186 |
| cSH | 667 | 614 | 0 | 0 |
| Volume to Capacity | 0.25 | 0.05 | Err | Err |
| Queue Length 95th (ft) | 25 | 4 | Err | Err |
| Control Delay (s) | 9.5 | 1.6 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 9.5 | 1.6 | Err | Err |
| Approach LOS | | | F | F |

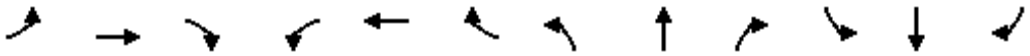
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 155.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 298 | 582 | 96 | 29 | 597 | 35 | 99 | 101 | 47 | 37 | 106 | 281 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.97 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1762 | 1814 | | 1763 | 1844 | | 1757 | 1754 | | 1747 | 1617 | |
| Flt Permitted | 0.26 | 1.00 | | 0.22 | 1.00 | | 0.29 | 1.00 | | 0.66 | 1.00 | |
| Satd. Flow (perm) | 475 | 1814 | | 405 | 1844 | | 530 | 1754 | | 1204 | 1617 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 324 | 633 | 104 | 32 | 649 | 38 | 108 | 110 | 51 | 40 | 115 | 305 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 32 | 0 | 0 | 112 | 0 |
| Lane Group Flow (vph) | 324 | 729 | 0 | 32 | 684 | 0 | 108 | 129 | 0 | 40 | 308 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 27.4 | 27.4 | | 27.4 | 27.4 | | 14.4 | 14.4 | | 14.4 | 14.4 | |
| Effective Green, g (s) | 27.4 | 27.4 | | 27.4 | 27.4 | | 14.4 | 14.4 | | 14.4 | 14.4 | |
| Actuated g/C Ratio | 0.53 | 0.53 | | 0.53 | 0.53 | | 0.28 | 0.28 | | 0.28 | 0.28 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 252 | 963 | | 215 | 979 | | 148 | 489 | | 336 | 451 | |
| v/s Ratio Prot | | 0.40 | | | 0.37 | | | 0.07 | | | 0.19 | |
| v/s Ratio Perm | c0.68 | | | 0.08 | | | c0.20 | | | 0.03 | | |
| v/c Ratio | 1.29 | 0.76 | | 0.15 | 0.70 | | 0.73 | 0.26 | | 0.12 | 0.68 | |
| Uniform Delay, d1 | 12.1 | 9.5 | | 6.2 | 9.0 | | 16.8 | 14.5 | | 13.9 | 16.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 155.2 | 3.4 | | 0.3 | 2.2 | | 16.4 | 0.3 | | 0.2 | 4.2 | |
| Delay (s) | 167.3 | 12.9 | | 6.5 | 11.2 | | 33.3 | 14.8 | | 14.0 | 20.8 | |
| Level of Service | F | B | | A | B | | C | B | | B | C | |
| Approach Delay (s) | | 60.1 | | | 11.0 | | | 22.2 | | | 20.2 | |
| Approach LOS | | E | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 34.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 1.09 | | |
| Actuated Cycle Length (s) | 51.6 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 95.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

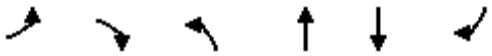
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 4 | 1 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.92 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.92 | 0.92 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 3 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 4 | 1 | 0 |
| Pedestrians | | 10 | | | | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 37 | 21 | 21 | 21 | 21 | 11 | 11 | | | 1 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 37 | 21 | 21 | 21 | 21 | 11 | 11 | | | 1 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 938 | 863 | 1039 | 975 | 863 | 1061 | 1595 | | | 1622 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 7 | 1 | 5 |
| Volume Left | 3 | 0 | 0 | 4 |
| Volume Right | 0 | 7 | 0 | 0 |
| cSH | 938 | 1061 | 1595 | 1622 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.9 | 8.4 | 0.0 | 5.7 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 8.9 | 8.4 | 0.0 | 5.7 |
| Approach LOS | A | A | | |

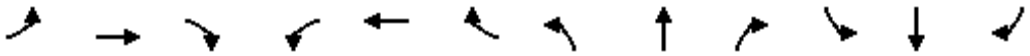
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.0 | | | |
| Intersection Capacity Utilization | 19.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 4 | 1 | 1 | 578 | 522 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 1 | 1 | 628 | 567 | 1 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 904 | 304 | 578 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 904 | 304 | 578 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 272 | 680 | 983 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 5 | 211 | 419 | 378 | 190 |
| Volume Left | 4 | 1 | 0 | 0 | 0 |
| Volume Right | 1 | 0 | 0 | 0 | 1 |
| cSH | 309 | 983 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.25 | 0.22 | 0.11 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 16.9 | 0.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | A | | | |
| Approach Delay (s) | 16.9 | 0.0 | | 0.0 | |
| Approach LOS | C | | | | |

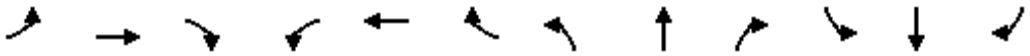
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 29.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 7 | 1 | 1 | 9 | 3 | 1 | 4 | 1 | 4 | 9 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 8 | 1 | 1 | 10 | 3 | 1 | 5 | 1 | 5 | 10 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 24 | | | 19 | | | 54 | 47 | 29 | 48 | 46 | 32 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 24 | | | 19 | | | 54 | 47 | 29 | 48 | 46 | 32 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 99 | 100 |
| cM capacity (veh/h) | 1578 | | | 1584 | | | 905 | 830 | 1029 | 919 | 831 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 15 | 7 | 18 |
| Volume Left | 1 | 1 | 1 | 5 |
| Volume Right | 1 | 3 | 1 | 3 |
| cSH | 1578 | 1584 | 870 | 883 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 2 |
| Control Delay (s) | 0.8 | 0.6 | 9.2 | 9.2 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.8 | 0.6 | 9.2 | 9.2 |
| Approach LOS | | | A | A |

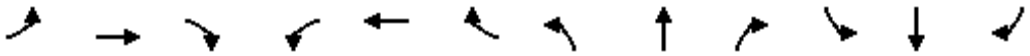
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.9 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 4 | 1 | 2 | 6 | 9 | 1 | 84 | 6 | 9 | 78 | 3 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 5 | 1 | 2 | 7 | 10 | 1 | 95 | 7 | 10 | 89 | 3 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 246 | 235 | 110 | 235 | 234 | 119 | 102 | | | 112 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 246 | 235 | 110 | 235 | 234 | 119 | 102 | | | 112 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 100 | 100 | 99 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 671 | 649 | 927 | 690 | 651 | 917 | 1478 | | | 1465 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 19 | 103 | 102 |
| Volume Left | 5 | 2 | 1 | 10 |
| Volume Right | 1 | 10 | 7 | 3 |
| cSH | 682 | 775 | 1478 | 1465 |
| Volume to Capacity | 0.02 | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 2 | 0 | 1 |
| Control Delay (s) | 10.4 | 9.8 | 0.1 | 0.8 |
| Lane LOS | B | A | A | A |
| Approach Delay (s) | 10.4 | 9.8 | 0.1 | 0.8 |
| Approach LOS | B | A | | |

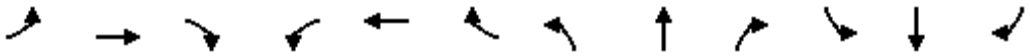
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 23.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 16 | 1 | 1 | 17 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 18 | 1 | 1 | 19 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 30 | | | 29 | | | 65 | 64 | 39 | 65 | 64 | 40 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 30 | | | 29 | | | 65 | 64 | 39 | 65 | 64 | 40 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1569 | | | 1571 | | | 899 | 812 | 1016 | 899 | 812 | 1014 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 20 | 22 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1569 | 1571 | 901 | 901 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.4 | 0.4 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.4 | 0.4 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

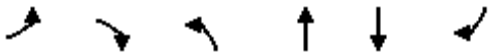
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 7 | 5 | 3 | 1 | 8 | 186 | 1 | 1 | 3 | 110 | 1 | 11 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 8 | 6 | 3 | 1 | 9 | 211 | 1 | 1 | 3 | 125 | 1 | 12 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 230 | | | 19 | | | 173 | 266 | 27 | 164 | 162 | 135 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 230 | | | 19 | | | 173 | 266 | 27 | 164 | 162 | 135 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 100 | 100 | 84 | 100 | 99 |
| cM capacity (veh/h) | 1326 | | | 1584 | | | 751 | 625 | 1031 | 769 | 713 | 899 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 17 | 222 | 6 | 139 |
| Volume Left | 8 | 1 | 1 | 125 |
| Volume Right | 3 | 211 | 3 | 12 |
| cSH | 1326 | 1584 | 856 | 779 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 | 0.18 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 16 |
| Control Delay (s) | 3.6 | 0.0 | 9.2 | 10.6 |
| Lane LOS | A | A | A | B |
| Approach Delay (s) | 3.6 | 0.0 | 9.2 | 10.6 |
| Approach LOS | | | A | B |

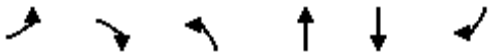
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 33.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 120 | 126 | 0 | 109 | 71 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 136 | 143 | 0 | 124 | 81 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 136 | 143 | 124 | 81 |
| Volume Left (vph) | 0 | 143 | 0 | 0 |
| Volume Right (vph) | 136 | 0 | 0 | 81 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 4.1 | 4.8 | 5.0 | 4.3 |
| Degree Utilization, x | 0.16 | 0.19 | 0.17 | 0.10 |
| Capacity (veh/h) | 807 | 729 | 698 | 812 |
| Control Delay (s) | 7.9 | 8.9 | 7.8 | 6.5 |
| Approach Delay (s) | 7.9 | 8.9 | 7.3 | |
| Approach LOS | A | A | A | |

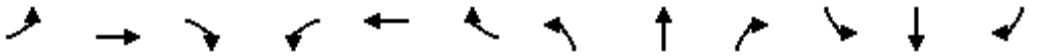
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.9 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 26.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 0 | 54 | 238 | 163 | 78 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 59 | 259 | 177 | 85 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 573 | 197 | 187 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 573 | 197 | 187 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 96 | | | |
| cM capacity (veh/h) | 453 | 830 | 1376 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 1 | 317 | 177 | 85 |
| Volume Left | 1 | 59 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 85 |
| cSH | 453 | 1376 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.04 | 0.10 | 0.05 |
| Queue Length 95th (ft) | 0 | 3 | 0 | 0 |
| Control Delay (s) | 13.0 | 1.7 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 13.0 | 1.7 | 0.0 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 41.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 199 | 86 | 58 | 14 | 88 | 142 | 58 | 241 | 27 | 164 | 279 | 142 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 216 | 93 | 63 | 15 | 96 | 154 | 63 | 262 | 29 | 178 | 303 | 154 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 310 | 63 | 265 | 194 | 160 | 279 | 202 | 154 |
| Volume Left (vph) | 216 | 0 | 15 | 63 | 0 | 178 | 0 | 0 |
| Volume Right (vph) | 0 | 63 | 154 | 0 | 29 | 0 | 0 | 154 |
| Hadj (s) | 0.17 | -0.57 | -0.30 | 0.20 | -0.09 | 0.35 | 0.03 | -0.67 |
| Departure Headway (s) | 7.3 | 3.2 | 7.0 | 7.9 | 7.6 | 7.8 | 7.5 | 3.2 |
| Degree Utilization, x | 0.63 | 0.06 | 0.52 | 0.43 | 0.34 | 0.61 | 0.42 | 0.14 |
| Capacity (veh/h) | 465 | 1121 | 473 | 422 | 442 | 442 | 460 | 1121 |
| Control Delay (s) | 21.7 | 6.4 | 17.2 | 15.4 | 13.2 | 20.8 | 14.6 | 5.5 |
| Approach Delay (s) | 19.1 | | 17.2 | 14.4 | | 15.1 | | |
| Approach LOS | C | | C | B | | C | | |

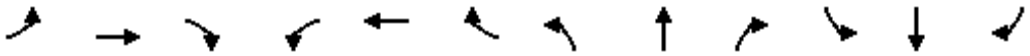
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 16.2 | | | |
| HCM Level of Service | C | | | |
| Intersection Capacity Utilization | 66.7% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 46 | 221 | 35 | 42 | 256 | 34 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 50 | 240 | 38 | 46 | 278 | 37 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 290 | 84 | 315 |
| Volume Left (vph) | 0 | 38 | 278 |
| Volume Right (vph) | 240 | 0 | 37 |
| Hadj (s) | -0.46 | 0.12 | 0.14 |
| Departure Headway (s) | 4.4 | 5.2 | 4.9 |
| Degree Utilization, x | 0.35 | 0.12 | 0.43 |
| Capacity (veh/h) | 770 | 635 | 697 |
| Control Delay (s) | 9.8 | 8.9 | 11.6 |
| Approach Delay (s) | 9.8 | 8.9 | 11.6 |
| Approach LOS | A | A | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 10.5 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 47.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 12 | 145 | 102 | 43 | 150 | 47 | 95 | 192 | 93 | 53 | 138 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 158 | 111 | 47 | 163 | 51 | 103 | 209 | 101 | 58 | 150 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 282 | 261 | 312 | 101 | 212 |
| Volume Left (vph) | 13 | 47 | 103 | 0 | 58 |
| Volume Right (vph) | 111 | 51 | 0 | 101 | 4 |
| Hadj (s) | -0.19 | -0.05 | 0.20 | -0.67 | 0.08 |
| Departure Headway (s) | 6.3 | 6.4 | 6.9 | 6.0 | 6.8 |
| Degree Utilization, x | 0.49 | 0.47 | 0.60 | 0.17 | 0.40 |
| Capacity (veh/h) | 527 | 501 | 492 | 562 | 473 |
| Control Delay (s) | 15.1 | 15.0 | 18.5 | 9.1 | 14.1 |
| Approach Delay (s) | 15.1 | 15.0 | 16.2 | | 14.1 |
| Approach LOS | C | B | C | | B |

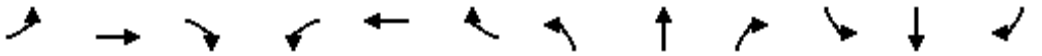
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 15.3 | | | |
| HCM Level of Service | C | | | |
| Intersection Capacity Utilization | 65.0% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 59 | 183 | 202 | 0 | 0 | 235 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 64 | 199 | 220 | 0 | 0 | 255 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 495 | 240 | | | 230 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 495 | 240 | | | 230 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 88 | 75 | | | 100 | |
| cM capacity (veh/h) | 525 | 786 | | | 1327 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 263 | 220 | 255 |
| Volume Left | 64 | 0 | 0 |
| Volume Right | 199 | 0 | 0 |
| cSH | 701 | 1700 | 1700 |
| Volume to Capacity | 0.38 | 0.13 | 0.15 |
| Queue Length 95th (ft) | 44 | 0 | 0 |
| Control Delay (s) | 13.2 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 13.2 | 0.0 | 0.0 |
| Approach LOS | B | | |

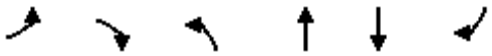
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 34.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 67 | 44 | 110 | 0 | 0 | 0 | 47 | 118 | 1 | 69 | 71 | 77 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 73 | 48 | 120 | 0 | 0 | 0 | 51 | 128 | 1 | 75 | 77 | 84 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 520 | 521 | 139 | 604 | 562 | 149 | 171 | | | 139 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 520 | 521 | 139 | 604 | 562 | 149 | 171 | | | 139 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 83 | 89 | 87 | 100 | 100 | 100 | 96 | | | 95 | | |
| cM capacity (veh/h) | 426 | 417 | 894 | 299 | 395 | 890 | 1395 | | | 1444 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 240 | 180 | 236 |
| Volume Left | 73 | 51 | 75 |
| Volume Right | 120 | 1 | 84 |
| cSH | 841 | 1395 | 1444 |
| Volume to Capacity | 0.29 | 0.04 | 0.05 |
| Queue Length 95th (ft) | 30 | 3 | 4 |
| Control Delay (s) | 13.3 | 2.4 | 2.7 |
| Lane LOS | B | A | A |
| Approach Delay (s) | 13.3 | 2.4 | 2.7 |
| Approach LOS | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.5 | | | |
| Intersection Capacity Utilization | 36.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 392 | 745 | 1562 | 720 | 1225 | 235 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 426 | 810 | 1698 | 783 | 1332 | 255 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 5246 | 793 | 1587 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 5246 | 793 | 1587 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 0 | 0 | | | |
| cM capacity (veh/h) | 0 | 331 | 410 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 426 | 810 | 1698 | 391 | 391 | 888 | 699 |
| Volume Left | 426 | 0 | 1698 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 810 | 0 | 0 | 0 | 0 | 255 |
| cSH | 0 | 331 | 410 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | 2.44 | 4.14 | 0.23 | 0.23 | 0.52 | 0.41 |
| Queue Length 95th (ft) | Err | 1613 | Err | 0 | 0 | 0 | 0 |
| Control Delay (s) | Err | 684.0 | 1439.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | F | | | | |
| Approach Delay (s) | Err | | 985.1 | | | 0.0 | |
| Approach LOS | F | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 159.6% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



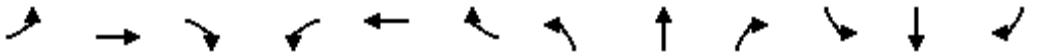
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 414 | 109 | 2 | 442 | 114 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 450 | 118 | 2 | 480 | 124 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1204 | 120 | | | 121 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1204 | 120 | | | 121 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 52 | | | 67 | |
| cM capacity (veh/h) | 137 | 932 | | | 1467 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 452 | 121 | 480 | 124 |
| Volume Left | 2 | 0 | 480 | 0 |
| Volume Right | 450 | 2 | 0 | 0 |
| cSH | 907 | 1700 | 1467 | 1700 |
| Volume to Capacity | 0.50 | 0.07 | 0.33 | 0.07 |
| Queue Length 95th (ft) | 71 | 0 | 36 | 0 |
| Control Delay (s) | 12.9 | 0.0 | 8.6 | 0.0 |
| Lane LOS | B | | A | |
| Approach Delay (s) | 12.9 | 0.0 | 6.9 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.5 | | |
| Intersection Capacity Utilization | 63.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

# APPENDIX J

MITIGATED YEAR 2020 WITH-PROJECT
CONDITIONS INTERSECTION ANALYSIS SHEETS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 158 | 325 | 119 | 254 | 393 | 139 | 62 | 178 | 76 | 29 | 338 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1548 | 3433 | 3381 | | 3433 | 3539 | 1548 | 1770 | 3539 | 2683 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1548 | 3433 | 3381 | | 3433 | 3539 | 1548 | 1770 | 3539 | 2683 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 172 | 353 | 129 | 276 | 427 | 151 | 67 | 193 | 83 | 32 | 367 | 85 |
| RTOR Reduction (vph) | 0 | 0 | 99 | 0 | 48 | 0 | 0 | 0 | 63 | 0 | 0 | 67 |
| Lane Group Flow (vph) | 172 | 353 | 30 | 276 | 530 | 0 | 67 | 193 | 20 | 32 | 367 | 18 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 5.9 | 13.1 | 13.1 | 9.2 | 16.4 | | 3.7 | 13.3 | 13.3 | 2.5 | 12.1 | 12.1 |
| Effective Green, g (s) | 5.9 | 13.1 | 13.1 | 9.2 | 16.4 | | 3.7 | 13.3 | 13.3 | 2.5 | 12.1 | 12.1 |
| Actuated g/C Ratio | 0.11 | 0.23 | 0.23 | 0.16 | 0.29 | | 0.07 | 0.24 | 0.24 | 0.04 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 362 | 829 | 363 | 565 | 992 | | 227 | 842 | 368 | 79 | 766 | 581 |
| v/s Ratio Prot | 0.05 | 0.10 | | c0.08 | c0.16 | | c0.02 | 0.05 | | 0.02 | c0.10 | |
| v/s Ratio Perm | | | 0.02 | | | | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.48 | 0.43 | 0.08 | 0.49 | 0.53 | | 0.30 | 0.23 | 0.05 | 0.41 | 0.48 | 0.03 |
| Uniform Delay, d1 | 23.5 | 18.2 | 16.7 | 21.2 | 16.5 | | 24.9 | 17.2 | 16.4 | 26.0 | 19.1 | 17.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | 0.4 | 0.1 | 0.7 | 0.6 | | 0.7 | 0.1 | 0.1 | 3.4 | 0.5 | 0.0 |
| Delay (s) | 24.5 | 18.6 | 16.8 | 21.9 | 17.1 | | 25.6 | 17.3 | 16.5 | 29.3 | 19.6 | 17.3 |
| Level of Service | C | B | B | C | B | | C | B | B | C | B | B |
| Approach Delay (s) | | 19.8 | | | 18.6 | | | 18.7 | | | 19.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |

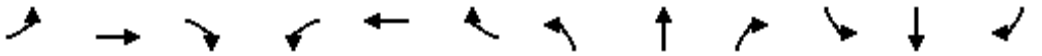
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.51 | | |
| Actuated Cycle Length (s) | 55.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 48.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 172 | 353 | 129 | 276 | 578 | 67 | 193 | 83 | 32 | 367 | 85 |
| v/c Ratio | 0.35 | 0.44 | 0.29 | 0.46 | 0.53 | 0.15 | 0.22 | 0.18 | 0.14 | 0.48 | 0.13 |
| Control Delay | 26.4 | 21.3 | 6.8 | 25.5 | 18.1 | 25.9 | 18.6 | 7.1 | 27.3 | 22.3 | 6.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.4 | 21.3 | 6.8 | 25.5 | 18.1 | 25.9 | 18.6 | 7.1 | 27.3 | 22.3 | 6.4 |
| Queue Length 50th (ft) | 28 | 56 | 0 | 44 | 83 | 10 | 22 | 0 | 10 | 60 | 0 |
| Queue Length 95th (ft) | 62 | 102 | 38 | 91 | 147 | 30 | 59 | 30 | 36 | 105 | 17 |
| Internal Link Dist (ft) | | 535 | | | 286 | | 631 | | | 855 | |
| Turn Bay Length (ft) | 100 | | 75 | 150 | | 160 | | 80 | 120 | | 135 |
| Base Capacity (vph) | 556 | 1154 | 590 | 695 | 1282 | 556 | 1344 | 638 | 287 | 1297 | 1033 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 0.31 | 0.22 | 0.40 | 0.45 | 0.12 | 0.14 | 0.13 | 0.11 | 0.28 | 0.08 |

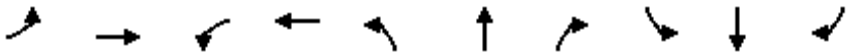
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 24 | 41 | 12 | 20 | 48 | 112 | 31 | 580 | 69 | 80 | 415 | 94 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.89 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1791 | | 1770 | 1641 | | 1770 | 3438 | 1526 | 1770 | 3282 | 1526 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1791 | | 1770 | 1641 | | 1770 | 3438 | 1526 | 1770 | 3282 | 1526 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 26 | 45 | 13 | 22 | 52 | 122 | 34 | 630 | 75 | 87 | 451 | 102 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 105 | 0 | 0 | 0 | 44 | 0 | 0 | 57 |
| Lane Group Flow (vph) | 26 | 47 | 0 | 22 | 69 | 0 | 34 | 630 | 31 | 87 | 451 | 45 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 10% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 2.1 | 8.5 | | 1.0 | 7.4 | | 2.2 | 21.5 | 21.5 | 3.9 | 23.2 | 23.2 |
| Effective Green, g (s) | 2.1 | 8.5 | | 1.0 | 7.4 | | 2.2 | 21.5 | 21.5 | 3.9 | 23.2 | 23.2 |
| Actuated g/C Ratio | 0.04 | 0.16 | | 0.02 | 0.14 | | 0.04 | 0.41 | 0.41 | 0.07 | 0.44 | 0.44 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 71 | 289 | | 34 | 230 | | 74 | 1403 | 623 | 131 | 1445 | 672 |
| v/s Ratio Prot | c0.01 | 0.03 | | 0.01 | c0.04 | | 0.02 | c0.18 | | c0.05 | 0.14 | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | 0.03 |
| v/c Ratio | 0.37 | 0.16 | | 0.65 | 0.30 | | 0.46 | 0.45 | 0.05 | 0.66 | 0.31 | 0.07 |
| Uniform Delay, d1 | 24.7 | 19.0 | | 25.7 | 20.3 | | 24.7 | 11.3 | 9.4 | 23.8 | 9.6 | 8.5 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.2 | 0.3 | | 35.3 | 0.7 | | 4.5 | 0.2 | 0.0 | 12.0 | 0.1 | 0.0 |
| Delay (s) | 27.8 | 19.3 | | 60.9 | 21.1 | | 29.1 | 11.5 | 9.5 | 35.7 | 9.7 | 8.5 |
| Level of Service | C | B | | E | C | | C | B | A | D | A | A |
| Approach Delay (s) | | 21.9 | | | 25.5 | | | 12.1 | | | 13.1 | |
| Approach LOS | | C | | | C | | | B | | | B | |

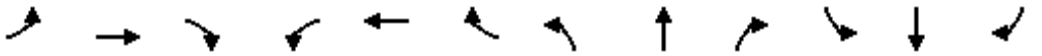
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 52.7 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 49.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 26 | 58 | 22 | 174 | 34 | 630 | 75 | 87 | 451 | 102 |
| v/c Ratio | 0.10 | 0.14 | 0.08 | 0.43 | 0.12 | 0.38 | 0.10 | 0.29 | 0.26 | 0.12 |
| Control Delay | 25.7 | 15.6 | 25.8 | 12.2 | 25.5 | 15.0 | 5.7 | 26.1 | 12.6 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.7 | 15.6 | 25.8 | 12.2 | 25.5 | 15.0 | 5.7 | 26.1 | 12.6 | 5.1 |
| Queue Length 50th (ft) | 6 | 9 | 5 | 11 | 7 | 63 | 0 | 18 | 20 | 0 |
| Queue Length 95th (ft) | 31 | 43 | 28 | 65 | 38 | 176 | 27 | 77 | 125 | 32 |
| Internal Link Dist (ft) | | 628 | | 1256 | | 2552 | | | 2142 | |
| Turn Bay Length (ft) | | | | | 1 | | 100 | 1 | | 100 |
| Base Capacity (vph) | 351 | 745 | 351 | 724 | 351 | 1910 | 876 | 351 | 1901 | 922 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.08 | 0.06 | 0.24 | 0.10 | 0.33 | 0.09 | 0.25 | 0.24 | 0.11 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 481 | 43 | 137 | 362 | 0 | 0 | 0 | 0 | 161 | 1 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | | 4.9 | 4.9 | | | | | | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | | | | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | | 0.99 | 1.00 |
| Frt | | 0.99 | | 1.00 | 1.00 | | | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3485 | | 1770 | 3539 | | | | | | 1759 | 1550 |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3485 | | 1770 | 3539 | | | | | | 1759 | 1550 |
| Peak-hour factor, PHF | 0.72 | 0.72 | 0.72 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.65 | 0.65 | 0.65 |
| Adj. Flow (vph) | 0 | 668 | 60 | 165 | 436 | 0 | 0 | 0 | 0 | 248 | 2 | 52 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Lane Group Flow (vph) | 0 | 717 | 0 | 165 | 436 | 0 | 0 | 0 | 0 | 0 | 250 | 13 |
| Confl. Peds. (#/hr) | 11 | | 10 | 13 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | | Prot | | | | | | Perm | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | | 6 | |
| Permitted Phases | | | | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 14.9 | | 6.9 | 26.7 | | | | | | 12.6 | 12.6 |
| Effective Green, g (s) | | 14.9 | | 6.9 | 26.7 | | | | | | 12.6 | 12.6 |
| Actuated g/C Ratio | | 0.30 | | 0.14 | 0.54 | | | | | | 0.26 | 0.26 |
| Clearance Time (s) | | 4.9 | | 4.9 | 4.9 | | | | | | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1058 | | 249 | 1924 | | | | | | 451 | 398 |
| v/s Ratio Prot | | c0.21 | | c0.09 | 0.12 | | | | | | | |
| v/s Ratio Perm | | | | | | | | | | | 0.14 | 0.01 |
| v/c Ratio | | 0.68 | | 0.66 | 0.23 | | | | | | 0.55 | 0.03 |
| Uniform Delay, d1 | | 15.0 | | 20.0 | 5.8 | | | | | | 15.8 | 13.7 |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.7 | | 6.5 | 0.1 | | | | | | 1.5 | 0.0 |
| Delay (s) | | 16.7 | | 26.5 | 5.9 | | | | | | 17.3 | 13.7 |
| Level of Service | | B | | C | A | | | | | | B | B |
| Approach Delay (s) | | 16.7 | | | 11.5 | | | 0.0 | | | 16.7 | |
| Approach LOS | | B | | | B | | | A | | | B | |

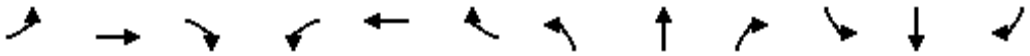
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 49.1 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 44.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | WBL | WBT | SBT | SBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 728 | 165 | 436 | 250 | 52 |
| v/c Ratio | 0.68 | 0.49 | 0.24 | 0.55 | 0.12 |
| Control Delay | 19.8 | 26.9 | 6.6 | 22.6 | 6.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 19.8 | 26.9 | 6.6 | 22.6 | 6.2 |
| Queue Length 50th (ft) | 103 | 48 | 30 | 72 | 0 |
| Queue Length 95th (ft) | 130 | 98 | 55 | 88 | 11 |
| Internal Link Dist (ft) | 617 | | 243 | 558 | |
| Turn Bay Length (ft) | | 200 | | | 400 |
| Base Capacity (vph) | 1363 | 406 | 2378 | 721 | 666 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.41 | 0.18 | 0.35 | 0.08 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 81 | 553 | 0 | 0 | 461 | 165 | 36 | 7 | 142 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Lane Util. Factor | 1.00 | 0.95 | | | 0.95 | | | 1.00 | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | 0.98 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 0.99 | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.96 | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 3539 | | | 3369 | | | 1775 | 1552 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | | 0.96 | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 3539 | | | 3369 | | | 1775 | 1552 | | | |
| Peak-hour factor, PHF | 0.72 | 0.72 | 0.72 | 0.85 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 112 | 768 | 0 | 0 | 542 | 194 | 43 | 8 | 171 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 137 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 112 | 768 | 0 | 0 | 677 | 0 | 0 | 51 | 34 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 17 | | 10 | 11 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | | | |
| Permitted Phases | | | | | | | 2 | | 2 | | | |
| Actuated Green, G (s) | 6.0 | 25.4 | | | 14.5 | | | 8.3 | 8.3 | | | |
| Effective Green, g (s) | 6.0 | 25.4 | | | 14.5 | | | 8.3 | 8.3 | | | |
| Actuated g/C Ratio | 0.14 | 0.58 | | | 0.33 | | | 0.19 | 0.19 | | | |
| Clearance Time (s) | 4.9 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | 3.0 | | | |
| Lane Grp Cap (vph) | 244 | 2066 | | | 1123 | | | 339 | 296 | | | |
| v/s Ratio Prot | 0.06 | c0.22 | | | c0.20 | | | | | | | |
| v/s Ratio Perm | | | | | | | | 0.03 | 0.02 | | | |
| v/c Ratio | 0.46 | 0.37 | | | 0.60 | | | 0.15 | 0.12 | | | |
| Uniform Delay, d1 | 17.3 | 4.8 | | | 12.1 | | | 14.7 | 14.6 | | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | 1.4 | 0.1 | | | 0.9 | | | 0.2 | 0.2 | | | |
| Delay (s) | 18.6 | 4.9 | | | 13.0 | | | 14.9 | 14.7 | | | |
| Level of Service | B | A | | | B | | | B | B | | | |
| Approach Delay (s) | | 6.7 | | | 13.0 | | | 14.8 | | | 0.0 | |
| Approach LOS | | A | | | B | | | B | | | A | |

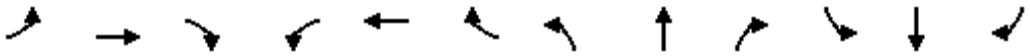
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 10.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 43.5 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 44.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBT | NBT | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 112 | 768 | 736 | 51 | 171 |
| v/c Ratio | 0.34 | 0.39 | 0.62 | 0.15 | 0.39 |
| Control Delay | 22.2 | 5.8 | 14.3 | 18.0 | 6.9 |
| Queue Delay | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Delay | 22.2 | 5.9 | 14.3 | 18.0 | 6.9 |
| Queue Length 50th (ft) | 25 | 37 | 68 | 12 | 1 |
| Queue Length 95th (ft) | 61 | 76 | 138 | 33 | 31 |
| Internal Link Dist (ft) | | 243 | 772 | 804 | |
| Turn Bay Length (ft) | 100 | | | | 400 |
| Base Capacity (vph) | 410 | 2709 | 1697 | 762 | 762 |
| Starvation Cap Reductn | 0 | 604 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.36 | 0.43 | 0.07 | 0.22 |

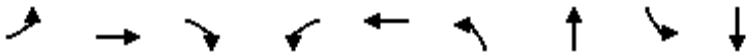
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 53 | 486 | 131 | 115 | 454 | 28 | 113 | 340 | 56 | 36 | 371 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1547 | 1770 | 3504 | | 3433 | 3453 | | 1770 | 3475 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 1547 | 1770 | 3504 | | 3433 | 3453 | | 1770 | 3475 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 58 | 528 | 142 | 125 | 493 | 30 | 123 | 370 | 61 | 39 | 403 | 47 |
| RTOR Reduction (vph) | 0 | 0 | 106 | 0 | 6 | 0 | 0 | 18 | 0 | 0 | 13 | 0 |
| Lane Group Flow (vph) | 58 | 528 | 36 | 125 | 517 | 0 | 123 | 413 | 0 | 39 | 437 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 3.9 | 15.1 | 15.1 | 6.6 | 17.8 | | 5.4 | 17.4 | | 2.6 | 14.6 | |
| Effective Green, g (s) | 3.9 | 15.1 | 15.1 | 6.6 | 17.8 | | 5.4 | 17.4 | | 2.6 | 14.6 | |
| Actuated g/C Ratio | 0.07 | 0.25 | 0.25 | 0.11 | 0.30 | | 0.09 | 0.29 | | 0.04 | 0.25 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 116 | 898 | 393 | 196 | 1048 | | 312 | 1010 | | 77 | 853 | |
| v/s Ratio Prot | 0.03 | c0.15 | | c0.07 | c0.15 | | c0.04 | c0.12 | | 0.02 | c0.13 | |
| v/s Ratio Perm | | | 0.02 | | | | | | | | | |
| v/c Ratio | 0.50 | 0.59 | 0.09 | 0.64 | 0.49 | | 0.39 | 0.41 | | 0.51 | 0.51 | |
| Uniform Delay, d1 | 26.9 | 19.5 | 17.0 | 25.3 | 17.1 | | 25.5 | 16.9 | | 27.8 | 19.4 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.4 | 1.0 | 0.1 | 6.6 | 0.4 | | 0.8 | 0.3 | | 5.2 | 0.5 | |
| Delay (s) | 30.2 | 20.5 | 17.1 | 32.0 | 17.5 | | 26.3 | 17.2 | | 33.0 | 19.9 | |
| Level of Service | C | C | B | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 20.6 | | | 20.3 | | | 19.2 | | | 20.9 | |
| Approach LOS | | C | | | C | | | B | | | C | |

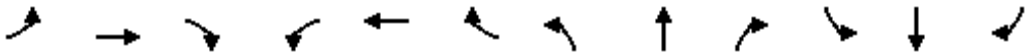
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.68 | | |
| Actuated Cycle Length (s) | 59.5 | Sum of lost time (s) | 27.6 |
| Intersection Capacity Utilization | 50.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 58 | 528 | 142 | 125 | 523 | 123 | 431 | 39 | 450 |
| v/c Ratio | 0.24 | 0.59 | 0.29 | 0.43 | 0.47 | 0.26 | 0.40 | 0.17 | 0.55 |
| Control Delay | 30.0 | 24.0 | 6.3 | 31.4 | 19.3 | 28.5 | 18.4 | 29.2 | 23.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.0 | 24.0 | 6.3 | 31.4 | 19.3 | 28.5 | 18.4 | 29.2 | 23.6 |
| Queue Length 50th (ft) | 21 | 96 | 0 | 45 | 88 | 23 | 55 | 14 | 81 |
| Queue Length 95th (ft) | 56 | 154 | 40 | 100 | 145 | 49 | 120 | 42 | 127 |
| Internal Link Dist (ft) | | 772 | | | 852 | | 461 | | 615 |
| Turn Bay Length (ft) | 130 | | | 90 | | 100 | | 100 | |
| Base Capacity (vph) | 292 | 1249 | 637 | 365 | 1450 | 567 | 1376 | 292 | 1237 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.20 | 0.42 | 0.22 | 0.34 | 0.36 | 0.22 | 0.31 | 0.13 | 0.36 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 48 | 216 | 23 | 45 | 117 | 45 | 40 | 77 | 46 | 122 | 77 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 0.96 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.94 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1798 | | 1770 | 1845 | 1528 | 1770 | 1745 | | 1756 | 1792 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.67 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1798 | | 1770 | 1845 | 1528 | 1770 | 1745 | | 1241 | 1792 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 52 | 235 | 25 | 49 | 127 | 49 | 43 | 84 | 50 | 133 | 84 | 22 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 36 | 0 | 30 | 0 | 0 | 13 | 0 |
| Lane Group Flow (vph) | 52 | 255 | 0 | 49 | 127 | 13 | 43 | 104 | 0 | 133 | 93 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Perm | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | | | 8 | | | | 6 | | |
| Actuated Green, G (s) | 3.7 | 12.7 | | 3.7 | 12.7 | 12.7 | 2.2 | 19.5 | | 14.2 | 14.2 | |
| Effective Green, g (s) | 3.7 | 12.7 | | 3.7 | 12.7 | 12.7 | 2.2 | 19.5 | | 14.2 | 14.2 | |
| Actuated g/C Ratio | 0.07 | 0.26 | | 0.07 | 0.26 | 0.26 | 0.04 | 0.39 | | 0.29 | 0.29 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 132 | 459 | | 132 | 471 | 390 | 78 | 685 | | 355 | 512 | |
| v/s Ratio Prot | c0.03 | c0.14 | | 0.03 | 0.07 | | c0.02 | 0.06 | | | 0.05 | |
| v/s Ratio Perm | | | | | | 0.01 | | | | c0.11 | | |
| v/c Ratio | 0.39 | 0.56 | | 0.37 | 0.27 | 0.03 | 0.55 | 0.15 | | 0.37 | 0.18 | |
| Uniform Delay, d1 | 21.9 | 16.0 | | 21.9 | 14.8 | 13.9 | 23.3 | 9.8 | | 14.2 | 13.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.9 | 1.5 | | 1.8 | 0.3 | 0.0 | 8.2 | 0.1 | | 0.7 | 0.2 | |
| Delay (s) | 23.9 | 17.5 | | 23.7 | 15.1 | 13.9 | 31.4 | 9.9 | | 14.9 | 13.5 | |
| Level of Service | C | B | | C | B | B | C | A | | B | B | |
| Approach Delay (s) | | 18.6 | | | 16.7 | | | 15.1 | | | 14.3 | |
| Approach LOS | | B | | | B | | | B | | | B | |

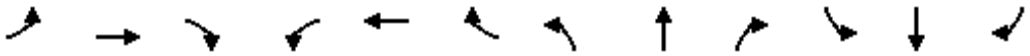
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 49.7 | Sum of lost time (s) | 16.9 |
| Intersection Capacity Utilization | 46.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



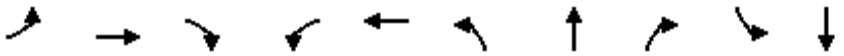
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 52 | 260 | 49 | 127 | 49 | 43 | 134 | 133 | 106 |
| v/c Ratio | 0.18 | 0.52 | 0.17 | 0.25 | 0.11 | 0.15 | 0.21 | 0.35 | 0.19 |
| Control Delay | 25.4 | 21.2 | 25.3 | 18.2 | 7.5 | 25.4 | 9.2 | 21.4 | 16.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.4 | 21.2 | 25.3 | 18.2 | 7.5 | 25.4 | 9.2 | 21.4 | 16.1 |
| Queue Length 50th (ft) | 12 | 52 | 11 | 24 | 0 | 10 | 17 | 28 | 17 |
| Queue Length 95th (ft) | 51 | 161 | 49 | 85 | 23 | 45 | 51 | 95 | 65 |
| Internal Link Dist (ft) | | 2516 | | 2539 | | | 1112 | | 799 |
| Turn Bay Length (ft) | 200 | | 200 | | | 200 | | 200 | |
| Base Capacity (vph) | 358 | 826 | 358 | 845 | 722 | 358 | 1255 | 594 | 869 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.31 | 0.14 | 0.15 | 0.07 | 0.12 | 0.11 | 0.22 | 0.12 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 343 | 112 | 1088 | 286 | 2 | 120 | 2 | 163 | 2 | 8 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3406 | 1511 | 3433 | 3279 | | 3433 | 1863 | 1540 | 1770 | 1830 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3406 | 1511 | 3433 | 3279 | | 3433 | 1863 | 1540 | 1770 | 1830 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1 | 373 | 122 | 1183 | 311 | 2 | 130 | 2 | 177 | 2 | 9 | 1 |
| RTOR Reduction (vph) | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 1 | 373 | 24 | 1183 | 313 | 0 | 130 | 2 | 37 | 2 | 9 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 6% | 2% | 2% | 10% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | |
| Actuated Green, G (s) | 1.0 | 16.7 | 16.7 | 31.1 | 46.8 | | 7.5 | 17.4 | 17.4 | 1.1 | 11.0 | |
| Effective Green, g (s) | 1.0 | 16.7 | 16.7 | 31.1 | 46.8 | | 7.5 | 17.4 | 17.4 | 1.1 | 11.0 | |
| Actuated g/C Ratio | 0.01 | 0.20 | 0.20 | 0.37 | 0.56 | | 0.09 | 0.21 | 0.21 | 0.01 | 0.13 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 21 | 676 | 300 | 1270 | 1825 | | 306 | 385 | 319 | 23 | 239 | |
| v/s Ratio Prot | 0.00 | c0.11 | | c0.34 | 0.10 | | c0.04 | 0.00 | | 0.00 | 0.00 | |
| v/s Ratio Perm | | | 0.02 | | | | | | c0.02 | | | |
| v/c Ratio | 0.05 | 0.55 | 0.08 | 0.93 | 0.17 | | 0.42 | 0.01 | 0.11 | 0.09 | 0.04 | |
| Uniform Delay, d1 | 41.1 | 30.3 | 27.4 | 25.5 | 9.1 | | 36.3 | 26.5 | 27.1 | 41.0 | 31.9 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.9 | 1.0 | 0.1 | 12.2 | 0.0 | | 1.0 | 0.0 | 0.2 | 1.6 | 0.1 | |
| Delay (s) | 42.0 | 31.3 | 27.6 | 37.7 | 9.2 | | 37.2 | 26.5 | 27.3 | 42.6 | 32.0 | |
| Level of Service | D | C | C | D | A | | D | C | C | D | C | |
| Approach Delay (s) | | 30.4 | | | 31.8 | | | 31.4 | | | 33.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

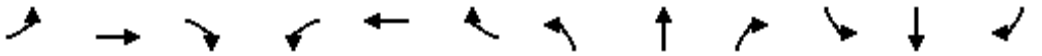
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 84.1 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 64.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1 | 373 | 122 | 1183 | 313 | 130 | 2 | 177 | 2 | 10 |
| v/c Ratio | 0.01 | 0.63 | 0.34 | 0.86 | 0.16 | 0.39 | 0.00 | 0.37 | 0.02 | 0.06 |
| Control Delay | 38.0 | 35.9 | 9.2 | 30.4 | 8.3 | 38.5 | 27.0 | 7.4 | 37.5 | 31.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.0 | 35.9 | 9.2 | 30.4 | 8.3 | 38.5 | 27.0 | 7.4 | 37.5 | 31.4 |
| Queue Length 50th (ft) | 0 | 88 | 0 | 253 | 27 | 30 | 1 | 0 | 1 | 4 |
| Queue Length 95th (ft) | 6 | 151 | 46 | #476 | 78 | 64 | 7 | 53 | 8 | 18 |
| Internal Link Dist (ft) | | 2539 | | | 1057 | | 854 | | | 1013 |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 200 | | | 200 | |
| Base Capacity (vph) | 185 | 710 | 411 | 1430 | 1979 | 358 | 421 | 485 | 185 | 387 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.01 | 0.53 | 0.30 | 0.83 | 0.16 | 0.36 | 0.00 | 0.36 | 0.01 | 0.03 |

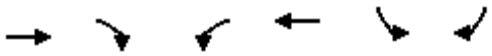
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 746 | 125 | 41 | 947 | 0 | 0 | 0 | 0 | 319 | 0 | 455 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.0 | 4.9 | | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | 1.00 | 0.95 | | | | | 0.97 | | 0.88 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | | 1.00 | | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 0.99 | | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 4940 | 1523 | 1770 | 3282 | | | | | 3091 | | 2356 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 4940 | 1523 | 1770 | 3282 | | | | | 3091 | | 2356 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 811 | 136 | 45 | 1029 | 0 | 0 | 0 | 0 | 347 | 0 | 495 |
| RTOR Reduction (vph) | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| Lane Group Flow (vph) | 0 | 811 | 54 | 45 | 1029 | 0 | 0 | 0 | 0 | 347 | 0 | 406 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 10% | 2% | 2% | 2% | 2% | 12% | 2% | 16% |
| Turn Type | | | Perm | Prot | | | | | | custom | | custom |
| Protected Phases | | 4 | | 3 | 8 | | | | | | | |
| Permitted Phases | | | 4 | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 23.9 | 23.9 | 3.2 | 31.1 | | | | | 19.1 | | 19.1 |
| Effective Green, g (s) | | 23.9 | 23.9 | 3.2 | 31.1 | | | | | 19.1 | | 19.1 |
| Actuated g/C Ratio | | 0.40 | 0.40 | 0.05 | 0.52 | | | | | 0.32 | | 0.32 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.0 | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 1968 | 607 | 94 | 1701 | | | | | 984 | | 750 |
| v/s Ratio Prot | | 0.16 | | 0.03 | c0.31 | | | | | | | |
| v/s Ratio Perm | | | 0.04 | | | | | | | 0.11 | | c0.17 |
| v/c Ratio | | 0.41 | 0.09 | 0.48 | 0.60 | | | | | 0.35 | | 0.54 |
| Uniform Delay, d1 | | 13.0 | 11.3 | 27.6 | 10.1 | | | | | 15.7 | | 16.8 |
| Progression Factor | | 1.00 | 1.00 | 0.93 | 1.93 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 0.6 | 0.3 | 2.7 | 1.1 | | | | | 1.0 | | 2.8 |
| Delay (s) | | 13.6 | 11.6 | 28.2 | 20.7 | | | | | 16.7 | | 19.6 |
| Level of Service | | B | B | C | C | | | | | B | | B |
| Approach Delay (s) | | 13.3 | | | 21.0 | | | 0.0 | | | 18.4 | |
| Approach LOS | | B | | | C | | | A | | | B | |

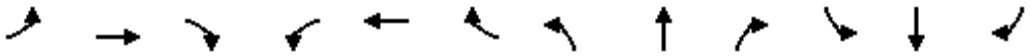
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 53.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBT | EBR | WBL | WBT | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 811 | 136 | 45 | 1029 | 347 | 495 |
| v/c Ratio | 0.37 | 0.18 | 0.22 | 0.60 | 0.35 | 0.59 |
| Control Delay | 13.3 | 4.1 | 24.0 | 21.2 | 17.0 | 15.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.3 | 4.1 | 24.0 | 21.2 | 17.0 | 15.8 |
| Queue Length 50th (ft) | 56 | 0 | 18 | 174 | 48 | 59 |
| Queue Length 95th (ft) | 119 | 32 | m25 | 234 | 79 | 107 |
| Internal Link Dist (ft) | 1057 | | | 1034 | | |
| Turn Bay Length (ft) | | 200 | 200 | | | 200 |
| Base Capacity (vph) | 2169 | 745 | 236 | 1701 | 984 | 839 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.37 | 0.18 | 0.19 | 0.60 | 0.35 | 0.59 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 186 | 879 | 0 | 0 | 848 | 376 | 140 | 0 | 63 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | | 4.9 | 4.9 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | 1.00 | 0.91 | | | 0.95 | 1.00 | 1.00 | | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 0.98 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.99 | | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 4803 | | | 3374 | 1583 | 1750 | | 1143 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 4803 | | | 3374 | 1583 | 1750 | | 1143 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 202 | 955 | 0 | 0 | 922 | 409 | 152 | 0 | 68 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 263 | 0 | 0 | 50 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 202 | 955 | 0 | 0 | 922 | 146 | 152 | 0 | 18 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Heavy Vehicles (%) | 2% | 8% | 2% | 2% | 7% | 2% | 2% | 2% | 38% | 2% | 2% | 2% |
| Turn Type | Prot | | | | | Perm | custom | | custom | | | |
| Protected Phases | 7 | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 8.8 | 34.2 | | | 21.4 | 21.4 | 16.0 | | 16.0 | | | |
| Effective Green, g (s) | 8.8 | 34.2 | | | 21.4 | 21.4 | 16.0 | | 16.0 | | | |
| Actuated g/C Ratio | 0.15 | 0.57 | | | 0.36 | 0.36 | 0.27 | | 0.27 | | | |
| Clearance Time (s) | 4.0 | 4.9 | | | 4.9 | 4.9 | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | 260 | 2738 | | | 1203 | 565 | 467 | | 305 | | | |
| v/s Ratio Prot | c0.11 | 0.20 | | | c0.27 | | | | | | | |
| v/s Ratio Perm | | | | | | 0.09 | c0.09 | | 0.02 | | | |
| v/c Ratio | 0.78 | 0.35 | | | 0.77 | 0.26 | 0.33 | | 0.06 | | | |
| Uniform Delay, d1 | 24.7 | 6.9 | | | 17.1 | 13.7 | 17.7 | | 16.4 | | | |
| Progression Factor | 0.93 | 1.51 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | 12.9 | 0.3 | | | 4.7 | 1.1 | 1.8 | | 0.4 | | | |
| Delay (s) | 35.9 | 10.8 | | | 21.8 | 14.8 | 19.5 | | 16.8 | | | |
| Level of Service | D | B | | | C | B | B | | B | | | |
| Approach Delay (s) | | 15.2 | | | 19.6 | | | 18.7 | | | 0.0 | |
| Approach LOS | | B | | | B | | | B | | | A | |

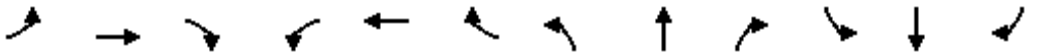
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 53.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 202 | 955 | 922 | 409 | 152 | 68 |
| v/c Ratio | 0.77 | 0.35 | 0.77 | 0.49 | 0.33 | 0.19 |
| Control Delay | 44.7 | 10.9 | 22.6 | 4.1 | 20.1 | 6.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 44.7 | 10.9 | 22.6 | 4.1 | 20.1 | 6.8 |
| Queue Length 50th (ft) | 78 | 34 | 152 | 0 | 44 | 0 |
| Queue Length 95th (ft) | #174 | 156 | 217 | 50 | 87 | 25 |
| Internal Link Dist (ft) | | 1034 | 449 | | | |
| Turn Bay Length (ft) | 200 | | | 200 | | 25 |
| Base Capacity (vph) | 266 | 2738 | 1201 | 827 | 467 | 355 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.35 | 0.77 | 0.49 | 0.33 | 0.19 |

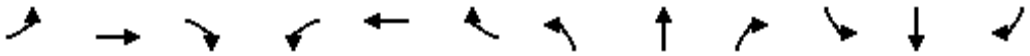
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 316 | 513 | 75 | 7 | 786 | 144 | 116 | 189 | 9 | 102 | 143 | 344 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 4940 | 2679 | 3433 | 4848 | 2679 | 3433 | 5085 | 2679 | 3433 | 5085 | 2679 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 4940 | 2679 | 3433 | 4848 | 2679 | 3433 | 5085 | 2679 | 3433 | 5085 | 2679 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 343 | 558 | 82 | 8 | 854 | 157 | 126 | 205 | 10 | 111 | 155 | 374 |
| RTOR Reduction (vph) | 0 | 0 | 45 | 0 | 0 | 109 | 0 | 0 | 9 | 0 | 0 | 320 |
| Lane Group Flow (vph) | 343 | 558 | 37 | 8 | 854 | 48 | 126 | 205 | 1 | 111 | 155 | 54 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 9.7 | 27.3 | 27.3 | 1.0 | 18.6 | 18.6 | 5.6 | 8.9 | 8.9 | 5.5 | 8.8 | 8.8 |
| Effective Green, g (s) | 9.7 | 27.3 | 27.3 | 1.0 | 18.6 | 18.6 | 5.6 | 8.9 | 8.9 | 5.5 | 8.8 | 8.8 |
| Actuated g/C Ratio | 0.16 | 0.45 | 0.45 | 0.02 | 0.31 | 0.31 | 0.09 | 0.15 | 0.15 | 0.09 | 0.15 | 0.15 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 550 | 2229 | 1209 | 57 | 1490 | 824 | 318 | 748 | 394 | 312 | 740 | 390 |
| v/s Ratio Prot | c0.10 | 0.11 | | 0.00 | c0.18 | | c0.04 | c0.04 | | 0.03 | 0.03 | |
| v/s Ratio Perm | | | 0.01 | | | 0.02 | | | 0.00 | | | 0.02 |
| v/c Ratio | 0.62 | 0.25 | 0.03 | 0.14 | 0.57 | 0.06 | 0.40 | 0.27 | 0.00 | 0.36 | 0.21 | 0.14 |
| Uniform Delay, d1 | 23.7 | 10.3 | 9.2 | 29.3 | 17.6 | 14.8 | 25.9 | 22.9 | 22.0 | 25.8 | 22.8 | 22.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.2 | 0.1 | 0.0 | 1.1 | 0.5 | 0.0 | 0.8 | 0.2 | 0.0 | 0.7 | 0.1 | 0.2 |
| Delay (s) | 25.9 | 10.3 | 9.2 | 30.5 | 18.1 | 14.8 | 26.7 | 23.1 | 22.0 | 26.5 | 22.9 | 22.7 |
| Level of Service | C | B | A | C | B | B | C | C | C | C | C | C |
| Approach Delay (s) | | 15.7 | | | 17.7 | | | 24.4 | | | 23.4 | |
| Approach LOS | | B | | | B | | | C | | | C | |

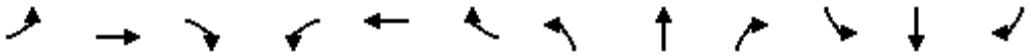
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.45 | | |
| Actuated Cycle Length (s) | 60.5 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 48.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 343 | 558 | 82 | 8 | 854 | 157 | 126 | 205 | 10 | 111 | 155 | 374 |
| v/c Ratio | 0.58 | 0.23 | 0.06 | 0.02 | 0.66 | 0.19 | 0.28 | 0.26 | 0.02 | 0.25 | 0.20 | 0.51 |
| Control Delay | 28.7 | 11.2 | 4.3 | 27.3 | 22.4 | 4.8 | 27.2 | 23.3 | 12.4 | 27.0 | 23.1 | 5.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.7 | 11.2 | 4.3 | 27.3 | 22.4 | 4.8 | 27.2 | 23.3 | 12.4 | 27.0 | 23.1 | 5.7 |
| Queue Length 50th (ft) | 59 | 36 | 0 | 1 | 97 | 0 | 21 | 25 | 0 | 19 | 19 | 0 |
| Queue Length 95th (ft) | #114 | 94 | 15 | 7 | 162 | 22 | 48 | 43 | 6 | 44 | 34 | 33 |
| Internal Link Dist (ft) | | 476 | | | 2144 | | | 775 | | | 1632 | |
| Turn Bay Length (ft) | 250 | | 200 | 200 | | 200 | 200 | | 200 | 200 | | 200 |
| Base Capacity (vph) | 634 | 2385 | 1332 | 507 | 1530 | 951 | 507 | 1605 | 850 | 507 | 1605 | 1099 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.54 | 0.23 | 0.06 | 0.02 | 0.56 | 0.17 | 0.25 | 0.13 | 0.01 | 0.22 | 0.10 | 0.34 |

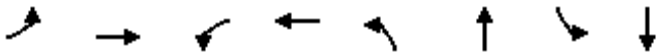
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 419 | 51 | 38 | 850 | 10 | 26 | 39 | 46 | 4 | 46 | 60 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.92 | | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3409 | | 1770 | 3464 | | 1770 | 1691 | | 1756 | 1684 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3409 | | 1770 | 3464 | | 1770 | 1691 | | 1756 | 1684 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 33 | 455 | 55 | 41 | 924 | 11 | 28 | 42 | 50 | 4 | 50 | 65 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 40 | 0 | 0 | 53 | 0 |
| Lane Group Flow (vph) | 33 | 499 | 0 | 41 | 934 | 0 | 28 | 52 | 0 | 4 | 62 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 2.1 | 19.3 | | 2.2 | 19.4 | | 2.1 | 10.3 | | 0.8 | 9.0 | |
| Effective Green, g (s) | 2.1 | 19.3 | | 2.2 | 19.4 | | 2.1 | 10.3 | | 0.8 | 9.0 | |
| Actuated g/C Ratio | 0.04 | 0.38 | | 0.04 | 0.38 | | 0.04 | 0.20 | | 0.02 | 0.18 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 74 | 1305 | | 77 | 1333 | | 74 | 346 | | 28 | 301 | |
| v/s Ratio Prot | 0.02 | 0.15 | | c0.02 | c0.27 | | c0.02 | 0.03 | | 0.00 | c0.04 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.45 | 0.38 | | 0.53 | 0.70 | | 0.38 | 0.15 | | 0.14 | 0.20 | |
| Uniform Delay, d1 | 23.6 | 11.2 | | 23.6 | 13.1 | | 23.5 | 16.5 | | 24.5 | 17.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.2 | 0.2 | | 6.9 | 1.7 | | 3.2 | 0.2 | | 2.3 | 0.3 | |
| Delay (s) | 27.8 | 11.4 | | 30.5 | 14.7 | | 26.7 | 16.7 | | 26.8 | 18.0 | |
| Level of Service | C | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 12.4 | | | 15.4 | | | 19.0 | | | 18.3 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 50.4 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 48.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



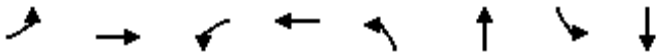
| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 33 | 510 | 41 | 935 | 28 | 92 | 4 | 115 |
| v/c Ratio | 0.12 | 0.35 | 0.15 | 0.63 | 0.10 | 0.22 | 0.02 | 0.32 |
| Control Delay | 24.7 | 13.0 | 24.5 | 17.5 | 24.7 | 11.0 | 26.0 | 13.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 24.7 | 13.0 | 24.5 | 17.5 | 24.7 | 11.0 | 26.0 | 13.5 |
| Queue Length 50th (ft) | 5 | 22 | 7 | 48 | 5 | 7 | 1 | 8 |
| Queue Length 95th (ft) | 37 | 136 | 43 | #325 | 33 | 47 | 10 | 56 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 353 | 1685 | 353 | 1704 | 353 | 747 | 353 | 730 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.30 | 0.12 | 0.55 | 0.08 | 0.12 | 0.01 | 0.16 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 39 | 386 | 23 | 49 | 735 | 11 | 48 | 47 | 32 | 13 | 79 | 102 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.94 | | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3439 | | 1770 | 3463 | | 1770 | 1734 | | 1770 | 1671 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3439 | | 1770 | 3463 | | 1770 | 1734 | | 1770 | 1671 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 42 | 420 | 25 | 53 | 799 | 12 | 52 | 51 | 35 | 14 | 86 | 111 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 26 | 0 | 0 | 68 | 0 |
| Lane Group Flow (vph) | 42 | 439 | 0 | 53 | 810 | 0 | 52 | 60 | 0 | 14 | 129 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 2.3 | 16.3 | | 3.6 | 17.6 | | 3.6 | 14.0 | | 1.0 | 11.4 | |
| Effective Green, g (s) | 2.3 | 16.3 | | 3.6 | 17.6 | | 3.6 | 14.0 | | 1.0 | 11.4 | |
| Actuated g/C Ratio | 0.04 | 0.31 | | 0.07 | 0.33 | | 0.07 | 0.27 | | 0.02 | 0.22 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 77 | 1064 | | 121 | 1157 | | 121 | 461 | | 34 | 361 | |
| v/s Ratio Prot | 0.02 | 0.13 | | c0.03 | c0.23 | | c0.03 | c0.03 | | 0.01 | c0.08 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.55 | 0.41 | | 0.44 | 0.70 | | 0.43 | 0.13 | | 0.41 | 0.36 | |
| Uniform Delay, d1 | 24.7 | 14.4 | | 23.6 | 15.3 | | 23.6 | 14.7 | | 25.6 | 17.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 7.7 | 0.3 | | 2.5 | 1.9 | | 2.4 | 0.1 | | 7.9 | 0.6 | |
| Delay (s) | 32.4 | 14.7 | | 26.1 | 17.1 | | 26.0 | 14.9 | | 33.5 | 18.1 | |
| Level of Service | C | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 16.2 | | | 17.7 | | | 19.1 | | | 19.2 | |
| Approach LOS | | B | | | B | | | B | | | B | |

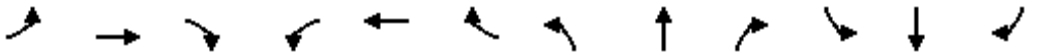
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 52.7 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 53.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 42 | 445 | 53 | 811 | 52 | 86 | 14 | 197 |
| v/c Ratio | 0.15 | 0.40 | 0.19 | 0.64 | 0.18 | 0.16 | 0.05 | 0.47 |
| Control Delay | 26.8 | 17.1 | 26.8 | 19.1 | 26.9 | 12.0 | 27.4 | 17.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.8 | 17.1 | 26.8 | 19.1 | 26.9 | 12.0 | 27.4 | 17.1 |
| Queue Length 50th (ft) | 12 | 65 | 15 | 94 | 15 | 10 | 4 | 31 |
| Queue Length 95th (ft) | 44 | 120 | 52 | #260 | 51 | 50 | 21 | 94 |
| Internal Link Dist (ft) | | 3716 | | 2312 | | 899 | | 1126 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 351 | 1684 | 351 | 1737 | 351 | 795 | 351 | 732 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 0.26 | 0.15 | 0.47 | 0.15 | 0.11 | 0.04 | 0.27 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 118 | 315 | 22 | 20 | 566 | 51 | 58 | 147 | 86 | 44 | 174 | 215 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.94 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3433 | | 1770 | 3423 | | 1770 | 1745 | | 1770 | 1863 | 1548 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3433 | | 1770 | 3423 | | 1770 | 1745 | | 1770 | 1863 | 1548 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 128 | 342 | 24 | 22 | 615 | 55 | 63 | 160 | 93 | 48 | 189 | 234 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 9 | 0 | 0 | 32 | 0 | 0 | 0 | 182 |
| Lane Group Flow (vph) | 128 | 360 | 0 | 22 | 661 | 0 | 63 | 221 | 0 | 48 | 189 | 52 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 5.8 | 22.2 | | 1.2 | 17.6 | | 3.8 | 12.8 | | 3.7 | 12.7 | 12.7 |
| Effective Green, g (s) | 5.8 | 22.2 | | 1.2 | 17.6 | | 3.8 | 12.8 | | 3.7 | 12.7 | 12.7 |
| Actuated g/C Ratio | 0.10 | 0.38 | | 0.02 | 0.31 | | 0.07 | 0.22 | | 0.06 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 178 | 1321 | | 37 | 1044 | | 117 | 387 | | 114 | 410 | 341 |
| v/s Ratio Prot | c0.07 | 0.10 | | 0.01 | c0.19 | | c0.04 | c0.13 | | 0.03 | 0.10 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.03 |
| v/c Ratio | 0.72 | 0.27 | | 0.59 | 0.63 | | 0.54 | 0.57 | | 0.42 | 0.46 | 0.15 |
| Uniform Delay, d1 | 25.2 | 12.2 | | 28.0 | 17.3 | | 26.1 | 20.0 | | 26.0 | 19.5 | 18.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 13.0 | 0.1 | | 23.1 | 1.3 | | 4.7 | 2.0 | | 2.5 | 0.8 | 0.2 |
| Delay (s) | 38.2 | 12.3 | | 51.1 | 18.5 | | 30.8 | 22.0 | | 28.5 | 20.4 | 18.4 |
| Level of Service | D | B | | D | B | | C | C | | C | C | B |
| Approach Delay (s) | | 19.0 | | | 19.6 | | | 23.8 | | | 20.2 | |
| Approach LOS | | B | | | B | | | C | | | C | |

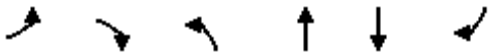
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 57.7 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 55.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 128 | 366 | 22 | 670 | 63 | 253 | 48 | 189 | 234 |
| v/c Ratio | 0.46 | 0.26 | 0.09 | 0.68 | 0.25 | 0.57 | 0.19 | 0.43 | 0.43 |
| Control Delay | 34.1 | 13.6 | 28.5 | 24.1 | 29.3 | 23.3 | 28.8 | 24.0 | 6.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.1 | 13.6 | 28.5 | 24.1 | 29.3 | 23.3 | 28.8 | 24.0 | 6.2 |
| Queue Length 50th (ft) | 47 | 40 | 8 | 118 | 22 | 74 | 17 | 65 | 0 |
| Queue Length 95th (ft) | #123 | 105 | 28 | #217 | 60 | 142 | 49 | 119 | 48 |
| Internal Link Dist (ft) | | 2312 | | 1085 | | 810 | | 935 | |
| Turn Bay Length (ft) | 125 | | 125 | | 125 | | 125 | | |
| Base Capacity (vph) | 305 | 1655 | 305 | 1268 | 305 | 741 | 305 | 766 | 772 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.42 | 0.22 | 0.07 | 0.53 | 0.21 | 0.34 | 0.16 | 0.25 | 0.30 |

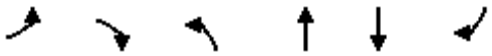
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 80 | 133 | 385 | 263 | 426 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.97 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 87 | 145 | 418 | 286 | 463 | 70 |
| RTOR Reduction (vph) | 0 | 124 | 0 | 0 | 0 | 50 |
| Lane Group Flow (vph) | 87 | 21 | 418 | 286 | 463 | 20 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 6.2 | 6.2 | 10.3 | 26.7 | 12.4 | 12.4 |
| Effective Green, g (s) | 6.2 | 6.2 | 10.3 | 26.7 | 12.4 | 12.4 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.24 | 0.63 | 0.29 | 0.29 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 498 | 405 | 828 | 2213 | 1028 | 460 |
| v/s Ratio Prot | c0.03 | | c0.12 | 0.08 | c0.13 | |
| v/s Ratio Perm | | 0.01 | | | | 0.01 |
| v/c Ratio | 0.17 | 0.05 | 0.50 | 0.13 | 0.45 | 0.04 |
| Uniform Delay, d1 | 16.0 | 15.7 | 14.0 | 3.3 | 12.4 | 10.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.1 | 0.5 | 0.0 | 0.3 | 0.0 |
| Delay (s) | 16.2 | 15.8 | 14.5 | 3.3 | 12.7 | 10.9 |
| Level of Service | B | B | B | A | B | B |
| Approach Delay (s) | 15.9 | | | 9.9 | 12.5 | |
| Approach LOS | B | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 42.7 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 37.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 87 | 145 | 418 | 286 | 463 | 70 |
| v/c Ratio | 0.13 | 0.22 | 0.49 | 0.12 | 0.46 | 0.14 |
| Control Delay | 16.7 | 5.0 | 18.0 | 4.3 | 15.4 | 5.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 16.7 | 5.0 | 18.0 | 4.3 | 15.4 | 5.5 |
| Queue Length 50th (ft) | 9 | 0 | 42 | 11 | 47 | 0 |
| Queue Length 95th (ft) | 26 | 19 | 110 | 37 | 106 | 23 |
| Internal Link Dist (ft) | 363 | | | 1632 | 1819 | |
| Turn Bay Length (ft) | | | 250 | | | |
| Base Capacity (vph) | 1442 | 1255 | 1074 | 2854 | 1671 | 784 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.06 | 0.12 | 0.39 | 0.10 | 0.28 | 0.09 |

Intersection Summary



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1 | 127 | 38 | 1 | 865 | 219 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1 | 138 | 41 | 1 | 940 | 238 |
| RTOR Reduction (vph) | 0 | 121 | 0 | 1 | 0 | 0 |
| Lane Group Flow (vph) | 1 | 17 | 41 | 0 | 940 | 238 |
| Turn Type | | Perm | | Perm | Prot | |
| Protected Phases | 8 | | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | | |
| Actuated Green, G (s) | 5.8 | 5.8 | 8.3 | 8.3 | 18.0 | 30.3 |
| Effective Green, g (s) | 5.8 | 5.8 | 8.3 | 8.3 | 18.0 | 30.3 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.18 | 0.18 | 0.39 | 0.66 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 224 | 200 | 337 | 286 | 1346 | 1230 |
| v/s Ratio Prot | 0.00 | | 0.02 | | c0.27 | c0.13 |
| v/s Ratio Perm | | c0.01 | | 0.00 | | |
| v/c Ratio | 0.00 | 0.09 | 0.12 | 0.00 | 0.70 | 0.19 |
| Uniform Delay, d1 | 17.5 | 17.7 | 15.7 | 15.4 | 11.7 | 3.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.0 | 0.2 | 0.2 | 0.0 | 1.6 | 0.1 |
| Delay (s) | 17.5 | 17.9 | 15.9 | 15.4 | 13.3 | 3.1 |
| Level of Service | B | B | B | B | B | A |
| Approach Delay (s) | 17.9 | | 15.9 | | | 11.2 |
| Approach LOS | B | | B | | | B |

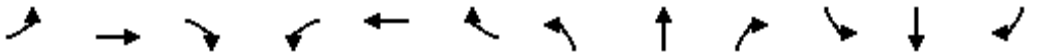
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 45.9 | Sum of lost time (s) | 8.9 |
| Intersection Capacity Utilization | 42.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1 | 138 | 41 | 1 | 940 | 238 |
| v/c Ratio | 0.00 | 0.36 | 0.12 | 0.00 | 0.69 | 0.18 |
| Control Delay | 18.0 | 7.4 | 19.0 | 15.0 | 17.8 | 4.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.0 | 7.4 | 19.0 | 15.0 | 17.8 | 4.5 |
| Queue Length 50th (ft) | 0 | 0 | 9 | 0 | 91 | 18 |
| Queue Length 95th (ft) | 4 | 37 | 34 | 3 | #296 | 67 |
| Internal Link Dist (ft) | 340 | | 660 | | | 854 |
| Turn Bay Length (ft) | | | | 200 | 200 | |
| Base Capacity (vph) | 682 | 695 | 726 | 618 | 1570 | 1577 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.00 | 0.20 | 0.06 | 0.00 | 0.60 | 0.15 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 268 | 860 | 175 | 297 | 631 | 185 | 140 | 278 | 113 | 84 | 365 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1543 | 3433 | 3399 | | 3433 | 3539 | 1543 | 1770 | 3539 | 2668 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1543 | 3433 | 3399 | | 3433 | 3539 | 1543 | 1770 | 3539 | 2668 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 291 | 935 | 190 | 323 | 686 | 201 | 152 | 302 | 123 | 91 | 397 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 70 | 0 | 34 | 0 | 0 | 0 | 96 | 0 | 0 | 91 |
| Lane Group Flow (vph) | 291 | 935 | 120 | 323 | 853 | 0 | 152 | 302 | 27 | 91 | 397 | 23 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.9 | 23.7 | 23.7 | 9.8 | 24.6 | | 7.6 | 16.2 | 16.2 | 6.1 | 14.7 | 14.7 |
| Effective Green, g (s) | 8.9 | 23.7 | 23.7 | 9.8 | 24.6 | | 7.6 | 16.2 | 16.2 | 6.1 | 14.7 | 14.7 |
| Actuated g/C Ratio | 0.12 | 0.32 | 0.32 | 0.13 | 0.33 | | 0.10 | 0.22 | 0.22 | 0.08 | 0.20 | 0.20 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 415 | 1140 | 497 | 457 | 1136 | | 354 | 779 | 340 | 147 | 707 | 533 |
| v/s Ratio Prot | 0.08 | c0.26 | | c0.09 | 0.25 | | 0.04 | 0.09 | | c0.05 | c0.11 | |
| v/s Ratio Perm | | | 0.08 | | | | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.70 | 0.82 | 0.24 | 0.71 | 0.75 | | 0.43 | 0.39 | 0.08 | 0.62 | 0.56 | 0.04 |
| Uniform Delay, d1 | 31.1 | 23.0 | 18.3 | 30.5 | 21.8 | | 31.0 | 24.5 | 22.8 | 32.6 | 26.5 | 23.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.3 | 4.8 | 0.3 | 4.9 | 2.8 | | 0.8 | 0.3 | 0.1 | 7.5 | 1.0 | 0.0 |
| Delay (s) | 36.4 | 27.8 | 18.6 | 35.5 | 24.6 | | 31.8 | 24.8 | 22.9 | 40.2 | 27.6 | 23.8 |
| Level of Service | D | C | B | D | C | | C | C | C | D | C | C |
| Approach Delay (s) | | 28.3 | | | 27.5 | | | 26.2 | | | 28.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.69 | | |
| Actuated Cycle Length (s) | 73.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 62.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

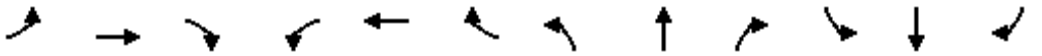
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 291 | 935 | 190 | 323 | 887 | 152 | 302 | 123 | 91 | 397 | 114 |
| v/c Ratio | 0.69 | 0.81 | 0.33 | 0.70 | 0.75 | 0.42 | 0.38 | 0.28 | 0.50 | 0.60 | 0.19 |
| Control Delay | 42.1 | 29.6 | 11.3 | 40.9 | 25.1 | 36.2 | 27.5 | 7.4 | 43.0 | 31.5 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.1 | 29.6 | 11.3 | 40.9 | 25.1 | 36.2 | 27.5 | 7.4 | 43.0 | 31.5 | 6.6 |
| Queue Length 50th (ft) | 69 | 201 | 28 | 76 | 174 | 35 | 67 | 0 | 41 | 91 | 0 |
| Queue Length 95th (ft) | #129 | 296 | 80 | #138 | 262 | 65 | 104 | 41 | 90 | 134 | 21 |
| Internal Link Dist (ft) | | 535 | | | 286 | | 631 | | | 855 | |
| Turn Bay Length (ft) | 100 | | 75 | 150 | | 160 | | 80 | 120 | | 135 |
| Base Capacity (vph) | 429 | 1284 | 625 | 477 | 1311 | 382 | 908 | 487 | 197 | 890 | 755 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 0.73 | 0.30 | 0.68 | 0.68 | 0.40 | 0.33 | 0.25 | 0.46 | 0.45 | 0.15 |

Intersection Summary

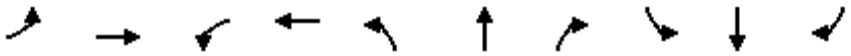
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 92 | 117 | 32 | 33 | 55 | 98 | 28 | 713 | 73 | 180 | 711 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.90 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1793 | | 1770 | 1658 | | 1770 | 3539 | 1521 | 1770 | 3539 | 1521 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1793 | | 1770 | 1658 | | 1770 | 3539 | 1521 | 1770 | 3539 | 1521 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 100 | 127 | 35 | 36 | 60 | 107 | 30 | 775 | 79 | 196 | 773 | 96 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 92 | 0 | 0 | 0 | 46 | 0 | 0 | 47 |
| Lane Group Flow (vph) | 100 | 147 | 0 | 36 | 75 | 0 | 30 | 775 | 33 | 196 | 773 | 49 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 5.6 | 11.8 | | 2.6 | 8.8 | | 2.6 | 21.1 | 21.1 | 9.8 | 28.3 | 28.3 |
| Effective Green, g (s) | 5.6 | 11.8 | | 2.6 | 8.8 | | 2.6 | 21.1 | 21.1 | 9.8 | 28.3 | 28.3 |
| Actuated g/C Ratio | 0.09 | 0.19 | | 0.04 | 0.14 | | 0.04 | 0.33 | 0.33 | 0.16 | 0.45 | 0.45 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 157 | 335 | | 73 | 231 | | 73 | 1183 | 509 | 275 | 1587 | 682 |
| v/s Ratio Prot | c0.06 | c0.08 | | 0.02 | 0.05 | | 0.02 | c0.22 | | c0.11 | 0.22 | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | 0.03 |
| v/c Ratio | 0.64 | 0.44 | | 0.49 | 0.32 | | 0.41 | 0.66 | 0.06 | 0.71 | 0.49 | 0.07 |
| Uniform Delay, d1 | 27.8 | 22.7 | | 29.6 | 24.5 | | 29.5 | 17.9 | 14.3 | 25.3 | 12.3 | 9.9 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 8.2 | 0.9 | | 5.2 | 0.8 | | 3.7 | 1.3 | 0.1 | 8.4 | 0.2 | 0.0 |
| Delay (s) | 36.0 | 23.6 | | 34.8 | 25.3 | | 33.2 | 19.2 | 14.3 | 33.8 | 12.5 | 10.0 |
| Level of Service | D | C | | C | C | | C | B | B | C | B | A |
| Approach Delay (s) | | 28.3 | | | 27.0 | | | 19.3 | | | 16.2 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 63.1 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 60.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

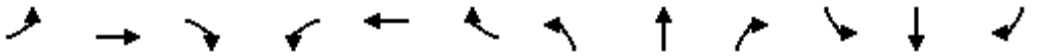
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 100 | 162 | 36 | 167 | 30 | 775 | 79 | 196 | 773 | 96 |
| v/c Ratio | 0.41 | 0.35 | 0.16 | 0.46 | 0.14 | 0.69 | 0.15 | 0.64 | 0.41 | 0.11 |
| Control Delay | 32.7 | 21.2 | 28.8 | 14.9 | 28.6 | 23.7 | 7.5 | 40.2 | 15.5 | 6.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.7 | 21.2 | 28.8 | 14.9 | 28.6 | 23.7 | 7.5 | 40.2 | 15.5 | 6.2 |
| Queue Length 50th (ft) | 35 | 39 | 13 | 21 | 10 | 132 | 3 | 72 | 85 | 2 |
| Queue Length 95th (ft) | 86 | 103 | 40 | 67 | 35 | #233 | 32 | #194 | 220 | 35 |
| Internal Link Dist (ft) | | 628 | | 1256 | | 2552 | | | 2142 | |
| Turn Bay Length (ft) | | | | | 1 | | 100 | 1 | | 100 |
| Base Capacity (vph) | 274 | 599 | 274 | 588 | 274 | 1319 | 609 | 309 | 1877 | 845 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.36 | 0.27 | 0.13 | 0.28 | 0.11 | 0.59 | 0.13 | 0.63 | 0.41 | 0.11 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 533 | 85 | 175 | 537 | 0 | 0 | 0 | 0 | 210 | 5 | 124 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | | 4.0 | 4.9 | | | | | | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | | | | 1.00 | 1.00 |
| Frpb, ped/bikes | | 0.99 | | 1.00 | 1.00 | | | | | | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | | 0.99 | 1.00 |
| Frt | | 0.98 | | 1.00 | 1.00 | | | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3448 | | 1770 | 3539 | | | | | | 1756 | 1547 |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3448 | | 1770 | 3539 | | | | | | 1756 | 1547 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 579 | 92 | 190 | 584 | 0 | 0 | 0 | 0 | 228 | 5 | 135 |
| RTOR Reduction (vph) | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| Lane Group Flow (vph) | 0 | 649 | 0 | 190 | 584 | 0 | 0 | 0 | 0 | 0 | 233 | 45 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | | Prot | | | | | | Perm | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | | 6 | |
| Permitted Phases | | | | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 15.8 | | 10.5 | 30.3 | | | | | | 19.9 | 19.9 |
| Effective Green, g (s) | | 15.8 | | 10.5 | 30.3 | | | | | | 19.9 | 19.9 |
| Actuated g/C Ratio | | 0.26 | | 0.18 | 0.51 | | | | | | 0.33 | 0.33 |
| Clearance Time (s) | | 4.9 | | 4.0 | 4.9 | | | | | | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 908 | | 310 | 1787 | | | | | | 582 | 513 |
| v/s Ratio Prot | | c0.19 | | c0.11 | 0.17 | | | | | | | |
| v/s Ratio Perm | | | | | | | | | | | 0.13 | 0.03 |
| v/c Ratio | | 0.71 | | 0.61 | 0.33 | | | | | | 0.40 | 0.09 |
| Uniform Delay, d1 | | 20.1 | | 22.9 | 8.8 | | | | | | 15.5 | 13.8 |
| Progression Factor | | 1.00 | | 1.50 | 0.66 | | | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.7 | | 2.5 | 0.1 | | | | | | 2.0 | 0.3 |
| Delay (s) | | 22.7 | | 36.8 | 5.9 | | | | | | 17.5 | 14.1 |
| Level of Service | | C | | D | A | | | | | | B | B |
| Approach Delay (s) | | 22.7 | | | 13.5 | | | 0.0 | | | 16.3 | |
| Approach LOS | | C | | | B | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 52.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

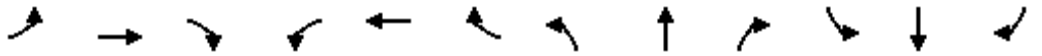
c Critical Lane Group



| Lane Group | EBT | WBL | WBT | SBT | SBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 671 | 190 | 584 | 233 | 135 |
| v/c Ratio | 0.72 | 0.61 | 0.33 | 0.40 | 0.22 |
| Control Delay | 23.9 | 40.4 | 5.9 | 19.6 | 4.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.9 | 40.4 | 5.9 | 19.6 | 4.9 |
| Queue Length 50th (ft) | 106 | 78 | 27 | 68 | 0 |
| Queue Length 95th (ft) | 155 | m107 | m67 | 128 | 34 |
| Internal Link Dist (ft) | 617 | | 243 | 558 | |
| Turn Bay Length (ft) | | 200 | | | 400 |
| Base Capacity (vph) | 1038 | 354 | 1988 | 582 | 603 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.65 | 0.54 | 0.29 | 0.40 | 0.22 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 55 | 697 | 0 | 0 | 658 | 197 | 54 | 4 | 170 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Lane Util. Factor | 1.00 | 0.95 | | | 0.95 | | | 1.00 | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | 0.98 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 0.99 | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 0.97 | | | 1.00 | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.96 | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 3539 | | | 3387 | | | 1761 | 1547 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | | 0.96 | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 3539 | | | 3387 | | | 1761 | 1547 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 60 | 758 | 0 | 0 | 715 | 214 | 59 | 4 | 185 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 109 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 60 | 758 | 0 | 0 | 881 | 0 | 0 | 63 | 76 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | | | |
| Permitted Phases | | | | | | | 2 | | 2 | | | |
| Actuated Green, G (s) | 4.7 | 28.5 | | | 19.8 | | | 21.7 | 21.7 | | | |
| Effective Green, g (s) | 4.7 | 28.5 | | | 19.8 | | | 21.7 | 21.7 | | | |
| Actuated g/C Ratio | 0.08 | 0.48 | | | 0.33 | | | 0.36 | 0.36 | | | |
| Clearance Time (s) | 4.0 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | 3.0 | | | |
| Lane Grp Cap (vph) | 139 | 1681 | | | 1118 | | | 637 | 559 | | | |
| v/s Ratio Prot | 0.03 | c0.21 | | | c0.26 | | | | | | | |
| v/s Ratio Perm | | | | | | | | 0.04 | c0.05 | | | |
| v/c Ratio | 0.43 | 0.45 | | | 0.79 | | | 0.10 | 0.14 | | | |
| Uniform Delay, d1 | 26.4 | 10.5 | | | 18.2 | | | 12.7 | 12.9 | | | |
| Progression Factor | 1.08 | 1.46 | | | 1.00 | | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | 1.8 | 0.2 | | | 3.7 | | | 0.3 | 0.5 | | | |
| Delay (s) | 30.3 | 15.5 | | | 21.9 | | | 13.0 | 13.4 | | | |
| Level of Service | C | B | | | C | | | B | B | | | |
| Approach Delay (s) | | 16.6 | | | 21.9 | | | 13.3 | | | 0.0 | |
| Approach LOS | | B | | | C | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.47 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 52.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

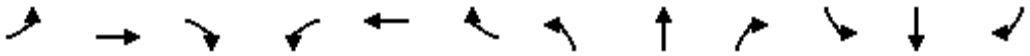
c Critical Lane Group



| Lane Group | EBL | EBT | WBT | NBT | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 60 | 758 | 929 | 63 | 185 |
| v/c Ratio | 0.29 | 0.48 | 0.80 | 0.09 | 0.26 |
| Control Delay | 28.9 | 16.9 | 22.6 | 15.7 | 5.1 |
| Queue Delay | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.9 | 17.0 | 22.6 | 15.7 | 5.1 |
| Queue Length 50th (ft) | 24 | 58 | 137 | 17 | 4 |
| Queue Length 95th (ft) | m44 | 115 | 203 | 42 | 43 |
| Internal Link Dist (ft) | | 243 | 772 | 804 | |
| Turn Bay Length (ft) | 100 | | | | 400 |
| Base Capacity (vph) | 236 | 1952 | 1244 | 685 | 706 |
| Starvation Cap Reductn | 0 | 381 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.48 | 0.75 | 0.09 | 0.26 |

Intersection Summary

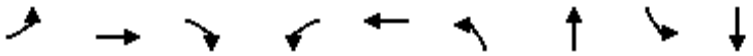
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 94 | 539 | 245 | 156 | 411 | 79 | 304 | 737 | 116 | 102 | 669 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1544 | 1770 | 3440 | | 3433 | 3455 | | 1770 | 3456 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 1544 | 1770 | 3440 | | 3433 | 3455 | | 1770 | 3456 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 102 | 586 | 266 | 170 | 447 | 86 | 330 | 801 | 126 | 111 | 727 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 205 | 0 | 22 | 0 | 0 | 17 | 0 | 0 | 18 | 0 |
| Lane Group Flow (vph) | 102 | 586 | 61 | 170 | 511 | 0 | 330 | 910 | 0 | 111 | 823 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 6.2 | 15.9 | 15.9 | 8.0 | 17.7 | | 8.0 | 21.8 | | 6.2 | 20.0 | |
| Effective Green, g (s) | 6.2 | 15.9 | 15.9 | 8.0 | 17.7 | | 8.0 | 21.8 | | 6.2 | 20.0 | |
| Actuated g/C Ratio | 0.09 | 0.23 | 0.23 | 0.11 | 0.25 | | 0.11 | 0.31 | | 0.09 | 0.29 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 157 | 807 | 352 | 203 | 874 | | 394 | 1081 | | 157 | 992 | |
| v/s Ratio Prot | 0.06 | c0.17 | | c0.10 | 0.15 | | c0.10 | c0.26 | | 0.06 | 0.24 | |
| v/s Ratio Perm | | | 0.04 | | | | | | | | | |
| v/c Ratio | 0.65 | 0.73 | 0.17 | 0.84 | 0.59 | | 0.84 | 0.84 | | 0.71 | 0.83 | |
| Uniform Delay, d1 | 30.7 | 24.9 | 21.6 | 30.2 | 22.8 | | 30.2 | 22.3 | | 30.9 | 23.3 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.9 | 3.3 | 0.2 | 24.8 | 1.0 | | 14.3 | 6.1 | | 13.5 | 5.9 | |
| Delay (s) | 39.6 | 28.2 | 21.8 | 55.0 | 23.8 | | 44.6 | 28.4 | | 44.4 | 29.1 | |
| Level of Service | D | C | C | E | C | | D | C | | D | C | |
| Approach Delay (s) | | 27.6 | | | 31.3 | | | 32.6 | | | 30.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 30.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 69.7 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 69.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

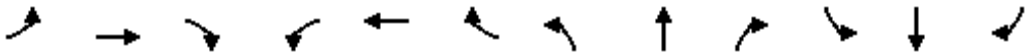
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 102 | 586 | 266 | 170 | 533 | 330 | 927 | 111 | 841 |
| v/c Ratio | 0.52 | 0.75 | 0.49 | 0.81 | 0.58 | 0.81 | 0.82 | 0.56 | 0.85 |
| Control Delay | 39.6 | 31.7 | 6.7 | 62.1 | 25.0 | 48.2 | 30.6 | 41.4 | 32.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.6 | 31.7 | 6.7 | 62.1 | 25.0 | 48.2 | 30.6 | 41.4 | 32.7 |
| Queue Length 50th (ft) | 42 | 122 | 0 | 73 | 103 | 73 | 196 | 46 | 172 |
| Queue Length 95th (ft) | 87 | 176 | 54 | #175 | 153 | #139 | #312 | #102 | #266 |
| Internal Link Dist (ft) | | 772 | | | 852 | | 461 | | 615 |
| Turn Bay Length (ft) | 130 | | | 90 | | 100 | | 100 | |
| Base Capacity (vph) | 209 | 841 | 570 | 209 | 922 | 405 | 1124 | 209 | 1043 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.49 | 0.70 | 0.47 | 0.81 | 0.58 | 0.81 | 0.82 | 0.53 | 0.81 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 62 | 269 | 38 | 50 | 304 | 193 | 55 | 181 | 178 | 137 | 139 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.96 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1819 | | 1770 | 1863 | 1516 | 1770 | 1703 | | 1770 | 1780 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1819 | | 1770 | 1863 | 1516 | 1770 | 1703 | | 1770 | 1780 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 67 | 292 | 41 | 54 | 330 | 210 | 60 | 197 | 193 | 149 | 151 | 46 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 0 | 155 | 0 | 38 | 0 | 0 | 11 | 0 |
| Lane Group Flow (vph) | 67 | 327 | 0 | 54 | 330 | 55 | 60 | 352 | 0 | 149 | 186 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | |
| Actuated Green, G (s) | 5.7 | 20.7 | | 4.1 | 19.1 | 19.1 | 4.2 | 21.4 | | 9.4 | 26.6 | |
| Effective Green, g (s) | 5.7 | 20.7 | | 4.1 | 19.1 | 19.1 | 4.2 | 21.4 | | 9.4 | 26.6 | |
| Actuated g/C Ratio | 0.08 | 0.28 | | 0.06 | 0.26 | 0.26 | 0.06 | 0.29 | | 0.13 | 0.36 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 137 | 513 | | 99 | 485 | 394 | 101 | 497 | | 227 | 645 | |
| v/s Ratio Prot | c0.04 | c0.18 | | 0.03 | 0.18 | | 0.03 | c0.21 | | c0.08 | 0.10 | |
| v/s Ratio Perm | | | | | | 0.04 | | | | | | |
| v/c Ratio | 0.49 | 0.64 | | 0.55 | 0.68 | 0.14 | 0.59 | 0.71 | | 0.66 | 0.29 | |
| Uniform Delay, d1 | 32.5 | 23.1 | | 33.7 | 24.4 | 20.8 | 33.8 | 23.2 | | 30.5 | 16.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.7 | 2.6 | | 6.0 | 3.9 | 0.2 | 9.0 | 4.6 | | 6.7 | 0.2 | |
| Delay (s) | 35.2 | 25.7 | | 39.8 | 28.3 | 21.0 | 42.8 | 27.8 | | 37.1 | 16.9 | |
| Level of Service | D | C | | D | C | C | D | C | | D | B | |
| Approach Delay (s) | | 27.3 | | | 26.8 | | | 29.8 | | | 25.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 73.4 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 63.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

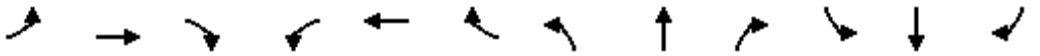
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 67 | 333 | 54 | 330 | 210 | 60 | 390 | 149 | 197 |
| v/c Ratio | 0.35 | 0.62 | 0.29 | 0.68 | 0.38 | 0.32 | 0.77 | 0.63 | 0.29 |
| Control Delay | 40.2 | 28.4 | 38.8 | 32.7 | 5.9 | 39.4 | 33.4 | 48.8 | 20.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 40.2 | 28.4 | 38.8 | 32.7 | 5.9 | 39.4 | 33.4 | 48.8 | 20.3 |
| Queue Length 50th (ft) | 29 | 135 | 23 | 137 | 0 | 26 | 140 | 66 | 64 |
| Queue Length 95th (ft) | 77 | 235 | 65 | 235 | 48 | 71 | #298 | #186 | 137 |
| Internal Link Dist (ft) | | 2516 | | 2539 | | | 1112 | | 799 |
| Turn Bay Length (ft) | 200 | | 200 | | | 200 | | 200 | |
| Base Capacity (vph) | 216 | 839 | 216 | 854 | 805 | 216 | 684 | 243 | 735 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 0.40 | 0.25 | 0.39 | 0.26 | 0.28 | 0.57 | 0.61 | 0.27 |

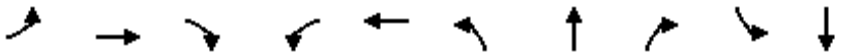
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 502 | 122 | 1218 | 414 | 5 | 284 | 9 | 444 | 2 | 2 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3505 | 1539 | 3433 | 3498 | | 3433 | 1863 | 1539 | 1770 | 1753 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3505 | 1539 | 3433 | 3498 | | 3433 | 1863 | 1539 | 1770 | 1753 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1 | 546 | 133 | 1324 | 450 | 5 | 309 | 10 | 483 | 2 | 2 | 1 |
| RTOR Reduction (vph) | 0 | 0 | 104 | 0 | 1 | 0 | 0 | 0 | 385 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 1 | 546 | 29 | 1324 | 454 | 0 | 309 | 10 | 98 | 2 | 2 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | |
| Actuated Green, G (s) | 1.1 | 18.9 | 18.9 | 32.1 | 49.9 | | 8.0 | 17.7 | 17.7 | 1.1 | 10.8 | |
| Effective Green, g (s) | 1.1 | 18.9 | 18.9 | 32.1 | 49.9 | | 8.0 | 17.7 | 17.7 | 1.1 | 10.8 | |
| Actuated g/C Ratio | 0.01 | 0.22 | 0.22 | 0.37 | 0.57 | | 0.09 | 0.20 | 0.20 | 0.01 | 0.12 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 22 | 756 | 332 | 1258 | 1993 | | 314 | 376 | 311 | 22 | 216 | |
| v/s Ratio Prot | 0.00 | c0.16 | | c0.39 | 0.13 | | c0.09 | 0.01 | | 0.00 | 0.00 | |
| v/s Ratio Perm | | | 0.02 | | | | | | c0.06 | | | |
| v/c Ratio | 0.05 | 0.72 | 0.09 | 1.05 | 0.23 | | 0.98 | 0.03 | 0.31 | 0.09 | 0.01 | |
| Uniform Delay, d1 | 42.7 | 31.9 | 27.5 | 27.7 | 9.3 | | 39.7 | 28.0 | 29.8 | 42.8 | 33.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.9 | 3.4 | 0.1 | 40.4 | 0.1 | | 46.1 | 0.0 | 0.6 | 1.8 | 0.0 | |
| Delay (s) | 43.6 | 35.3 | 27.6 | 68.1 | 9.4 | | 85.9 | 28.1 | 30.4 | 44.5 | 33.7 | |
| Level of Service | D | D | C | E | A | | F | C | C | D | C | |
| Approach Delay (s) | | 33.8 | | | 53.1 | | | 51.7 | | | 38.1 | |
| Approach LOS | | C | | | D | | | D | | | D | |

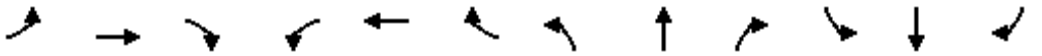
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 48.7 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 87.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 74.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1 | 546 | 133 | 1324 | 455 | 309 | 10 | 483 | 2 | 3 |
| v/c Ratio | 0.01 | 0.81 | 0.33 | 0.97 | 0.21 | 0.91 | 0.02 | 0.68 | 0.02 | 0.02 |
| Control Delay | 37.0 | 42.7 | 8.4 | 45.0 | 8.4 | 69.4 | 27.1 | 8.5 | 37.5 | 29.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.0 | 42.7 | 8.4 | 45.0 | 8.4 | 69.4 | 27.1 | 8.5 | 37.5 | 29.0 |
| Queue Length 50th (ft) | 1 | 135 | 0 | 318 | 40 | 79 | 4 | 0 | 1 | 1 |
| Queue Length 95th (ft) | 6 | #249 | 48 | #566 | 112 | #178 | 18 | 90 | 8 | 9 |
| Internal Link Dist (ft) | | 2539 | | | 1057 | | 854 | | | 1013 |
| Turn Bay Length (ft) | 200 | | 200 | 600 | | 200 | | 200 | 200 | |
| Base Capacity (vph) | 175 | 694 | 411 | 1359 | 2155 | 340 | 406 | 713 | 175 | 352 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.01 | 0.79 | 0.32 | 0.97 | 0.21 | 0.91 | 0.02 | 0.68 | 0.01 | 0.01 |

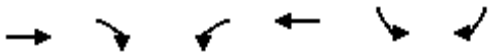
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1964 | 239 | 136 | 1176 | 0 | 0 | 0 | 0 | 627 | 0 | 504 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.0 | 4.9 | | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | 1.00 | 0.95 | | | | | 0.97 | | 0.88 |
| Frpb, ped/bikes | | 1.00 | 0.97 | 1.00 | 1.00 | | | | | 1.00 | | 0.95 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 0.98 | | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 5036 | 1538 | 1770 | 3505 | | | | | 3310 | | 2654 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 5036 | 1538 | 1770 | 3505 | | | | | 3310 | | 2654 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2135 | 260 | 148 | 1278 | 0 | 0 | 0 | 0 | 682 | 0 | 548 |
| RTOR Reduction (vph) | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| Lane Group Flow (vph) | 0 | 2135 | 140 | 148 | 1278 | 0 | 0 | 0 | 0 | 682 | 0 | 449 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 4% | 2% | 2% |
| Turn Type | | | Perm | Prot | | | | | | custom | | custom |
| Protected Phases | | 4 | | 3 | 8 | | | | | | | |
| Permitted Phases | | | 4 | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 43.0 | 43.0 | 11.0 | 58.0 | | | | | 22.2 | | 22.2 |
| Effective Green, g (s) | | 43.0 | 43.0 | 11.0 | 58.0 | | | | | 22.2 | | 22.2 |
| Actuated g/C Ratio | | 0.48 | 0.48 | 0.12 | 0.64 | | | | | 0.25 | | 0.25 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.0 | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 2406 | 735 | 216 | 2259 | | | | | 816 | | 655 |
| v/s Ratio Prot | | c0.42 | | c0.08 | 0.36 | | | | | | | |
| v/s Ratio Perm | | | 0.09 | | | | | | | c0.21 | | 0.17 |
| v/c Ratio | | 0.89 | 0.19 | 0.69 | 0.57 | | | | | 0.84 | | 0.69 |
| Uniform Delay, d1 | | 21.3 | 13.5 | 37.8 | 9.0 | | | | | 32.2 | | 30.7 |
| Progression Factor | | 1.00 | 1.00 | 0.69 | 0.07 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 5.3 | 0.6 | 5.5 | 0.6 | | | | | 9.9 | | 5.8 |
| Delay (s) | | 26.6 | 14.1 | 31.5 | 1.3 | | | | | 42.1 | | 36.5 |
| Level of Service | | C | B | C | A | | | | | D | | D |
| Approach Delay (s) | | 25.3 | | | 4.4 | | | 0.0 | | | 39.6 | |
| Approach LOS | | C | | | A | | | A | | | D | |

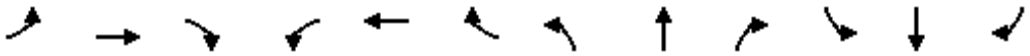
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 74.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBT | EBR | WBL | WBT | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2135 | 260 | 148 | 1278 | 682 | 548 |
| v/c Ratio | 0.89 | 0.30 | 0.69 | 0.57 | 0.84 | 0.73 |
| Control Delay | 27.1 | 3.8 | 38.2 | 1.3 | 42.8 | 29.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 27.1 | 3.8 | 38.2 | 1.3 | 42.8 | 29.9 |
| Queue Length 50th (ft) | 386 | 9 | 89 | 23 | 190 | 124 |
| Queue Length 95th (ft) | 461 | 49 | m120 | 14 | #277 | 189 |
| Internal Link Dist (ft) | 1057 | | | 1034 | | |
| Turn Bay Length (ft) | | 200 | 200 | | | 200 |
| Base Capacity (vph) | 2406 | 854 | 216 | 2259 | 816 | 753 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.89 | 0.30 | 0.69 | 0.57 | 0.84 | 0.73 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 571 | 2020 | 0 | 0 | 1136 | 606 | 176 | 0 | 127 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | | 4.9 | 4.0 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | 0.97 | 0.91 | | | 0.95 | 1.00 | 1.00 | | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 0.97 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.98 | | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 3433 | 5036 | | | 3505 | 1583 | 1740 | | 1538 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 3433 | 5036 | | | 3505 | 1583 | 1740 | | 1538 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 621 | 2196 | 0 | 0 | 1235 | 659 | 191 | 0 | 138 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 621 | 2196 | 0 | 0 | 1235 | 659 | 191 | 0 | 125 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | | | Free | custom | | custom | | | |
| Protected Phases | 7 | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | | | | Free | 2 | | 2 | | | |
| Actuated Green, G (s) | 20.0 | 64.1 | | | 40.1 | 90.0 | 16.1 | | 16.1 | | | |
| Effective Green, g (s) | 20.0 | 64.1 | | | 40.1 | 90.0 | 16.1 | | 16.1 | | | |
| Actuated g/C Ratio | 0.22 | 0.71 | | | 0.45 | 1.00 | 0.18 | | 0.18 | | | |
| Clearance Time (s) | 4.0 | 4.9 | | | 4.9 | | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | 763 | 3587 | | | 1562 | 1583 | 311 | | 275 | | | |
| v/s Ratio Prot | c0.18 | 0.44 | | | c0.35 | | | | | | | |
| v/s Ratio Perm | | | | | | 0.42 | c0.11 | | 0.08 | | | |
| v/c Ratio | 0.81 | 0.61 | | | 0.79 | 0.42 | 0.61 | | 0.45 | | | |
| Uniform Delay, d1 | 33.2 | 6.6 | | | 21.4 | 0.0 | 34.1 | | 33.0 | | | |
| Progression Factor | 0.65 | 0.08 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | 3.2 | 0.4 | | | 4.2 | 0.8 | 8.8 | | 5.3 | | | |
| Delay (s) | 24.8 | 0.9 | | | 25.5 | 0.8 | 42.9 | | 38.4 | | | |
| Level of Service | C | A | | | C | A | D | | D | | | |
| Approach Delay (s) | | 6.2 | | | 16.9 | | | 41.0 | | | 0.0 | |
| Approach LOS | | A | | | B | | | D | | | A | |

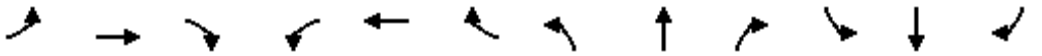
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 74.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 621 | 2196 | 1235 | 659 | 191 | 138 |
| v/c Ratio | 0.81 | 0.61 | 0.79 | 0.42 | 0.61 | 0.48 |
| Control Delay | 27.0 | 0.9 | 26.0 | 0.8 | 43.6 | 35.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 27.0 | 0.9 | 26.0 | 0.8 | 43.6 | 35.5 |
| Queue Length 50th (ft) | 177 | 2 | 306 | 0 | 101 | 62 |
| Queue Length 95th (ft) | m190 | 1 | 392 | 0 | 173 | 120 |
| Internal Link Dist (ft) | | 1034 | 449 | | | |
| Turn Bay Length (ft) | 250 | | | | | 200 |
| Base Capacity (vph) | 763 | 3587 | 1562 | 1583 | 311 | 288 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.61 | 0.79 | 0.42 | 0.61 | 0.48 |

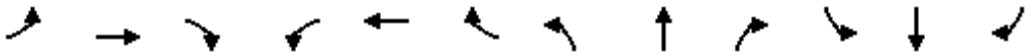
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 888 | 1003 | 204 | 10 | 759 | 408 | 139 | 448 | 13 | 461 | 484 | 843 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5036 | 2654 | 3433 | 5036 | 2707 | 3433 | 5085 | 2654 | 3433 | 5085 | 2707 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5036 | 2654 | 3433 | 5036 | 2707 | 3433 | 5085 | 2654 | 3433 | 5085 | 2707 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 965 | 1090 | 222 | 11 | 825 | 443 | 151 | 487 | 14 | 501 | 526 | 916 |
| RTOR Reduction (vph) | 0 | 0 | 114 | 0 | 0 | 331 | 0 | 0 | 12 | 0 | 0 | 716 |
| Lane Group Flow (vph) | 965 | 1090 | 108 | 11 | 825 | 112 | 151 | 487 | 2 | 501 | 526 | 200 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 26.0 | 44.0 | 44.0 | 1.2 | 19.2 | 19.2 | 7.7 | 13.4 | 13.4 | 14.0 | 19.7 | 19.7 |
| Effective Green, g (s) | 26.0 | 44.0 | 44.0 | 1.2 | 19.2 | 19.2 | 7.7 | 13.4 | 13.4 | 14.0 | 19.7 | 19.7 |
| Actuated g/C Ratio | 0.29 | 0.49 | 0.49 | 0.01 | 0.21 | 0.21 | 0.09 | 0.15 | 0.15 | 0.15 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 987 | 2451 | 1292 | 46 | 1070 | 575 | 292 | 754 | 393 | 532 | 1108 | 590 |
| v/s Ratio Prot | c0.28 | 0.22 | | 0.00 | c0.16 | | 0.04 | c0.10 | | c0.15 | 0.10 | |
| v/s Ratio Perm | | | 0.04 | | | 0.04 | | | 0.00 | | | 0.07 |
| v/c Ratio | 0.98 | 0.44 | 0.08 | 0.24 | 0.77 | 0.20 | 0.52 | 0.65 | 0.01 | 0.94 | 0.47 | 0.34 |
| Uniform Delay, d1 | 31.9 | 15.2 | 12.4 | 44.1 | 33.5 | 29.3 | 39.6 | 36.3 | 32.8 | 37.8 | 30.8 | 29.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 23.1 | 0.1 | 0.0 | 2.7 | 3.5 | 0.2 | 1.5 | 1.9 | 0.0 | 25.2 | 0.3 | 0.3 |
| Delay (s) | 55.0 | 15.3 | 12.4 | 46.8 | 37.0 | 29.4 | 41.1 | 38.2 | 32.8 | 63.0 | 31.2 | 30.2 |
| Level of Service | D | B | B | D | D | C | D | D | C | E | C | C |
| Approach Delay (s) | | 31.9 | | | 34.5 | | | 38.7 | | | 38.9 | |
| Approach LOS | | C | | | C | | | D | | | D | |

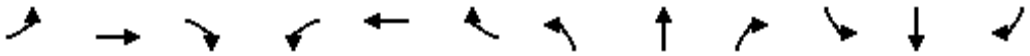
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 35.4 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 90.4 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 78.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 965 | 1090 | 222 | 11 | 825 | 443 | 151 | 487 | 14 | 501 | 526 | 916 |
| v/c Ratio | 0.94 | 0.43 | 0.15 | 0.05 | 0.89 | 0.53 | 0.50 | 0.62 | 0.03 | 0.91 | 0.46 | 0.69 |
| Control Delay | 48.7 | 15.2 | 2.6 | 39.3 | 48.7 | 6.9 | 44.2 | 38.3 | 15.5 | 59.1 | 30.6 | 5.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.7 | 15.2 | 2.6 | 39.3 | 48.7 | 6.9 | 44.2 | 38.3 | 15.5 | 59.1 | 30.6 | 5.2 |
| Queue Length 50th (ft) | 265 | 125 | 0 | 3 | 163 | 6 | 41 | 93 | 0 | 141 | 92 | 0 |
| Queue Length 95th (ft) | #408 | 213 | 23 | 11 | #247 | 50 | 73 | 127 | 9 | #242 | 125 | 50 |
| Internal Link Dist (ft) | | 476 | | | 2144 | | | 775 | | | 1639 | |
| Turn Bay Length (ft) | 250 | | 200 | 200 | | 200 | 200 | | 200 | 180 | | 200 |
| Base Capacity (vph) | 1024 | 2541 | 1449 | 315 | 924 | 840 | 315 | 945 | 504 | 551 | 1295 | 1372 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.94 | 0.43 | 0.15 | 0.03 | 0.89 | 0.53 | 0.48 | 0.52 | 0.03 | 0.91 | 0.41 | 0.67 |

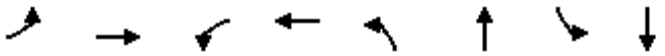
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 127 | 1272 | 55 | 39 | 929 | 9 | 46 | 50 | 56 | 13 | 35 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.92 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3481 | | 1770 | 3499 | | 1770 | 3214 | | 1770 | 3082 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3481 | | 1770 | 3499 | | 1770 | 3214 | | 1770 | 3082 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 138 | 1383 | 60 | 42 | 1010 | 10 | 50 | 54 | 61 | 14 | 38 | 114 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 51 | 0 | 0 | 99 | 0 |
| Lane Group Flow (vph) | 138 | 1440 | 0 | 42 | 1019 | 0 | 50 | 64 | 0 | 14 | 53 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 9.7 | 36.8 | | 3.8 | 30.9 | | 3.9 | 12.3 | | 1.2 | 9.6 | |
| Effective Green, g (s) | 9.7 | 36.8 | | 3.8 | 30.9 | | 3.9 | 12.3 | | 1.2 | 9.6 | |
| Actuated g/C Ratio | 0.13 | 0.51 | | 0.05 | 0.43 | | 0.05 | 0.17 | | 0.02 | 0.13 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 239 | 1782 | | 94 | 1504 | | 96 | 550 | | 30 | 412 | |
| v/s Ratio Prot | c0.08 | c0.41 | | 0.02 | 0.29 | | c0.03 | c0.02 | | 0.01 | 0.02 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.58 | 0.81 | | 0.45 | 0.68 | | 0.52 | 0.12 | | 0.47 | 0.13 | |
| Uniform Delay, d1 | 29.2 | 14.6 | | 33.0 | 16.5 | | 33.1 | 25.2 | | 35.0 | 27.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.4 | 2.8 | | 3.4 | 1.2 | | 5.0 | 0.1 | | 11.0 | 0.1 | |
| Delay (s) | 32.5 | 17.4 | | 36.4 | 17.7 | | 38.1 | 25.3 | | 46.1 | 27.6 | |
| Level of Service | C | B | | D | B | | D | C | | D | C | |
| Approach Delay (s) | | 18.7 | | | 18.5 | | | 29.2 | | | 29.2 | |
| Approach LOS | | B | | | B | | | C | | | C | |

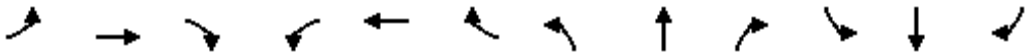
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 71.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 65.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 138 | 1443 | 42 | 1020 | 50 | 115 | 14 | 152 |
| v/c Ratio | 0.54 | 0.76 | 0.22 | 0.69 | 0.26 | 0.18 | 0.08 | 0.32 |
| Control Delay | 42.5 | 19.1 | 37.6 | 19.3 | 38.0 | 15.4 | 37.1 | 13.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.5 | 19.1 | 37.6 | 19.3 | 38.0 | 15.4 | 37.1 | 13.7 |
| Queue Length 50th (ft) | 65 | 295 | 19 | 188 | 23 | 11 | 6 | 9 |
| Queue Length 95th (ft) | #160 | #553 | 55 | 312 | 62 | 36 | 26 | 35 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 288 | 2219 | 230 | 2116 | 230 | 963 | 230 | 938 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.48 | 0.65 | 0.18 | 0.48 | 0.22 | 0.12 | 0.06 | 0.16 |

Intersection Summary

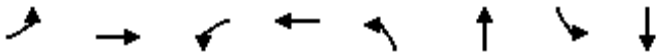
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 151 | 1062 | 80 | 49 | 818 | 30 | 65 | 144 | 29 | 18 | 71 | 125 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.90 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3492 | | 1770 | 3515 | | 1770 | 1808 | | 1770 | 1657 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3492 | | 1770 | 3515 | | 1770 | 1808 | | 1770 | 1657 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 164 | 1154 | 87 | 53 | 889 | 33 | 71 | 157 | 32 | 20 | 77 | 136 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 83 | 0 |
| Lane Group Flow (vph) | 164 | 1235 | 0 | 53 | 919 | 0 | 71 | 180 | 0 | 20 | 130 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 10.2 | 31.1 | | 4.1 | 25.0 | | 5.7 | 15.7 | | 2.6 | 12.6 | |
| Effective Green, g (s) | 10.2 | 31.1 | | 4.1 | 25.0 | | 5.7 | 15.7 | | 2.6 | 12.6 | |
| Actuated g/C Ratio | 0.14 | 0.44 | | 0.06 | 0.35 | | 0.08 | 0.22 | | 0.04 | 0.18 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 253 | 1523 | | 102 | 1232 | | 142 | 398 | | 65 | 293 | |
| v/s Ratio Prot | c0.09 | c0.35 | | 0.03 | 0.26 | | c0.04 | c0.10 | | 0.01 | 0.08 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.65 | 0.81 | | 0.52 | 0.75 | | 0.50 | 0.45 | | 0.31 | 0.44 | |
| Uniform Delay, d1 | 28.9 | 17.5 | | 32.6 | 20.4 | | 31.4 | 24.1 | | 33.5 | 26.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.6 | 3.4 | | 4.4 | 2.5 | | 2.8 | 0.8 | | 2.7 | 1.1 | |
| Delay (s) | 34.5 | 20.9 | | 37.1 | 22.9 | | 34.2 | 24.9 | | 36.2 | 27.3 | |
| Level of Service | C | C | | D | C | | C | C | | D | C | |
| Approach Delay (s) | | 22.5 | | | 23.6 | | | 27.4 | | | 28.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 23.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.65 | | |
| Actuated Cycle Length (s) | 71.3 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 66.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

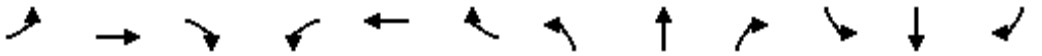
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 164 | 1241 | 53 | 922 | 71 | 189 | 20 | 213 |
| v/c Ratio | 0.61 | 0.77 | 0.28 | 0.77 | 0.36 | 0.44 | 0.11 | 0.60 |
| Control Delay | 41.8 | 23.3 | 36.0 | 26.2 | 37.7 | 26.8 | 33.9 | 23.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.8 | 23.3 | 36.0 | 26.2 | 37.7 | 26.8 | 33.9 | 23.4 |
| Queue Length 50th (ft) | 71 | 264 | 23 | 187 | 31 | 61 | 9 | 48 |
| Queue Length 95th (ft) | #162 | #458 | 59 | 289 | 74 | 140 | 29 | 112 |
| Internal Link Dist (ft) | | 3716 | | 2312 | | 899 | | 1126 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 306 | 1683 | 222 | 1454 | 222 | 527 | 222 | 513 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.54 | 0.74 | 0.24 | 0.63 | 0.32 | 0.36 | 0.09 | 0.42 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 338 | 709 | 99 | 56 | 545 | 43 | 82 | 158 | 58 | 48 | 185 | 239 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3456 | | 1770 | 3489 | | 1770 | 1776 | | 1770 | 1863 | 1544 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3456 | | 1770 | 3489 | | 1770 | 1776 | | 1770 | 1863 | 1544 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 367 | 771 | 108 | 61 | 592 | 47 | 89 | 172 | 63 | 52 | 201 | 260 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 8 | 0 | 0 | 18 | 0 | 0 | 0 | 210 |
| Lane Group Flow (vph) | 367 | 866 | 0 | 61 | 631 | 0 | 89 | 217 | 0 | 52 | 201 | 50 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 16.4 | 29.2 | | 4.4 | 17.2 | | 5.9 | 15.2 | | 4.3 | 13.6 | 13.6 |
| Effective Green, g (s) | 16.4 | 29.2 | | 4.4 | 17.2 | | 5.9 | 15.2 | | 4.3 | 13.6 | 13.6 |
| Actuated g/C Ratio | 0.23 | 0.41 | | 0.06 | 0.24 | | 0.08 | 0.21 | | 0.06 | 0.19 | 0.19 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 409 | 1423 | | 110 | 846 | | 147 | 381 | | 107 | 357 | 296 |
| v/s Ratio Prot | c0.21 | 0.25 | | 0.03 | c0.18 | | c0.05 | c0.12 | | 0.03 | 0.11 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.03 |
| v/c Ratio | 0.90 | 0.61 | | 0.55 | 0.75 | | 0.61 | 0.57 | | 0.49 | 0.56 | 0.17 |
| Uniform Delay, d1 | 26.4 | 16.4 | | 32.3 | 24.8 | | 31.4 | 24.9 | | 32.2 | 26.0 | 23.9 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 21.6 | 0.7 | | 5.9 | 3.6 | | 6.9 | 2.0 | | 3.4 | 2.0 | 0.3 |
| Delay (s) | 48.0 | 17.1 | | 38.2 | 28.4 | | 38.3 | 26.9 | | 35.7 | 28.0 | 24.2 |
| Level of Service | D | B | | D | C | | D | C | | D | C | C |
| Approach Delay (s) | | 26.2 | | | 29.3 | | | 30.0 | | | 26.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.5 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.68 | | |
| Actuated Cycle Length (s) | 70.9 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 65.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

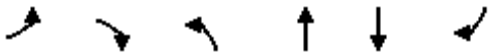
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 367 | 879 | 61 | 639 | 89 | 235 | 52 | 201 | 260 |
| v/c Ratio | 0.85 | 0.58 | 0.32 | 0.80 | 0.46 | 0.56 | 0.28 | 0.57 | 0.52 |
| Control Delay | 48.9 | 19.8 | 35.4 | 35.1 | 38.8 | 28.1 | 34.5 | 32.7 | 7.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.9 | 19.8 | 35.4 | 35.1 | 38.8 | 28.1 | 34.5 | 32.7 | 7.7 |
| Queue Length 50th (ft) | 158 | 171 | 25 | 137 | 37 | 86 | 21 | 81 | 0 |
| Queue Length 95th (ft) | #334 | 257 | 62 | #235 | 83 | 156 | 55 | 143 | 56 |
| Internal Link Dist (ft) | | 2312 | | 1085 | | 810 | | 935 | |
| Turn Bay Length (ft) | 125 | | 125 | | 125 | | 125 | | 200 |
| Base Capacity (vph) | 431 | 1507 | 215 | 862 | 215 | 505 | 215 | 485 | 594 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.58 | 0.28 | 0.74 | 0.41 | 0.47 | 0.24 | 0.41 | 0.44 |

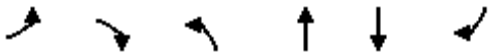
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 313 | 602 | 1123 | 621 | 1043 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.97 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 340 | 654 | 1221 | 675 | 1134 | 185 |
| RTOR Reduction (vph) | 0 | 549 | 0 | 0 | 0 | 110 |
| Lane Group Flow (vph) | 340 | 105 | 1221 | 675 | 1134 | 75 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 14.1 | 14.1 | 31.0 | 64.2 | 29.2 | 29.2 |
| Effective Green, g (s) | 14.1 | 14.1 | 31.0 | 64.2 | 29.2 | 29.2 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.35 | 0.73 | 0.33 | 0.33 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 549 | 446 | 1208 | 2579 | 1173 | 525 |
| v/s Ratio Prot | c0.10 | | c0.36 | 0.19 | c0.32 | |
| v/s Ratio Perm | | 0.04 | | | | 0.05 |
| v/c Ratio | 0.62 | 0.23 | 1.01 | 0.26 | 0.97 | 0.14 |
| Uniform Delay, d1 | 34.5 | 32.3 | 28.5 | 4.0 | 29.0 | 20.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.1 | 0.3 | 28.6 | 0.1 | 18.6 | 0.1 |
| Delay (s) | 36.6 | 32.6 | 57.1 | 4.1 | 47.6 | 20.8 |
| Level of Service | D | C | E | A | D | C |
| Approach Delay (s) | 33.9 | | | 38.2 | 43.8 | |
| Approach LOS | C | | | D | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 39.0 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 88.1 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 81.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 340 | 654 | 1221 | 675 | 1134 | 185 |
| v/c Ratio | 0.62 | 0.66 | 1.01 | 0.26 | 0.97 | 0.29 |
| Control Delay | 39.7 | 6.3 | 58.9 | 4.5 | 50.1 | 6.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.7 | 6.3 | 58.9 | 4.5 | 50.1 | 6.3 |
| Queue Length 50th (ft) | 91 | 0 | ~387 | 60 | 333 | 8 |
| Queue Length 95th (ft) | 135 | 50 | #514 | 81 | #479 | 53 |
| Internal Link Dist (ft) | 360 | | | 1639 | 1871 | |
| Turn Bay Length (ft) | | | 800 | | | 200 |
| Base Capacity (vph) | 623 | 1041 | 1207 | 2578 | 1172 | 635 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.55 | 0.63 | 1.01 | 0.26 | 0.97 | 0.29 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 2 | 525 | 100 | 2 | 977 | 245 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 2 | 571 | 109 | 2 | 1062 | 266 |
| RTOR Reduction (vph) | 0 | 482 | 0 | 2 | 0 | 0 |
| Lane Group Flow (vph) | 2 | 89 | 109 | 0 | 1062 | 266 |
| Turn Type | | Perm | | Perm | Prot | |
| Protected Phases | 8 | | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | | |
| Actuated Green, G (s) | 8.2 | 8.2 | 9.2 | 9.2 | 21.7 | 34.9 |
| Effective Green, g (s) | 8.2 | 8.2 | 9.2 | 9.2 | 21.7 | 34.9 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.17 | 0.17 | 0.41 | 0.66 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 274 | 245 | 324 | 275 | 1408 | 1229 |
| v/s Ratio Prot | 0.00 | | c0.06 | | c0.31 | 0.14 |
| v/s Ratio Perm | | c0.06 | | 0.00 | | |
| v/c Ratio | 0.01 | 0.36 | 0.34 | 0.00 | 0.75 | 0.22 |
| Uniform Delay, d1 | 18.9 | 20.0 | 19.2 | 18.1 | 13.3 | 3.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.0 | 0.9 | 0.6 | 0.0 | 2.3 | 0.1 |
| Delay (s) | 18.9 | 20.9 | 19.8 | 18.1 | 15.7 | 3.7 |
| Level of Service | B | C | B | B | B | A |
| Approach Delay (s) | 20.9 | | 19.8 | | | 13.3 |
| Approach LOS | C | | B | | | B |

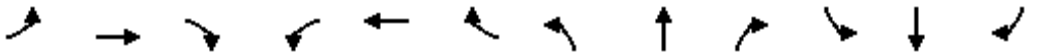
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 52.9 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 46.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2 | 571 | 109 | 2 | 1062 | 266 |
| v/c Ratio | 0.01 | 0.79 | 0.34 | 0.01 | 0.76 | 0.22 |
| Control Delay | 20.0 | 11.2 | 23.8 | 15.5 | 20.2 | 4.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.0 | 11.2 | 23.8 | 15.5 | 20.2 | 4.7 |
| Queue Length 50th (ft) | 1 | 0 | 29 | 0 | 119 | 20 |
| Queue Length 95th (ft) | 6 | 80 | 77 | 5 | #339 | 74 |
| Internal Link Dist (ft) | 345 | | 660 | | | 854 |
| Turn Bay Length (ft) | | | | | 300 | |
| Base Capacity (vph) | 551 | 886 | 616 | 525 | 1527 | 1573 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.00 | 0.64 | 0.18 | 0.00 | 0.70 | 0.17 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 338 | 817 | 207 | 332 | 724 | 262 | 126 | 210 | 167 | 145 | 368 | 177 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1543 | 3433 | 3375 | | 3433 | 3539 | 1543 | 1770 | 3539 | 2667 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1543 | 3433 | 3375 | | 3433 | 3539 | 1543 | 1770 | 3539 | 2667 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 367 | 888 | 225 | 361 | 787 | 285 | 137 | 228 | 182 | 158 | 400 | 192 |
| RTOR Reduction (vph) | 0 | 0 | 85 | 0 | 45 | 0 | 0 | 0 | 147 | 0 | 0 | 150 |
| Lane Group Flow (vph) | 367 | 888 | 141 | 361 | 1027 | 0 | 137 | 228 | 35 | 158 | 400 | 42 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 9.1 | 23.7 | 23.7 | 10.7 | 25.3 | | 6.1 | 14.2 | 14.2 | 8.0 | 16.1 | 16.1 |
| Effective Green, g (s) | 9.1 | 23.7 | 23.7 | 10.7 | 25.3 | | 6.1 | 14.2 | 14.2 | 8.0 | 16.1 | 16.1 |
| Actuated g/C Ratio | 0.12 | 0.32 | 0.32 | 0.14 | 0.34 | | 0.08 | 0.19 | 0.19 | 0.11 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 420 | 1127 | 492 | 494 | 1148 | | 281 | 675 | 294 | 190 | 766 | 577 |
| v/s Ratio Prot | c0.11 | 0.25 | | 0.11 | c0.30 | | 0.04 | 0.06 | | c0.09 | c0.11 | |
| v/s Ratio Perm | | | 0.09 | | | | | | 0.02 | | | 0.02 |
| v/c Ratio | 0.87 | 0.79 | 0.29 | 0.73 | 0.89 | | 0.49 | 0.34 | 0.12 | 0.83 | 0.52 | 0.07 |
| Uniform Delay, d1 | 32.1 | 23.1 | 19.0 | 30.5 | 23.3 | | 32.7 | 26.0 | 24.9 | 32.5 | 25.8 | 23.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 17.9 | 3.7 | 0.3 | 5.5 | 9.2 | | 1.3 | 0.3 | 0.2 | 25.5 | 0.6 | 0.1 |
| Delay (s) | 50.0 | 26.8 | 19.3 | 36.0 | 32.5 | | 34.0 | 26.3 | 25.1 | 58.0 | 26.4 | 23.3 |
| Level of Service | D | C | B | D | C | | C | C | C | E | C | C |
| Approach Delay (s) | | 31.4 | | | 33.4 | | | 27.8 | | | 32.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.68 | | |
| Actuated Cycle Length (s) | 74.4 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 69.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

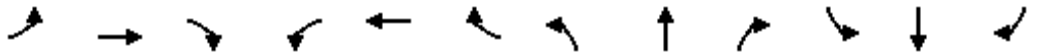
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 367 | 888 | 225 | 361 | 1072 | 137 | 228 | 182 | 158 | 400 | 192 |
| v/c Ratio | 0.87 | 0.78 | 0.39 | 0.72 | 0.89 | 0.39 | 0.36 | 0.43 | 0.81 | 0.52 | 0.26 |
| Control Delay | 55.8 | 29.4 | 12.0 | 40.6 | 33.0 | 35.7 | 27.8 | 7.7 | 67.1 | 29.0 | 5.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.8 | 29.4 | 12.0 | 40.6 | 33.0 | 35.7 | 27.8 | 7.7 | 67.1 | 29.0 | 5.2 |
| Queue Length 50th (ft) | 87 | 192 | 33 | 82 | 225 | 30 | 48 | 0 | 73 | 90 | 0 |
| Queue Length 95th (ft) | #177 | #312 | 96 | #151 | #387 | 60 | 79 | 48 | #189 | 133 | 27 |
| Internal Link Dist (ft) | | 535 | | | 286 | | 631 | | | 855 | |
| Turn Bay Length (ft) | 100 | | 75 | 150 | | 160 | | 80 | 120 | | 135 |
| Base Capacity (vph) | 423 | 1167 | 591 | 517 | 1249 | 376 | 925 | 537 | 194 | 926 | 839 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.87 | 0.76 | 0.38 | 0.70 | 0.86 | 0.36 | 0.25 | 0.34 | 0.81 | 0.43 | 0.23 |

Intersection Summary

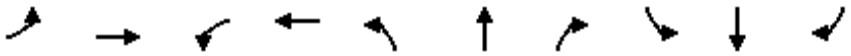
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 183 | 64 | 63 | 31 | 34 | 100 | 17 | 598 | 76 | 123 | 598 | 69 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.93 | | 1.00 | 0.89 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1705 | | 1770 | 1625 | | 1770 | 3539 | 1522 | 1770 | 3539 | 1522 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1705 | | 1770 | 1625 | | 1770 | 3539 | 1522 | 1770 | 3539 | 1522 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 199 | 70 | 68 | 34 | 37 | 109 | 18 | 650 | 83 | 134 | 650 | 75 |
| RTOR Reduction (vph) | 0 | 51 | 0 | 0 | 95 | 0 | 0 | 0 | 56 | 0 | 0 | 45 |
| Lane Group Flow (vph) | 199 | 87 | 0 | 34 | 51 | 0 | 18 | 650 | 27 | 134 | 650 | 30 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 10.4 | 15.6 | | 2.6 | 7.8 | | 1.2 | 19.9 | 19.9 | 5.8 | 24.5 | 24.5 |
| Effective Green, g (s) | 10.4 | 15.6 | | 2.6 | 7.8 | | 1.2 | 19.9 | 19.9 | 5.8 | 24.5 | 24.5 |
| Actuated g/C Ratio | 0.17 | 0.25 | | 0.04 | 0.13 | | 0.02 | 0.32 | 0.32 | 0.09 | 0.40 | 0.40 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 298 | 431 | | 75 | 205 | | 34 | 1141 | 491 | 166 | 1405 | 604 |
| v/s Ratio Prot | c0.11 | c0.05 | | 0.02 | 0.03 | | 0.01 | c0.18 | | c0.08 | 0.18 | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | 0.02 |
| v/c Ratio | 0.67 | 0.20 | | 0.45 | 0.25 | | 0.53 | 0.57 | 0.05 | 0.81 | 0.46 | 0.05 |
| Uniform Delay, d1 | 24.0 | 18.2 | | 28.9 | 24.3 | | 30.0 | 17.3 | 14.4 | 27.4 | 13.7 | 11.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.6 | 0.2 | | 4.3 | 0.6 | | 14.1 | 0.7 | 0.0 | 24.2 | 0.2 | 0.0 |
| Delay (s) | 29.6 | 18.4 | | 33.2 | 24.9 | | 44.0 | 18.0 | 14.5 | 51.6 | 14.0 | 11.5 |
| Level of Service | C | B | | C | C | | D | B | B | D | B | B |
| Approach Delay (s) | | 25.0 | | | 26.5 | | | 18.2 | | | 19.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.51 | | |
| Actuated Cycle Length (s) | 61.7 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 58.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

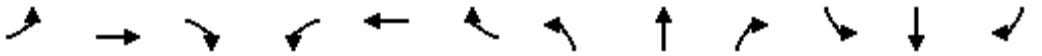
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 199 | 138 | 34 | 146 | 18 | 650 | 83 | 134 | 650 | 75 |
| v/c Ratio | 0.61 | 0.27 | 0.16 | 0.44 | 0.09 | 0.59 | 0.16 | 0.53 | 0.42 | 0.11 |
| Control Delay | 34.7 | 12.5 | 28.2 | 13.3 | 27.9 | 22.3 | 6.4 | 36.7 | 15.0 | 5.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.7 | 12.5 | 28.2 | 13.3 | 27.9 | 22.3 | 6.4 | 36.7 | 15.0 | 5.5 |
| Queue Length 50th (ft) | 68 | 17 | 12 | 13 | 6 | 110 | 0 | 47 | 74 | 0 |
| Queue Length 95th (ft) | #174 | 63 | 38 | 56 | 25 | 193 | 30 | #131 | 191 | 29 |
| Internal Link Dist (ft) | | 628 | | 1256 | | 2552 | | | 2142 | |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 100 | 200 | | 100 |
| Base Capacity (vph) | 371 | 682 | 270 | 571 | 270 | 1160 | 553 | 270 | 1556 | 709 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.54 | 0.20 | 0.13 | 0.26 | 0.07 | 0.56 | 0.15 | 0.50 | 0.42 | 0.11 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 586 | 105 | 170 | 432 | 0 | 0 | 0 | 0 | 124 | 0 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | | 4.9 | 4.9 | | | | | | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | | | | 1.00 | 1.00 |
| Frpb, ped/bikes | | 0.99 | | 1.00 | 1.00 | | | | | | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | | 0.99 | 1.00 |
| Frt | | 0.98 | | 1.00 | 1.00 | | | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3438 | | 1770 | 3539 | | | | | | 1750 | 1547 |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3438 | | 1770 | 3539 | | | | | | 1750 | 1547 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 637 | 114 | 185 | 470 | 0 | 0 | 0 | 0 | 135 | 0 | 120 |
| RTOR Reduction (vph) | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| Lane Group Flow (vph) | 0 | 727 | 0 | 185 | 470 | 0 | 0 | 0 | 0 | 0 | 135 | 32 |
| Confl. Peds. (#/hr) | 10 | | 10 | 13 | | 13 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | | Prot | | | | | | Perm | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | | 6 | |
| Permitted Phases | | | | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 19.7 | | 9.5 | 34.1 | | | | | | 16.1 | 16.1 |
| Effective Green, g (s) | | 19.7 | | 9.5 | 34.1 | | | | | | 16.1 | 16.1 |
| Actuated g/C Ratio | | 0.33 | | 0.16 | 0.57 | | | | | | 0.27 | 0.27 |
| Clearance Time (s) | | 4.9 | | 4.9 | 4.9 | | | | | | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1129 | | 280 | 2011 | | | | | | 470 | 415 |
| v/s Ratio Prot | | c0.21 | | c0.10 | 0.13 | | | | | | | |
| v/s Ratio Perm | | | | | | | | | | | 0.08 | 0.02 |
| v/c Ratio | | 0.64 | | 0.66 | 0.23 | | | | | | 0.29 | 0.08 |
| Uniform Delay, d1 | | 17.2 | | 23.7 | 6.4 | | | | | | 17.4 | 16.4 |
| Progression Factor | | 1.00 | | 0.69 | 1.68 | | | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.8 | | 5.2 | 0.2 | | | | | | 1.5 | 0.4 |
| Delay (s) | | 20.0 | | 21.5 | 11.1 | | | | | | 18.9 | 16.8 |
| Level of Service | | B | | C | B | | | | | | B | B |
| Approach Delay (s) | | 20.0 | | | 14.0 | | | 0.0 | | | 17.9 | |
| Approach LOS | | B | | | B | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.3 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 54.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

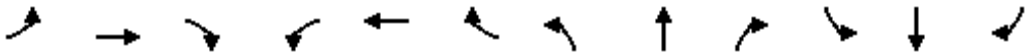
c Critical Lane Group



| Lane Group | EBT | WBL | WBT | SBT | SBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 751 | 185 | 470 | 135 | 120 |
| v/c Ratio | 0.65 | 0.66 | 0.23 | 0.29 | 0.24 |
| Control Delay | 19.7 | 28.1 | 11.2 | 19.5 | 5.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 19.7 | 28.1 | 11.2 | 19.5 | 5.5 |
| Queue Length 50th (ft) | 115 | 69 | 81 | 38 | 0 |
| Queue Length 95th (ft) | 170 | #143 | 126 | 79 | 32 |
| Internal Link Dist (ft) | 617 | | 243 | 558 | |
| Turn Bay Length (ft) | | 200 | | | 400 |
| Base Capacity (vph) | 1155 | 298 | 2011 | 470 | 503 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.65 | 0.62 | 0.23 | 0.29 | 0.24 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 68 | 594 | 0 | 0 | 558 | 163 | 44 | 1 | 137 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Lane Util. Factor | 1.00 | 0.95 | | | 0.95 | | | 1.00 | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | 0.98 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 0.99 | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 0.97 | | | 1.00 | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.95 | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 3539 | | | 3380 | | | 1756 | 1547 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | | 0.95 | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 3539 | | | 3380 | | | 1756 | 1547 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 74 | 646 | 0 | 0 | 607 | 177 | 48 | 1 | 149 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 109 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 74 | 646 | 0 | 0 | 742 | 0 | 0 | 49 | 40 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 17 | | 17 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | | | |
| Permitted Phases | | | | | | | 2 | | 2 | | | |
| Actuated Green, G (s) | 4.3 | 34.1 | | | 24.9 | | | 16.1 | 16.1 | | | |
| Effective Green, g (s) | 4.3 | 34.1 | | | 24.9 | | | 16.1 | 16.1 | | | |
| Actuated g/C Ratio | 0.07 | 0.57 | | | 0.41 | | | 0.27 | 0.27 | | | |
| Clearance Time (s) | 4.9 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | 3.0 | | | |
| Lane Grp Cap (vph) | 127 | 2011 | | | 1403 | | | 471 | 415 | | | |
| v/s Ratio Prot | c0.04 | 0.18 | | | c0.22 | | | | | | | |
| v/s Ratio Perm | | | | | | | | 0.03 | 0.03 | | | |
| v/c Ratio | 0.58 | 0.32 | | | 0.53 | | | 0.10 | 0.10 | | | |
| Uniform Delay, d1 | 27.0 | 6.8 | | | 13.2 | | | 16.5 | 16.5 | | | |
| Progression Factor | 0.85 | 0.23 | | | 1.00 | | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | 5.4 | 0.3 | | | 1.4 | | | 0.4 | 0.5 | | | |
| Delay (s) | 28.3 | 1.9 | | | 14.6 | | | 17.0 | 16.9 | | | |
| Level of Service | C | A | | | B | | | B | B | | | |
| Approach Delay (s) | | 4.6 | | | 14.6 | | | 17.0 | | | 0.0 | |
| Approach LOS | | A | | | B | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 10.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.38 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 54.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

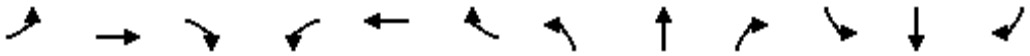
c Critical Lane Group



| Lane Group | EBL | EBT | WBT | NBT | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 74 | 646 | 784 | 49 | 149 |
| v/c Ratio | 0.38 | 0.32 | 0.50 | 0.10 | 0.28 |
| Control Delay | 25.5 | 1.9 | 13.4 | 17.3 | 5.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.5 | 1.9 | 13.4 | 17.3 | 5.3 |
| Queue Length 50th (ft) | 12 | 3 | 106 | 13 | 0 |
| Queue Length 95th (ft) | m28 | 3 | 157 | 35 | 36 |
| Internal Link Dist (ft) | | 243 | 772 | 804 | |
| Turn Bay Length (ft) | | | | | 400 |
| Base Capacity (vph) | 209 | 2011 | 1554 | 471 | 524 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.35 | 0.32 | 0.50 | 0.10 | 0.28 |

Intersection Summary

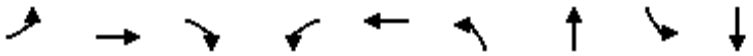
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 55 | 405 | 286 | 204 | 388 | 37 | 250 | 626 | 226 | 53 | 743 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1534 | 1770 | 3485 | | 3433 | 3375 | | 1770 | 3516 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 1534 | 1770 | 3485 | | 3433 | 3375 | | 1770 | 3516 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 60 | 440 | 311 | 222 | 422 | 40 | 272 | 680 | 246 | 58 | 808 | 32 |
| RTOR Reduction (vph) | 0 | 0 | 212 | 0 | 9 | 0 | 0 | 46 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 60 | 440 | 99 | 222 | 453 | 0 | 272 | 880 | 0 | 58 | 836 | 0 |
| Confl. Peds. (#/hr) | 14 | | 14 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 4.6 | 15.8 | 15.8 | 10.8 | 22.0 | | 8.0 | 25.7 | | 4.5 | 22.2 | |
| Effective Green, g (s) | 4.6 | 15.8 | 15.8 | 10.8 | 22.0 | | 8.0 | 25.7 | | 4.5 | 22.2 | |
| Actuated g/C Ratio | 0.06 | 0.21 | 0.21 | 0.14 | 0.29 | | 0.11 | 0.34 | | 0.06 | 0.30 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 109 | 750 | 325 | 256 | 1028 | | 368 | 1163 | | 107 | 1046 | |
| v/s Ratio Prot | 0.03 | c0.12 | | c0.13 | 0.13 | | c0.08 | c0.26 | | 0.03 | 0.24 | |
| v/s Ratio Perm | | | 0.06 | | | | | | | | | |
| v/c Ratio | 0.55 | 0.59 | 0.30 | 0.87 | 0.44 | | 0.74 | 0.76 | | 0.54 | 0.80 | |
| Uniform Delay, d1 | 34.0 | 26.5 | 24.8 | 31.2 | 21.3 | | 32.3 | 21.7 | | 34.0 | 24.2 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.9 | 1.2 | 0.5 | 25.1 | 0.3 | | 7.6 | 2.9 | | 5.5 | 4.4 | |
| Delay (s) | 39.9 | 27.6 | 25.3 | 56.3 | 21.6 | | 39.9 | 24.5 | | 39.6 | 28.5 | |
| Level of Service | D | C | C | E | C | | D | C | | D | C | |
| Approach Delay (s) | | 27.6 | | | 32.9 | | | 28.0 | | | 29.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 29.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 74.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 66.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

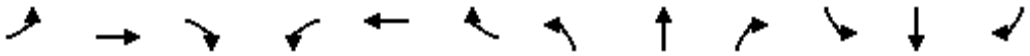
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 60 | 440 | 311 | 222 | 462 | 272 | 926 | 58 | 840 |
| v/c Ratio | 0.34 | 0.63 | 0.60 | 0.82 | 0.43 | 0.70 | 0.73 | 0.33 | 0.83 |
| Control Delay | 36.5 | 31.1 | 11.1 | 57.2 | 22.4 | 43.0 | 24.9 | 36.3 | 32.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.5 | 31.1 | 11.1 | 57.2 | 22.4 | 43.0 | 24.9 | 36.3 | 32.2 |
| Queue Length 50th (ft) | 26 | 97 | 16 | 101 | 94 | 63 | 195 | 25 | 184 |
| Queue Length 95th (ft) | 61 | 143 | 85 | #220 | 138 | #117 | #311 | 60 | #259 |
| Internal Link Dist (ft) | | 772 | | | 852 | | 461 | | 615 |
| Turn Bay Length (ft) | 130 | | | 90 | | 100 | | 100 | |
| Base Capacity (vph) | 200 | 800 | 555 | 275 | 1091 | 388 | 1263 | 200 | 1106 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.30 | 0.55 | 0.56 | 0.81 | 0.42 | 0.70 | 0.73 | 0.29 | 0.76 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 298 | 23 | 48 | 339 | 188 | 43 | 82 | 62 | 188 | 71 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 0.96 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.94 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1838 | | 1770 | 1863 | 1523 | 1770 | 1726 | | 1770 | 1783 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1838 | | 1770 | 1863 | 1523 | 1770 | 1726 | | 1770 | 1783 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 22 | 324 | 25 | 52 | 368 | 204 | 47 | 89 | 67 | 204 | 77 | 23 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 0 | 139 | 0 | 41 | 0 | 0 | 15 | 0 |
| Lane Group Flow (vph) | 22 | 345 | 0 | 52 | 368 | 65 | 47 | 115 | 0 | 204 | 85 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | |
| Actuated Green, G (s) | 1.3 | 16.5 | | 3.9 | 19.1 | 19.1 | 3.9 | 11.7 | | 10.0 | 17.8 | |
| Effective Green, g (s) | 1.3 | 16.5 | | 3.9 | 19.1 | 19.1 | 3.9 | 11.7 | | 10.0 | 17.8 | |
| Actuated g/C Ratio | 0.02 | 0.28 | | 0.07 | 0.32 | 0.32 | 0.07 | 0.20 | | 0.17 | 0.30 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 38 | 506 | | 115 | 594 | 486 | 115 | 337 | | 295 | 530 | |
| v/s Ratio Prot | 0.01 | 0.19 | | c0.03 | c0.20 | | 0.03 | c0.07 | | c0.12 | 0.05 | |
| v/s Ratio Perm | | | | | | 0.04 | | | | | | |
| v/c Ratio | 0.58 | 0.68 | | 0.45 | 0.62 | 0.13 | 0.41 | 0.34 | | 0.69 | 0.16 | |
| Uniform Delay, d1 | 29.0 | 19.4 | | 27.0 | 17.3 | 14.5 | 26.9 | 20.8 | | 23.5 | 15.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 19.6 | 3.8 | | 2.8 | 1.9 | 0.1 | 2.4 | 0.6 | | 6.8 | 0.1 | |
| Delay (s) | 48.6 | 23.1 | | 29.8 | 19.2 | 14.6 | 29.3 | 21.4 | | 30.3 | 15.7 | |
| Level of Service | D | C | | C | B | B | C | C | | C | B | |
| Approach Delay (s) | | 24.7 | | | 18.6 | | | 23.2 | | | 25.5 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 59.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 56.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

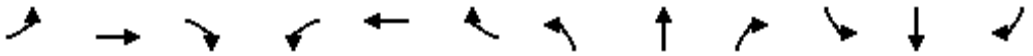
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 22 | 349 | 52 | 368 | 204 | 47 | 156 | 204 | 100 |
| v/c Ratio | 0.10 | 0.69 | 0.23 | 0.57 | 0.31 | 0.21 | 0.46 | 0.63 | 0.17 |
| Control Delay | 28.1 | 28.8 | 28.7 | 21.1 | 4.7 | 28.5 | 21.0 | 36.7 | 17.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.1 | 28.8 | 28.7 | 21.1 | 4.7 | 28.5 | 21.0 | 36.7 | 17.2 |
| Queue Length 50th (ft) | 8 | 113 | 18 | 86 | 0 | 16 | 36 | 72 | 25 |
| Queue Length 95th (ft) | 28 | #252 | 51 | #271 | 46 | 47 | 85 | #190 | 61 |
| Internal Link Dist (ft) | | 2516 | | 2539 | | | 1112 | | 799 |
| Turn Bay Length (ft) | 200 | | 200 | | | 200 | | 200 | |
| Base Capacity (vph) | 273 | 629 | 273 | 768 | 745 | 273 | 582 | 341 | 667 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.08 | 0.55 | 0.19 | 0.48 | 0.27 | 0.17 | 0.27 | 0.60 | 0.15 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 478 | 151 | 1580 | 729 | 9 | 230 | 9 | 410 | 2 | 2 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1530 | 3433 | 3539 | 1495 | 3433 | 1863 | 1530 | 1770 | 1750 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 1530 | 3433 | 3539 | 1495 | 3433 | 1863 | 1530 | 1770 | 1750 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1 | 520 | 164 | 1717 | 792 | 10 | 250 | 10 | 446 | 2 | 2 | 1 |
| RTOR Reduction (vph) | 0 | 0 | 135 | 0 | 0 | 3 | 0 | 0 | 375 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 1 | 520 | 29 | 1717 | 792 | 7 | 250 | 10 | 71 | 2 | 2 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | |
| Actuated Green, G (s) | 1.1 | 21.0 | 21.0 | 58.1 | 78.0 | 78.0 | 9.0 | 18.7 | 18.7 | 1.2 | 10.9 | |
| Effective Green, g (s) | 1.1 | 21.0 | 21.0 | 58.1 | 78.0 | 78.0 | 9.0 | 18.7 | 18.7 | 1.2 | 10.9 | |
| Actuated g/C Ratio | 0.01 | 0.18 | 0.18 | 0.50 | 0.67 | 0.67 | 0.08 | 0.16 | 0.16 | 0.01 | 0.09 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 17 | 636 | 275 | 1708 | 2363 | 998 | 265 | 298 | 245 | 18 | 163 | |
| v/s Ratio Prot | 0.00 | c0.15 | | c0.50 | 0.22 | | c0.07 | 0.01 | | 0.00 | 0.00 | |
| v/s Ratio Perm | | | 0.02 | | | 0.00 | | | c0.05 | | | |
| v/c Ratio | 0.06 | 0.82 | 0.11 | 1.01 | 0.34 | 0.01 | 0.94 | 0.03 | 0.29 | 0.11 | 0.01 | |
| Uniform Delay, d1 | 57.3 | 46.1 | 40.1 | 29.3 | 8.3 | 6.5 | 53.6 | 41.4 | 43.2 | 57.3 | 48.1 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.5 | 8.0 | 0.2 | 23.1 | 0.1 | 0.0 | 39.9 | 0.0 | 0.7 | 2.7 | 0.0 | |
| Delay (s) | 58.8 | 54.1 | 40.2 | 52.4 | 8.4 | 6.5 | 93.5 | 41.5 | 43.9 | 60.0 | 48.1 | |
| Level of Service | E | D | D | D | A | A | F | D | D | E | D | |
| Approach Delay (s) | | 50.8 | | | 38.4 | | | 61.4 | | | 52.9 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 44.7 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 116.8 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 83.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

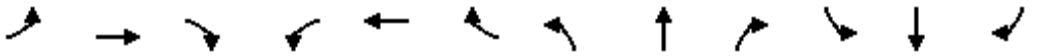
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1 | 520 | 164 | 1717 | 792 | 10 | 250 | 10 | 446 | 2 | 3 |
| v/c Ratio | 0.01 | 0.91 | 0.43 | 0.95 | 0.32 | 0.01 | 0.89 | 0.03 | 0.71 | 0.02 | 0.02 |
| Control Delay | 52.0 | 67.0 | 10.4 | 37.9 | 7.4 | 4.2 | 82.8 | 40.3 | 11.0 | 52.0 | 41.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.0 | 67.0 | 10.4 | 37.9 | 7.4 | 4.2 | 82.8 | 40.3 | 11.0 | 52.0 | 41.3 |
| Queue Length 50th (ft) | 1 | 187 | 0 | 544 | 83 | 0 | 89 | 6 | 0 | 1 | 1 |
| Queue Length 95th (ft) | 7 | #325 | 62 | #857 | 201 | 8 | #183 | 23 | 103 | 10 | 11 |
| Internal Link Dist (ft) | | 2539 | | | 1057 | | | 854 | | | 1013 |
| Turn Bay Length (ft) | 200 | | 200 | 250 | | | 200 | | 200 | 200 | |
| Base Capacity (vph) | 129 | 572 | 385 | 1808 | 2504 | 1060 | 281 | 316 | 629 | 129 | 277 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.01 | 0.91 | 0.43 | 0.95 | 0.32 | 0.01 | 0.89 | 0.03 | 0.71 | 0.02 | 0.01 |

Intersection Summary

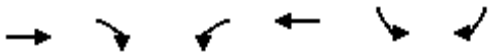
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1842 | 231 | 138 | 1468 | 0 | 0 | 0 | 0 | 693 | 0 | 622 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | 1.00 | 0.95 | | | | | 0.97 | | 0.88 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | | 1.00 | | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 0.99 | | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 5085 | 1518 | 1770 | 3539 | | | | | 3388 | | 2717 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 5085 | 1518 | 1770 | 3539 | | | | | 3388 | | 2717 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2002 | 251 | 150 | 1596 | 0 | 0 | 0 | 0 | 753 | 0 | 676 |
| RTOR Reduction (vph) | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| Lane Group Flow (vph) | 0 | 2002 | 104 | 150 | 1596 | 0 | 0 | 0 | 0 | 753 | 0 | 643 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | | custom | | custom |
| Protected Phases | | 4 | | 3 | 8 | | | | | | | |
| Permitted Phases | | | 4 | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 29.1 | 29.1 | 7.1 | 41.1 | | | | | 19.1 | | 19.1 |
| Effective Green, g (s) | | 29.1 | 29.1 | 7.1 | 41.1 | | | | | 19.1 | | 19.1 |
| Actuated g/C Ratio | | 0.42 | 0.42 | 0.10 | 0.59 | | | | | 0.27 | | 0.27 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 2114 | 631 | 180 | 2078 | | | | | 924 | | 741 |
| v/s Ratio Prot | | c0.39 | | 0.08 | c0.45 | | | | | | | |
| v/s Ratio Perm | | | 0.07 | | | | | | | 0.22 | | c0.24 |
| v/c Ratio | | 0.95 | 0.17 | 0.83 | 0.77 | | | | | 0.81 | | 0.87 |
| Uniform Delay, d1 | | 19.7 | 12.8 | 30.9 | 10.9 | | | | | 23.8 | | 24.2 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 10.6 | 0.6 | 26.8 | 2.8 | | | | | 7.8 | | 13.0 |
| Delay (s) | | 30.3 | 13.4 | 57.7 | 13.7 | | | | | 31.6 | | 37.3 |
| Level of Service | | C | B | E | B | | | | | C | | D |
| Approach Delay (s) | | 28.4 | | | 17.4 | | | 0.0 | | | 34.3 | |
| Approach LOS | | C | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.93 | | |
| Actuated Cycle Length (s) | 70.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 80.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

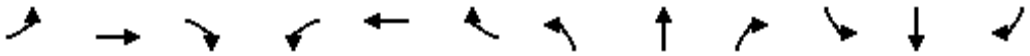
c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2002 | 251 | 150 | 1596 | 753 | 676 |
| v/c Ratio | 0.95 | 0.32 | 0.83 | 0.77 | 0.81 | 0.87 |
| Control Delay | 31.4 | 3.3 | 69.1 | 14.1 | 32.6 | 37.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.4 | 3.3 | 69.1 | 14.1 | 32.6 | 37.0 |
| Queue Length 50th (ft) | 293 | 0 | 65 | 243 | 155 | 147 |
| Queue Length 95th (ft) | #409 | 38 | #161 | 328 | #239 | #251 |
| Internal Link Dist (ft) | 1057 | | | 1034 | | |
| Turn Bay Length (ft) | | 200 | 200 | | | 200 |
| Base Capacity (vph) | 2114 | 778 | 180 | 2078 | 924 | 775 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.95 | 0.32 | 0.83 | 0.77 | 0.81 | 0.87 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 572 | 1963 | 0 | 0 | 1443 | 660 | 215 | 0 | 156 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | | 4.9 | 4.0 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | 0.97 | 0.91 | | | 0.95 | 1.00 | 1.00 | | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 0.97 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.98 | | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 3433 | 5085 | | | 3539 | 1583 | 1740 | | 1538 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 3433 | 5085 | | | 3539 | 1583 | 1740 | | 1538 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 622 | 2134 | 0 | 0 | 1568 | 717 | 234 | 0 | 170 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 622 | 2134 | 0 | 0 | 1568 | 717 | 234 | 0 | 157 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Turn Type | Prot | | | | | Free | custom | | custom | | | |
| Protected Phases | 7 | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | | | | Free | 2 | | 2 | | | |
| Actuated Green, G (s) | 17.1 | 63.1 | | | 41.1 | 90.0 | 17.1 | | 17.1 | | | |
| Effective Green, g (s) | 17.1 | 63.1 | | | 41.1 | 90.0 | 17.1 | | 17.1 | | | |
| Actuated g/C Ratio | 0.19 | 0.70 | | | 0.46 | 1.00 | 0.19 | | 0.19 | | | |
| Clearance Time (s) | 4.9 | 4.9 | | | 4.9 | | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | 652 | 3565 | | | 1616 | 1583 | 331 | | 292 | | | |
| v/s Ratio Prot | c0.18 | 0.42 | | | c0.44 | | | | | | | |
| v/s Ratio Perm | | | | | | 0.45 | c0.13 | | 0.10 | | | |
| v/c Ratio | 0.95 | 0.60 | | | 0.97 | 0.45 | 0.71 | | 0.54 | | | |
| Uniform Delay, d1 | 36.1 | 6.9 | | | 23.9 | 0.0 | 34.1 | | 32.9 | | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | 24.3 | 0.3 | | | 15.8 | 0.9 | 12.0 | | 6.9 | | | |
| Delay (s) | 60.3 | 7.2 | | | 39.7 | 0.9 | 46.1 | | 39.8 | | | |
| Level of Service | E | A | | | D | A | D | | D | | | |
| Approach Delay (s) | | 19.2 | | | 27.5 | | | 43.5 | | | 0.0 | |
| Approach LOS | | B | | | C | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.5 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 80.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 622 | 2134 | 1568 | 717 | 234 | 170 |
| v/c Ratio | 0.95 | 0.60 | 0.97 | 0.45 | 0.71 | 0.56 |
| Control Delay | 63.0 | 7.8 | 41.3 | 0.9 | 47.3 | 37.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 63.0 | 7.8 | 41.3 | 0.9 | 47.3 | 37.7 |
| Queue Length 50th (ft) | 181 | 195 | 442 | 0 | 126 | 80 |
| Queue Length 95th (ft) | #287 | 233 | #612 | 0 | #226 | 146 |
| Internal Link Dist (ft) | | 1034 | 449 | | | |
| Turn Bay Length (ft) | 250 | | | | | 200 |
| Base Capacity (vph) | 652 | 3565 | 1616 | 1583 | 331 | 305 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.95 | 0.60 | 0.97 | 0.45 | 0.71 | 0.56 |

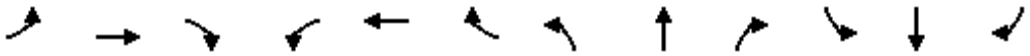
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1187 | 917 | 205 | 168 | 1212 | 552 | 295 | 543 | 111 | 514 | 575 | 1195 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5085 | 2612 | 3433 | 5085 | 2682 | 3433 | 5085 | 2612 | 3433 | 5085 | 2682 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5085 | 2612 | 3433 | 5085 | 2682 | 3433 | 5085 | 2612 | 3433 | 5085 | 2682 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1290 | 997 | 223 | 183 | 1317 | 600 | 321 | 590 | 121 | 559 | 625 | 1299 |
| RTOR Reduction (vph) | 0 | 0 | 113 | 0 | 0 | 288 | 0 | 0 | 104 | 0 | 0 | 738 |
| Lane Group Flow (vph) | 1290 | 997 | 110 | 183 | 1317 | 312 | 321 | 590 | 17 | 559 | 625 | 561 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 47.0 | 69.2 | 69.2 | 11.3 | 33.5 | 33.5 | 11.0 | 19.6 | 19.6 | 22.0 | 30.6 | 30.6 |
| Effective Green, g (s) | 47.0 | 69.2 | 69.2 | 11.3 | 33.5 | 33.5 | 11.0 | 19.6 | 19.6 | 22.0 | 30.6 | 30.6 |
| Actuated g/C Ratio | 0.34 | 0.49 | 0.49 | 0.08 | 0.24 | 0.24 | 0.08 | 0.14 | 0.14 | 0.16 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 1153 | 2515 | 1292 | 277 | 1218 | 642 | 270 | 712 | 366 | 540 | 1112 | 587 |
| v/s Ratio Prot | c0.38 | 0.20 | | 0.05 | c0.26 | | c0.09 | 0.12 | | c0.16 | 0.12 | |
| v/s Ratio Perm | | | 0.04 | | | 0.12 | | | 0.01 | | | c0.21 |
| v/c Ratio | 1.12 | 0.40 | 0.09 | 0.66 | 1.08 | 0.49 | 1.19 | 0.83 | 0.05 | 1.04 | 0.56 | 0.96 |
| Uniform Delay, d1 | 46.5 | 22.2 | 18.7 | 62.4 | 53.2 | 45.8 | 64.5 | 58.5 | 52.1 | 59.0 | 48.7 | 54.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 65.5 | 0.1 | 0.0 | 5.8 | 50.7 | 0.6 | 115.8 | 7.9 | 0.1 | 48.1 | 0.7 | 26.4 |
| Delay (s) | 111.9 | 22.3 | 18.7 | 68.2 | 103.9 | 46.4 | 180.3 | 66.4 | 52.1 | 107.1 | 49.3 | 80.4 |
| Level of Service | F | C | B | E | F | D | F | E | D | F | D | F |
| Approach Delay (s) | | 68.1 | | | 84.4 | | | 100.1 | | | 78.6 | |
| Approach LOS | | E | | | F | | | F | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 79.6 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.05 | | |
| Actuated Cycle Length (s) | 139.9 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 98.1% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

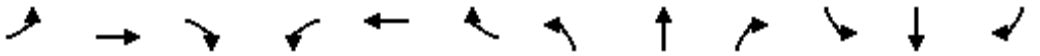


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1290 | 997 | 223 | 183 | 1317 | 600 | 321 | 590 | 121 | 559 | 625 | 1299 |
| v/c Ratio | 1.12 | 0.40 | 0.16 | 0.66 | 1.08 | 0.65 | 1.19 | 0.83 | 0.26 | 1.04 | 0.56 | 0.98 |
| Control Delay | 107.9 | 22.9 | 2.6 | 74.3 | 100.3 | 20.4 | 168.8 | 69.4 | 10.2 | 104.8 | 51.0 | 35.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 107.9 | 22.9 | 2.6 | 74.3 | 100.3 | 20.4 | 168.8 | 69.4 | 10.2 | 104.8 | 51.0 | 35.4 |
| Queue Length 50th (ft) | ~695 | 206 | 0 | 84 | ~490 | 101 | ~181 | 194 | 0 | ~281 | 187 | 237 |
| Queue Length 95th (ft) | #832 | 243 | 23 | 125 | #587 | 175 | #280 | 241 | 32 | #399 | 231 | #429 |
| Internal Link Dist (ft) | | 476 | | | 2144 | | | 775 | | | 1710 | |
| Turn Bay Length (ft) | 400 | | 200 | 200 | | 200 | 200 | | 200 | 400 | | 400 |
| Base Capacity (vph) | 1154 | 2516 | 1404 | 294 | 1218 | 930 | 270 | 717 | 471 | 540 | 1116 | 1325 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.12 | 0.40 | 0.16 | 0.62 | 1.08 | 0.65 | 1.19 | 0.82 | 0.26 | 1.04 | 0.56 | 0.98 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

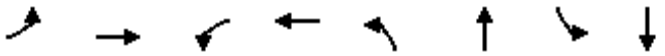
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 118 | 1155 | 54 | 34 | 1138 | 8 | 42 | 42 | 51 | 8 | 26 | 127 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.92 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3509 | | 1770 | 3534 | | 1770 | 1687 | | 1770 | 1597 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3509 | | 1770 | 3534 | | 1770 | 1687 | | 1770 | 1597 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 128 | 1255 | 59 | 37 | 1237 | 9 | 46 | 46 | 55 | 9 | 28 | 138 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 45 | 0 | 0 | 119 | 0 |
| Lane Group Flow (vph) | 128 | 1311 | 0 | 37 | 1245 | 0 | 46 | 56 | 0 | 9 | 47 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 8.0 | 36.4 | | 2.7 | 31.1 | | 4.1 | 12.8 | | 1.2 | 9.9 | |
| Effective Green, g (s) | 8.0 | 36.4 | | 2.7 | 31.1 | | 4.1 | 12.8 | | 1.2 | 9.9 | |
| Actuated g/C Ratio | 0.11 | 0.51 | | 0.04 | 0.44 | | 0.06 | 0.18 | | 0.02 | 0.14 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 200 | 1802 | | 67 | 1550 | | 102 | 305 | | 30 | 223 | |
| v/s Ratio Prot | c0.07 | 0.37 | | 0.02 | c0.35 | | c0.03 | c0.03 | | 0.01 | 0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.64 | 0.73 | | 0.55 | 0.80 | | 0.45 | 0.18 | | 0.30 | 0.21 | |
| Uniform Delay, d1 | 30.1 | 13.4 | | 33.5 | 17.3 | | 32.3 | 24.6 | | 34.4 | 27.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 6.8 | 1.5 | | 9.5 | 3.1 | | 3.1 | 0.3 | | 5.6 | 0.5 | |
| Delay (s) | 36.9 | 14.9 | | 43.0 | 20.4 | | 35.5 | 24.9 | | 40.0 | 27.5 | |
| Level of Service | D | B | | D | C | | D | C | | D | C | |
| Approach Delay (s) | | 16.8 | | | 21.0 | | | 28.2 | | | 28.2 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 70.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 67.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

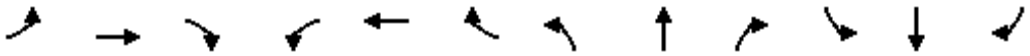
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 128 | 1314 | 37 | 1246 | 46 | 101 | 9 | 166 |
| v/c Ratio | 0.59 | 0.67 | 0.20 | 0.81 | 0.24 | 0.27 | 0.05 | 0.51 |
| Control Delay | 44.2 | 17.4 | 33.3 | 23.6 | 33.7 | 14.3 | 32.5 | 14.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 44.2 | 17.4 | 33.3 | 23.6 | 33.7 | 14.3 | 32.5 | 14.4 |
| Queue Length 50th (ft) | 53 | 166 | 15 | 236 | 18 | 15 | 4 | 11 |
| Queue Length 95th (ft) | #146 | #492 | 45 | #452 | 52 | 58 | 18 | 61 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 224 | 1962 | 224 | 1639 | 224 | 514 | 224 | 527 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.57 | 0.67 | 0.17 | 0.76 | 0.21 | 0.20 | 0.04 | 0.31 |

Intersection Summary

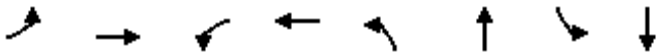
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 156 | 946 | 83 | 26 | 912 | 30 | 91 | 102 | 29 | 12 | 48 | 171 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.97 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3485 | | 1770 | 3517 | | 1770 | 1790 | | 1770 | 1613 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3485 | | 1770 | 3517 | | 1770 | 1790 | | 1770 | 1613 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 170 | 1028 | 90 | 28 | 991 | 33 | 99 | 111 | 32 | 13 | 52 | 186 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 3 | 0 | 0 | 14 | 0 | 0 | 156 | 0 |
| Lane Group Flow (vph) | 170 | 1111 | 0 | 28 | 1021 | 0 | 99 | 129 | 0 | 13 | 82 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 8.3 | 31.0 | | 2.7 | 25.4 | | 5.9 | 15.9 | | 1.2 | 11.2 | |
| Effective Green, g (s) | 8.3 | 31.0 | | 2.7 | 25.4 | | 5.9 | 15.9 | | 1.2 | 11.2 | |
| Actuated g/C Ratio | 0.12 | 0.45 | | 0.04 | 0.37 | | 0.09 | 0.23 | | 0.02 | 0.16 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 214 | 1575 | | 70 | 1302 | | 152 | 415 | | 31 | 263 | |
| v/s Ratio Prot | c0.10 | 0.32 | | 0.02 | c0.29 | | c0.06 | c0.07 | | 0.01 | 0.05 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.79 | 0.71 | | 0.40 | 0.78 | | 0.65 | 0.31 | | 0.42 | 0.31 | |
| Uniform Delay, d1 | 29.3 | 15.1 | | 32.2 | 19.2 | | 30.4 | 21.8 | | 33.4 | 25.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 18.1 | 1.5 | | 3.7 | 3.2 | | 9.6 | 0.4 | | 8.9 | 0.7 | |
| Delay (s) | 47.4 | 16.6 | | 35.9 | 22.3 | | 39.9 | 22.2 | | 42.3 | 26.0 | |
| Level of Service | D | B | | D | C | | D | C | | D | C | |
| Approach Delay (s) | | 20.7 | | | 22.7 | | | 29.5 | | | 26.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 68.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 68.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

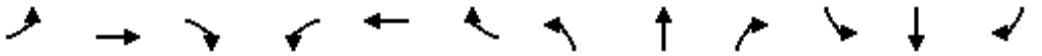
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 170 | 1118 | 28 | 1024 | 99 | 143 | 13 | 238 |
| v/c Ratio | 0.73 | 0.65 | 0.15 | 0.81 | 0.47 | 0.31 | 0.07 | 0.61 |
| Control Delay | 51.8 | 18.5 | 31.0 | 25.8 | 37.1 | 20.0 | 30.8 | 15.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.8 | 18.5 | 31.0 | 25.8 | 37.1 | 20.0 | 30.8 | 15.2 |
| Queue Length 50th (ft) | 69 | 140 | 11 | 187 | 38 | 38 | 5 | 20 |
| Queue Length 95th (ft) | #189 | #396 | 35 | #343 | #92 | 97 | 21 | 79 |
| Internal Link Dist (ft) | | 3716 | | 2312 | | 899 | | 1126 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 233 | 1720 | 233 | 1438 | 233 | 550 | 233 | 570 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.73 | 0.65 | 0.12 | 0.71 | 0.42 | 0.26 | 0.06 | 0.42 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 298 | 582 | 96 | 29 | 597 | 35 | 99 | 101 | 47 | 37 | 106 | 281 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3444 | | 1770 | 3502 | | 1770 | 1760 | | 1770 | 1863 | 1544 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3444 | | 1770 | 3502 | | 1770 | 1760 | | 1770 | 1863 | 1544 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 324 | 633 | 104 | 32 | 649 | 38 | 108 | 110 | 51 | 40 | 115 | 305 |
| RTOR Reduction (vph) | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 22 | 0 | 0 | 0 | 257 |
| Lane Group Flow (vph) | 324 | 723 | 0 | 32 | 682 | 0 | 108 | 139 | 0 | 40 | 115 | 48 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 16.3 | 33.7 | | 2.7 | 20.1 | | 5.9 | 13.1 | | 4.1 | 11.3 | 11.3 |
| Effective Green, g (s) | 16.3 | 33.7 | | 2.7 | 20.1 | | 5.9 | 13.1 | | 4.1 | 11.3 | 11.3 |
| Actuated g/C Ratio | 0.23 | 0.47 | | 0.04 | 0.28 | | 0.08 | 0.18 | | 0.06 | 0.16 | 0.16 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 404 | 1626 | | 67 | 986 | | 146 | 323 | | 102 | 295 | 244 |
| v/s Ratio Prot | c0.18 | 0.21 | | 0.02 | c0.19 | | c0.06 | c0.08 | | 0.02 | 0.06 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.03 |
| v/c Ratio | 0.80 | 0.44 | | 0.48 | 0.69 | | 0.74 | 0.43 | | 0.39 | 0.39 | 0.20 |
| Uniform Delay, d1 | 26.0 | 12.6 | | 33.7 | 22.9 | | 32.0 | 25.8 | | 32.4 | 27.0 | 26.1 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 10.9 | 0.2 | | 5.3 | 2.1 | | 17.7 | 0.9 | | 2.5 | 0.9 | 0.4 |
| Delay (s) | 37.0 | 12.8 | | 38.9 | 25.0 | | 49.7 | 26.8 | | 34.9 | 27.8 | 26.5 |
| Level of Service | D | B | | D | C | | D | C | | C | C | C |
| Approach Delay (s) | | 20.2 | | | 25.6 | | | 36.0 | | | 27.6 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 71.4 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 62.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

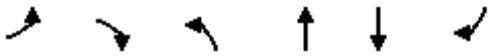
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 324 | 737 | 32 | 687 | 108 | 161 | 40 | 115 | 305 |
| v/c Ratio | 0.76 | 0.43 | 0.18 | 0.76 | 0.52 | 0.44 | 0.22 | 0.40 | 0.61 |
| Control Delay | 39.7 | 14.2 | 34.1 | 31.2 | 42.8 | 27.0 | 34.6 | 32.2 | 9.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.7 | 14.2 | 34.1 | 31.2 | 42.8 | 27.0 | 34.6 | 32.2 | 9.7 |
| Queue Length 50th (ft) | 134 | 84 | 14 | 147 | 47 | 56 | 17 | 48 | 0 |
| Queue Length 95th (ft) | #281 | 199 | 41 | #249 | #117 | 113 | 47 | 94 | 63 |
| Internal Link Dist (ft) | | 2312 | | 1085 | | 810 | | 935 | |
| Turn Bay Length (ft) | 125 | | 125 | | 125 | | 125 | | |
| Base Capacity (vph) | 498 | 1780 | 221 | 1040 | 221 | 510 | 221 | 504 | 639 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.65 | 0.41 | 0.14 | 0.66 | 0.49 | 0.32 | 0.18 | 0.23 | 0.48 |

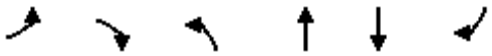
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 392 | 745 | 1562 | 720 | 1225 | 235 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.97 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 3433 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 426 | 810 | 1698 | 783 | 1332 | 255 |
| RTOR Reduction (vph) | 0 | 718 | 0 | 0 | 0 | 79 |
| Lane Group Flow (vph) | 426 | 92 | 1698 | 783 | 1332 | 176 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 17.1 | 17.1 | 65.0 | 123.1 | 54.1 | 54.1 |
| Effective Green, g (s) | 17.1 | 17.1 | 65.0 | 123.1 | 54.1 | 54.1 |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.43 | 0.82 | 0.36 | 0.36 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 391 | 318 | 1488 | 2904 | 1276 | 571 |
| v/s Ratio Prot | c0.12 | | c0.49 | 0.22 | c0.38 | |
| v/s Ratio Perm | | 0.03 | | | | 0.11 |
| v/c Ratio | 1.09 | 0.29 | 1.14 | 0.27 | 1.04 | 0.31 |
| Uniform Delay, d1 | 66.5 | 60.9 | 42.5 | 3.1 | 48.0 | 34.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 71.7 | 0.5 | 72.1 | 0.1 | 37.4 | 0.3 |
| Delay (s) | 138.2 | 61.4 | 114.6 | 3.1 | 85.4 | 34.8 |
| Level of Service | F | E | F | A | F | C |
| Approach Delay (s) | 87.9 | | | 79.4 | 77.3 | |
| Approach LOS | F | | | E | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 80.8 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.10 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 101.1% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 426 | 810 | 1698 | 783 | 1332 | 255 |
| v/c Ratio | 1.09 | 0.78 | 1.14 | 0.27 | 1.04 | 0.39 |
| Control Delay | 131.6 | 9.9 | 111.2 | 3.3 | 83.5 | 19.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 131.6 | 9.9 | 111.2 | 3.3 | 83.5 | 19.7 |
| Queue Length 50th (ft) | ~240 | 0 | ~997 | 76 | ~740 | 92 |
| Queue Length 95th (ft) | #352 | 65 | #1132 | 93 | #880 | 172 |
| Internal Link Dist (ft) | 363 | | | 1710 | 1796 | |
| Turn Bay Length (ft) | | | 800 | | | 200 |
| Base Capacity (vph) | 391 | 1035 | 1488 | 2904 | 1276 | 650 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.09 | 0.78 | 1.14 | 0.27 | 1.04 | 0.39 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 2 | 540 | 109 | 2 | 1310 | 331 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 1859 | | 3433 | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | 0.68 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 1859 | | 2457 | 1863 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 2 | 587 | 118 | 2 | 1424 | 360 |
| RTOR Reduction (vph) | 0 | 506 | 1 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 2 | 81 | 119 | 0 | 1424 | 360 |
| Turn Type | | Perm | | | Perm | |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Actuated Green, G (s) | 8.5 | 8.5 | 43.6 | | 43.6 | 43.6 |
| Effective Green, g (s) | 8.5 | 8.5 | 43.6 | | 43.6 | 43.6 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.70 | | 0.70 | 0.70 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 243 | 217 | 1309 | | 1731 | 1312 |
| v/s Ratio Prot | 0.00 | | 0.06 | | | 0.19 |
| v/s Ratio Perm | | c0.05 | | | c0.58 | |
| v/c Ratio | 0.01 | 0.37 | 0.09 | | 0.82 | 0.27 |
| Uniform Delay, d1 | 23.1 | 24.3 | 2.9 | | 6.4 | 3.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.0 | 1.1 | 0.0 | | 3.3 | 0.1 |
| Delay (s) | 23.1 | 25.3 | 2.9 | | 9.7 | 3.5 |
| Level of Service | C | C | A | | A | A |
| Approach Delay (s) | 25.3 | | 2.9 | | | 8.5 |
| Approach LOS | C | | A | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 61.9 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 55.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



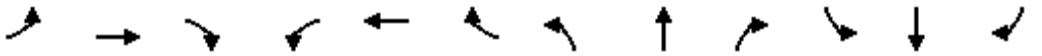
| Lane Group | WBL | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2 | 587 | 120 | 1424 | 360 |
| v/c Ratio | 0.01 | 0.81 | 0.09 | 0.83 | 0.28 |
| Control Delay | 24.0 | 12.7 | 3.7 | 13.3 | 4.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 24.0 | 12.7 | 3.7 | 13.3 | 4.6 |
| Queue Length 50th (ft) | 1 | 0 | 8 | 113 | 29 |
| Queue Length 95th (ft) | 6 | 89 | 35 | #441 | 100 |
| Internal Link Dist (ft) | 347 | | 660 | | 854 |
| Turn Bay Length (ft) | | | | 300 | |
| Base Capacity (vph) | 479 | 856 | 1477 | 1952 | 1480 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.00 | 0.69 | 0.08 | 0.73 | 0.24 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

# APPENDIX K

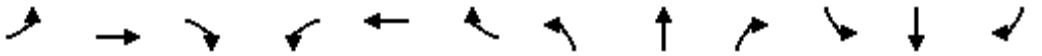
YEAR 2035 WITH-PROJECT CONDITIONS
INTERSECTION ANALYSIS SHEETS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1100 | 29 | 60 | 1037 | 0 | 0 | 0 | 67 | 216 | 61 | 320 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.96 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1521 | 1770 | 3539 | | | | 1573 | 3433 | 1863 | 1546 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1521 | 1770 | 3539 | | | | 1573 | 3433 | 1863 | 1546 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1196 | 32 | 65 | 1127 | 0 | 0 | 0 | 73 | 235 | 66 | 348 |
| RTOR Reduction (vph) | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 34 |
| Lane Group Flow (vph) | 0 | 1196 | 21 | 65 | 1127 | 0 | 0 | 0 | 8 | 235 | 66 | 314 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 26.1 | 26.1 | 3.8 | 34.8 | | | | 6.7 | 7.9 | 19.5 | 19.5 |
| Effective Green, g (s) | | 26.1 | 26.1 | 3.8 | 34.8 | | | | 6.7 | 7.9 | 19.5 | 19.5 |
| Actuated g/C Ratio | | 0.41 | 0.41 | 0.06 | 0.54 | | | | 0.10 | 0.12 | 0.30 | 0.30 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1441 | 619 | 105 | 1921 | | | | 164 | 423 | 567 | 470 |
| v/s Ratio Prot | | c0.34 | | 0.04 | c0.32 | | | | | 0.07 | 0.04 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.00 | | | c0.20 |
| v/c Ratio | | 0.83 | 0.03 | 0.62 | 0.59 | | | | 0.05 | 0.56 | 0.12 | 0.67 |
| Uniform Delay, d1 | | 17.0 | 11.4 | 29.4 | 9.8 | | | | 25.8 | 26.4 | 16.1 | 19.5 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 4.1 | 0.0 | 10.4 | 0.5 | | | | 0.1 | 1.6 | 0.1 | 3.6 |
| Delay (s) | | 21.1 | 11.4 | 39.8 | 10.3 | | | | 25.9 | 28.0 | 16.2 | 23.1 |
| Level of Service | | C | B | D | B | | | | C | C | B | C |
| Approach Delay (s) | | 20.9 | | | 11.9 | | | 25.9 | | | 24.2 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.3 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 64.1 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 57.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 185 | 933 | 214 | 319 | 915 | 178 | 132 | 288 | 101 | 89 | 556 | 416 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1538 | 3433 | 3437 | | 3433 | 3539 | 1538 | 1770 | 3539 | 2655 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1538 | 3433 | 3437 | | 3433 | 3539 | 1538 | 1770 | 3539 | 2655 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 201 | 1014 | 233 | 347 | 995 | 193 | 143 | 313 | 110 | 97 | 604 | 452 |
| RTOR Reduction (vph) | 0 | 0 | 70 | 0 | 18 | 0 | 0 | 0 | 84 | 0 | 0 | 338 |
| Lane Group Flow (vph) | 201 | 1014 | 163 | 347 | 1170 | 0 | 143 | 313 | 26 | 97 | 604 | 114 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 11.8 | 33.6 | 33.6 | 10.0 | 31.8 | | 7.7 | 20.7 | 20.7 | 7.0 | 20.0 | 20.0 |
| Effective Green, g (s) | 11.8 | 33.6 | 33.6 | 10.0 | 31.8 | | 7.7 | 20.7 | 20.7 | 7.0 | 20.0 | 20.0 |
| Actuated g/C Ratio | 0.13 | 0.38 | 0.38 | 0.11 | 0.36 | | 0.09 | 0.23 | 0.23 | 0.08 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 234 | 1335 | 580 | 385 | 1227 | | 297 | 822 | 357 | 139 | 794 | 596 |
| v/s Ratio Prot | c0.11 | 0.29 | | 0.10 | c0.34 | | 0.04 | 0.09 | | c0.05 | c0.17 | |
| v/s Ratio Perm | | | 0.11 | | | | | | 0.02 | | | 0.04 |
| v/c Ratio | 0.86 | 0.76 | 0.28 | 0.90 | 0.95 | | 0.48 | 0.38 | 0.07 | 0.70 | 0.76 | 0.19 |
| Uniform Delay, d1 | 37.8 | 24.2 | 19.3 | 39.1 | 27.9 | | 38.8 | 28.8 | 26.7 | 40.0 | 32.3 | 28.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 25.4 | 2.5 | 0.3 | 23.5 | 15.8 | | 1.2 | 0.3 | 0.1 | 14.2 | 4.3 | 0.2 |
| Delay (s) | 63.3 | 26.8 | 19.6 | 62.5 | 43.7 | | 40.0 | 29.1 | 26.8 | 54.2 | 36.6 | 28.2 |
| Level of Service | E | C | B | E | D | | D | C | C | D | D | C |
| Approach Delay (s) | | 30.7 | | | 48.0 | | | 31.4 | | | 34.8 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 37.4 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 89.1 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 75.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

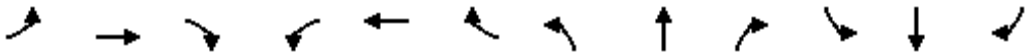
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 803 | 0 | 0 | 1043 | 433 | 149 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.97 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1724 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1724 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 873 | 0 | 0 | 1134 | 471 | 162 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 19 | 0 |
| Lane Group Flow (vph) | 873 | 0 | 0 | 1134 | 614 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 23.8 | | | 23.8 | 26.0 | |
| Effective Green, g (s) | 23.8 | | | 23.8 | 26.0 | |
| Actuated g/C Ratio | 0.40 | | | 0.40 | 0.44 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1413 | | | 1413 | 752 | |
| v/s Ratio Prot | 0.25 | | | c0.32 | c0.36 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.62 | | | 0.80 | 0.82 | |
| Uniform Delay, d1 | 14.3 | | | 15.8 | 14.7 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.8 | | | 3.4 | 6.8 | |
| Delay (s) | 15.1 | | | 19.2 | 21.5 | |
| Level of Service | B | | | B | C | |
| Approach Delay (s) | 15.1 | | | 19.2 | 21.5 | |
| Approach LOS | B | | | B | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 59.6 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 79.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 445 | 0 | 0 | 0 | 0 | 903 | 69 | 438 | 611 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2683 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2683 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 484 | 0 | 0 | 0 | 0 | 982 | 75 | 476 | 664 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 111 | 0 | 0 | 0 | 0 | 982 | 75 | 476 | 664 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 8.2 | | | | | 20.3 | 56.4 | 14.1 | 38.4 | |
| Effective Green, g (s) | | | 8.2 | | | | | 20.3 | 56.4 | 14.1 | 38.4 | |
| Actuated g/C Ratio | | | 0.15 | | | | | 0.36 | 1.00 | 0.25 | 0.68 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 390 | | | | | 1274 | 1544 | 443 | 2410 | |
| v/s Ratio Prot | | | | | | | | c0.28 | | c0.27 | 0.19 | |
| v/s Ratio Perm | | | c0.04 | | | | | | 0.05 | | | |
| v/c Ratio | | | 0.28 | | | | | 0.77 | 0.05 | 1.07 | 0.28 | |
| Uniform Delay, d1 | | | 21.5 | | | | | 16.0 | 0.0 | 21.1 | 3.5 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.4 | | | | | 2.9 | 0.1 | 64.1 | 0.1 | |
| Delay (s) | | | 21.9 | | | | | 18.9 | 0.1 | 85.3 | 3.6 | |
| Level of Service | | | C | | | | | B | A | F | A | |
| Approach Delay (s) | | 21.9 | | | 0.0 | | | 17.6 | | | 37.7 | |
| Approach LOS | | C | | | A | | | B | | | D | |

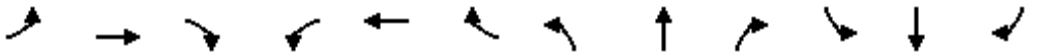
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 56.4 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 56.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 74 | 71 | 34 | 30 | 106 | 130 | 80 | 813 | 70 | 124 | 542 | 247 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 80 | 77 | 37 | 33 | 115 | 141 | 87 | 884 | 76 | 135 | 589 | 268 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1693 | 2012 | 315 | 1717 | 2205 | 462 | 868 | | | 970 | | |
| vC1, stage 1 conf vol | 869 | 869 | | 1068 | 1068 | | | | | | | |
| vC2, stage 2 conf vol | 825 | 1144 | | 650 | 1137 | | | | | | | |
| vCu, unblocked vol | 1693 | 2012 | 315 | 1717 | 2205 | 462 | 868 | | | 970 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 22 | 94 | 72 | 2 | 74 | 89 | | | 81 | | |
| cM capacity (veh/h) | 4 | 100 | 670 | 117 | 118 | 538 | 766 | | | 700 | | |

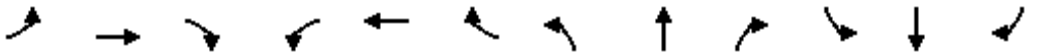
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 195 | 289 | 87 | 442 | 442 | 76 | 135 | 295 | 295 | 268 |
| Volume Left | 80 | 33 | 87 | 0 | 0 | 0 | 135 | 0 | 0 | 0 |
| Volume Right | 37 | 141 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 268 |
| cSH | 8 | 190 | 766 | 1700 | 1700 | 1700 | 700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 23.40 | 1.52 | 0.11 | 0.26 | 0.26 | 0.04 | 0.19 | 0.17 | 0.17 | 0.16 |
| Queue Length 95th (ft) | Err | 457 | 10 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| Control Delay (s) | Err | 303.2 | 10.3 | 0.0 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | | |
| Approach Delay (s) | Err | 303.2 | 0.9 | | | | 1.5 | | | |
| Approach LOS | F | F | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 806.9 | | | |
| Intersection Capacity Utilization | 65.3% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 151 | 189 | 37 | 141 | 248 | 70 | 75 | 685 | 73 | 43 | 472 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1818 | 1545 | | 1825 | 1545 | 1770 | 3471 | 1519 | 1770 | 3282 | 1519 |
| Flt Permitted | | 0.52 | 1.00 | | 0.63 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 958 | 1545 | | 1164 | 1545 | 1770 | 3471 | 1519 | 1770 | 3282 | 1519 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 164 | 205 | 40 | 153 | 270 | 76 | 82 | 745 | 79 | 47 | 513 | 100 |
| RTOR Reduction (vph) | 0 | 0 | 23 | 0 | 0 | 43 | 0 | 0 | 47 | 0 | 0 | 73 |
| Lane Group Flow (vph) | 0 | 369 | 17 | 0 | 423 | 33 | 82 | 745 | 32 | 47 | 513 | 27 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 10% | 2% |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 29.0 | 29.0 | | 29.0 | 29.0 | 5.2 | 19.8 | 19.8 | 3.7 | 18.3 | 18.3 |
| Effective Green, g (s) | | 29.0 | 29.0 | | 29.0 | 29.0 | 5.2 | 19.8 | 19.8 | 3.7 | 18.3 | 18.3 |
| Actuated g/C Ratio | | 0.43 | 0.43 | | 0.43 | 0.43 | 0.08 | 0.29 | 0.29 | 0.06 | 0.27 | 0.27 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 413 | 667 | | 502 | 667 | 137 | 1023 | 448 | 97 | 894 | 414 |
| v/s Ratio Prot | | | | | | | c0.05 | c0.21 | | 0.03 | 0.16 | |
| v/s Ratio Perm | | c0.39 | 0.01 | | 0.36 | 0.02 | | | 0.02 | | | 0.02 |
| v/c Ratio | | 0.89 | 0.03 | | 0.84 | 0.05 | 0.60 | 0.73 | 0.07 | 0.48 | 0.57 | 0.07 |
| Uniform Delay, d1 | | 17.7 | 11.0 | | 17.1 | 11.1 | 30.0 | 21.3 | 17.1 | 30.8 | 21.1 | 18.1 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 21.0 | 0.0 | | 12.2 | 0.0 | 6.9 | 2.6 | 0.1 | 3.8 | 0.9 | 0.1 |
| Delay (s) | | 38.6 | 11.0 | | 29.2 | 11.1 | 36.9 | 23.9 | 17.2 | 34.6 | 22.0 | 18.2 |
| Level of Service | | D | B | | C | B | D | C | B | C | C | B |
| Approach Delay (s) | | 35.9 | | | 26.5 | | | 24.5 | | | 22.3 | |
| Approach LOS | | D | | | C | | | C | | | C | |

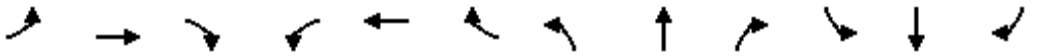
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 67.2 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 77.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 18 | 302 | 40 | 78 | 358 | 38 | 57 | 89 | 141 | 74 | 79 | 26 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 | 0.76 | 0.82 | 0.82 | 0.82 | 0.68 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 23 | 387 | 51 | 103 | 471 | 50 | 70 | 109 | 172 | 109 | 116 | 38 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 462 | 624 | 350 | 225 | 38 |
| Volume Left (vph) | 23 | 103 | 70 | 109 | 0 |
| Volume Right (vph) | 51 | 50 | 172 | 0 | 38 |
| Hadj (s) | -0.02 | 0.02 | -0.22 | 0.28 | -0.67 |
| Departure Headway (s) | 8.1 | 8.2 | 8.5 | 9.6 | 8.6 |
| Degree Utilization, x | 1.04 | 1.42 | 0.82 | 0.60 | 0.09 |
| Capacity (veh/h) | 437 | 451 | 420 | 361 | 403 |
| Control Delay (s) | 83.7 | 223.8 | 40.2 | 24.6 | 11.3 |
| Approach Delay (s) | 83.7 | 223.8 | 40.2 | 22.7 | |
| Approach LOS | F | F | E | C | |

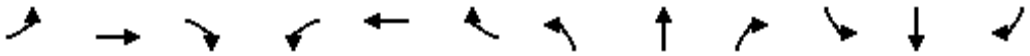
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 116.7 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 78.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 623 | 61 | 183 | 520 | 0 | 0 | 0 | 0 | 210 | 2 | 53 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.65 | 0.65 | 0.65 |
| Hourly flow rate (vph) | 0 | 865 | 85 | 220 | 627 | 0 | 0 | 0 | 0 | 323 | 3 | 82 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 11 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 638 | | | 963 | | | 1727 | 1999 | 498 | 1521 | 2041 | 334 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 638 | | | 963 | | | 1727 | 1999 | 498 | 1521 | 2041 | 334 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 69 | | | 100 | 100 | 100 | 0 | 92 | 87 |
| cM capacity (veh/h) | 934 | | | 711 | | | 35 | 41 | 513 | 60 | 38 | 650 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 577 | 373 | 220 | 313 | 313 | 408 |
| Volume Left | 0 | 0 | 220 | 0 | 0 | 323 |
| Volume Right | 0 | 85 | 0 | 0 | 0 | 82 |
| cSH | 1700 | 1700 | 711 | 1700 | 1700 | 73 |
| Volume to Capacity | 0.34 | 0.22 | 0.31 | 0.18 | 0.18 | 5.56 |
| Queue Length 95th (ft) | 0 | 0 | 33 | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | 12.3 | 0.0 | 0.0 | Err |
| Lane LOS | | | B | | | F |
| Approach Delay (s) | 0.0 | | 3.2 | | | Err |
| Approach LOS | | | | | | F |

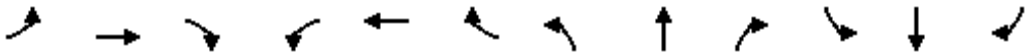
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1850.3 | | | |
| Intersection Capacity Utilization | 57.8% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 144 | 681 | 0 | 0 | 631 | 198 | 69 | 13 | 176 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.85 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 200 | 946 | 0 | 0 | 742 | 233 | 83 | 16 | 212 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 11 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.87 | | | | | | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 |
| vC, conflicting volume | 992 | | | 957 | | | 1738 | 2349 | 494 | 1767 | 2233 | 515 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 692 | | | 957 | | | 1549 | 2252 | 494 | 1582 | 2118 | 143 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 74 | | | 100 | | | 0 | 40 | 59 | 100 | 100 | 100 |
| cM capacity (veh/h) | 782 | | | 708 | | | 53 | 26 | 512 | 16 | 32 | 758 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 515 | 631 | 495 | 480 | 311 |
| Volume Left | 200 | 0 | 0 | 0 | 83 |
| Volume Right | 0 | 0 | 0 | 233 | 212 |
| cSH | 782 | 1700 | 1700 | 1700 | 148 |
| Volume to Capacity | 0.26 | 0.37 | 0.29 | 0.28 | 2.11 |
| Queue Length 95th (ft) | 25 | 0 | 0 | 0 | 626 |
| Control Delay (s) | 6.5 | 0.0 | 0.0 | 0.0 | 569.7 |
| Lane LOS | A | | | | F |
| Approach Delay (s) | 2.9 | | 0.0 | | 569.7 |
| Approach LOS | | | | | F |

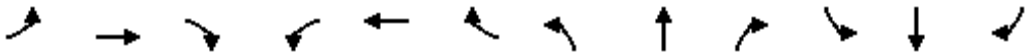
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 74.2 | | |
| Intersection Capacity Utilization | 68.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 68 | 542 | 245 | 211 | 591 | 34 | 215 | 630 | 91 | 40 | 662 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.95 | | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3348 | | 1770 | 3505 | | 1770 | 3461 | | 1770 | 3490 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3348 | | 1770 | 3505 | | 1770 | 3461 | | 1770 | 3490 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 74 | 589 | 266 | 229 | 642 | 37 | 234 | 685 | 99 | 43 | 720 | 62 |
| RTOR Reduction (vph) | 0 | 74 | 0 | 0 | 6 | 0 | 0 | 15 | 0 | 0 | 9 | 0 |
| Lane Group Flow (vph) | 74 | 781 | 0 | 229 | 673 | 0 | 234 | 769 | 0 | 43 | 773 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 6.1 | 17.3 | | 8.0 | 19.2 | | 9.0 | 24.1 | | 4.6 | 19.7 | |
| Effective Green, g (s) | 6.1 | 17.3 | | 8.0 | 19.2 | | 9.0 | 24.1 | | 4.6 | 19.7 | |
| Actuated g/C Ratio | 0.08 | 0.24 | | 0.11 | 0.27 | | 0.13 | 0.34 | | 0.06 | 0.27 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 150 | 807 | | 197 | 937 | | 222 | 1162 | | 113 | 958 | |
| v/s Ratio Prot | 0.04 | c0.23 | | c0.13 | 0.19 | | c0.13 | 0.22 | | 0.02 | c0.22 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.49 | 0.97 | | 1.16 | 0.72 | | 1.05 | 0.66 | | 0.38 | 0.81 | |
| Uniform Delay, d1 | 31.4 | 27.0 | | 31.9 | 23.8 | | 31.4 | 20.4 | | 32.2 | 24.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.5 | 23.8 | | 114.7 | 2.7 | | 75.4 | 1.4 | | 2.1 | 5.1 | |
| Delay (s) | 33.9 | 50.8 | | 146.6 | 26.5 | | 106.8 | 21.8 | | 34.4 | 29.3 | |
| Level of Service | C | D | | F | C | | F | C | | C | C | |
| Approach Delay (s) | | 49.5 | | | 56.8 | | | 41.3 | | | 29.6 | |
| Approach LOS | | D | | | E | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 44.6 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 71.8 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 81.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



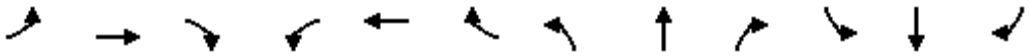
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 97 | 393 | 39 | 72 | 255 | 117 | 50 | 571 | 87 | 113 | 454 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1830 | | 1770 | 1748 | | 1770 | 1769 | | 1770 | 1711 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1830 | | 1770 | 1748 | | 1770 | 1769 | | 1770 | 1711 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 105 | 427 | 42 | 78 | 277 | 127 | 54 | 621 | 95 | 123 | 493 | 40 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 18 | 0 | 0 | 6 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 105 | 465 | 0 | 78 | 386 | 0 | 54 | 710 | 0 | 123 | 530 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 10% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 6.2 | 21.8 | | 6.2 | 21.8 | | 6.0 | 35.5 | | 8.0 | 37.5 | |
| Effective Green, g (s) | 6.2 | 21.8 | | 6.2 | 21.8 | | 6.0 | 35.5 | | 8.0 | 37.5 | |
| Actuated g/C Ratio | 0.07 | 0.24 | | 0.07 | 0.24 | | 0.07 | 0.40 | | 0.09 | 0.42 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 123 | 447 | | 123 | 427 | | 119 | 703 | | 159 | 719 | |
| v/s Ratio Prot | c0.06 | c0.25 | | 0.04 | 0.22 | | 0.03 | c0.40 | | c0.07 | 0.31 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.85 | 1.04 | | 0.63 | 0.90 | | 0.45 | 1.01 | | 0.77 | 0.74 | |
| Uniform Delay, d1 | 41.1 | 33.8 | | 40.4 | 32.7 | | 40.1 | 26.9 | | 39.8 | 21.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 40.3 | 53.6 | | 10.2 | 22.0 | | 2.7 | 36.4 | | 20.5 | 4.0 | |
| Delay (s) | 81.4 | 87.3 | | 50.7 | 54.8 | | 42.8 | 63.3 | | 60.3 | 25.7 | |
| Level of Service | F | F | | D | D | | D | E | | E | C | |
| Approach Delay (s) | | 86.2 | | | 54.1 | | | 61.9 | | | 32.2 | |
| Approach LOS | | F | | | D | | | E | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 58.2 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 0.97 | | |
| Actuated Cycle Length (s) | 89.3 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 83.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 24 | 502 | 26 | 39 | 320 | 31 | 69 | 108 | 103 | 129 | 48 | 26 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 546 | 28 | 42 | 348 | 34 | 75 | 117 | 112 | 140 | 52 | 28 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 392 | | | 584 | | | 1136 | 1098 | 580 | 1252 | 1096 | 385 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 392 | | | 584 | | | 1136 | 1098 | 580 | 1252 | 1096 | 385 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 96 | | | 41 | 40 | 78 | 0 | 73 | 96 |
| cM capacity (veh/h) | 1157 | | | 982 | | | 126 | 196 | 506 | 56 | 196 | 652 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 600 | 424 | 304 | 221 |
| Volume Left | 26 | 42 | 75 | 140 |
| Volume Right | 28 | 34 | 112 | 28 |
| cSH | 1157 | 982 | 215 | 79 |
| Volume to Capacity | 0.02 | 0.04 | 1.42 | 2.80 |
| Queue Length 95th (ft) | 2 | 3 | 441 | 539 |
| Control Delay (s) | 0.6 | 1.3 | 254.7 | 924.6 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.6 | 1.3 | 254.7 | 924.6 |
| Approach LOS | | | F | F |

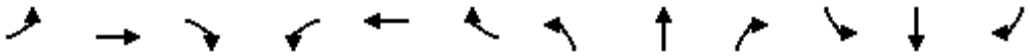
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 182.4 | | |
| Intersection Capacity Utilization | 65.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 120 | 518 | 66 | 183 | 245 | 178 | 88 | 173 | 69 | 251 | 179 | 68 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 130 | 563 | 72 | 199 | 266 | 193 | 96 | 188 | 75 | 273 | 195 | 74 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 765 | 659 | 359 | 541 |
| Volume Left (vph) | 130 | 199 | 96 | 273 |
| Volume Right (vph) | 72 | 193 | 75 | 74 |
| Hadj (s) | 0.04 | -0.07 | -0.04 | 0.05 |
| Departure Headway (s) | 9.5 | 9.4 | 9.5 | 9.5 |
| Degree Utilization, x | 2.01 | 1.71 | 0.95 | 1.43 |
| Capacity (veh/h) | 386 | 389 | 373 | 389 |
| Control Delay (s) | 486.6 | 354.2 | 65.9 | 232.2 |
| Approach Delay (s) | 486.6 | 354.2 | 65.9 | 232.2 |
| Approach LOS | F | F | F | F |

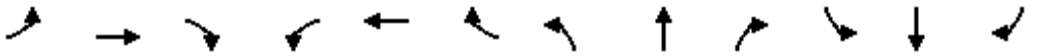
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 324.9 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 114.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 49 | 800 | 138 | 370 | 876 | 186 | 93 | 3 | 245 | 80 | 16 | 25 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 53 | 870 | 150 | 402 | 952 | 202 | 101 | 3 | 266 | 87 | 17 | 27 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1164 | | | 1030 | | | 2965 | 3030 | 965 | 3197 | 3004 | 1073 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1164 | | | 1030 | | | 2965 | 3030 | 965 | 3197 | 3004 | 1073 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 91 | | | 40 | | | 0 | 30 | 12 | 0 | 0 | 90 |
| cM capacity (veh/h) | 595 | | | 669 | | | 0 | 5 | 304 | 0 | 5 | 263 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1073 | 1557 | 371 | 132 |
| Volume Left | 53 | 402 | 101 | 87 |
| Volume Right | 150 | 202 | 266 | 27 |
| cSH | 595 | 669 | 0 | 0 |
| Volume to Capacity | 0.09 | 0.60 | Err | 516.91 |
| Queue Length 95th (ft) | 7 | 101 | Err | Err |
| Control Delay (s) | 3.1 | 18.2 | Err | Err |
| Lane LOS | A | C | F | F |
| Approach Delay (s) | 3.1 | 18.2 | Err | Err |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 162.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 1002 | 125 | 505 | 925 | 0 | 102 | 0 | 402 | 353 | 272 | 465 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1089 | 136 | 549 | 1005 | 0 | 111 | 0 | 437 | 384 | 296 | 505 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1015 | | | 1235 | | | 3681 | 3280 | 1177 | 3717 | 3348 | 1025 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1015 | | | 1235 | | | 3681 | 3280 | 1177 | 3717 | 3348 | 1025 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 2 | | | 0 | 100 | 0 | 0 | 0 | 0 |
| cM capacity (veh/h) | 677 | | | 559 | | | 0 | 0 | 229 | 0 | 0 | 273 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1225 | 1554 | 548 | 1185 |
| Volume Left | 0 | 549 | 111 | 384 |
| Volume Right | 136 | 0 | 437 | 505 |
| cSH | 1700 | 559 | 0 | 0 |
| Volume to Capacity | 0.72 | 0.98 | Err | Err |
| Queue Length 95th (ft) | 0 | 343 | Err | Err |
| Control Delay (s) | 0.0 | 60.7 | Err | Err |
| Lane LOS | | F | F | F |
| Approach Delay (s) | 0.0 | 60.7 | Err | Err |
| Approach LOS | | | F | F |

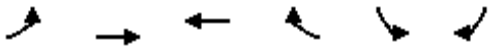
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | Err | |
| Intersection Capacity Utilization | 215.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1543 | 214 | 59 | 1430 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1677 | 233 | 64 | 1554 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1920 | | 3496 | 1813 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1920 | | 3496 | 1813 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 79 | | 100 | 100 |
| cM capacity (veh/h) | | | 308 | | 6 | 97 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1910 | 1618 |
| Volume Left | 0 | 64 |
| Volume Right | 233 | 0 |
| cSH | 1700 | 308 |
| Volume to Capacity | 1.12 | 0.21 |
| Queue Length 95th (ft) | 0 | 19 |
| Control Delay (s) | 0.0 | 19.8 |
| Lane LOS | | C |
| Approach Delay (s) | 0.0 | 19.8 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 9.1 | | |
| Intersection Capacity Utilization | 135.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 304 | 1239 | 1489 | 546 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 330 | 1347 | 1618 | 593 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2222 | | | | 3943 | 1935 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2222 | | | | 3943 | 1935 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 0 | | | | 0 | 100 |
| cM capacity (veh/h) | 234 | | | | 0 | 81 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1677 | 2212 |
| Volume Left | 330 | 0 |
| Volume Right | 0 | 593 |
| cSH | 234 | 1700 |
| Volume to Capacity | 1.41 | 1.30 |
| Queue Length 95th (ft) | 466 | 0 |
| Control Delay (s) | 247.8 | 0.0 |
| Lane LOS | F | |
| Approach Delay (s) | 247.8 | 0.0 |
| Approach LOS | | |

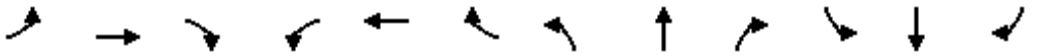
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 106.8 | | |
| Intersection Capacity Utilization | 210.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1239 | 0 | 0 | 1789 | 246 | 101 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1347 | 0 | 0 | 1945 | 267 | 110 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.63 | |
| vC, conflicting volume | | | 1357 | | 3311 | 1367 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1357 | | 4373 | 1367 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.4 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.5 |
| p0 queue free % | | | 100 | | 0 | 32 |
| cM capacity (veh/h) | | | 503 | | 1 | 162 |

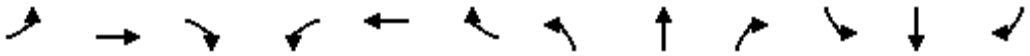
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1347 | 1945 | 377 |
| Volume Left | 0 | 0 | 267 |
| Volume Right | 0 | 0 | 110 |
| cSH | 1700 | 1700 | 2 |
| Volume to Capacity | 0.79 | 1.14 | 237.59 |
| Queue Length 95th (ft) | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | Err |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | Err |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1028.0 | | |
| Intersection Capacity Utilization | 114.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 422 | 790 | 127 | 63 | 1154 | 202 | 209 | 338 | 9 | 127 | 295 | 475 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3368 | | 1770 | 3309 | | 1770 | 3539 | 1544 | 1770 | 3539 | 1544 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3368 | | 1770 | 3309 | | 1770 | 3539 | 1544 | 1770 | 3539 | 1544 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 459 | 859 | 138 | 68 | 1254 | 220 | 227 | 367 | 10 | 138 | 321 | 516 |
| RTOR Reduction (vph) | 0 | 16 | 0 | 0 | 20 | 0 | 0 | 0 | 5 | 0 | 0 | 203 |
| Lane Group Flow (vph) | 459 | 981 | 0 | 68 | 1454 | 0 | 227 | 367 | 5 | 138 | 321 | 313 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 5% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.0 | 24.3 | | 4.7 | 21.0 | | 8.0 | 15.9 | 15.9 | 7.8 | 15.7 | 15.7 |
| Effective Green, g (s) | 8.0 | 24.3 | | 4.7 | 21.0 | | 8.0 | 15.9 | 15.9 | 7.8 | 15.7 | 15.7 |
| Actuated g/C Ratio | 0.11 | 0.34 | | 0.07 | 0.30 | | 0.11 | 0.23 | 0.23 | 0.11 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 201 | 1161 | | 118 | 986 | | 201 | 798 | 348 | 196 | 788 | 344 |
| v/s Ratio Prot | c0.26 | c0.29 | | 0.04 | c0.44 | | c0.13 | 0.10 | | 0.08 | 0.09 | |
| v/s Ratio Perm | | | | | | | | | 0.00 | | | c0.20 |
| v/c Ratio | 2.28 | 0.84 | | 0.58 | 1.47 | | 1.13 | 0.46 | 0.01 | 0.70 | 0.41 | 0.91 |
| Uniform Delay, d1 | 31.2 | 21.4 | | 31.9 | 24.8 | | 31.2 | 23.6 | 21.2 | 30.2 | 23.4 | 26.7 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 593.1 | 5.8 | | 6.7 | 219.3 | | 102.6 | 0.4 | 0.0 | 10.9 | 0.3 | 27.2 |
| Delay (s) | 624.4 | 27.1 | | 38.6 | 244.0 | | 133.8 | 24.0 | 21.2 | 41.1 | 23.8 | 53.9 |
| Level of Service | F | C | | D | F | | F | C | C | D | C | D |
| Approach Delay (s) | | 215.4 | | | 235.0 | | | 65.2 | | | 42.2 | |
| Approach LOS | | F | | | F | | | E | | | D | |

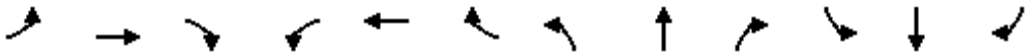
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 165.3 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.45 | | |
| Actuated Cycle Length (s) | 70.5 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 97.9% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 44 | 588 | 72 | 85 | 1127 | 16 | 33 | 61 | 91 | 6 | 71 | 85 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 48 | 639 | 78 | 92 | 1225 | 17 | 36 | 66 | 99 | 7 | 77 | 92 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1252 | | | 727 | | | 1722 | 2221 | 379 | 1986 | 2252 | 641 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1252 | | | 727 | | | 1722 | 2221 | 379 | 1986 | 2252 | 641 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 91 | | | 89 | | | 0 | 0 | 84 | 0 | 0 | 77 |
| cM capacity (veh/h) | 547 | | | 865 | | | 0 | 34 | 609 | 0 | 33 | 410 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 48 | 426 | 291 | 92 | 817 | 426 | 201 | 176 |
| Volume Left | 48 | 0 | 0 | 92 | 0 | 0 | 36 | 7 |
| Volume Right | 0 | 0 | 78 | 0 | 0 | 17 | 99 | 92 |
| cSH | 547 | 1700 | 1700 | 865 | 1700 | 1700 | 0 | 0 |
| Volume to Capacity | 0.09 | 0.25 | 0.17 | 0.11 | 0.48 | 0.25 | Err | Err |
| Queue Length 95th (ft) | 7 | 0 | 0 | 9 | 0 | 0 | Err | Err |
| Control Delay (s) | 12.2 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | Err | Err |
| Lane LOS | B | | | A | | | F | F |
| Approach Delay (s) | 0.8 | | | 0.7 | | | Err | Err |
| Approach LOS | | | | | | | F | F |

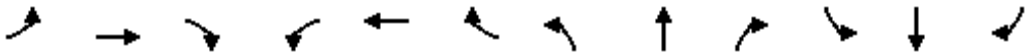
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 69.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 57 | 590 | 34 | 101 | 995 | 27 | 69 | 78 | 57 | 29 | 147 | 148 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 62 | 641 | 37 | 110 | 1082 | 29 | 75 | 85 | 62 | 32 | 160 | 161 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1121 | | | 688 | | | 2360 | 2134 | 680 | 2224 | 2138 | 1116 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1121 | | | 688 | | | 2360 | 2134 | 680 | 2224 | 2138 | 1116 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 90 | | | 88 | | | 0 | 0 | 86 | 0 | 0 | 35 |
| cM capacity (veh/h) | 618 | | | 898 | | | 0 | 38 | 444 | 0 | 38 | 248 |

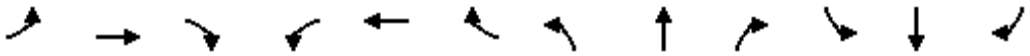
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 740 | 1221 | 222 | 352 |
| Volume Left | 62 | 110 | 75 | 32 |
| Volume Right | 37 | 29 | 62 | 161 |
| cSH | 618 | 898 | 0 | 0 |
| Volume to Capacity | 0.10 | 0.12 | Err | Err |
| Queue Length 95th (ft) | 8 | 10 | Err | Err |
| Control Delay (s) | 2.7 | 3.9 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 2.7 | 3.9 | Err | Err |
| Approach LOS | | | F | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | Err | |
| Intersection Capacity Utilization | | | 115.3% | ICU Level of Service H |
| Analysis Period (min) | | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 200 | 375 | 36 | 30 | 695 | 79 | 76 | 297 | 86 | 43 | 270 | 366 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.97 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1800 | | 1755 | 1795 | | 1770 | 1785 | | 1755 | 1664 | |
| Flt Permitted | 0.14 | 1.00 | | 0.40 | 1.00 | | 0.18 | 1.00 | | 0.37 | 1.00 | |
| Satd. Flow (perm) | 265 | 1800 | | 745 | 1795 | | 337 | 1785 | | 677 | 1664 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 217 | 408 | 39 | 33 | 755 | 86 | 83 | 323 | 93 | 47 | 293 | 398 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 7 | 0 | 0 | 17 | 0 | 0 | 78 | 0 |
| Lane Group Flow (vph) | 217 | 441 | 0 | 33 | 834 | 0 | 83 | 399 | 0 | 47 | 613 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 28.1 | 28.1 | | 28.1 | 28.1 | | 22.1 | 22.1 | | 22.1 | 22.1 | |
| Effective Green, g (s) | 28.1 | 28.1 | | 28.1 | 28.1 | | 22.1 | 22.1 | | 22.1 | 22.1 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.47 | | 0.37 | 0.37 | | 0.37 | 0.37 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 124 | 843 | | 349 | 841 | | 124 | 657 | | 249 | 613 | |
| v/s Ratio Prot | | 0.25 | | | 0.46 | | | 0.22 | | | c0.37 | |
| v/s Ratio Perm | c0.82 | | | 0.04 | | | 0.25 | | | 0.07 | | |
| v/c Ratio | 1.75 | 0.52 | | 0.09 | 0.99 | | 0.67 | 0.61 | | 0.19 | 1.00 | |
| Uniform Delay, d1 | 15.9 | 11.2 | | 8.9 | 15.8 | | 15.9 | 15.4 | | 12.9 | 18.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 368.5 | 0.6 | | 0.1 | 28.9 | | 12.9 | 1.6 | | 0.4 | 36.5 | |
| Delay (s) | 384.5 | 11.8 | | 9.0 | 44.7 | | 28.8 | 17.0 | | 13.2 | 55.4 | |
| Level of Service | F | B | | A | D | | C | B | | B | E | |
| Approach Delay (s) | | 133.6 | | | 43.4 | | | 19.0 | | | 52.7 | |
| Approach LOS | | F | | | D | | | B | | | D | |

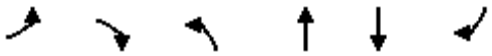
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 63.1 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.42 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 110.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 0 | 2 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 4 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.92 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.92 | 0.92 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 0 | 2 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 5 | 2 |
| Pedestrians | | 10 | | | | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 38 | 27 | 26 | 29 | 28 | 12 | 17 | | | 2 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 38 | 27 | 26 | 29 | 28 | 12 | 17 | | | 2 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 942 | 857 | 1033 | 961 | 855 | 1059 | 1587 | | | 1620 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 7 | 1 | 5 | 9 |
| Volume Left | 5 | 0 | 2 | 2 |
| Volume Right | 2 | 1 | 0 | 2 |
| cSH | 970 | 1059 | 1587 | 1620 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 8.4 | 3.6 | 1.8 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 8.7 | 8.4 | 3.6 | 1.8 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 19.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 50 | 47 | 56 | 506 | 417 | 68 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 57 | 53 | 64 | 575 | 474 | 77 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.96 | 0.96 | 0.96 | | | |
| vC, conflicting volume | 947 | 296 | 561 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 856 | 175 | 453 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 78 | 93 | 94 | | | |
| cM capacity (veh/h) | 263 | 789 | 1049 | | | |

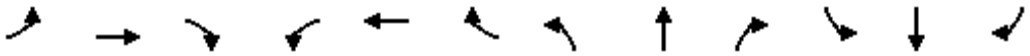
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 110 | 255 | 383 | 316 | 235 |
| Volume Left | 57 | 64 | 0 | 0 | 0 |
| Volume Right | 53 | 0 | 0 | 0 | 77 |
| cSH | 388 | 1049 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.28 | 0.06 | 0.23 | 0.19 | 0.14 |
| Queue Length 95th (ft) | 29 | 5 | 0 | 0 | 0 |
| Control Delay (s) | 17.9 | 2.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | A | | | |
| Approach Delay (s) | 17.9 | 1.0 | | 0.0 | |
| Approach LOS | C | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 47.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 15 | 2 | 2 | 4 | 2 | 6 | 4 | 2 | 2 | 4 | 4 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 17 | 2 | 2 | 5 | 2 | 7 | 5 | 2 | 2 | 5 | 5 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 17 | | | 29 | | | 60 | 54 | 38 | 58 | 54 | 26 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 17 | | | 29 | | | 60 | 54 | 38 | 58 | 54 | 26 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 99 | 100 | 100 | 99 | 100 |
| cM capacity (veh/h) | 1587 | | | 1571 | | | 899 | 821 | 1017 | 904 | 821 | 1033 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 22 | 9 | 14 | 11 |
| Volume Left | 2 | 2 | 7 | 2 |
| Volume Right | 2 | 2 | 2 | 5 |
| cSH | 1587 | 1571 | 888 | 913 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 1 |
| Control Delay (s) | 0.8 | 1.8 | 9.1 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.8 | 1.8 | 9.1 | 9.0 |
| Approach LOS | | | A | A |

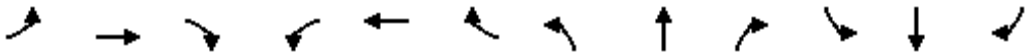
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 5 | 12 | 2 | 10 | 4 | 6 | 2 | 93 | 6 | 8 | 158 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 6 | 14 | 2 | 11 | 5 | 7 | 2 | 106 | 7 | 9 | 180 | 2 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 342 | 336 | 201 | 342 | 334 | 129 | 192 | | | 122 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 342 | 336 | 201 | 342 | 334 | 129 | 192 | | | 122 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 98 | 100 | 98 | 99 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 583 | 570 | 826 | 579 | 572 | 905 | 1370 | | | 1452 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 22 | 23 | 115 | 191 |
| Volume Left | 6 | 11 | 2 | 9 |
| Volume Right | 2 | 7 | 7 | 2 |
| cSH | 593 | 647 | 1370 | 1452 |
| Volume to Capacity | 0.04 | 0.04 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 3 | 3 | 0 | 0 |
| Control Delay (s) | 11.3 | 10.8 | 0.2 | 0.4 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 11.3 | 10.8 | 0.2 | 0.4 |
| Approach LOS | B | B | | |

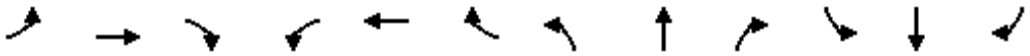
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.7 | | | |
| Intersection Capacity Utilization | 25.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 21 | 1 | 1 | 18 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 24 | 1 | 1 | 20 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 32 | | | 35 | | | 72 | 71 | 44 | 72 | 71 | 41 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 32 | | | 35 | | | 72 | 71 | 44 | 72 | 71 | 41 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1568 | | | 1563 | | | 890 | 805 | 1009 | 890 | 805 | 1013 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 26 | 23 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1568 | 1563 | 894 | 895 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.3 | 0.4 | 9.0 | 9.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.3 | 0.4 | 9.0 | 9.0 |
| Approach LOS | | | A | A |

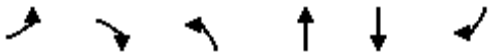
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 5 | 2 | 2 | 2 | 10 | 183 | 2 | 2 | 4 | 50 | 2 | 4 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 6 | 2 | 2 | 2 | 11 | 208 | 2 | 2 | 5 | 57 | 2 | 5 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 229 | | | 15 | | | 160 | 259 | 23 | 160 | 156 | 135 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 229 | | | 15 | | | 160 | 259 | 23 | 160 | 156 | 135 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 93 | 100 | 99 |
| cM capacity (veh/h) | 1328 | | | 1590 | | | 773 | 631 | 1036 | 773 | 720 | 898 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 222 | 9 | 64 |
| Volume Left | 6 | 2 | 2 | 57 |
| Volume Right | 2 | 208 | 5 | 5 |
| cSH | 1328 | 1590 | 832 | 779 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 7 |
| Control Delay (s) | 4.3 | 0.1 | 9.4 | 10.0 |
| Lane LOS | A | A | A | B |
| Approach Delay (s) | 4.3 | 0.1 | 9.4 | 10.0 |
| Approach LOS | | | A | B |

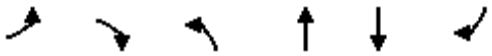
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.6 | | | |
| Intersection Capacity Utilization | 30.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 65 | 123 | 0 | 72 | 69 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 71 | 134 | 0 | 78 | 75 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 71 | 134 | 78 | 75 |
| Volume Left (vph) | 0 | 134 | 0 | 0 |
| Volume Right (vph) | 71 | 0 | 0 | 75 |
| Hadj (s) | -0.57 | 0.23 | 0.17 | -0.67 |
| Departure Headway (s) | 4.0 | 4.5 | 4.9 | 4.1 |
| Degree Utilization, x | 0.08 | 0.17 | 0.11 | 0.09 |
| Capacity (veh/h) | 848 | 771 | 709 | 855 |
| Control Delay (s) | 7.3 | 8.5 | 7.3 | 6.3 |
| Approach Delay (s) | 7.3 | 8.5 | 6.8 | |
| Approach LOS | A | A | A | |

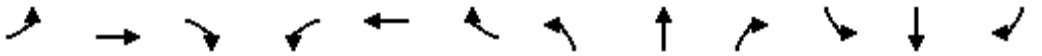
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.5 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 26.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 2 | 211 | 357 | 248 | 372 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 2 | 229 | 388 | 270 | 404 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1136 | 290 | 280 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1136 | 290 | 280 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 82 | | | |
| cM capacity (veh/h) | 180 | 737 | 1272 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 4 | 617 | 270 | 404 |
| Volume Left | 2 | 229 | 0 | 0 |
| Volume Right | 2 | 0 | 0 | 404 |
| cSH | 289 | 1272 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.18 | 0.16 | 0.24 |
| Queue Length 95th (ft) | 1 | 16 | 0 | 0 |
| Control Delay (s) | 17.6 | 4.4 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 17.6 | 4.4 | 0.0 | |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 61.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 107 | 205 | 48 | 28 | 321 | 127 | 183 | 217 | 42 | 111 | 189 | 116 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 116 | 223 | 52 | 30 | 349 | 138 | 199 | 236 | 46 | 121 | 205 | 126 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 339 | 52 | 517 | 317 | 164 | 189 | 137 | 126 |
| Volume Left (vph) | 116 | 0 | 30 | 199 | 0 | 121 | 0 | 0 |
| Volume Right (vph) | 0 | 52 | 138 | 0 | 46 | 0 | 0 | 126 |
| Hadj (s) | 0.11 | -0.57 | -0.10 | 0.35 | -0.16 | 0.35 | 0.03 | -0.67 |
| Departure Headway (s) | 8.3 | 3.2 | 7.8 | 8.9 | 8.4 | 9.3 | 9.0 | 3.2 |
| Degree Utilization, x | 0.78 | 0.05 | 1.13 | 0.78 | 0.38 | 0.49 | 0.34 | 0.11 |
| Capacity (veh/h) | 423 | 1121 | 462 | 397 | 421 | 367 | 387 | 1121 |
| Control Delay (s) | 35.4 | 6.4 | 108.4 | 36.0 | 15.2 | 19.6 | 15.3 | 5.4 |
| Approach Delay (s) | 31.5 | | 108.4 | 28.9 | | 14.3 | | |
| Approach LOS | D | | F | D | | B | | |

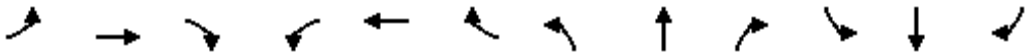
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 48.2 | | | |
| HCM Level of Service | E | | | |
| Intersection Capacity Utilization | 79.2% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 184 | 174 | 59 | 134 | 343 | 139 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 200 | 189 | 64 | 146 | 373 | 151 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 389 | 210 | 524 |
| Volume Left (vph) | 0 | 64 | 373 |
| Volume Right (vph) | 189 | 0 | 151 |
| Hadj (s) | -0.23 | 0.13 | 0.00 |
| Departure Headway (s) | 5.7 | 6.4 | 5.6 |
| Degree Utilization, x | 0.62 | 0.37 | 0.82 |
| Capacity (veh/h) | 593 | 522 | 622 |
| Control Delay (s) | 17.4 | 13.0 | 29.1 |
| Approach Delay (s) | 17.4 | 13.0 | 29.1 |
| Approach LOS | C | B | D |

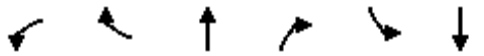
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 22.0 | | |
| HCM Level of Service | C | | |
| Intersection Capacity Utilization | 68.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 44 | 179 | 64 | 100 | 338 | 92 | 150 | 169 | 88 | 32 | 119 | 72 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 48 | 195 | 70 | 109 | 367 | 100 | 163 | 184 | 96 | 35 | 129 | 78 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 312 | 576 | 347 | 96 | 242 |
| Volume Left (vph) | 48 | 109 | 163 | 0 | 35 |
| Volume Right (vph) | 70 | 100 | 0 | 96 | 78 |
| Hadj (s) | -0.07 | -0.03 | 0.27 | -0.67 | -0.13 |
| Departure Headway (s) | 8.0 | 7.6 | 8.5 | 7.6 | 8.4 |
| Degree Utilization, x | 0.69 | 1.22 | 0.82 | 0.20 | 0.56 |
| Capacity (veh/h) | 425 | 466 | 415 | 464 | 402 |
| Control Delay (s) | 27.1 | 139.6 | 38.8 | 11.3 | 21.7 |
| Approach Delay (s) | 27.1 | 139.6 | 32.8 | | 21.7 |
| Approach LOS | D | F | D | | C |

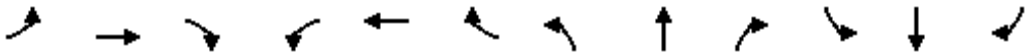
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 69.1 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 81.9% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 41 | 175 | 391 | 0 | 0 | 250 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 45 | 190 | 425 | 0 | 0 | 272 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 717 | 445 | | | 435 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 717 | 445 | | | 435 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 89 | 68 | | | 100 | |
| cM capacity (veh/h) | 390 | 603 | | | 1115 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 235 | 425 | 272 |
| Volume Left | 45 | 0 | 0 |
| Volume Right | 190 | 0 | 0 |
| cSH | 546 | 1700 | 1700 |
| Volume to Capacity | 0.43 | 0.25 | 0.16 |
| Queue Length 95th (ft) | 54 | 0 | 0 |
| Control Delay (s) | 16.5 | 0.0 | 0.0 |
| Lane LOS | C | | |
| Approach Delay (s) | 16.5 | 0.0 | 0.0 |
| Approach LOS | C | | |

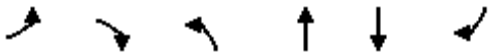
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 41.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 61 | 23 | 53 | 0 | 0 | 0 | 46 | 327 | 2 | 82 | 140 | 69 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 66 | 25 | 58 | 0 | 0 | 0 | 50 | 355 | 2 | 89 | 152 | 75 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 844 | 846 | 210 | 886 | 882 | 377 | 237 | | | 368 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 844 | 846 | 210 | 886 | 882 | 377 | 237 | | | 368 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 74 | 91 | 93 | 100 | 100 | 100 | 96 | | | 93 | | |
| cM capacity (veh/h) | 253 | 264 | 817 | 207 | 252 | 664 | 1319 | | | 1191 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 149 | 408 | 316 |
| Volume Left | 66 | 50 | 89 |
| Volume Right | 58 | 2 | 75 |
| cSH | 418 | 1319 | 1191 |
| Volume to Capacity | 0.36 | 0.04 | 0.07 |
| Queue Length 95th (ft) | 40 | 3 | 6 |
| Control Delay (s) | 20.1 | 1.3 | 2.8 |
| Lane LOS | C | A | A |
| Approach Delay (s) | 20.1 | 1.3 | 2.8 |
| Approach LOS | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.1 | | | |
| Intersection Capacity Utilization | 49.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 80 | 133 | 385 | 577 | 823 | 64 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 87 | 145 | 418 | 627 | 895 | 70 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2080 | 482 | 964 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2080 | 482 | 964 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 73 | 41 | | | |
| cM capacity (veh/h) | 19 | 530 | 710 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 87 | 145 | 418 | 314 | 314 | 596 | 368 |
| Volume Left | 87 | 0 | 418 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 145 | 0 | 0 | 0 | 0 | 70 |
| cSH | 19 | 530 | 710 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 4.61 | 0.27 | 0.59 | 0.18 | 0.18 | 0.35 | 0.22 |
| Queue Length 95th (ft) | Err | 27 | 97 | 0 | 0 | 0 | 0 |
| Control Delay (s) | Err | 14.3 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | C | | | | |
| Approach Delay (s) | 3764.4 | | 6.8 | | | 0.0 | |
| Approach LOS | F | | | | | | |

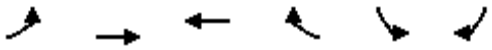
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 392.0 | | |
| Intersection Capacity Utilization | 60.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 127 | 50 | 1 | 300 | 81 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 138 | 54 | 1 | 326 | 88 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 795 | 55 | | | 55 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 795 | 55 | | | 55 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 86 | | | 79 | |
| cM capacity (veh/h) | 281 | 1012 | | | 1549 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 139 | 55 | 326 | 88 |
| Volume Left | 1 | 0 | 326 | 0 |
| Volume Right | 138 | 1 | 0 | 0 |
| cSH | 992 | 1700 | 1549 | 1700 |
| Volume to Capacity | 0.14 | 0.03 | 0.21 | 0.05 |
| Queue Length 95th (ft) | 12 | 0 | 20 | 0 |
| Control Delay (s) | 9.2 | 0.0 | 7.9 | 0.0 |
| Lane LOS | A | | A | |
| Approach Delay (s) | 9.2 | 0.0 | 6.3 | |
| Approach LOS | A | | | |

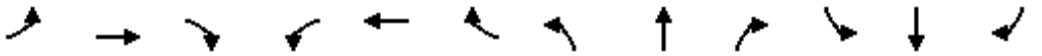
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.4 | | |
| Intersection Capacity Utilization | 37.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 82 | 743 | 590 | 404 | 244 | 54 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 89 | 808 | 641 | 439 | 265 | 59 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1080 | | | | 1847 | 861 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1080 | | | | 1847 | 861 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 86 | | | | 0 | 83 |
| cM capacity (veh/h) | 645 | | | | 71 | 355 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 89 | 808 | 1080 | 265 | 59 |
| Volume Left | 89 | 0 | 0 | 265 | 0 |
| Volume Right | 0 | 0 | 439 | 0 | 59 |
| cSH | 645 | 1700 | 1700 | 71 | 355 |
| Volume to Capacity | 0.14 | 0.48 | 0.64 | 3.75 | 0.17 |
| Queue Length 95th (ft) | 12 | 0 | 0 | Err | 15 |
| Control Delay (s) | 11.5 | 0.0 | 0.0 | Err | 17.1 |
| Lane LOS | B | | | F | C |
| Approach Delay (s) | 1.1 | | 0.0 | 8190.2 | |
| Approach LOS | | | | F | |

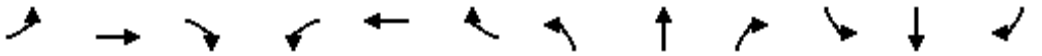
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1153.3 | | |
| Intersection Capacity Utilization | 83.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2404 | 72 | 155 | 1798 | 0 | 0 | 0 | 228 | 404 | 70 | 518 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.94 | 1.00 | 1.00 | | | | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1493 | 1770 | 3539 | | | | 1556 | 3433 | 1863 | 1529 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1493 | 1770 | 3539 | | | | 1556 | 3433 | 1863 | 1529 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2613 | 78 | 168 | 1954 | 0 | 0 | 0 | 248 | 439 | 76 | 563 |
| RTOR Reduction (vph) | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 0 | 2613 | 70 | 168 | 1954 | 0 | 0 | 0 | 133 | 439 | 76 | 552 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 60.1 | 60.1 | 10.1 | 75.1 | | | | 18.1 | 12.1 | 35.1 | 35.1 |
| Effective Green, g (s) | | 60.1 | 60.1 | 10.1 | 75.1 | | | | 18.1 | 12.1 | 35.1 | 35.1 |
| Actuated g/C Ratio | | 0.50 | 0.50 | 0.08 | 0.63 | | | | 0.15 | 0.10 | 0.29 | 0.29 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1772 | 748 | 149 | 2215 | | | | 235 | 346 | 545 | 447 |
| v/s Ratio Prot | | c0.74 | | c0.09 | 0.55 | | | | | 0.13 | 0.04 | |
| v/s Ratio Perm | | | 0.05 | | | | | | 0.09 | | | c0.36 |
| v/c Ratio | | 1.47 | 0.09 | 1.13 | 0.88 | | | | 0.57 | 1.27 | 0.14 | 1.24 |
| Uniform Delay, d1 | | 29.9 | 15.7 | 55.0 | 18.8 | | | | 47.3 | 54.0 | 31.3 | 42.5 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 216.7 | 0.1 | 112.1 | 4.5 | | | | 3.1 | 141.9 | 0.1 | 124.1 |
| Delay (s) | | 246.6 | 15.7 | 167.0 | 23.3 | | | | 50.4 | 195.8 | 31.4 | 166.6 |
| Level of Service | | F | B | F | C | | | | D | F | C | F |
| Approach Delay (s) | | 239.9 | | | 34.7 | | | 50.4 | | | 169.0 | |
| Approach LOS | | F | | | C | | | D | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 148.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.36 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 105.4% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 389 | 2037 | 553 | 397 | 1641 | 277 | 238 | 451 | 205 | 134 | 637 | 502 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.94 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1529 | 3433 | 3446 | | 3433 | 3539 | 1529 | 1770 | 3539 | 2629 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1529 | 3433 | 3446 | | 3433 | 3539 | 1529 | 1770 | 3539 | 2629 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 423 | 2214 | 601 | 432 | 1784 | 301 | 259 | 490 | 223 | 146 | 692 | 546 |
| RTOR Reduction (vph) | 0 | 0 | 62 | 0 | 11 | 0 | 0 | 0 | 109 | 0 | 0 | 288 |
| Lane Group Flow (vph) | 423 | 2214 | 539 | 432 | 2074 | 0 | 259 | 490 | 114 | 146 | 692 | 258 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 22.0 | 64.1 | 64.1 | 9.0 | 51.1 | | 8.0 | 20.1 | 20.1 | 9.0 | 21.1 | 21.1 |
| Effective Green, g (s) | 22.0 | 64.1 | 64.1 | 9.0 | 51.1 | | 8.0 | 20.1 | 20.1 | 9.0 | 21.1 | 21.1 |
| Actuated g/C Ratio | 0.18 | 0.53 | 0.53 | 0.08 | 0.43 | | 0.07 | 0.17 | 0.17 | 0.08 | 0.18 | 0.18 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 325 | 1890 | 817 | 257 | 1467 | | 229 | 593 | 256 | 133 | 622 | 462 |
| v/s Ratio Prot | c0.24 | 0.63 | | c0.13 | c0.60 | | 0.08 | 0.14 | | c0.08 | c0.20 | |
| v/s Ratio Perm | | | 0.35 | | | | | | 0.07 | | | 0.10 |
| v/c Ratio | 1.30 | 1.17 | 0.66 | 1.68 | 1.41 | | 1.13 | 0.83 | 0.45 | 1.10 | 1.11 | 0.56 |
| Uniform Delay, d1 | 49.0 | 28.0 | 20.1 | 55.5 | 34.5 | | 56.0 | 48.3 | 44.9 | 55.5 | 49.5 | 45.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 156.4 | 83.2 | 1.9 | 322.8 | 190.2 | | 99.3 | 9.2 | 1.2 | 106.7 | 71.0 | 1.5 |
| Delay (s) | 205.4 | 111.1 | 22.0 | 378.3 | 224.6 | | 155.3 | 57.5 | 46.2 | 162.2 | 120.5 | 46.7 |
| Level of Service | F | F | C | F | F | | F | E | D | F | F | D |
| Approach Delay (s) | | 106.9 | | | 251.0 | | | 80.9 | | | 95.8 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 146.6 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.27 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 115.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

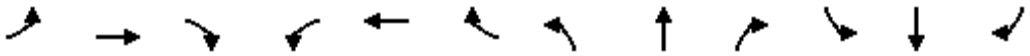
c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1523 | 0 | 0 | 1593 | 509 | 265 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.95 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1705 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1705 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1655 | 0 | 0 | 1732 | 553 | 288 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 1655 | 0 | 0 | 1732 | 836 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 33.1 | | | 33.1 | 27.1 | |
| Effective Green, g (s) | 33.1 | | | 33.1 | 27.1 | |
| Actuated g/C Ratio | 0.47 | | | 0.47 | 0.39 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1673 | | | 1673 | 660 | |
| v/s Ratio Prot | 0.47 | | | c0.49 | c0.49 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.99 | | | 1.04 | 1.27 | |
| Uniform Delay, d1 | 18.3 | | | 18.4 | 21.4 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 19.2 | | | 31.7 | 131.9 | |
| Delay (s) | 37.5 | | | 50.1 | 153.3 | |
| Level of Service | D | | | D | F | |
| Approach Delay (s) | 37.5 | | | 50.1 | 153.3 | |
| Approach LOS | D | | | D | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 65.7 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.14 | | |
| Actuated Cycle Length (s) | 70.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 106.5% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 415 | 0 | 0 | 0 | 0 | 1107 | 112 | 655 | 904 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.95 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2659 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2659 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 451 | 0 | 0 | 0 | 0 | 1203 | 122 | 712 | 983 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 1203 | 122 | 712 | 983 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 10.5 | | | | | 31.3 | 84.7 | 29.1 | 64.4 | |
| Effective Green, g (s) | | | 10.5 | | | | | 31.3 | 84.7 | 29.1 | 64.4 | |
| Actuated g/C Ratio | | | 0.12 | | | | | 0.37 | 1.00 | 0.34 | 0.76 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 330 | | | | | 1308 | 1544 | 608 | 2691 | |
| v/s Ratio Prot | | | | | | | | c0.34 | | c0.40 | 0.28 | |
| v/s Ratio Perm | | | c0.07 | | | | | | 0.08 | | | |
| v/c Ratio | | | 0.56 | | | | | 0.92 | 0.08 | 1.17 | 0.37 | |
| Uniform Delay, d1 | | | 34.9 | | | | | 25.5 | 0.0 | 27.8 | 3.4 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 2.2 | | | | | 10.5 | 0.1 | 93.6 | 0.1 | |
| Delay (s) | | | 37.1 | | | | | 36.0 | 0.1 | 121.4 | 3.5 | |
| Level of Service | | | D | | | | | D | A | F | A | |
| Approach Delay (s) | | 37.1 | | | 0.0 | | | 32.7 | | | 53.0 | |
| Approach LOS | | D | | | A | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 43.2 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.97 | | |
| Actuated Cycle Length (s) | 84.7 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 74.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 284 | 241 | 88 | 50 | 110 | 108 | 71 | 1006 | 76 | 281 | 921 | 229 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 309 | 262 | 96 | 54 | 120 | 117 | 77 | 1093 | 83 | 305 | 1001 | 249 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 2510 | 2962 | 521 | 2606 | 3129 | 567 | 1260 | | | 1186 | | |
| vC1, stage 1 conf vol | 1622 | 1622 | | 1258 | 1258 | | | | | | | |
| vC2, stage 2 conf vol | 888 | 1340 | | 1348 | 1871 | | | | | | | |
| vCu, unblocked vol | 2510 | 2962 | 521 | 2606 | 3129 | 567 | 1260 | | | 1186 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 0 | 81 | 0 | 0 | 74 | 86 | | | 47 | | |
| cM capacity (veh/h) | 0 | 6 | 492 | 0 | 4 | 459 | 543 | | | 580 | | |

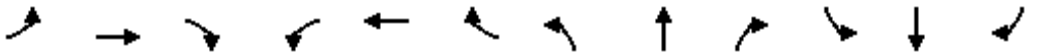
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 666 | 291 | 77 | 547 | 547 | 83 | 305 | 501 | 501 | 249 |
| Volume Left | 309 | 54 | 77 | 0 | 0 | 0 | 305 | 0 | 0 | 0 |
| Volume Right | 96 | 117 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 249 |
| cSH | 0 | 0 | 543 | 1700 | 1700 | 1700 | 580 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | Err | 0.14 | 0.32 | 0.32 | 0.05 | 0.53 | 0.29 | 0.29 | 0.15 |
| Queue Length 95th (ft) | Err | Err | 12 | 0 | 0 | 0 | 77 | 0 | 0 | 0 |
| Control Delay (s) | Err | Err | 12.7 | 0.0 | 0.0 | 0.0 | 17.9 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | C | | | |
| Approach Delay (s) | Err | Err | 0.8 | | | | 3.5 | | | |
| Approach LOS | F | F | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | Err | | | |
| Intersection Capacity Utilization | 106.2% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 335 | 544 | 180 | 110 | 245 | 84 | 62 | 717 | 120 | 128 | 714 | 212 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.97 | | 1.00 | 0.97 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.94 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1821 | 1529 | | 1834 | 1529 | 1770 | 3539 | 1493 | 1770 | 3539 | 1493 |
| Flt Permitted | | 0.64 | 1.00 | | 0.27 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1190 | 1529 | | 502 | 1529 | 1770 | 3539 | 1493 | 1770 | 3539 | 1493 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 364 | 591 | 196 | 120 | 266 | 91 | 67 | 779 | 130 | 139 | 776 | 230 |
| RTOR Reduction (vph) | 0 | 0 | 69 | 0 | 0 | 35 | 0 | 0 | 47 | 0 | 0 | 83 |
| Lane Group Flow (vph) | 0 | 955 | 127 | 0 | 386 | 56 | 67 | 779 | 83 | 139 | 776 | 147 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 75.1 | 75.1 | | 75.1 | 75.1 | 5.7 | 24.1 | 24.1 | 7.1 | 25.5 | 25.5 |
| Effective Green, g (s) | | 75.1 | 75.1 | | 75.1 | 75.1 | 5.7 | 24.1 | 24.1 | 7.1 | 25.5 | 25.5 |
| Actuated g/C Ratio | | 0.62 | 0.62 | | 0.62 | 0.62 | 0.05 | 0.20 | 0.20 | 0.06 | 0.21 | 0.21 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 739 | 949 | | 312 | 949 | 83 | 705 | 297 | 104 | 746 | 315 |
| v/s Ratio Prot | | | | | | | 0.04 | c0.22 | | c0.08 | 0.22 | |
| v/s Ratio Perm | | c0.80 | 0.08 | | 0.77 | 0.04 | | | 0.06 | | | 0.10 |
| v/c Ratio | | 1.29 | 0.13 | | 1.24 | 0.06 | 0.81 | 1.10 | 0.28 | 1.34 | 1.04 | 0.47 |
| Uniform Delay, d1 | | 23.0 | 9.5 | | 23.0 | 9.0 | 57.1 | 48.5 | 41.1 | 57.0 | 47.8 | 41.8 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 141.5 | 0.1 | | 131.2 | 0.0 | 41.7 | 66.4 | 0.5 | 202.8 | 43.9 | 1.1 |
| Delay (s) | | 164.5 | 9.6 | | 154.2 | 9.1 | 98.8 | 114.8 | 41.6 | 259.7 | 91.6 | 42.9 |
| Level of Service | | F | A | | F | A | F | F | D | F | F | D |
| Approach Delay (s) | | 138.1 | | | 126.5 | | | 104.0 | | | 102.2 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 116.8 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.25 | | |
| Actuated Cycle Length (s) | 121.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 109.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

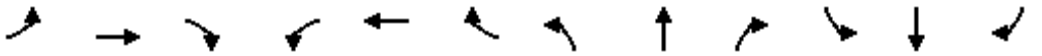
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 20 | 683 | 88 | 222 | 381 | 59 | 73 | 86 | 170 | 48 | 54 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 742 | 96 | 241 | 414 | 64 | 79 | 93 | 185 | 52 | 59 | 22 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 860 | 720 | 358 | 111 | 22 |
| Volume Left (vph) | 22 | 241 | 79 | 52 | 0 |
| Volume Right (vph) | 96 | 64 | 185 | 0 | 22 |
| Hadj (s) | -0.03 | 0.05 | -0.23 | 0.27 | -0.67 |
| Departure Headway (s) | 7.2 | 7.3 | 7.7 | 9.4 | 8.5 |
| Degree Utilization, x | 1.72 | 1.46 | 0.76 | 0.29 | 0.05 |
| Capacity (veh/h) | 505 | 497 | 461 | 365 | 402 |
| Control Delay (s) | 351.7 | 236.9 | 31.3 | 15.1 | 10.8 |
| Approach Delay (s) | 351.7 | 236.9 | 31.3 | 14.4 | |
| Approach LOS | F | F | D | B | |

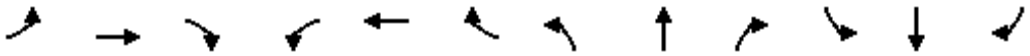
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 234.8 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 114.7% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 817 | 204 | 248 | 683 | 0 | 0 | 0 | 0 | 233 | 9 | 209 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 888 | 222 | 270 | 742 | 0 | 0 | 0 | 0 | 253 | 10 | 227 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 752 | | | 1120 | | | 2048 | 2300 | 575 | 1746 | 2411 | 391 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 752 | | | 1120 | | | 2048 | 2300 | 575 | 1746 | 2411 | 391 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 56 | | | 100 | 100 | 100 | 0 | 46 | 62 |
| cM capacity (veh/h) | 846 | | | 619 | | | 8 | 21 | 457 | 36 | 18 | 598 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 592 | 518 | 270 | 371 | 371 | 490 |
| Volume Left | 0 | 0 | 270 | 0 | 0 | 253 |
| Volume Right | 0 | 222 | 0 | 0 | 0 | 227 |
| cSH | 1700 | 1700 | 619 | 1700 | 1700 | 61 |
| Volume to Capacity | 0.35 | 0.30 | 0.44 | 0.22 | 0.22 | 8.01 |
| Queue Length 95th (ft) | 0 | 0 | 55 | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | 15.2 | 0.0 | 0.0 | Err |
| Lane LOS | | | C | | | F |
| Approach Delay (s) | 0.0 | | 4.1 | | | Err |
| Approach LOS | | | | | | F |

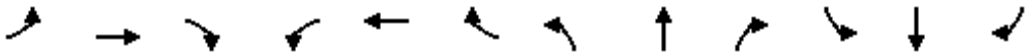
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1878.2 | | | |
| Intersection Capacity Utilization | 73.1% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 92 | 967 | 0 | 0 | 857 | 283 | 74 | 6 | 218 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 100 | 1051 | 0 | 0 | 932 | 308 | 80 | 7 | 237 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.88 | | | | | | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 |
| vC, conflicting volume | 1249 | | | 1061 | | | 1737 | 2510 | 546 | 1834 | 2356 | 640 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1011 | | | 1061 | | | 1565 | 2444 | 546 | 1676 | 2269 | 319 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 83 | | | 100 | | | 0 | 71 | 50 | 100 | 100 | 100 |
| cM capacity (veh/h) | 600 | | | 647 | | | 56 | 22 | 474 | 18 | 29 | 591 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 450 | 701 | 621 | 618 | 324 |
| Volume Left | 100 | 0 | 0 | 0 | 80 |
| Volume Right | 0 | 0 | 0 | 308 | 237 |
| cSH | 600 | 1700 | 1700 | 1700 | 201 |
| Volume to Capacity | 0.17 | 0.41 | 0.37 | 0.36 | 1.61 |
| Queue Length 95th (ft) | 15 | 0 | 0 | 0 | 528 |
| Control Delay (s) | 4.7 | 0.0 | 0.0 | 0.0 | 140.5 |
| Lane LOS | A | | | | F |
| Approach Delay (s) | 1.8 | | 0.0 | | 140.5 |
| Approach LOS | | | | | F |

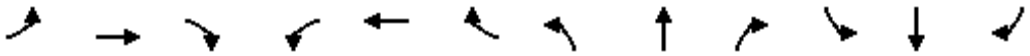
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 17.5 | | | |
| Intersection Capacity Utilization | 84.1% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 117 | 710 | 409 | 268 | 478 | 93 | 524 | 1317 | 209 | 147 | 1259 | 140 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.95 | | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3303 | | 1770 | 3434 | | 1770 | 3450 | | 1770 | 3474 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3303 | | 1770 | 3434 | | 1770 | 3450 | | 1770 | 3474 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 127 | 772 | 445 | 291 | 520 | 101 | 570 | 1432 | 227 | 160 | 1368 | 152 |
| RTOR Reduction (vph) | 0 | 68 | 0 | 0 | 14 | 0 | 0 | 10 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 127 | 1149 | 0 | 291 | 607 | 0 | 570 | 1649 | 0 | 160 | 1513 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 11.4 | 29.1 | | 12.0 | 29.7 | | 26.0 | 47.7 | | 13.4 | 35.1 | |
| Effective Green, g (s) | 11.4 | 29.1 | | 12.0 | 29.7 | | 26.0 | 47.7 | | 13.4 | 35.1 | |
| Actuated g/C Ratio | 0.10 | 0.24 | | 0.10 | 0.25 | | 0.22 | 0.40 | | 0.11 | 0.29 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 168 | 801 | | 177 | 850 | | 384 | 1371 | | 198 | 1016 | |
| v/s Ratio Prot | 0.07 | c0.35 | | c0.16 | 0.18 | | c0.32 | 0.48 | | 0.09 | c0.44 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.76 | 1.43 | | 1.64 | 0.71 | | 1.48 | 1.20 | | 0.81 | 1.49 | |
| Uniform Delay, d1 | 52.9 | 45.5 | | 54.0 | 41.3 | | 47.0 | 36.1 | | 52.0 | 42.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 17.5 | 202.6 | | 313.8 | 2.9 | | 231.5 | 98.4 | | 20.9 | 225.4 | |
| Delay (s) | 70.4 | 248.0 | | 367.8 | 44.2 | | 278.5 | 134.5 | | 73.0 | 267.8 | |
| Level of Service | E | F | | F | D | | F | F | | E | F | |
| Approach Delay (s) | | 231.2 | | | 147.4 | | | 171.4 | | | 249.3 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 202.1 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.49 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 131.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

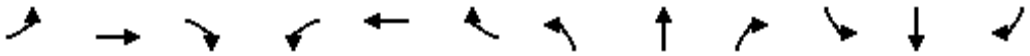
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 85 | 324 | 63 | 154 | 452 | 191 | 31 | 771 | 155 | 245 | 878 | 141 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.96 | | 1.00 | 0.97 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1801 | | 1770 | 1749 | | 1770 | 1799 | | 1770 | 1810 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1801 | | 1770 | 1749 | | 1770 | 1799 | | 1770 | 1810 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 92 | 352 | 68 | 167 | 491 | 208 | 34 | 838 | 168 | 266 | 954 | 153 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 13 | 0 | 0 | 6 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 92 | 414 | 0 | 167 | 686 | 0 | 34 | 1000 | 0 | 266 | 1103 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 8.0 | 29.1 | | 8.0 | 29.1 | | 4.7 | 56.7 | | 10.0 | 62.0 | |
| Effective Green, g (s) | 8.0 | 29.1 | | 8.0 | 29.1 | | 4.7 | 56.7 | | 10.0 | 62.0 | |
| Actuated g/C Ratio | 0.07 | 0.24 | | 0.07 | 0.24 | | 0.04 | 0.47 | | 0.08 | 0.51 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 116 | 431 | | 116 | 419 | | 68 | 839 | | 146 | 923 | |
| v/s Ratio Prot | 0.05 | 0.23 | | c0.09 | c0.39 | | 0.02 | 0.56 | | c0.15 | c0.61 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.79 | 0.96 | | 1.44 | 1.64 | | 0.50 | 1.19 | | 1.82 | 1.19 | |
| Uniform Delay, d1 | 56.0 | 45.7 | | 56.8 | 46.2 | | 57.3 | 32.4 | | 55.8 | 29.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 30.0 | 33.1 | | 239.8 | 297.5 | | 5.7 | 98.1 | | 395.4 | 98.2 | |
| Delay (s) | 86.0 | 78.8 | | 296.6 | 343.7 | | 63.0 | 130.6 | | 451.2 | 128.0 | |
| Level of Service | F | E | | F | F | | E | F | | F | F | |
| Approach Delay (s) | | 80.1 | | | 334.6 | | | 128.4 | | | 190.6 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 191.5 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.36 | | |
| Actuated Cycle Length (s) | 121.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 119.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

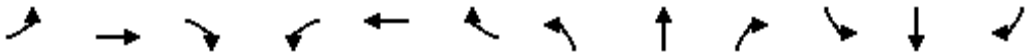
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 63 | 629 | 39 | 115 | 714 | 169 | 41 | 57 | 39 | 156 | 120 | 39 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 68 | 684 | 42 | 125 | 776 | 184 | 45 | 62 | 42 | 170 | 130 | 42 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 970 | | | 736 | | | 2087 | 2072 | 725 | 2053 | 2001 | 888 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 970 | | | 736 | | | 2087 | 2072 | 725 | 2053 | 2001 | 888 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 90 | | | 86 | | | 0 | 0 | 90 | 0 | 0 | 87 |
| cM capacity (veh/h) | 705 | | | 862 | | | 0 | 41 | 418 | 0 | 45 | 337 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 795 | 1085 | 149 | 342 |
| Volume Left | 68 | 125 | 45 | 170 |
| Volume Right | 42 | 184 | 42 | 42 |
| cSH | 705 | 862 | 0 | 0 |
| Volume to Capacity | 0.10 | 0.14 | Err | Err |
| Queue Length 95th (ft) | 8 | 13 | Err | Err |
| Control Delay (s) | 2.6 | 4.0 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 2.6 | 4.0 | Err | Err |
| Approach LOS | | | F | F |

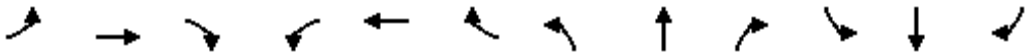
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | Err | |
| Intersection Capacity Utilization | | | 108.7% | ICU Level of Service G |
| Analysis Period (min) | | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 174 | 622 | 89 | 278 | 646 | 379 | 141 | 326 | 188 | 333 | 292 | 181 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 189 | 676 | 97 | 302 | 702 | 412 | 153 | 354 | 204 | 362 | 317 | 197 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 962 | 1416 | 712 | 876 |
| Volume Left (vph) | 189 | 302 | 153 | 362 |
| Volume Right (vph) | 97 | 412 | 204 | 197 |
| Hadj (s) | 0.01 | -0.10 | -0.10 | -0.02 |
| Departure Headway (s) | 9.6 | 9.5 | 9.5 | 9.5 |
| Degree Utilization, x | 2.56 | 3.72 | 1.87 | 2.32 |
| Capacity (veh/h) | 385 | 384 | 385 | 385 |
| Control Delay (s) | 729.6 | 1251.3 | 424.6 | 624.3 |
| Approach Delay (s) | 729.6 | 1251.3 | 424.6 | 624.3 |
| Approach LOS | F | F | F | F |

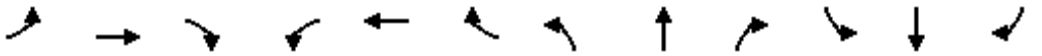
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 837.9 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 188.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 61 | 1599 | 224 | 447 | 1563 | 199 | 259 | 22 | 517 | 260 | 4 | 77 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 66 | 1738 | 243 | 486 | 1699 | 216 | 282 | 24 | 562 | 283 | 4 | 84 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1925 | | | 1992 | | | 4877 | 4899 | 1880 | 5365 | 4913 | 1827 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1925 | | | 1992 | | | 4877 | 4899 | 1880 | 5365 | 4913 | 1827 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 78 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 11 |
| cM capacity (veh/h) | 304 | | | 286 | | | 0 | 0 | 87 | 0 | 0 | 94 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2048 | 2401 | 867 | 371 |
| Volume Left | 66 | 486 | 282 | 283 |
| Volume Right | 243 | 216 | 562 | 84 |
| cSH | 304 | 286 | 0 | 0 |
| Volume to Capacity | 0.22 | 1.70 | Err | Err |
| Queue Length 95th (ft) | 20 | 772 | Err | Err |
| Control Delay (s) | 0.7 | 72.9 | Err | Err |
| Lane LOS | A | F | F | F |
| Approach Delay (s) | 0.7 | 72.9 | Err | Err |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 276.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 2197 | 165 | 555 | 1429 | 0 | 217 | 0 | 1322 | 677 | 310 | 564 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2388 | 179 | 603 | 1553 | 0 | 236 | 0 | 1437 | 736 | 337 | 613 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1563 | | | 2577 | | | 5732 | 5258 | 2498 | 6694 | 5347 | 1573 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1563 | | | 2577 | | | 5732 | 5258 | 2498 | 6694 | 5347 | 1573 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| cM capacity (veh/h) | 419 | | | 168 | | | 0 | 0 | 36 | 0 | 0 | 133 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2567 | 2157 | 1673 | 1686 |
| Volume Left | 0 | 603 | 236 | 736 |
| Volume Right | 179 | 0 | 1437 | 613 |
| cSH | 1700 | 168 | 0 | 0 |
| Volume to Capacity | 1.51 | 3.59 | Err | Err |
| Queue Length 95th (ft) | 0 | Err | Err | Err |
| Control Delay (s) | 0.0 | 1219.5 | Err | Err |
| Lane LOS | | F | F | F |
| Approach Delay (s) | 0.0 | 1219.5 | Err | Err |
| Approach LOS | | | F | F |

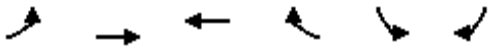
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | Err | |
| Intersection Capacity Utilization | 393.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3759 | 437 | 249 | 1984 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4086 | 475 | 271 | 2157 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 4571 | | 7041 | 4343 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 4571 | | 7041 | 4343 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 0 | | 0 | 100 |
| cM capacity (veh/h) | | | 26 | | 0 | 2 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 4561 | 2427 |
| Volume Left | 0 | 271 |
| Volume Right | 475 | 0 |
| cSH | 1700 | 26 |
| Volume to Capacity | 2.68 | 10.41 |
| Queue Length 95th (ft) | 0 | Err |
| Control Delay (s) | 0.0 | 504.7 |
| Lane LOS | | F |
| Approach Delay (s) | 0.0 | 504.7 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 175.3 | | |
| Intersection Capacity Utilization | 326.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 936 | 2823 | 2233 | 820 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1017 | 3068 | 2427 | 891 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3328 | | | | 7996 | 2893 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3328 | | | | 7996 | 2893 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 0 | | | | 0 | 100 |
| cM capacity (veh/h) | 85 | | | | 0 | 21 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 4086 | 3318 |
| Volume Left | 1017 | 0 |
| Volume Right | 0 | 891 |
| cSH | 85 | 1700 |
| Volume to Capacity | 12.02 | 1.95 |
| Queue Length 95th (ft) | Err | 0 |
| Control Delay (s) | 1257.7 | 0.0 |
| Lane LOS | F | |
| Approach Delay (s) | 1257.7 | 0.0 |
| Approach LOS | | |

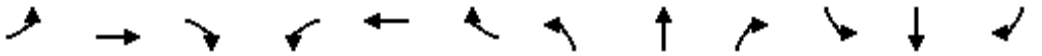
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 694.0 | | |
| Intersection Capacity Utilization | 384.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2823 | 0 | 0 | 2706 | 348 | 200 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3068 | 0 | 0 | 2941 | 378 | 217 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.64 | |
| vC, conflicting volume | | | 3078 | | 6030 | 3088 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 3078 | | 8588 | 3088 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 0 | 0 |
| cM capacity (veh/h) | | | 106 | | 0 | 16 |

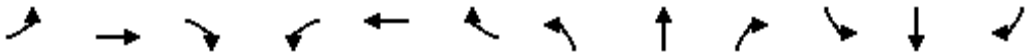
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 3068 | 2941 | 596 |
| Volume Left | 0 | 0 | 378 |
| Volume Right | 0 | 0 | 217 |
| cSH | 1700 | 1700 | 0 |
| Volume to Capacity | 1.80 | 1.73 | Err |
| Queue Length 95th (ft) | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | Err |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | Err |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 901.7 | | |
| Intersection Capacity Utilization | 174.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1099 | 1556 | 368 | 77 | 1280 | 437 | 390 | 692 | 27 | 531 | 745 | 1035 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3393 | | 1770 | 3356 | | 1770 | 3539 | 1541 | 1770 | 3539 | 1541 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3393 | | 1770 | 3356 | | 1770 | 3539 | 1541 | 1770 | 3539 | 1541 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1195 | 1691 | 400 | 84 | 1391 | 475 | 424 | 752 | 29 | 577 | 810 | 1125 |
| RTOR Reduction (vph) | 0 | 25 | 0 | 0 | 42 | 0 | 0 | 0 | 7 | 0 | 0 | 163 |
| Lane Group Flow (vph) | 1195 | 2066 | 0 | 84 | 1824 | 0 | 424 | 752 | 22 | 577 | 810 | 962 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.0 | 25.6 | | 6.3 | 23.9 | | 12.0 | 20.1 | 20.1 | 11.0 | 19.1 | 19.1 |
| Effective Green, g (s) | 8.0 | 25.6 | | 6.3 | 23.9 | | 12.0 | 20.1 | 20.1 | 11.0 | 19.1 | 19.1 |
| Actuated g/C Ratio | 0.10 | 0.32 | | 0.08 | 0.30 | | 0.15 | 0.25 | 0.25 | 0.14 | 0.24 | 0.24 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 175 | 1075 | | 138 | 993 | | 263 | 880 | 383 | 241 | 837 | 364 |
| v/s Ratio Prot | c0.68 | c0.61 | | 0.05 | 0.54 | | 0.24 | 0.21 | | c0.33 | 0.23 | |
| v/s Ratio Perm | | | | | | | | | 0.01 | | | c0.62 |
| v/c Ratio | 6.83 | 1.92 | | 0.61 | 1.84 | | 1.61 | 0.85 | 0.06 | 2.39 | 0.97 | 2.64 |
| Uniform Delay, d1 | 36.4 | 27.6 | | 36.1 | 28.4 | | 34.4 | 29.0 | 23.1 | 34.9 | 30.5 | 30.8 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2634.9 | 418.5 | | 7.4 | 380.7 | | 292.5 | 8.1 | 0.1 | 640.0 | 23.2 | 747.6 |
| Delay (s) | 2671.3 | 446.1 | | 43.5 | 409.2 | | 326.9 | 37.1 | 23.2 | 674.9 | 53.8 | 778.4 |
| Level of Service | F | F | | D | F | | F | D | C | F | D | F |
| Approach Delay (s) | | 1255.3 | | | 393.4 | | | 138.7 | | | 521.0 | |
| Approach LOS | | F | | | F | | | F | | | F | |

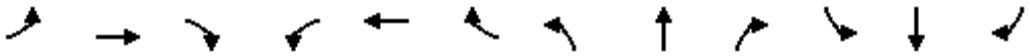
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 711.3 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 2.64 | | |
| Actuated Cycle Length (s) | 80.8 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 173.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 180 | 1707 | 99 | 70 | 1172 | 14 | 74 | 77 | 97 | 20 | 55 | 148 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 196 | 1855 | 108 | 76 | 1274 | 15 | 80 | 84 | 105 | 22 | 60 | 161 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1299 | | | 1973 | | | 3300 | 3762 | 1002 | 2920 | 3808 | 665 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1299 | | | 1973 | | | 3300 | 3762 | 1002 | 2920 | 3808 | 665 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 63 | | | 74 | | | 0 | 0 | 56 | 0 | 0 | 59 |
| cM capacity (veh/h) | 525 | | | 288 | | | 0 | 2 | 237 | 0 | 2 | 396 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 196 | 1237 | 726 | 76 | 849 | 440 | 270 | 242 |
| Volume Left | 196 | 0 | 0 | 76 | 0 | 0 | 80 | 22 |
| Volume Right | 0 | 0 | 108 | 0 | 0 | 15 | 105 | 161 |
| cSH | 525 | 1700 | 1700 | 288 | 1700 | 1700 | 0 | 0 |
| Volume to Capacity | 0.37 | 0.73 | 0.43 | 0.26 | 0.50 | 0.26 | Err | Err |
| Queue Length 95th (ft) | 43 | 0 | 0 | 26 | 0 | 0 | Err | Err |
| Control Delay (s) | 15.9 | 0.0 | 0.0 | 22.0 | 0.0 | 0.0 | Err | Err |
| Lane LOS | C | | | C | | | F | F |
| Approach Delay (s) | 1.4 | | | 1.2 | | | Err | Err |
| Approach LOS | | | | | | | F | F |

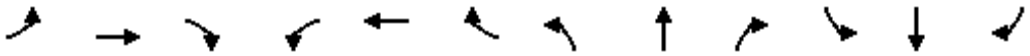
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 95.9% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 207 | 1510 | 112 | 103 | 1000 | 98 | 91 | 308 | 62 | 44 | 112 | 173 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 225 | 1641 | 122 | 112 | 1087 | 107 | 99 | 335 | 67 | 48 | 122 | 188 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1203 | | | 1773 | | | 3785 | 3590 | 1722 | 3771 | 3597 | 1160 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1203 | | | 1773 | | | 3785 | 3590 | 1722 | 3771 | 3597 | 1160 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 61 | | | 68 | | | 0 | 0 | 38 | 0 | 0 | 20 |
| cM capacity (veh/h) | 575 | | | 348 | | | 0 | 2 | 109 | 0 | 2 | 234 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1988 | 1305 | 501 | 358 |
| Volume Left | 225 | 112 | 99 | 48 |
| Volume Right | 122 | 107 | 67 | 188 |
| cSH | 575 | 348 | 0 | 0 |
| Volume to Capacity | 0.39 | 0.32 | Err | Err |
| Queue Length 95th (ft) | 46 | 34 | Err | Err |
| Control Delay (s) | 1.7 | 20.2 | Err | Err |
| Lane LOS | A | C | F | F |
| Approach Delay (s) | 1.7 | 20.2 | Err | Err |
| Approach LOS | | | F | F |

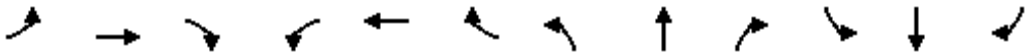
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 184.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 557 | 911 | 155 | 87 | 664 | 67 | 118 | 213 | 58 | 53 | 289 | 385 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1812 | | 1770 | 1831 | | 1770 | 1788 | | 1750 | 1666 | |
| Flt Permitted | 0.14 | 1.00 | | 0.13 | 1.00 | | 0.20 | 1.00 | | 0.50 | 1.00 | |
| Satd. Flow (perm) | 256 | 1812 | | 248 | 1831 | | 371 | 1788 | | 912 | 1666 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 605 | 990 | 168 | 95 | 722 | 73 | 128 | 232 | 63 | 58 | 314 | 418 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 6 | 0 | 0 | 17 | 0 | 0 | 80 | 0 |
| Lane Group Flow (vph) | 605 | 1148 | 0 | 95 | 789 | 0 | 128 | 278 | 0 | 58 | 652 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 30.1 | 30.1 | | 30.1 | 30.1 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Effective Green, g (s) | 30.1 | 30.1 | | 30.1 | 30.1 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Actuated g/C Ratio | 0.50 | 0.50 | | 0.50 | 0.50 | | 0.34 | 0.34 | | 0.34 | 0.34 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 128 | 909 | | 124 | 919 | | 124 | 599 | | 306 | 558 | |
| v/s Ratio Prot | | 0.63 | | | 0.43 | | | 0.16 | | | c0.39 | |
| v/s Ratio Perm | c2.36 | | | 0.38 | | | 0.35 | | | 0.06 | | |
| v/c Ratio | 4.73 | 1.26 | | 0.77 | 0.86 | | 1.03 | 0.46 | | 0.19 | 1.17 | |
| Uniform Delay, d1 | 14.9 | 14.9 | | 12.1 | 13.1 | | 19.9 | 15.7 | | 14.2 | 19.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1694.6 | 127.2 | | 24.1 | 8.0 | | 89.7 | 0.6 | | 0.3 | 94.0 | |
| Delay (s) | 1709.6 | 142.1 | | 36.2 | 21.1 | | 109.6 | 16.3 | | 14.5 | 114.0 | |
| Level of Service | F | F | | D | C | | F | B | | B | F | |
| Approach Delay (s) | | 680.0 | | | 22.7 | | | 44.5 | | | 106.7 | |
| Approach LOS | | F | | | C | | | D | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 342.0 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 3.29 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 132.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

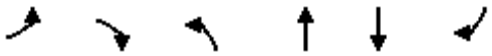
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 0 | 2 | 0 | 0 | 4 | 2 | 6 | 0 | 4 | 8 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.92 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.92 | 0.92 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 0 | 2 | 0 | 0 | 4 | 2 | 7 | 0 | 4 | 9 | 2 |
| Pedestrians | | 10 | | | | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 55 | 40 | 30 | 43 | 41 | 17 | 21 | | | 7 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 55 | 40 | 30 | 43 | 41 | 17 | 21 | | | 7 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 915 | 841 | 1027 | 941 | 840 | 1053 | 1581 | | | 1614 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 4 | 9 | 16 |
| Volume Left | 2 | 0 | 2 | 4 |
| Volume Right | 2 | 4 | 0 | 2 |
| cSH | 968 | 1053 | 1581 | 1614 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 8.4 | 1.8 | 2.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 8.7 | 8.4 | 1.8 | 2.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 266 | 144 | 247 | 839 | 939 | 251 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 302 | 164 | 281 | 953 | 1067 | 285 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.79 | 0.79 | 0.79 | | | |
| vC, conflicting volume | 2268 | 696 | 1362 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2068 | 69 | 916 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 78 | 51 | | | |
| cM capacity (veh/h) | 19 | 758 | 577 | | | |

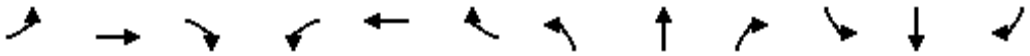
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 466 | 598 | 636 | 711 | 641 |
| Volume Left | 302 | 281 | 0 | 0 | 0 |
| Volume Right | 164 | 0 | 0 | 0 | 285 |
| cSH | 28 | 577 | 1700 | 1700 | 1700 |
| Volume to Capacity | 16.48 | 0.49 | 0.37 | 0.42 | 0.38 |
| Queue Length 95th (ft) | Err | 66 | 0 | 0 | 0 |
| Control Delay (s) | Err | 13.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | | | |
| Approach Delay (s) | Err | 6.5 | | 0.0 | |
| Approach LOS | F | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1528.9 | | | |
| Intersection Capacity Utilization | 98.5% | ICU Level of Service | F | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 20 | 2 | 2 | 22 | 2 | 2 | 10 | 2 | 2 | 8 | 10 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 23 | 1 | 2 | 25 | 2 | 2 | 11 | 2 | 2 | 9 | 11 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 37 | | | 34 | | | 94 | 80 | 43 | 86 | 79 | 46 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 37 | | | 34 | | | 94 | 80 | 43 | 86 | 79 | 46 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 99 | 99 |
| cM capacity (veh/h) | 1560 | | | 1565 | | | 844 | 795 | 1010 | 860 | 795 | 1006 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 26 | 30 | 16 | 23 |
| Volume Left | 2 | 2 | 2 | 2 |
| Volume Right | 1 | 2 | 2 | 11 |
| cSH | 1560 | 1565 | 827 | 896 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 2 |
| Control Delay (s) | 0.6 | 0.6 | 9.4 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.6 | 0.6 | 9.4 | 9.1 |
| Approach LOS | | | A | A |

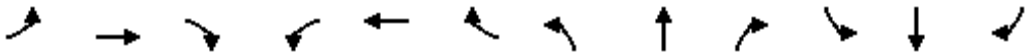
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 7 | 6 | 5 | 15 | 6 | 2 | 247 | 12 | 6 | 154 | 4 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 8 | 7 | 6 | 17 | 7 | 2 | 281 | 14 | 7 | 175 | 5 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 518 | 510 | 197 | 514 | 505 | 308 | 190 | | | 304 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 518 | 510 | 197 | 514 | 505 | 308 | 190 | | | 304 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 98 | 99 | 99 | 96 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 435 | 456 | 830 | 445 | 458 | 720 | 1373 | | | 1246 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 19 | 30 | 297 | 186 |
| Volume Left | 5 | 6 | 2 | 7 |
| Volume Right | 7 | 7 | 14 | 5 |
| cSH | 535 | 497 | 1373 | 1246 |
| Volume to Capacity | 0.04 | 0.06 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 3 | 5 | 0 | 0 |
| Control Delay (s) | 12.0 | 12.7 | 0.1 | 0.3 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 12.0 | 12.7 | 0.1 | 0.3 |
| Approach LOS | B | B | | |

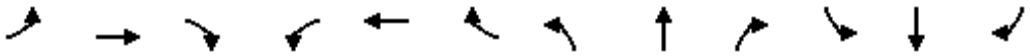
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 27.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 27 | 1 | 1 | 25 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 31 | 1 | 1 | 28 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 40 | | | 42 | | | 86 | 85 | 51 | 88 | 85 | 49 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 40 | | | 42 | | | 86 | 85 | 51 | 88 | 85 | 49 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1557 | | | 1554 | | | 870 | 790 | 1000 | 868 | 790 | 1003 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 33 | 31 | 5 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 2 | 1 |
| cSH | 1557 | 1554 | 906 | 879 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.3 | 0.3 | 9.0 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.3 | 0.3 | 9.0 | 9.1 |
| Approach LOS | | | A | A |

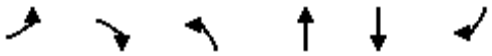
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.2 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 15 | 16 | 2 | 2 | 14 | 225 | 2 | 2 | 2 | 184 | 2 | 11 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 17 | 18 | 2 | 2 | 16 | 256 | 2 | 2 | 2 | 209 | 2 | 12 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 282 | | | 30 | | | 235 | 350 | 39 | 225 | 223 | 164 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 282 | | | 30 | | | 235 | 350 | 39 | 225 | 223 | 164 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 100 | 100 | 70 | 100 | 99 |
| cM capacity (veh/h) | 1270 | | | 1569 | | | 679 | 557 | 1015 | 697 | 655 | 866 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 38 | 274 | 7 | 224 |
| Volume Left | 17 | 2 | 2 | 209 |
| Volume Right | 2 | 256 | 2 | 12 |
| cSH | 1270 | 1569 | 705 | 705 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 | 0.32 |
| Queue Length 95th (ft) | 1 | 0 | 1 | 34 |
| Control Delay (s) | 3.6 | 0.1 | 10.2 | 12.5 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 3.6 | 0.1 | 10.2 | 12.5 |
| Approach LOS | | | B | B |

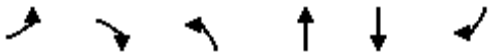
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.6 | | |
| Intersection Capacity Utilization | 40.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 204 | 152 | 0 | 382 | 84 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 222 | 165 | 0 | 415 | 91 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 222 | 165 | 415 | 91 |
| Volume Left (vph) | 0 | 165 | 0 | 0 |
| Volume Right (vph) | 222 | 0 | 0 | 91 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 4.9 | 5.4 | 5.3 | 4.6 |
| Degree Utilization, x | 0.30 | 0.25 | 0.61 | 0.12 |
| Capacity (veh/h) | 670 | 627 | 659 | 757 |
| Control Delay (s) | 10.0 | 10.2 | 15.1 | 7.0 |
| Approach Delay (s) | 10.0 | 10.2 | 13.7 | |
| Approach LOS | B | B | B | |

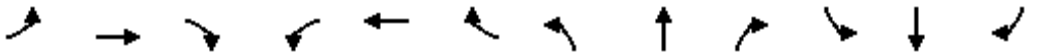
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 12.1 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 44.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 4 | 2 | 64 | 888 | 499 | 304 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 2 | 70 | 965 | 542 | 330 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1667 | 562 | 552 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1667 | 562 | 552 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 96 | 100 | 93 | | | |
| cM capacity (veh/h) | 97 | 517 | 1009 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 7 | 1035 | 542 | 330 |
| Volume Left | 4 | 70 | 0 | 0 |
| Volume Right | 2 | 0 | 0 | 330 |
| cSH | 133 | 1009 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.07 | 0.32 | 0.19 |
| Queue Length 95th (ft) | 4 | 6 | 0 | 0 |
| Control Delay (s) | 33.4 | 1.9 | 0.0 | 0.0 |
| Lane LOS | D | A | | |
| Approach Delay (s) | 33.4 | 1.9 | 0.0 | |
| Approach LOS | D | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.1 | | |
| Intersection Capacity Utilization | 92.7% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 370 | 386 | 143 | 137 | 378 | 291 | 95 | 441 | 23 | 280 | 505 | 330 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 402 | 420 | 155 | 149 | 411 | 316 | 103 | 479 | 25 | 304 | 549 | 359 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 822 | 155 | 876 | 343 | 265 | 487 | 366 | 359 |
| Volume Left (vph) | 402 | 0 | 149 | 103 | 0 | 304 | 0 | 0 |
| Volume Right (vph) | 0 | 155 | 316 | 0 | 25 | 0 | 0 | 359 |
| Hadj (s) | 0.13 | -0.57 | -0.15 | 0.18 | -0.03 | 0.35 | 0.03 | -0.67 |
| Departure Headway (s) | 9.5 | 3.2 | 9.2 | 9.8 | 9.6 | 9.9 | 9.6 | 3.2 |
| Degree Utilization, x | 2.16 | 0.14 | 2.24 | 0.93 | 0.71 | 1.34 | 0.97 | 0.32 |
| Capacity (veh/h) | 387 | 1121 | 399 | 361 | 368 | 371 | 366 | 1113 |
| Control Delay (s) | 552.7 | 6.7 | 585.8 | 62.8 | 31.4 | 196.9 | 70.8 | 6.5 |
| Approach Delay (s) | 465.9 | | 585.8 | 49.1 | | 102.5 | | |
| Approach LOS | F | | F | E | | F | | |

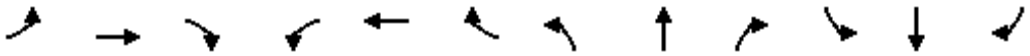
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 305.6 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 137.5% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 134 | 556 | 107 | 383 | 423 | 114 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 146 | 604 | 116 | 416 | 460 | 124 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 750 | 533 | 584 |
| Volume Left (vph) | 0 | 116 | 460 |
| Volume Right (vph) | 604 | 0 | 124 |
| Hadj (s) | -0.45 | 0.08 | 0.06 |
| Departure Headway (s) | 6.5 | 7.1 | 7.0 |
| Degree Utilization, x | 1.36 | 1.04 | 1.14 |
| Capacity (veh/h) | 563 | 515 | 515 |
| Control Delay (s) | 194.0 | 78.6 | 110.4 |
| Approach Delay (s) | 194.0 | 78.6 | 110.4 |
| Approach LOS | F | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 134.9 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 108.8% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 89 | 523 | 273 | 180 | 262 | 95 | 211 | 322 | 112 | 133 | 326 | 53 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 97 | 568 | 297 | 196 | 285 | 103 | 229 | 350 | 122 | 145 | 354 | 58 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 962 | 584 | 579 | 122 | 557 |
| Volume Left (vph) | 97 | 196 | 229 | 0 | 145 |
| Volume Right (vph) | 297 | 103 | 0 | 122 | 58 |
| Hadj (s) | -0.13 | -0.01 | 0.23 | -0.67 | 0.02 |
| Departure Headway (s) | 9.4 | 9.5 | 9.9 | 9.0 | 9.7 |
| Degree Utilization, x | 2.51 | 1.54 | 1.59 | 0.30 | 1.49 |
| Capacity (veh/h) | 392 | 391 | 367 | 396 | 384 |
| Control Delay (s) | 707.8 | 282.0 | 302.7 | 14.7 | 260.3 |
| Approach Delay (s) | 707.8 | 282.0 | 252.7 | | 260.3 |
| Approach LOS | F | F | F | | F |

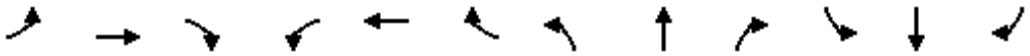
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 416.5 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 136.4% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 78 | 487 | 466 | 0 | 0 | 501 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 85 | 529 | 507 | 0 | 0 | 545 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1071 | 527 | | | 517 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1071 | 527 | | | 517 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 65 | 2 | | | 100 | |
| cM capacity (veh/h) | 240 | 542 | | | 1041 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 614 | 507 | 545 |
| Volume Left | 85 | 0 | 0 |
| Volume Right | 529 | 0 | 0 |
| cSH | 462 | 1700 | 1700 |
| Volume to Capacity | 1.33 | 0.30 | 0.32 |
| Queue Length 95th (ft) | 685 | 0 | 0 |
| Control Delay (s) | 187.5 | 0.0 | 0.0 |
| Lane LOS | F | | |
| Approach Delay (s) | 187.5 | 0.0 | 0.0 |
| Approach LOS | F | | |

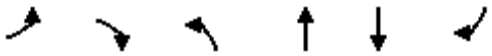
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 69.1 | | |
| Intersection Capacity Utilization | 68.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 292 | 80 | 214 | 0 | 0 | 0 | 53 | 174 | 3 | 318 | 177 | 83 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 317 | 87 | 233 | 0 | 0 | 0 | 58 | 189 | 3 | 346 | 192 | 90 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1255 | 1256 | 258 | 1415 | 1300 | 211 | 293 | | | 202 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1255 | 1256 | 258 | 1415 | 1300 | 211 | 293 | | | 202 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 28 | 70 | 100 | 100 | 100 | 95 | | | 75 | | |
| cM capacity (veh/h) | 113 | 121 | 768 | 27 | 114 | 823 | 1258 | | | 1369 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 637 | 250 | 628 |
| Volume Left | 317 | 58 | 346 |
| Volume Right | 233 | 3 | 90 |
| cSH | 167 | 1258 | 1369 |
| Volume to Capacity | 3.82 | 0.05 | 0.25 |
| Queue Length 95th (ft) | Err | 4 | 25 |
| Control Delay (s) | Err | 2.2 | 5.8 |
| Lane LOS | F | A | A |
| Approach Delay (s) | Err | 2.2 | 5.8 |
| Approach LOS | F | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4206.1 | | | |
| Intersection Capacity Utilization | 81.7% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 313 | 602 | 1123 | 1105 | 1566 | 170 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 340 | 654 | 1221 | 1201 | 1702 | 185 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 4836 | 943 | 1887 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 4836 | 943 | 1887 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 0 | 0 | | | |
| cM capacity (veh/h) | 0 | 263 | 313 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 340 | 654 | 1221 | 601 | 601 | 1135 | 752 |
| Volume Left | 340 | 0 | 1221 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 654 | 0 | 0 | 0 | 0 | 185 |
| cSH | 0 | 263 | 313 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | 2.48 | 3.90 | 0.35 | 0.35 | 0.67 | 0.44 |
| Queue Length 95th (ft) | Err | 1337 | Err | 0 | 0 | 0 | 0 |
| Control Delay (s) | Err | 708.8 | 1335.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | F | | | | |
| Approach Delay (s) | Err | | 672.9 | | | 0.0 | |
| Approach LOS | F | | | | | | |

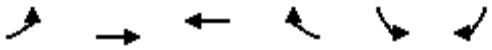
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 138.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 431 | 133 | 2 | 327 | 97 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 468 | 145 | 2 | 355 | 105 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 962 | 146 | | | 147 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 962 | 146 | | | 147 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 48 | | | 75 | |
| cM capacity (veh/h) | 214 | 901 | | | 1435 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 471 | 147 | 355 | 105 |
| Volume Left | 2 | 0 | 355 | 0 |
| Volume Right | 468 | 2 | 0 | 0 |
| cSH | 888 | 1700 | 1435 | 1700 |
| Volume to Capacity | 0.53 | 0.09 | 0.25 | 0.06 |
| Queue Length 95th (ft) | 80 | 0 | 25 | 0 |
| Control Delay (s) | 13.5 | 0.0 | 8.3 | 0.0 |
| Lane LOS | B | | A | |
| Approach Delay (s) | 13.5 | 0.0 | 6.4 | |
| Approach LOS | B | | | |

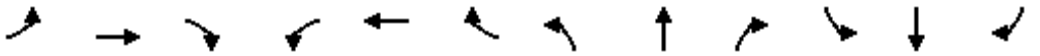
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.7 | | |
| Intersection Capacity Utilization | 62.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 124 | 1003 | 1170 | 729 | 881 | 129 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 135 | 1090 | 1272 | 792 | 958 | 140 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2064 | | | | 3028 | 1668 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2064 | | | | 3028 | 1668 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 50 | | | | 0 | 0 |
| cM capacity (veh/h) | 270 | | | | 7 | 119 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 135 | 1090 | 2064 | 958 | 140 |
| Volume Left | 135 | 0 | 0 | 958 | 0 |
| Volume Right | 0 | 0 | 792 | 0 | 140 |
| cSH | 270 | 1700 | 1700 | 7 | 119 |
| Volume to Capacity | 0.50 | 0.64 | 1.21 | 132.40 | 1.18 |
| Queue Length 95th (ft) | 65 | 0 | 0 | Err | 217 |
| Control Delay (s) | 30.9 | 0.0 | 0.0 | Err | 208.0 |
| Lane LOS | D | | | F | F |
| Approach Delay (s) | 3.4 | | 0.0 | 8748.5 | |
| Approach LOS | | | | F | |

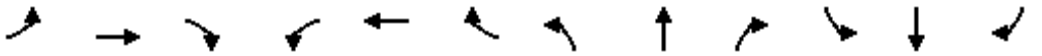
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2190.2 | | |
| Intersection Capacity Utilization | 161.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2723 | 102 | 184 | 2111 | 0 | 0 | 0 | 246 | 292 | 50 | 359 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | | 1.00 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.94 | 1.00 | 1.00 | | | | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.86 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1493 | 1770 | 3539 | | | | 1556 | 3433 | 1863 | 1529 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1493 | 1770 | 3539 | | | | 1556 | 3433 | 1863 | 1529 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2960 | 111 | 200 | 2295 | 0 | 0 | 0 | 267 | 317 | 54 | 390 |
| RTOR Reduction (vph) | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 7 |
| Lane Group Flow (vph) | 0 | 2960 | 100 | 200 | 2295 | 0 | 0 | 0 | 153 | 317 | 54 | 383 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 64.1 | 64.1 | 10.1 | 79.1 | | | | 18.1 | 8.1 | 31.1 | 31.1 |
| Effective Green, g (s) | | 64.1 | 64.1 | 10.1 | 79.1 | | | | 18.1 | 8.1 | 31.1 | 31.1 |
| Actuated g/C Ratio | | 0.53 | 0.53 | 0.08 | 0.66 | | | | 0.15 | 0.07 | 0.26 | 0.26 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1890 | 798 | 149 | 2333 | | | | 235 | 232 | 483 | 396 |
| v/s Ratio Prot | | c0.84 | | c0.11 | 0.65 | | | | | c0.09 | 0.03 | |
| v/s Ratio Perm | | | 0.07 | | | | | | 0.10 | | | c0.25 |
| v/c Ratio | | 1.57 | 0.13 | 1.34 | 0.98 | | | | 0.65 | 1.37 | 0.11 | 0.97 |
| Uniform Delay, d1 | | 28.0 | 14.0 | 55.0 | 19.8 | | | | 48.0 | 56.0 | 33.9 | 44.0 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 257.4 | 0.1 | 192.0 | 14.9 | | | | 6.3 | 190.0 | 0.1 | 36.5 |
| Delay (s) | | 285.3 | 14.0 | 247.0 | 34.7 | | | | 54.3 | 245.9 | 34.0 | 80.4 |
| Level of Service | | F | B | F | C | | | | D | F | C | F |
| Approach Delay (s) | | 275.5 | | | 51.7 | | | 54.3 | | | 146.1 | |
| Approach LOS | | F | | | D | | | D | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 166.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.38 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 112.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 491 | 1911 | 652 | 449 | 1885 | 391 | 214 | 335 | 302 | 231 | 635 | 846 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.94 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1529 | 3433 | 3428 | | 3433 | 3539 | 1529 | 1770 | 3539 | 2629 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1529 | 3433 | 3428 | | 3433 | 3539 | 1529 | 1770 | 3539 | 2629 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 534 | 2077 | 709 | 488 | 2049 | 425 | 233 | 364 | 328 | 251 | 690 | 920 |
| RTOR Reduction (vph) | 0 | 0 | 78 | 0 | 15 | 0 | 0 | 0 | 137 | 0 | 0 | 391 |
| Lane Group Flow (vph) | 534 | 2077 | 631 | 488 | 2459 | 0 | 233 | 364 | 191 | 251 | 690 | 529 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 23.0 | 62.1 | 62.1 | 11.0 | 50.1 | | 8.0 | 18.1 | 18.1 | 11.0 | 21.1 | 21.1 |
| Effective Green, g (s) | 23.0 | 62.1 | 62.1 | 11.0 | 50.1 | | 8.0 | 18.1 | 18.1 | 11.0 | 21.1 | 21.1 |
| Actuated g/C Ratio | 0.19 | 0.52 | 0.52 | 0.09 | 0.42 | | 0.07 | 0.15 | 0.15 | 0.09 | 0.18 | 0.18 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 339 | 1831 | 791 | 315 | 1431 | | 229 | 534 | 231 | 162 | 622 | 462 |
| v/s Ratio Prot | c0.30 | 0.59 | | 0.14 | c0.72 | | 0.07 | 0.10 | | c0.14 | 0.19 | |
| v/s Ratio Perm | | | 0.41 | | | | | | 0.13 | | | c0.20 |
| v/c Ratio | 1.58 | 1.13 | 0.80 | 1.55 | 1.72 | | 1.02 | 0.68 | 0.83 | 1.55 | 1.11 | 1.14 |
| Uniform Delay, d1 | 48.5 | 28.9 | 23.8 | 54.5 | 35.0 | | 56.0 | 48.2 | 49.4 | 54.5 | 49.5 | 49.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 272.7 | 67.9 | 5.6 | 262.3 | 326.4 | | 64.0 | 3.6 | 21.0 | 275.4 | 69.9 | 87.7 |
| Delay (s) | 321.2 | 96.8 | 29.4 | 316.8 | 361.3 | | 120.0 | 51.8 | 70.5 | 329.9 | 119.3 | 137.1 |
| Level of Service | F | F | C | F | F | | F | D | E | F | F | F |
| Approach Delay (s) | | 118.5 | | | 354.0 | | | 75.6 | | | 156.5 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 198.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.58 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 130.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 366 | | | 228 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 10 | | 20 | 20 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 10 | | 20 | 20 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1608 | | 986 | 1044 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 |
|---|---|---|---|---|
| Volume Total | 0 | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | |
| Approach Delay (s) | 0.0 | | 0.0 | |
| Approach LOS | | | | |

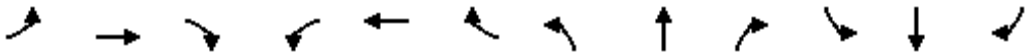
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 120.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1538 | 0 | 0 | 2023 | 569 | 251 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | |
| Lane Util. Factor | 0.95 | | | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | |
| Frt | 1.00 | | | 1.00 | 0.96 | |
| Flt Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 3539 | | | 3539 | 1710 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 3539 | | | 3539 | 1710 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1672 | 0 | 0 | 2199 | 618 | 273 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 1672 | 0 | 0 | 2199 | 881 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 54.7 | | | 54.7 | 35.5 | |
| Effective Green, g (s) | 54.7 | | | 54.7 | 35.5 | |
| Actuated g/C Ratio | 0.55 | | | 0.55 | 0.36 | |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1936 | | | 1936 | 607 | |
| v/s Ratio Prot | 0.47 | | | c0.62 | c0.52 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.86 | | | 1.14 | 1.45 | |
| Uniform Delay, d1 | 19.4 | | | 22.6 | 32.2 | |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.3 | | | 68.1 | 212.0 | |
| Delay (s) | 23.7 | | | 90.8 | 244.3 | |
| Level of Service | C | | | F | F | |
| Approach Delay (s) | 23.7 | | | 90.8 | 244.3 | |
| Approach LOS | C | | | F | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 95.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.26 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 120.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 306 | 0 | 0 | 0 | 0 | 932 | 54 | 818 | 837 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.95 | | | | | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2661 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2661 | | | | | 3539 | 1544 | 1770 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 333 | 0 | 0 | 0 | 0 | 1013 | 59 | 889 | 910 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 1013 | 59 | 889 | 910 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 7.7 | | | | | 26.3 | 81.9 | 34.1 | 64.4 | |
| Effective Green, g (s) | | | 7.7 | | | | | 26.3 | 81.9 | 34.1 | 64.4 | |
| Actuated g/C Ratio | | | 0.09 | | | | | 0.32 | 1.00 | 0.42 | 0.79 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 250 | | | | | 1136 | 1544 | 737 | 2783 | |
| v/s Ratio Prot | | | | | | | | c0.29 | | c0.50 | 0.26 | |
| v/s Ratio Perm | | | c0.01 | | | | | | 0.04 | | | |
| v/c Ratio | | | 0.13 | | | | | 0.89 | 0.04 | 1.21 | 0.33 | |
| Uniform Delay, d1 | | | 34.0 | | | | | 26.4 | 0.0 | 23.9 | 2.5 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.2 | | | | | 9.1 | 0.0 | 105.4 | 0.1 | |
| Delay (s) | | | 34.2 | | | | | 35.5 | 0.0 | 129.3 | 2.6 | |
| Level of Service | | | C | | | | | D | A | F | A | |
| Approach Delay (s) | | 34.2 | | | 0.0 | | | 33.6 | | | 65.2 | |
| Approach LOS | | C | | | A | | | C | | | E | |

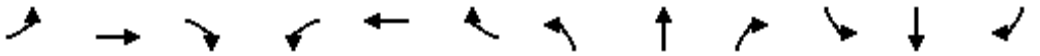
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 51.4 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.96 | | |
| Actuated Cycle Length (s) | 81.9 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 78.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 568 | 131 | 175 | 46 | 67 | 110 | 44 | 843 | 79 | 191 | 776 | 178 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 617 | 142 | 190 | 50 | 73 | 120 | 48 | 916 | 86 | 208 | 843 | 193 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | TWLTL | |
| Median storage veh) | | | | | | | | 2 | | | 2 | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1988 | 2377 | 442 | 2130 | 2484 | 478 | 1047 | | | 1012 | | |
| vC1, stage 1 conf vol | 1269 | 1269 | | 1022 | 1022 | | | | | | | |
| vC2, stage 2 conf vol | 720 | 1108 | | 1108 | 1462 | | | | | | | |
| vCu, unblocked vol | 1988 | 2377 | 442 | 2130 | 2484 | 478 | 1047 | | | 1012 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 0 | 66 | 0 | 8 | 77 | 93 | | | 69 | | |
| cM capacity (veh/h) | 4 | 51 | 554 | 0 | 79 | 525 | 655 | | | 675 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 950 | 242 | 48 | 458 | 458 | 86 | 208 | 422 | 422 | 193 |
| Volume Left | 617 | 50 | 48 | 0 | 0 | 0 | 208 | 0 | 0 | 0 |
| Volume Right | 190 | 120 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 193 |
| cSH | 6 | 0 | 655 | 1700 | 1700 | 1700 | 675 | 1700 | 1700 | 1700 |
| Volume to Capacity | 157.21 | Err | 0.07 | 0.27 | 0.27 | 0.05 | 0.31 | 0.25 | 0.25 | 0.11 |
| Queue Length 95th (ft) | Err | Err | 6 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| Control Delay (s) | Err | Err | 10.9 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | | |
| Approach Delay (s) | Err | Err | 0.5 | | | | 2.1 | | | |
| Approach LOS | F | F | | | | | | | | |

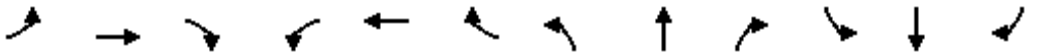
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | Err | | | |
| Intersection Capacity Utilization | 109.8% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 314 | 426 | 61 | 81 | 232 | 69 | 59 | 570 | 119 | 141 | 558 | 165 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 1.00 | 0.97 | | 1.00 | 0.97 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1816 | 1535 | | 1839 | 1535 | 1770 | 3539 | 1503 | 1770 | 3539 | 1503 |
| Flt Permitted | | 0.65 | 1.00 | | 0.47 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1213 | 1535 | | 882 | 1535 | 1770 | 3539 | 1503 | 1770 | 3539 | 1503 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 341 | 463 | 66 | 88 | 252 | 75 | 64 | 620 | 129 | 153 | 607 | 179 |
| RTOR Reduction (vph) | 0 | 0 | 27 | 0 | 0 | 31 | 0 | 0 | 71 | 0 | 0 | 98 |
| Lane Group Flow (vph) | 0 | 804 | 39 | 0 | 340 | 44 | 64 | 620 | 58 | 153 | 607 | 81 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | | 59.5 | 59.5 | | 59.5 | 59.5 | 5.7 | 17.7 | 17.7 | 9.1 | 21.1 | 21.1 |
| Effective Green, g (s) | | 59.5 | 59.5 | | 59.5 | 59.5 | 5.7 | 17.7 | 17.7 | 9.1 | 21.1 | 21.1 |
| Actuated g/C Ratio | | 0.59 | 0.59 | | 0.59 | 0.59 | 0.06 | 0.18 | 0.18 | 0.09 | 0.21 | 0.21 |
| Clearance Time (s) | | 4.9 | 4.9 | | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 715 | 904 | | 520 | 904 | 100 | 620 | 263 | 159 | 739 | 314 |
| v/s Ratio Prot | | | | | | | 0.04 | c0.18 | | c0.09 | c0.17 | |
| v/s Ratio Perm | | c0.66 | 0.03 | | 0.39 | 0.03 | | | 0.04 | | | 0.05 |
| v/c Ratio | | 1.12 | 0.04 | | 0.65 | 0.05 | 0.64 | 1.00 | 0.22 | 0.96 | 0.82 | 0.26 |
| Uniform Delay, d1 | | 20.8 | 8.7 | | 13.9 | 8.8 | 46.6 | 41.6 | 35.7 | 45.8 | 38.2 | 33.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 73.4 | 0.0 | | 3.0 | 0.0 | 13.1 | 36.1 | 0.4 | 59.8 | 7.3 | 0.4 |
| Delay (s) | | 94.1 | 8.8 | | 16.8 | 8.8 | 59.8 | 77.8 | 36.2 | 105.6 | 45.5 | 33.8 |
| Level of Service | | F | A | | B | A | E | E | D | F | D | C |
| Approach Delay (s) | | 87.6 | | | 15.4 | | | 69.8 | | | 53.0 | |
| Approach LOS | | F | | | B | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 62.3 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.14 | | |
| Actuated Cycle Length (s) | 101.0 | Sum of lost time (s) | 19.6 |
| Intersection Capacity Utilization | 96.4% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

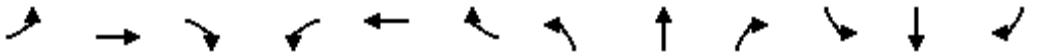
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 20 | 606 | 89 | 203 | 298 | 64 | 58 | 65 | 248 | 57 | 71 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 659 | 97 | 221 | 324 | 70 | 63 | 71 | 270 | 62 | 77 | 11 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 777 | 614 | 403 | 139 | 11 |
| Volume Left (vph) | 22 | 221 | 63 | 62 | 0 |
| Volume Right (vph) | 97 | 70 | 270 | 0 | 11 |
| Hadj (s) | -0.04 | 0.04 | -0.34 | 0.26 | -0.67 |
| Departure Headway (s) | 7.6 | 7.7 | 7.7 | 9.6 | 8.7 |
| Degree Utilization, x | 1.64 | 1.31 | 0.87 | 0.37 | 0.03 |
| Capacity (veh/h) | 481 | 478 | 461 | 360 | 394 |
| Control Delay (s) | 318.5 | 177.8 | 43.1 | 17.1 | 10.8 |
| Approach Delay (s) | 318.5 | 177.8 | 43.1 | 16.6 | |
| Approach LOS | F | F | E | C | |

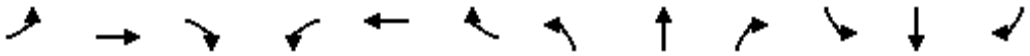
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 193.7 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 108.7% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 892 | 251 | 245 | 547 | 0 | 0 | 0 | 0 | 136 | 0 | 185 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 970 | 273 | 266 | 595 | 0 | 0 | 0 | 0 | 148 | 0 | 201 |
| Pedestrians | | 10 | | | 10 | | | 13 | | | 13 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 0.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 16 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1175 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 608 | | | 1255 | | | 2059 | 2259 | 644 | 1635 | 2396 | 320 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 608 | | | 1255 | | | 2059 | 2259 | 644 | 1635 | 2396 | 320 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 52 | | | 100 | 100 | 100 | 0 | 100 | 70 |
| cM capacity (veh/h) | 956 | | | 550 | | | 14 | 21 | 412 | 40 | 17 | 663 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 646 | 596 | 266 | 297 | 297 | 349 |
| Volume Left | 0 | 0 | 266 | 0 | 0 | 148 |
| Volume Right | 0 | 273 | 0 | 0 | 0 | 201 |
| cSH | 1700 | 1700 | 550 | 1700 | 1700 | 90 |
| Volume to Capacity | 0.38 | 0.35 | 0.48 | 0.17 | 0.17 | 3.89 |
| Queue Length 95th (ft) | 0 | 0 | 66 | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | 17.5 | 0.0 | 0.0 | Err |
| Lane LOS | | | C | | | F |
| Approach Delay (s) | 0.0 | | 5.4 | | | Err |
| Approach LOS | | | | | | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1424.6 | | | |
| Intersection Capacity Utilization | 70.7% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 115 | 809 | 0 | 0 | 734 | 228 | 61 | 2 | 180 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 125 | 879 | 0 | 0 | 798 | 248 | 66 | 2 | 196 | 0 | 0 | 0 |
| Pedestrians | | 10 | | | 10 | | | 17 | | | 17 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 16 | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 852 | | | | | | | |
| pX, platoon unblocked | 0.91 | | | | | | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 |
| vC, conflicting volume | 1063 | | | 896 | | | 1555 | 2209 | 467 | 1640 | 2085 | 550 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 870 | | | 896 | | | 1412 | 2130 | 467 | 1504 | 1994 | 306 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 82 | | | 100 | | | 11 | 94 | 63 | 100 | 100 | 100 |
| cM capacity (veh/h) | 701 | | | 742 | | | 74 | 36 | 531 | 39 | 44 | 622 |

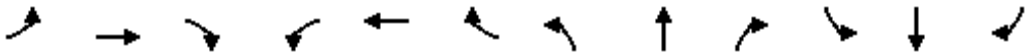
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 418 | 586 | 532 | 514 | 264 |
| Volume Left | 125 | 0 | 0 | 0 | 66 |
| Volume Right | 0 | 0 | 0 | 248 | 196 |
| cSH | 701 | 1700 | 1700 | 1700 | 282 |
| Volume to Capacity | 0.18 | 0.34 | 0.31 | 0.30 | 0.94 |
| Queue Length 95th (ft) | 16 | 0 | 0 | 0 | 222 |
| Control Delay (s) | 5.1 | 0.0 | 0.0 | 0.0 | 59.4 |
| Lane LOS | A | | | | F |
| Approach Delay (s) | 2.1 | | 0.0 | | 59.4 |
| Approach LOS | | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 74.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 69 | 538 | 463 | 348 | 452 | 44 | 403 | 1073 | 435 | 75 | 1346 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.93 | | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3232 | | 1770 | 3482 | | 1770 | 3354 | | 1770 | 3521 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3232 | | 1770 | 3482 | | 1770 | 3354 | | 1770 | 3521 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 75 | 585 | 503 | 378 | 491 | 48 | 438 | 1166 | 473 | 82 | 1463 | 42 |
| RTOR Reduction (vph) | 0 | 140 | 0 | 0 | 6 | 0 | 0 | 38 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 75 | 948 | 0 | 378 | 533 | 0 | 438 | 1601 | 0 | 82 | 1503 | 0 |
| Confl. Peds. (#/hr) | 14 | | 14 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 7.7 | 25.9 | | 16.0 | 34.2 | | 19.0 | 45.5 | | 6.4 | 32.9 | |
| Effective Green, g (s) | 7.7 | 25.9 | | 16.0 | 34.2 | | 19.0 | 45.5 | | 6.4 | 32.9 | |
| Actuated g/C Ratio | 0.07 | 0.23 | | 0.14 | 0.31 | | 0.17 | 0.41 | | 0.06 | 0.29 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 122 | 750 | | 254 | 1067 | | 301 | 1367 | | 102 | 1038 | |
| v/s Ratio Prot | 0.04 | c0.29 | | c0.21 | 0.15 | | c0.25 | 0.48 | | 0.05 | c0.43 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.61 | 1.26 | | 1.49 | 0.50 | | 1.46 | 1.17 | | 0.80 | 1.45 | |
| Uniform Delay, d1 | 50.5 | 42.8 | | 47.8 | 31.7 | | 46.3 | 33.0 | | 52.0 | 39.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.9 | 129.5 | | 239.5 | 0.4 | | 222.4 | 85.0 | | 35.2 | 207.0 | |
| Delay (s) | 59.4 | 172.3 | | 287.3 | 32.1 | | 268.7 | 118.1 | | 87.2 | 246.3 | |
| Level of Service | E | F | | F | C | | F | F | | F | F | |
| Approach Delay (s) | | 165.1 | | | 137.3 | | | 149.8 | | | 238.1 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 175.3 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.41 | | |
| Actuated Cycle Length (s) | 111.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 125.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

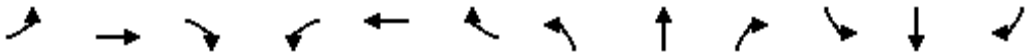
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 136 | 269 | 21 | 209 | 380 | 192 | 16 | 550 | 141 | 250 | 636 | 97 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.97 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1835 | | 1770 | 1735 | | 1770 | 1785 | | 1770 | 1812 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1835 | | 1770 | 1735 | | 1770 | 1785 | | 1770 | 1812 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 148 | 292 | 23 | 227 | 413 | 209 | 17 | 598 | 153 | 272 | 691 | 105 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 15 | 0 | 0 | 7 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 148 | 313 | 0 | 227 | 607 | 0 | 17 | 744 | 0 | 272 | 792 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 10.0 | 25.1 | | 15.0 | 30.1 | | 3.1 | 53.3 | | 11.0 | 61.2 | |
| Effective Green, g (s) | 10.0 | 25.1 | | 15.0 | 30.1 | | 3.1 | 53.3 | | 11.0 | 61.2 | |
| Actuated g/C Ratio | 0.08 | 0.21 | | 0.12 | 0.25 | | 0.03 | 0.44 | | 0.09 | 0.50 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 145 | 377 | | 217 | 427 | | 45 | 779 | | 159 | 907 | |
| v/s Ratio Prot | 0.08 | 0.17 | | c0.13 | c0.35 | | 0.01 | c0.42 | | c0.15 | 0.44 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 1.02 | 0.83 | | 1.05 | 1.42 | | 0.38 | 0.95 | | 1.71 | 0.87 | |
| Uniform Delay, d1 | 56.1 | 46.5 | | 53.6 | 46.0 | | 58.6 | 33.3 | | 55.6 | 27.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 80.3 | 14.0 | | 73.7 | 202.9 | | 5.2 | 21.7 | | 345.1 | 9.3 | |
| Delay (s) | 136.4 | 60.5 | | 127.3 | 249.0 | | 63.8 | 55.0 | | 400.7 | 36.4 | |
| Level of Service | F | E | | F | F | | E | D | | F | D | |
| Approach Delay (s) | | 84.7 | | | 216.4 | | | 55.2 | | | 129.1 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 128.1 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.14 | | |
| Actuated Cycle Length (s) | 122.2 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 106.0% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

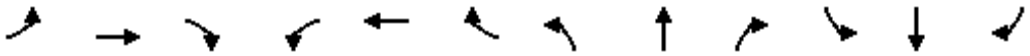
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 47 | 526 | 26 | 115 | 781 | 213 | 205 | 33 | 39 | 250 | 84 | 23 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 51 | 572 | 28 | 125 | 849 | 232 | 223 | 36 | 42 | 272 | 91 | 25 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1090 | | | 610 | | | 1993 | 2038 | 606 | 1983 | 1937 | 985 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1090 | | | 610 | | | 1993 | 2038 | 606 | 1983 | 1937 | 985 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 87 | | | 0 | 19 | 91 | 0 | 0 | 92 |
| cM capacity (veh/h) | 635 | | | 961 | | | 0 | 45 | 489 | 12 | 52 | 296 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 651 | 1205 | 301 | 388 |
| Volume Left | 51 | 125 | 223 | 272 |
| Volume Right | 28 | 232 | 42 | 25 |
| cSH | 635 | 961 | 0 | 16 |
| Volume to Capacity | 0.08 | 0.13 | Err | 24.93 |
| Queue Length 95th (ft) | 7 | 11 | Err | Err |
| Control Delay (s) | 2.2 | 3.9 | Err | Err |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 2.2 | 3.9 | Err | Err |
| Approach LOS | | | F | F |

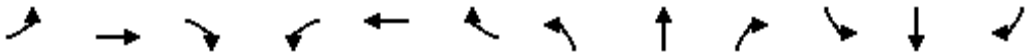
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | Err | |
| Intersection Capacity Utilization | | | 114.3% | ICU Level of Service H |
| Analysis Period (min) | | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 55 | 604 | 54 | 209 | 721 | 341 | 110 | 147 | 76 | 386 | 150 | 91 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 60 | 657 | 59 | 227 | 784 | 371 | 120 | 160 | 83 | 420 | 163 | 99 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 775 | 1382 | 362 | 682 |
| Volume Left (vph) | 60 | 227 | 120 | 420 |
| Volume Right (vph) | 59 | 371 | 83 | 99 |
| Hadj (s) | 0.00 | -0.09 | -0.04 | 0.07 |
| Departure Headway (s) | 9.5 | 9.4 | 9.5 | 9.5 |
| Degree Utilization, x | 2.04 | 3.59 | 0.96 | 1.80 |
| Capacity (veh/h) | 387 | 388 | 374 | 382 |
| Control Delay (s) | 497.0 | 1192.4 | 67.8 | 394.5 |
| Approach Delay (s) | 497.0 | 1192.4 | 67.8 | 394.5 |
| Approach LOS | F | F | F | F |

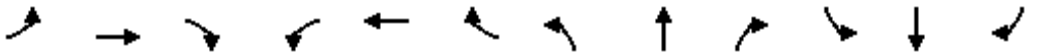
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 726.8 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 175.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 68 | 1489 | 253 | 436 | 1868 | 279 | 255 | 22 | 459 | 251 | 4 | 77 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 74 | 1618 | 275 | 474 | 2030 | 303 | 277 | 24 | 499 | 273 | 4 | 84 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 2344 | | | 1903 | | | 5140 | 5205 | 1776 | 5565 | 5191 | 2202 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2344 | | | 1903 | | | 5140 | 5205 | 1776 | 5565 | 5191 | 2202 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 64 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| cM capacity (veh/h) | 208 | | | 310 | | | 0 | 0 | 101 | 0 | 0 | 56 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1967 | 2808 | 800 | 361 |
| Volume Left | 74 | 474 | 277 | 273 |
| Volume Right | 275 | 303 | 499 | 84 |
| cSH | 208 | 310 | 0 | 0 |
| Volume to Capacity | 0.36 | 1.53 | Err | Err |
| Queue Length 95th (ft) | 38 | 678 | Err | Err |
| Control Delay (s) | 1.2 | 48.2 | Err | Err |
| Lane LOS | A | E | F | F |
| Approach Delay (s) | 1.2 | 48.2 | Err | Err |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 290.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 1969 | 189 | 763 | 1554 | 0 | 229 | 0 | 1270 | 730 | 401 | 687 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2140 | 205 | 829 | 1689 | 0 | 249 | 0 | 1380 | 793 | 436 | 747 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | 8 |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1699 | | | 2356 | | | 6202 | 5611 | 2263 | 6991 | 5713 | 1709 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1699 | | | 2356 | | | 6202 | 5611 | 2263 | 6991 | 5713 | 1709 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| cM capacity (veh/h) | 371 | | | 206 | | | 0 | 0 | 51 | 0 | 0 | 111 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2346 | 2518 | 1629 | 1976 |
| Volume Left | 0 | 829 | 249 | 793 |
| Volume Right | 205 | 0 | 1380 | 747 |
| cSH | 1700 | 206 | 0 | 0 |
| Volume to Capacity | 1.38 | 4.03 | Err | Err |
| Queue Length 95th (ft) | 0 | Err | Err | Err |
| Control Delay (s) | 0.0 | 1408.3 | Err | Err |
| Lane LOS | | F | F | F |
| Approach Delay (s) | 0.0 | 1408.3 | Err | Err |
| Approach LOS | | | F | F |

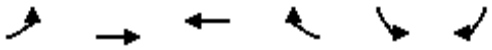
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 406.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3609 | 424 | 185 | 2437 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3923 | 461 | 201 | 2649 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 0.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 4394 | | 7224 | 4173 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 4394 | | 7224 | 4173 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 0 | | 0 | 100 |
| cM capacity (veh/h) | | | 31 | | 0 | 3 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 4384 | 2850 |
| Volume Left | 0 | 201 |
| Volume Right | 461 | 0 |
| cSH | 1700 | 31 |
| Volume to Capacity | 2.58 | 6.52 |
| Queue Length 95th (ft) | 0 | Err |
| Control Delay (s) | 0.0 | 193.1 |
| Lane LOS | | F |
| Approach Delay (s) | 0.0 | 193.1 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 76.1 | | |
| Intersection Capacity Utilization | 293.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 943 | 2700 | 2759 | 847 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1025 | 2935 | 2999 | 921 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3930 | | | | 8464 | 3479 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3930 | | | | 8464 | 3479 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 0 | | | | 0 | 100 |
| cM capacity (veh/h) | 48 | | | | 0 | 9 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 3960 | 3920 |
| Volume Left | 1025 | 0 |
| Volume Right | 0 | 921 |
| cSH | 48 | 1700 |
| Volume to Capacity | 21.33 | 2.31 |
| Queue Length 95th (ft) | Err | 0 |
| Control Delay (s) | 2409.5 | 0.0 |
| Lane LOS | F | |
| Approach Delay (s) | 2409.5 | 0.0 |
| Approach LOS | | |

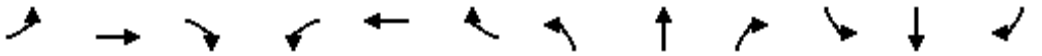
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1210.9 | | |
| Intersection Capacity Utilization | 407.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2716 | 0 | 0 | 3133 | 410 | 209 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2952 | 0 | 0 | 3405 | 446 | 227 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | 1 |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1085 | | |
| pX, platoon unblocked | | | | | 0.65 | |
| vC, conflicting volume | | | 2962 | | 6378 | 2972 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2962 | | 9031 | 2972 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 0 | 0 |
| cM capacity (veh/h) | | | 118 | | 0 | 18 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 2952 | 3405 | 673 |
| Volume Left | 0 | 0 | 446 |
| Volume Right | 0 | 0 | 227 |
| cSH | 1700 | 1700 | 0 |
| Volume to Capacity | 1.74 | 2.00 | Err |
| Queue Length 95th (ft) | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | Err |
| Lane LOS | | | F |
| Approach Delay (s) | 0.0 | 0.0 | Err |
| Approach LOS | | | F |

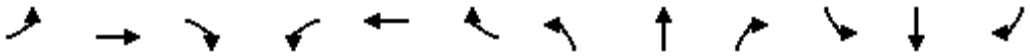
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 956.9 | | |
| Intersection Capacity Utilization | 194.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1447 | 1436 | 374 | 283 | 1630 | 584 | 488 | 811 | 235 | 559 | 877 | 1357 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3410 | | 1770 | 3375 | | 1770 | 3539 | 1541 | 1770 | 3539 | 1541 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3410 | | 1770 | 3375 | | 1770 | 3539 | 1541 | 1770 | 3539 | 1541 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1573 | 1561 | 407 | 308 | 1772 | 635 | 530 | 882 | 255 | 608 | 953 | 1475 |
| RTOR Reduction (vph) | 0 | 29 | 0 | 0 | 45 | 0 | 0 | 0 | 49 | 0 | 0 | 233 |
| Lane Group Flow (vph) | 1573 | 1939 | 0 | 308 | 2362 | 0 | 530 | 882 | 206 | 608 | 953 | 1242 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 10.0 | 18.9 | | 14.0 | 22.9 | | 12.0 | 21.3 | 21.3 | 8.0 | 17.3 | 17.3 |
| Effective Green, g (s) | 10.0 | 18.9 | | 14.0 | 22.9 | | 12.0 | 21.3 | 21.3 | 8.0 | 17.3 | 17.3 |
| Actuated g/C Ratio | 0.12 | 0.24 | | 0.18 | 0.29 | | 0.15 | 0.27 | 0.27 | 0.10 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 221 | 806 | | 310 | 966 | | 266 | 942 | 410 | 177 | 765 | 333 |
| v/s Ratio Prot | c0.89 | 0.57 | | 0.17 | c0.70 | | 0.30 | c0.25 | | c0.34 | 0.27 | |
| v/s Ratio Perm | | | | | | | | | 0.13 | | | c0.81 |
| v/c Ratio | 7.12 | 2.41 | | 0.99 | 2.45 | | 1.99 | 0.94 | 0.50 | 3.44 | 1.25 | 3.73 |
| Uniform Delay, d1 | 35.0 | 30.6 | | 33.0 | 28.6 | | 34.0 | 28.7 | 24.9 | 36.0 | 31.4 | 31.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2762.4 | 636.4 | | 49.1 | 653.5 | | 459.8 | 16.0 | 1.0 | 1109.9 | 121.4 | 1236.0 |
| Delay (s) | 2797.4 | 666.9 | | 82.1 | 682.0 | | 493.8 | 44.7 | 25.8 | 1145.9 | 152.8 | 1267.4 |
| Level of Service | F | F | | F | F | | F | D | C | F | F | F |
| Approach Delay (s) | | 1613.3 | | | 614.0 | | | 184.6 | | | 893.2 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 948.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 3.85 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 212.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

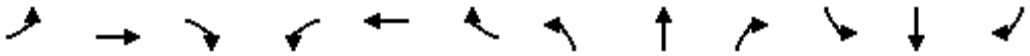
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 162 | 1539 | 91 | 61 | 1465 | 12 | 59 | 65 | 89 | 12 | 41 | 174 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 176 | 1673 | 99 | 66 | 1592 | 13 | 64 | 71 | 97 | 13 | 45 | 189 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1615 | | | 1782 | | | 3235 | 3832 | 906 | 3072 | 3875 | 823 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1615 | | | 1782 | | | 3235 | 3832 | 906 | 3072 | 3875 | 823 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 56 | | | 81 | | | 0 | 0 | 65 | 0 | 0 | 39 |
| cM capacity (veh/h) | 396 | | | 342 | | | 0 | 2 | 274 | 0 | 2 | 312 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 176 | 1115 | 657 | 66 | 1062 | 544 | 232 | 247 |
| Volume Left | 176 | 0 | 0 | 66 | 0 | 0 | 64 | 13 |
| Volume Right | 0 | 0 | 99 | 0 | 0 | 13 | 97 | 189 |
| cSH | 396 | 1700 | 1700 | 342 | 1700 | 1700 | 0 | 0 |
| Volume to Capacity | 0.44 | 0.66 | 0.39 | 0.19 | 0.62 | 0.32 | Err | Err |
| Queue Length 95th (ft) | 55 | 0 | 0 | 18 | 0 | 0 | Err | Err |
| Control Delay (s) | 21.1 | 0.0 | 0.0 | 18.1 | 0.0 | 0.0 | Err | Err |
| Lane LOS | C | | | C | | | F | F |
| Approach Delay (s) | 1.9 | | | 0.7 | | | Err | Err |
| Approach LOS | | | | | | | F | F |

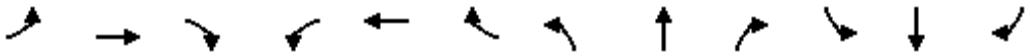
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 90.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 210 | 1319 | 114 | 54 | 1155 | 98 | 127 | 219 | 62 | 29 | 76 | 236 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 228 | 1434 | 124 | 59 | 1255 | 107 | 138 | 238 | 67 | 32 | 83 | 257 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1372 | | | 1568 | | | 3696 | 3452 | 1516 | 3585 | 3460 | 1329 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1372 | | | 1568 | | | 3696 | 3452 | 1516 | 3585 | 3460 | 1329 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 54 | | | 86 | | | 0 | 0 | 53 | 0 | 0 | 0 |
| cM capacity (veh/h) | 496 | | | 417 | | | 0 | 3 | 144 | 0 | 3 | 186 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1786 | 1421 | 443 | 371 |
| Volume Left | 228 | 59 | 138 | 32 |
| Volume Right | 124 | 107 | 67 | 257 |
| cSH | 496 | 417 | 0 | 0 |
| Volume to Capacity | 0.46 | 0.14 | Err | Err |
| Queue Length 95th (ft) | 60 | 12 | Err | Err |
| Control Delay (s) | 18.3 | 10.8 | Err | Err |
| Lane LOS | C | B | F | F |
| Approach Delay (s) | 18.3 | 10.8 | Err | Err |
| Approach LOS | | | F | F |

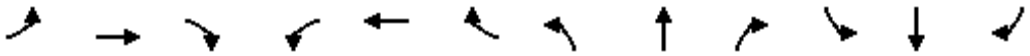
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 214.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 458 | 751 | 143 | 45 | 745 | 55 | 139 | 135 | 47 | 41 | 165 | 421 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.97 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1807 | | 1770 | 1839 | | 1763 | 1773 | | 1744 | 1616 | |
| Flt Permitted | 0.14 | 1.00 | | 0.14 | 1.00 | | 0.18 | 1.00 | | 0.63 | 1.00 | |
| Satd. Flow (perm) | 265 | 1807 | | 265 | 1839 | | 336 | 1773 | | 1163 | 1616 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 498 | 816 | 155 | 49 | 810 | 60 | 151 | 147 | 51 | 45 | 179 | 458 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 4 | 0 | 0 | 21 | 0 | 0 | 66 | 0 |
| Lane Group Flow (vph) | 498 | 960 | 0 | 49 | 866 | 0 | 151 | 177 | 0 | 45 | 571 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 28.1 | 28.1 | | 28.1 | 28.1 | | 22.1 | 22.1 | | 22.1 | 22.1 | |
| Effective Green, g (s) | 28.1 | 28.1 | | 28.1 | 28.1 | | 22.1 | 22.1 | | 22.1 | 22.1 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.47 | | 0.37 | 0.37 | | 0.37 | 0.37 | |
| Clearance Time (s) | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 124 | 846 | | 124 | 861 | | 124 | 653 | | 428 | 595 | |
| v/s Ratio Prot | | 0.53 | | | 0.47 | | | 0.10 | | | 0.35 | |
| v/s Ratio Perm | c1.88 | | | 0.18 | | | c0.45 | | | 0.04 | | |
| v/c Ratio | 4.02 | 1.13 | | 0.40 | 1.01 | | 1.22 | 0.27 | | 0.11 | 0.96 | |
| Uniform Delay, d1 | 15.9 | 15.9 | | 10.4 | 15.9 | | 18.9 | 13.3 | | 12.5 | 18.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1376.3 | 75.0 | | 2.1 | 32.0 | | 150.8 | 0.2 | | 0.1 | 27.1 | |
| Delay (s) | 1392.3 | 91.0 | | 12.5 | 48.0 | | 169.7 | 13.5 | | 12.6 | 45.7 | |
| Level of Service | F | F | | B | D | | F | B | | B | D | |
| Approach Delay (s) | | 532.1 | | | 46.1 | | | 81.1 | | | 43.5 | |
| Approach LOS | | F | | | D | | | F | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 258.0 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 2.78 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 127.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

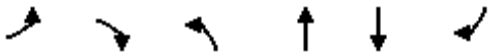
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 4 | 2 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.92 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.92 | 0.92 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 4 | 2 | 0 |
| Pedestrians | | 10 | | | | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 40 | 23 | 22 | 23 | 23 | 12 | 12 | | | 2 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 40 | 23 | 22 | 23 | 23 | 12 | 12 | | | 2 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 935 | 861 | 1037 | 972 | 861 | 1059 | 1593 | | | 1620 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 7 | 2 | 7 |
| Volume Left | 5 | 0 | 0 | 4 |
| Volume Right | 0 | 7 | 0 | 0 |
| cSH | 935 | 1059 | 1593 | 1620 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.9 | 8.4 | 0.0 | 4.8 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 8.9 | 8.4 | 0.0 | 4.8 |
| Approach LOS | A | A | | |

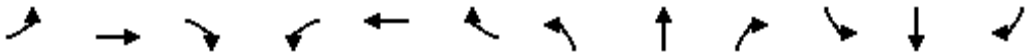
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 19.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 399 | 144 | 247 | 981 | 992 | 284 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 434 | 157 | 268 | 1066 | 1078 | 309 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.80 | 0.80 | 0.80 | | | |
| vC, conflicting volume | 2323 | 713 | 1397 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2153 | 139 | 994 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 77 | 51 | | | |
| cM capacity (veh/h) | 16 | 695 | 548 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 590 | 624 | 711 | 719 | 668 |
| Volume Left | 434 | 268 | 0 | 0 | 0 |
| Volume Right | 157 | 0 | 0 | 0 | 309 |
| cSH | 22 | 548 | 1700 | 1700 | 1700 |
| Volume to Capacity | 26.58 | 0.49 | 0.42 | 0.42 | 0.39 |
| Queue Length 95th (ft) | Err | 67 | 0 | 0 | 0 |
| Control Delay (s) | Err | 13.9 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | | | |
| Approach Delay (s) | Err | 6.5 | | 0.0 | |
| Approach LOS | F | | | | |

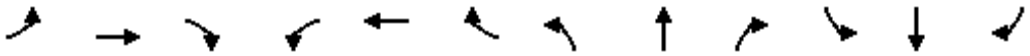
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1784.5 | | |
| Intersection Capacity Utilization | 112.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 2 | 10 | 2 | 2 | 14 | 4 | 2 | 6 | 2 | 6 | 14 | 4 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 11 | 2 | 2 | 16 | 5 | 2 | 7 | 2 | 7 | 16 | 5 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 30 | | | 24 | | | 72 | 62 | 32 | 65 | 61 | 38 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 30 | | | 24 | | | 72 | 62 | 32 | 65 | 61 | 38 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 99 | 98 | 100 |
| cM capacity (veh/h) | 1569 | | | 1578 | | | 873 | 813 | 1024 | 891 | 814 | 1017 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 23 | 11 | 27 |
| Volume Left | 2 | 2 | 2 | 7 |
| Volume Right | 2 | 5 | 2 | 5 |
| cSH | 1569 | 1578 | 860 | 861 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 2 |
| Control Delay (s) | 1.1 | 0.7 | 9.2 | 9.3 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 1.1 | 0.7 | 9.2 | 9.3 |
| Approach LOS | | | A | A |

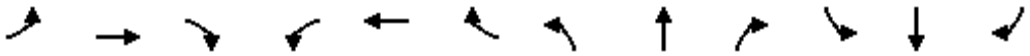
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.1 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 5 | 7 | 2 | 3 | 9 | 14 | 2 | 116 | 9 | 14 | 115 | 4 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 6 | 8 | 2 | 3 | 10 | 16 | 2 | 132 | 10 | 16 | 131 | 5 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 347 | 331 | 153 | 332 | 329 | 157 | 145 | | | 152 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 347 | 331 | 153 | 332 | 329 | 157 | 145 | | | 152 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 100 | 99 | 98 | 98 | 100 | | | 99 | | |
| cM capacity (veh/h) | 565 | 571 | 878 | 589 | 573 | 874 | 1425 | | | 1417 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 30 | 144 | 151 |
| Volume Left | 6 | 3 | 2 | 16 |
| Volume Right | 2 | 16 | 10 | 5 |
| cSH | 599 | 706 | 1425 | 1417 |
| Volume to Capacity | 0.03 | 0.04 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 2 | 3 | 0 | 1 |
| Control Delay (s) | 11.2 | 10.3 | 0.1 | 0.9 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 11.2 | 10.3 | 0.1 | 0.9 |
| Approach LOS | B | B | | |

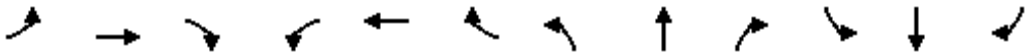
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.9 | | | |
| Intersection Capacity Utilization | 27.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 26 | 1 | 1 | 27 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1 | 30 | 1 | 1 | 31 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 42 | | | 41 | | | 88 | 86 | 50 | 88 | 86 | 51 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 42 | | | 41 | | | 88 | 86 | 50 | 88 | 86 | 51 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1554 | | | 1556 | | | 869 | 789 | 1001 | 869 | 789 | 1000 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 32 | 33 | 3 | 3 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 1554 | 1556 | 878 | 878 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.3 | 0.3 | 9.1 | 9.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.3 | 0.3 | 9.1 | 9.1 |
| Approach LOS | | | A | A |

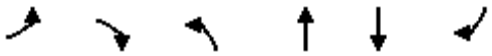
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.1 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 12 | 8 | 4 | 2 | 12 | 312 | 2 | 2 | 4 | 181 | 2 | 17 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 14 | 9 | 5 | 2 | 14 | 355 | 2 | 2 | 5 | 206 | 2 | 19 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 378 | | | 24 | | | 275 | 431 | 31 | 260 | 256 | 211 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 378 | | | 24 | | | 275 | 431 | 31 | 260 | 256 | 211 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 100 | 100 | 69 | 100 | 98 |
| cM capacity (veh/h) | 1170 | | | 1578 | | | 634 | 502 | 1025 | 661 | 629 | 816 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 27 | 370 | 9 | 227 |
| Volume Left | 14 | 2 | 2 | 206 |
| Volume Right | 5 | 355 | 5 | 19 |
| cSH | 1170 | 1578 | 725 | 672 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 | 0.34 |
| Queue Length 95th (ft) | 1 | 0 | 1 | 37 |
| Control Delay (s) | 4.1 | 0.1 | 10.0 | 13.1 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 4.1 | 0.1 | 10.0 | 13.1 |
| Approach LOS | | | B | B |

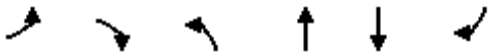
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.0 | | | |
| Intersection Capacity Utilization | 45.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Yield | |
| Volume (vph) | 0 | 198 | 210 | 0 | 195 | 119 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 215 | 228 | 0 | 212 | 129 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 215 | 228 | 212 | 129 |
| Volume Left (vph) | 0 | 228 | 0 | 0 |
| Volume Right (vph) | 215 | 0 | 0 | 129 |
| Hadj (s) | -0.57 | 0.23 | 0.03 | -0.67 |
| Departure Headway (s) | 4.7 | 5.2 | 5.3 | 4.6 |
| Degree Utilization, x | 0.28 | 0.33 | 0.31 | 0.17 |
| Capacity (veh/h) | 711 | 665 | 649 | 745 |
| Control Delay (s) | 9.4 | 10.7 | 9.5 | 7.3 |
| Approach Delay (s) | 9.4 | 10.7 | 8.7 | |
| Approach LOS | A | B | A | |

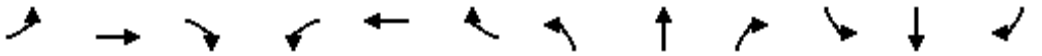
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 9.5 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 38.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 0 | 72 | 543 | 324 | 278 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 78 | 590 | 352 | 302 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1119 | 372 | 362 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1119 | 372 | 362 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 93 | | | |
| cM capacity (veh/h) | 210 | 663 | 1186 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 2 | 668 | 352 | 302 |
| Volume Left | 2 | 78 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 302 |
| cSH | 210 | 1186 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.07 | 0.21 | 0.18 |
| Queue Length 95th (ft) | 1 | 5 | 0 | 0 |
| Control Delay (s) | 22.3 | 1.7 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 22.3 | 1.7 | 0.0 | |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 65.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 396 | 386 | 143 | 84 | 383 | 216 | 93 | 406 | 23 | 292 | 478 | 179 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 430 | 420 | 155 | 91 | 416 | 235 | 101 | 441 | 25 | 317 | 520 | 195 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 850 | 155 | 742 | 322 | 246 | 491 | 346 | 195 |
| Volume Left (vph) | 430 | 0 | 91 | 101 | 0 | 317 | 0 | 0 |
| Volume Right (vph) | 0 | 155 | 235 | 0 | 25 | 0 | 0 | 195 |
| Hadj (s) | 0.14 | -0.57 | -0.13 | 0.19 | -0.04 | 0.36 | 0.03 | -0.67 |
| Departure Headway (s) | 9.4 | 3.2 | 9.2 | 9.8 | 9.6 | 9.9 | 9.5 | 3.2 |
| Degree Utilization, x | 2.22 | 0.14 | 1.89 | 0.88 | 0.65 | 1.34 | 0.92 | 0.17 |
| Capacity (veh/h) | 389 | 1121 | 398 | 355 | 367 | 372 | 370 | 1121 |
| Control Delay (s) | 580.1 | 6.7 | 430.9 | 52.1 | 27.8 | 198.5 | 58.4 | 5.7 |
| Approach Delay (s) | 491.5 | | 430.9 | 41.6 | | 115.1 | | |
| Approach LOS | F | | F | E | | F | | |

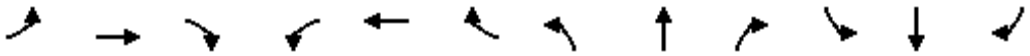
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 285.7 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 130.3% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 71 | 428 | 86 | 136 | 500 | 168 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 77 | 465 | 93 | 148 | 543 | 183 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total (vph) | 542 | 241 | 726 |
| Volume Left (vph) | 0 | 93 | 543 |
| Volume Right (vph) | 465 | 0 | 183 |
| Hadj (s) | -0.48 | 0.11 | 0.03 |
| Departure Headway (s) | 5.9 | 7.0 | 6.3 |
| Degree Utilization, x | 0.88 | 0.47 | 1.26 |
| Capacity (veh/h) | 609 | 505 | 584 |
| Control Delay (s) | 37.5 | 15.9 | 152.7 |
| Approach Delay (s) | 37.5 | 15.9 | 152.7 |
| Approach LOS | E | C | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 89.5 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 91.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 119 | 278 | 212 | 121 | 288 | 199 | 232 | 344 | 93 | 137 | 284 | 106 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 129 | 302 | 230 | 132 | 313 | 216 | 252 | 374 | 101 | 149 | 309 | 115 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 662 | 661 | 626 | 101 | 573 |
| Volume Left (vph) | 129 | 132 | 252 | 0 | 149 |
| Volume Right (vph) | 230 | 216 | 0 | 101 | 115 |
| Hadj (s) | -0.14 | -0.12 | 0.24 | -0.67 | -0.03 |
| Departure Headway (s) | 9.4 | 9.4 | 9.9 | 9.0 | 9.6 |
| Degree Utilization, x | 1.73 | 1.73 | 1.72 | 0.25 | 1.53 |
| Capacity (veh/h) | 388 | 387 | 368 | 395 | 388 |
| Control Delay (s) | 360.7 | 360.5 | 358.5 | 13.8 | 274.7 |
| Approach Delay (s) | 360.7 | 360.5 | 310.6 | | 274.7 |
| Approach LOS | F | F | F | | F |

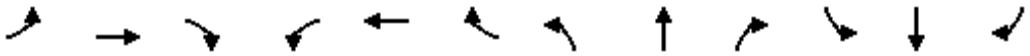
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 328.0 | | | |
| HCM Level of Service | F | | | |
| Intersection Capacity Utilization | 116.3% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 102 | 347 | 314 | 0 | 0 | 329 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 111 | 377 | 341 | 0 | 0 | 358 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 12.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 1 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 719 | 361 | | | 351 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 719 | 361 | | | 351 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 71 | 44 | | | 100 | |
| cM capacity (veh/h) | 389 | 672 | | | 1197 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 488 | 341 | 358 |
| Volume Left | 111 | 0 | 0 |
| Volume Right | 377 | 0 | 0 |
| cSH | 577 | 1700 | 1700 |
| Volume to Capacity | 0.85 | 0.20 | 0.21 |
| Queue Length 95th (ft) | 227 | 0 | 0 |
| Control Delay (s) | 36.5 | 0.0 | 0.0 |
| Lane LOS | E | | |
| Approach Delay (s) | 36.5 | 0.0 | 0.0 |
| Approach LOS | E | | |

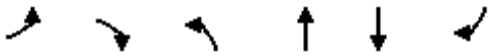
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 15.0 | | |
| Intersection Capacity Utilization | 51.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 135 | 71 | 161 | 0 | 0 | 0 | 77 | 149 | 2 | 245 | 102 | 124 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 147 | 77 | 175 | 0 | 0 | 0 | 84 | 162 | 2 | 266 | 111 | 135 |
| Pedestrians | | 10 | | | 10 | | | 10 | | | 10 | |
| Lane Width (ft) | | 12.0 | | | 0.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | 3 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1061 | 1062 | 198 | 1187 | 1129 | 183 | 256 | | | 174 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1061 | 1062 | 198 | 1187 | 1129 | 183 | 256 | | | 174 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 8 | 54 | 79 | 100 | 100 | 100 | 94 | | | 81 | | |
| cM capacity (veh/h) | 160 | 168 | 829 | 68 | 153 | 852 | 1298 | | | 1402 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 399 | 248 | 512 |
| Volume Left | 147 | 84 | 266 |
| Volume Right | 175 | 2 | 135 |
| cSH | 258 | 1298 | 1402 |
| Volume to Capacity | 1.54 | 0.06 | 0.19 |
| Queue Length 95th (ft) | 596 | 5 | 17 |
| Control Delay (s) | 298.8 | 3.1 | 5.1 |
| Lane LOS | F | A | A |
| Approach Delay (s) | 298.8 | 3.1 | 5.1 |
| Approach LOS | F | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 105.8 | | | |
| Intersection Capacity Utilization | 67.2% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 392 | 745 | 1562 | 1280 | 1734 | 235 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 426 | 810 | 1698 | 1391 | 1885 | 255 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 6104 | 1070 | 2140 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 6104 | 1070 | 2140 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 0 | 0 | | | |
| cM capacity (veh/h) | 0 | 217 | 249 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 426 | 810 | 1698 | 696 | 696 | 1257 | 884 |
| Volume Left | 426 | 0 | 1698 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 810 | 0 | 0 | 0 | 0 | 255 |
| cSH | 0 | 217 | 249 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | 3.74 | 6.81 | 0.41 | 0.41 | 0.74 | 0.52 |
| Queue Length 95th (ft) | Err | Err | Err | 0 | 0 | 0 | 0 |
| Control Delay (s) | Err | Err | 2652.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | F | | | | |
| Approach Delay (s) | Err | | 1457.6 | | | 0.0 | |
| Approach LOS | F | | | | | | |

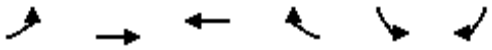
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 173.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 414 | 113 | 2 | 442 | 117 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 450 | 123 | 2 | 480 | 127 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1212 | 124 | | | 125 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1212 | 124 | | | 125 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 51 | | | 67 | |
| cM capacity (veh/h) | 135 | 927 | | | 1462 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 452 | 125 | 480 | 127 |
| Volume Left | 2 | 0 | 480 | 0 |
| Volume Right | 450 | 2 | 0 | 0 |
| cSH | 901 | 1700 | 1462 | 1700 |
| Volume to Capacity | 0.50 | 0.07 | 0.33 | 0.07 |
| Queue Length 95th (ft) | 72 | 0 | 36 | 0 |
| Control Delay (s) | 12.9 | 0.0 | 8.7 | 0.0 |
| Lane LOS | B | | A | |
| Approach Delay (s) | 12.9 | 0.0 | 6.9 | |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.5 | | |
| Intersection Capacity Utilization | 63.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



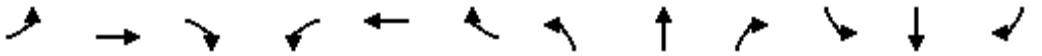
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 122 | 968 | 1198 | 1001 | 870 | 127 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 133 | 1052 | 1302 | 1088 | 946 | 138 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2390 | | | | 3164 | 1846 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2390 | | | | 3164 | 1846 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 34 | | | | 0 | 0 |
| cM capacity (veh/h) | 201 | | | | 4 | 93 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 133 | 1052 | 2390 | 946 | 138 |
| Volume Left | 133 | 0 | 0 | 946 | 0 |
| Volume Right | 0 | 0 | 1088 | 0 | 138 |
| cSH | 201 | 1700 | 1700 | 4 | 93 |
| Volume to Capacity | 0.66 | 0.62 | 1.41 | 236.06 | 1.48 |
| Queue Length 95th (ft) | 99 | 0 | 0 | Err | 264 |
| Control Delay (s) | 52.0 | 0.0 | 0.0 | Err | 347.0 |
| Lane LOS | F | | | F | F |
| Approach Delay (s) | 5.8 | | 0.0 | 8769.5 | |
| Approach LOS | | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2041.4 | | |
| Intersection Capacity Utilization | 179.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

# APPENDIX L

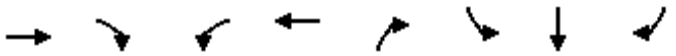
MITIGATED YEAR 2035 WITH-PROJECT
CONDITIONS INTERSECTION ANALYSIS SHEETS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1100 | 29 | 60 | 1037 | 0 | 0 | 0 | 67 | 216 | 61 | 320 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | 0.97 | 0.91 | | | | 0.88 | 0.97 | 1.00 | 0.88 |
| Frpb, ped/bikes | | 1.00 | 0.98 | 1.00 | 1.00 | | | | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 5085 | 1549 | 3433 | 5085 | | | | 2726 | 3433 | 1863 | 2726 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 5085 | 1549 | 3433 | 5085 | | | | 2726 | 3433 | 1863 | 2726 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1196 | 32 | 65 | 1127 | 0 | 0 | 0 | 73 | 235 | 66 | 348 |
| RTOR Reduction (vph) | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 0 | 1196 | 15 | 65 | 1127 | 0 | 0 | 0 | 6 | 235 | 66 | 306 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 18.0 | 18.0 | 3.3 | 26.2 | | | | 4.1 | 8.3 | 17.3 | 17.3 |
| Effective Green, g (s) | | 18.0 | 18.0 | 3.3 | 26.2 | | | | 4.1 | 8.3 | 17.3 | 17.3 |
| Actuated g/C Ratio | | 0.34 | 0.34 | 0.06 | 0.49 | | | | 0.08 | 0.16 | 0.32 | 0.32 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1717 | 523 | 213 | 2500 | | | | 210 | 535 | 605 | 885 |
| v/s Ratio Prot | | c0.24 | | 0.02 | c0.22 | | | | | 0.07 | 0.04 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.00 | | | c0.11 |
| v/c Ratio | | 0.70 | 0.03 | 0.31 | 0.45 | | | | 0.03 | 0.44 | 0.11 | 0.35 |
| Uniform Delay, d1 | | 15.3 | 11.8 | 23.9 | 8.9 | | | | 22.8 | 20.4 | 12.6 | 13.7 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.2 | 0.0 | 0.8 | 0.1 | | | | 0.1 | 0.6 | 0.1 | 0.2 |
| Delay (s) | | 16.5 | 11.8 | 24.7 | 9.0 | | | | 22.8 | 21.0 | 12.7 | 13.9 |
| Level of Service | | B | B | C | A | | | | C | C | B | B |
| Approach Delay (s) | | 16.4 | | | 9.8 | | | 22.8 | | | 16.4 | |
| Approach LOS | | B | | | A | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 53.3 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 45.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

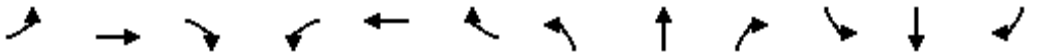
c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1196 | 32 | 65 | 1127 | 73 | 235 | 66 | 348 |
| v/c Ratio | 0.65 | 0.06 | 0.13 | 0.46 | 0.09 | 0.41 | 0.12 | 0.41 |
| Control Delay | 18.1 | 9.0 | 25.4 | 9.8 | 0.2 | 26.7 | 14.3 | 13.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.1 | 9.0 | 25.4 | 9.8 | 0.2 | 26.7 | 14.3 | 13.3 |
| Queue Length 50th (ft) | 130 | 1 | 10 | 78 | 0 | 40 | 17 | 43 |
| Queue Length 95th (ft) | #228 | 20 | 30 | 152 | 0 | #93 | 39 | 75 |
| Internal Link Dist (ft) | 515 | | | 535 | | | 592 | |
| Turn Bay Length (ft) | | 100 | 150 | | | 374 | | 374 |
| Base Capacity (vph) | 2265 | 702 | 557 | 3555 | 1297 | 582 | 1220 | 1800 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.05 | 0.12 | 0.32 | 0.06 | 0.40 | 0.05 | 0.19 |

Intersection Summary

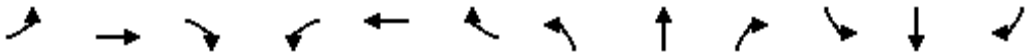
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 185 | 933 | 214 | 319 | 915 | 178 | 132 | 288 | 101 | 89 | 556 | 416 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5085 | 2675 | 3433 | 5085 | 1545 | 3433 | 3539 | 1545 | 3433 | 3539 | 2720 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5085 | 2675 | 3433 | 5085 | 1545 | 3433 | 3539 | 1545 | 3433 | 3539 | 2720 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 201 | 1014 | 233 | 347 | 995 | 193 | 143 | 313 | 110 | 97 | 604 | 452 |
| RTOR Reduction (vph) | 0 | 0 | 174 | 0 | 0 | 141 | 0 | 0 | 82 | 0 | 0 | 338 |
| Lane Group Flow (vph) | 201 | 1014 | 59 | 347 | 995 | 52 | 143 | 313 | 28 | 97 | 604 | 114 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 7.8 | 16.5 | 16.5 | 9.0 | 17.7 | 17.7 | 5.8 | 16.7 | 16.7 | 5.6 | 16.5 | 16.5 |
| Effective Green, g (s) | 7.8 | 16.5 | 16.5 | 9.0 | 17.7 | 17.7 | 5.8 | 16.7 | 16.7 | 5.6 | 16.5 | 16.5 |
| Actuated g/C Ratio | 0.12 | 0.25 | 0.25 | 0.14 | 0.27 | 0.27 | 0.09 | 0.25 | 0.25 | 0.09 | 0.25 | 0.25 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 408 | 1279 | 673 | 471 | 1372 | 417 | 304 | 901 | 393 | 293 | 890 | 684 |
| v/s Ratio Prot | 0.06 | c0.20 | | c0.10 | 0.20 | | c0.04 | 0.09 | | 0.03 | c0.17 | |
| v/s Ratio Perm | | | 0.02 | | | 0.03 | | | 0.02 | | | 0.04 |
| v/c Ratio | 0.49 | 0.79 | 0.09 | 0.74 | 0.73 | 0.12 | 0.47 | 0.35 | 0.07 | 0.33 | 0.68 | 0.17 |
| Uniform Delay, d1 | 27.0 | 23.0 | 18.8 | 27.2 | 21.7 | 18.1 | 28.4 | 20.0 | 18.6 | 28.2 | 22.2 | 19.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.9 | 3.5 | 0.1 | 5.9 | 1.9 | 0.1 | 1.2 | 0.2 | 0.1 | 0.7 | 2.1 | 0.1 |
| Delay (s) | 28.0 | 26.4 | 18.8 | 33.1 | 23.7 | 18.2 | 29.6 | 20.2 | 18.6 | 28.9 | 24.2 | 19.3 |
| Level of Service | C | C | B | C | C | B | C | C | B | C | C | B |
| Approach Delay (s) | | 25.4 | | | 25.1 | | | 22.3 | | | 22.7 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 65.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 61.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 201 | 1014 | 233 | 347 | 995 | 193 | 143 | 313 | 110 | 97 | 604 | 452 |
| v/c Ratio | 0.49 | 0.79 | 0.27 | 0.73 | 0.72 | 0.34 | 0.36 | 0.34 | 0.23 | 0.26 | 0.67 | 0.44 |
| Control Delay | 33.0 | 29.1 | 4.4 | 39.2 | 25.9 | 5.7 | 31.4 | 21.8 | 6.3 | 30.4 | 26.9 | 3.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 33.0 | 29.1 | 4.4 | 39.2 | 25.9 | 5.7 | 31.4 | 21.8 | 6.3 | 30.4 | 26.9 | 3.9 |
| Queue Length 50th (ft) | 42 | 150 | 0 | 75 | 144 | 0 | 29 | 56 | 0 | 20 | 122 | 0 |
| Queue Length 95th (ft) | 73 | #200 | 27 | #136 | 189 | 45 | 55 | 91 | 35 | 40 | 174 | 35 |
| Internal Link Dist (ft) | | 535 | | | 286 | | | 631 | | | 855 | |
| Turn Bay Length (ft) | 200 | | 200 | 150 | | | 160 | | 80 | 120 | | 135 |
| Base Capacity (vph) | 435 | 1376 | 893 | 489 | 1457 | 580 | 435 | 1021 | 524 | 435 | 1014 | 1101 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.46 | 0.74 | 0.26 | 0.71 | 0.68 | 0.33 | 0.33 | 0.31 | 0.21 | 0.22 | 0.60 | 0.41 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 803 | 0 | 0 | 1043 | 433 | 149 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.95 | | | 0.95 | 0.97 | 1.00 |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | | | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3539 | | | 3539 | 3433 | 1552 |
| Flt Permitted | 1.00 | | | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3539 | | | 3539 | 3433 | 1552 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 873 | 0 | 0 | 1134 | 471 | 162 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 95 |
| Lane Group Flow (vph) | 873 | 0 | 0 | 1134 | 471 | 67 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | Perm |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | 2 |
| Actuated Green, G (s) | 21.7 | | | 21.7 | 12.4 | 12.4 |
| Effective Green, g (s) | 21.7 | | | 21.7 | 12.4 | 12.4 |
| Actuated g/C Ratio | 0.49 | | | 0.49 | 0.28 | 0.28 |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 1749 | | | 1749 | 970 | 438 |
| v/s Ratio Prot | 0.25 | | | c0.32 | c0.14 | |
| v/s Ratio Perm | | | | | | 0.04 |
| v/c Ratio | 0.50 | | | 0.65 | 0.49 | 0.15 |
| Uniform Delay, d1 | 7.5 | | | 8.3 | 13.1 | 11.8 |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | | | 0.8 | 0.4 | 0.2 |
| Delay (s) | 7.7 | | | 9.1 | 13.5 | 12.0 |
| Level of Service | A | | | A | B | B |
| Approach Delay (s) | 7.7 | | | 9.1 | 13.1 | |
| Approach LOS | A | | | A | B | |

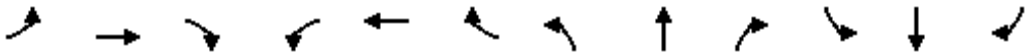
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.6 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 43.9 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 59.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | WBT | NBL | NBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 873 | 1134 | 471 | 162 |
| v/c Ratio | 0.51 | 0.66 | 0.49 | 0.31 |
| Control Delay | 9.0 | 10.8 | 16.3 | 6.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.0 | 10.8 | 16.3 | 6.8 |
| Queue Length 50th (ft) | 68 | 98 | 48 | 5 |
| Queue Length 95th (ft) | 135 | 191 | 111 | 45 |
| Internal Link Dist (ft) | 148 | 575 | 856 | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 3063 | 3063 | 1727 | 842 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.37 | 0.27 | 0.19 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 445 | 0 | 0 | 0 | 0 | 903 | 69 | 438 | 611 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 0.97 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.99 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2687 | | | | | 3539 | 1560 | 3433 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2687 | | | | | 3539 | 1560 | 3433 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 484 | 0 | 0 | 0 | 0 | 982 | 75 | 476 | 664 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 982 | 75 | 476 | 664 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 8.4 | | | | | 19.1 | 51.3 | 10.0 | 33.1 | |
| Effective Green, g (s) | | | 8.4 | | | | | 19.1 | 51.3 | 10.0 | 33.1 | |
| Actuated g/C Ratio | | | 0.16 | | | | | 0.37 | 1.00 | 0.19 | 0.65 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 440 | | | | | 1318 | 1560 | 669 | 2283 | |
| v/s Ratio Prot | | | | | | | | c0.28 | | c0.14 | 0.19 | |
| v/s Ratio Perm | | | c0.06 | | | | | | 0.05 | | | |
| v/c Ratio | | | 0.34 | | | | | 0.75 | 0.05 | 0.71 | 0.29 | |
| Uniform Delay, d1 | | | 19.0 | | | | | 14.0 | 0.0 | 19.3 | 4.0 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.5 | | | | | 2.3 | 0.1 | 3.6 | 0.1 | |
| Delay (s) | | | 19.5 | | | | | 16.3 | 0.1 | 22.9 | 4.0 | |
| Level of Service | | | B | | | | | B | A | C | A | |
| Approach Delay (s) | | 19.5 | | | 0.0 | | | 15.2 | | | 11.9 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.65 | | |
| Actuated Cycle Length (s) | 51.3 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 44.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

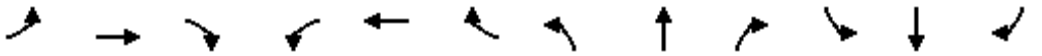
c Critical Lane Group



| Lane Group | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 484 | 982 | 75 | 476 | 664 |
| v/c Ratio | 0.63 | 0.75 | 0.05 | 0.72 | 0.29 |
| Control Delay | 8.3 | 19.6 | 0.1 | 28.9 | 5.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 8.3 | 19.6 | 0.1 | 28.9 | 5.0 |
| Queue Length 50th (ft) | 13 | 124 | 0 | 69 | 32 |
| Queue Length 95th (ft) | 48 | #265 | 0 | #157 | 86 |
| Internal Link Dist (ft) | | 2142 | | | 631 |
| Turn Bay Length (ft) | 170 | | 200 | 200 | |
| Base Capacity (vph) | 1117 | 1405 | 1560 | 675 | 2379 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.43 | 0.70 | 0.05 | 0.71 | 0.28 |

Intersection Summary

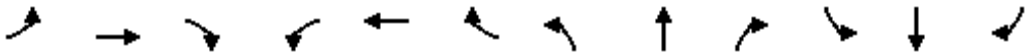
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 74 | 71 | 34 | 30 | 106 | 130 | 80 | 813 | 70 | 124 | 542 | 247 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1547 | 1770 | 1863 | 1547 | 1770 | 3539 | 1547 | 3433 | 3539 | 1523 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1547 | 1770 | 1863 | 1547 | 1770 | 3539 | 1547 | 3433 | 3539 | 1523 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 80 | 77 | 37 | 33 | 115 | 141 | 87 | 884 | 76 | 135 | 589 | 268 |
| RTOR Reduction (vph) | 0 | 0 | 31 | 0 | 0 | 121 | 0 | 0 | 35 | 0 | 0 | 162 |
| Lane Group Flow (vph) | 80 | 77 | 6 | 33 | 115 | 20 | 87 | 884 | 41 | 135 | 589 | 106 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 3.8 | 9.7 | 9.7 | 2.5 | 8.4 | 8.4 | 6.1 | 24.1 | 24.1 | 5.6 | 23.6 | 23.6 |
| Effective Green, g (s) | 3.8 | 9.7 | 9.7 | 2.5 | 8.4 | 8.4 | 6.1 | 24.1 | 24.1 | 5.6 | 23.6 | 23.6 |
| Actuated g/C Ratio | 0.06 | 0.16 | 0.16 | 0.04 | 0.14 | 0.14 | 0.10 | 0.40 | 0.40 | 0.09 | 0.40 | 0.40 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 219 | 303 | 251 | 74 | 262 | 218 | 181 | 1429 | 625 | 322 | 1399 | 602 |
| v/s Ratio Prot | c0.02 | 0.04 | | 0.02 | c0.06 | | c0.05 | c0.25 | | 0.04 | 0.17 | |
| v/s Ratio Perm | | | 0.00 | | | 0.01 | | | 0.03 | | | 0.07 |
| v/c Ratio | 0.37 | 0.25 | 0.02 | 0.45 | 0.44 | 0.09 | 0.48 | 0.62 | 0.07 | 0.42 | 0.42 | 0.18 |
| Uniform Delay, d1 | 26.8 | 21.8 | 21.0 | 27.9 | 23.5 | 22.3 | 25.3 | 14.1 | 10.9 | 25.5 | 13.1 | 11.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | 0.4 | 0.0 | 4.2 | 1.2 | 0.2 | 2.0 | 0.8 | 0.0 | 0.9 | 0.2 | 0.1 |
| Delay (s) | 27.8 | 22.3 | 21.1 | 32.2 | 24.7 | 22.5 | 27.3 | 15.0 | 10.9 | 26.4 | 13.3 | 11.9 |
| Level of Service | C | C | C | C | C | C | C | B | B | C | B | B |
| Approach Delay (s) | | 24.3 | | | 24.5 | | | 15.7 | | | 14.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.49 | | |
| Actuated Cycle Length (s) | 59.7 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 47.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

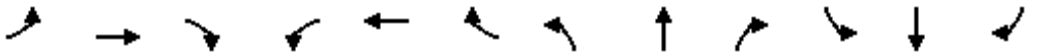
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 80 | 77 | 37 | 33 | 115 | 141 | 87 | 884 | 76 | 135 | 589 | 268 |
| v/c Ratio | 0.18 | 0.20 | 0.10 | 0.15 | 0.35 | 0.36 | 0.34 | 0.53 | 0.10 | 0.28 | 0.36 | 0.32 |
| Control Delay | 27.0 | 22.0 | 9.4 | 28.2 | 26.0 | 7.9 | 29.6 | 19.5 | 7.8 | 27.5 | 17.2 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 27.0 | 22.0 | 9.4 | 28.2 | 26.0 | 7.9 | 29.6 | 19.5 | 7.8 | 27.5 | 17.2 | 4.3 |
| Queue Length 50th (ft) | 14 | 20 | 0 | 12 | 40 | 0 | 30 | 153 | 4 | 24 | 92 | 0 |
| Queue Length 95th (ft) | 35 | 60 | 21 | 37 | 82 | 40 | 75 | #290 | 33 | 53 | 166 | 51 |
| Internal Link Dist (ft) | | 628 | | | 1256 | | | 2552 | | | 2142 | |
| Turn Bay Length (ft) | | | | | | | 1 | | 100 | 1 | | 100 |
| Base Capacity (vph) | 544 | 614 | 533 | 280 | 590 | 586 | 316 | 1662 | 757 | 544 | 1630 | 843 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.13 | 0.07 | 0.12 | 0.19 | 0.24 | 0.28 | 0.53 | 0.10 | 0.25 | 0.36 | 0.32 |

Intersection Summary

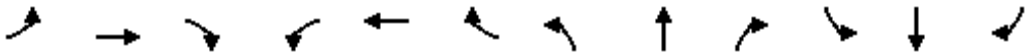
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 151 | 189 | 37 | 141 | 248 | 70 | 75 | 685 | 73 | 43 | 472 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 0.99 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3399 | 1863 | 1550 | 1758 | 1863 | 1550 | 1770 | 3539 | 1529 | 1770 | 3539 | 1529 |
| Flt Permitted | 0.54 | 1.00 | 1.00 | 0.63 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1927 | 1863 | 1550 | 1164 | 1863 | 1550 | 1770 | 3539 | 1529 | 1770 | 3539 | 1529 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 164 | 205 | 40 | 153 | 270 | 76 | 82 | 745 | 79 | 47 | 513 | 100 |
| RTOR Reduction (vph) | 0 | 0 | 29 | 0 | 0 | 55 | 0 | 0 | 50 | 0 | 0 | 66 |
| Lane Group Flow (vph) | 164 | 205 | 11 | 153 | 270 | 21 | 82 | 745 | 29 | 47 | 513 | 34 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 3.5 | 17.8 | 17.8 | 2.1 | 16.4 | 16.4 |
| Effective Green, g (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 3.5 | 17.8 | 17.8 | 2.1 | 16.4 | 16.4 |
| Actuated g/C Ratio | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.07 | 0.37 | 0.37 | 0.04 | 0.34 | 0.34 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 529 | 512 | 426 | 320 | 512 | 426 | 130 | 1321 | 571 | 78 | 1217 | 526 |
| v/s Ratio Prot | | 0.11 | | | c0.14 | | c0.05 | c0.21 | | 0.03 | 0.14 | |
| v/s Ratio Perm | 0.09 | | 0.01 | 0.13 | | 0.01 | | | 0.02 | | | 0.02 |
| v/c Ratio | 0.31 | 0.40 | 0.03 | 0.48 | 0.53 | 0.05 | 0.63 | 0.56 | 0.05 | 0.60 | 0.42 | 0.07 |
| Uniform Delay, d1 | 13.7 | 14.1 | 12.6 | 14.4 | 14.7 | 12.7 | 21.5 | 11.9 | 9.6 | 22.4 | 12.0 | 10.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.5 | 0.0 | 1.1 | 1.0 | 0.0 | 9.6 | 0.6 | 0.0 | 12.4 | 0.2 | 0.1 |
| Delay (s) | 14.1 | 14.6 | 12.7 | 15.6 | 15.7 | 12.8 | 31.0 | 12.4 | 9.6 | 34.8 | 12.2 | 10.6 |
| Level of Service | B | B | B | B | B | B | C | B | A | C | B | B |
| Approach Delay (s) | | 14.2 | | | 15.2 | | | 13.9 | | | 13.6 | |
| Approach LOS | | B | | | B | | | B | | | B | |

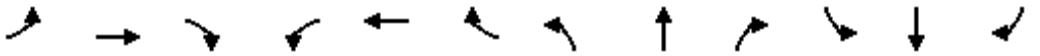
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.51 | | |
| Actuated Cycle Length (s) | 47.7 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 57.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 164 | 205 | 40 | 153 | 270 | 76 | 82 | 745 | 79 | 47 | 513 | 100 |
| v/c Ratio | 0.30 | 0.38 | 0.08 | 0.46 | 0.50 | 0.15 | 0.29 | 0.54 | 0.12 | 0.17 | 0.43 | 0.17 |
| Control Delay | 17.1 | 18.0 | 6.9 | 21.7 | 19.7 | 5.9 | 25.9 | 13.7 | 4.5 | 24.9 | 14.3 | 4.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.1 | 18.0 | 6.9 | 21.7 | 19.7 | 5.9 | 25.9 | 13.7 | 4.5 | 24.9 | 14.3 | 4.4 |
| Queue Length 50th (ft) | 18 | 44 | 0 | 34 | 61 | 0 | 20 | 56 | 0 | 11 | 62 | 0 |
| Queue Length 95th (ft) | 48 | 116 | 19 | 99 | 152 | 26 | 70 | 170 | 23 | 46 | 113 | 26 |
| Internal Link Dist (ft) | | 1296 | | | 2569 | | | 932 | | | 2552 | |
| Turn Bay Length (ft) | | | 250 | | | 100 | 1 | | 100 | 1 | | 100 |
| Base Capacity (vph) | 916 | 888 | 758 | 554 | 888 | 777 | 314 | 2130 | 946 | 314 | 2130 | 954 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.18 | 0.23 | 0.05 | 0.28 | 0.30 | 0.10 | 0.26 | 0.35 | 0.08 | 0.15 | 0.24 | 0.10 |

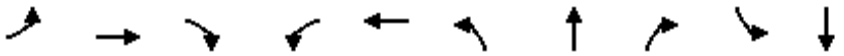
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 18 | 302 | 40 | 78 | 358 | 38 | 57 | 89 | 141 | 74 | 79 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1547 | 1770 | 1829 | | 1770 | 1863 | 1547 | 1770 | 1784 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1547 | 1770 | 1829 | | 1770 | 1863 | 1547 | 1770 | 1784 | |
| Peak-hour factor, PHF | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 | 0.76 | 0.82 | 0.82 | 0.82 | 0.68 | 0.68 | 0.68 |
| Adj. Flow (vph) | 23 | 387 | 51 | 103 | 471 | 50 | 70 | 109 | 172 | 109 | 116 | 38 |
| RTOR Reduction (vph) | 0 | 0 | 31 | 0 | 5 | 0 | 0 | 0 | 140 | 0 | 16 | 0 |
| Lane Group Flow (vph) | 23 | 387 | 20 | 103 | 516 | 0 | 70 | 109 | 32 | 109 | 138 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 20 | | 10 | 30 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | |
| Actuated Green, G (s) | 2.4 | 20.4 | 20.4 | 5.6 | 23.6 | | 4.0 | 11.2 | 11.2 | 5.7 | 12.9 | |
| Effective Green, g (s) | 2.4 | 20.4 | 20.4 | 5.6 | 23.6 | | 4.0 | 11.2 | 11.2 | 5.7 | 12.9 | |
| Actuated g/C Ratio | 0.04 | 0.34 | 0.34 | 0.09 | 0.39 | | 0.07 | 0.18 | 0.18 | 0.09 | 0.21 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 70 | 626 | 520 | 163 | 711 | | 117 | 344 | 285 | 166 | 379 | |
| v/s Ratio Prot | 0.01 | 0.21 | | c0.06 | c0.28 | | 0.04 | 0.06 | | c0.06 | c0.08 | |
| v/s Ratio Perm | | | 0.01 | | | | | | 0.02 | | | |
| v/c Ratio | 0.33 | 0.62 | 0.04 | 0.63 | 0.73 | | 0.60 | 0.32 | 0.11 | 0.66 | 0.36 | |
| Uniform Delay, d1 | 28.4 | 16.9 | 13.6 | 26.6 | 15.8 | | 27.6 | 21.4 | 20.6 | 26.6 | 20.4 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.7 | 1.8 | 0.0 | 7.8 | 3.7 | | 8.0 | 0.5 | 0.2 | 9.0 | 0.6 | |
| Delay (s) | 31.1 | 18.7 | 13.6 | 34.3 | 19.5 | | 35.6 | 22.0 | 20.8 | 35.6 | 21.0 | |
| Level of Service | C | B | B | C | B | | D | C | C | D | C | |
| Approach Delay (s) | | 18.8 | | | 21.9 | | | 24.1 | | | 27.0 | |
| Approach LOS | | B | | | C | | | C | | | C | |

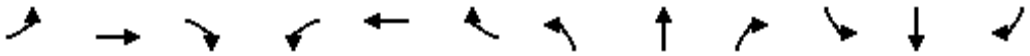
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 60.7 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 47.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 23 | 387 | 51 | 103 | 521 | 70 | 109 | 172 | 109 | 154 |
| v/c Ratio | 0.11 | 0.64 | 0.10 | 0.42 | 0.69 | 0.29 | 0.32 | 0.41 | 0.43 | 0.37 |
| Control Delay | 29.8 | 24.7 | 6.9 | 33.9 | 23.5 | 31.5 | 26.9 | 8.0 | 34.6 | 23.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.8 | 24.7 | 6.9 | 33.9 | 23.5 | 31.5 | 26.9 | 8.0 | 34.6 | 23.6 |
| Queue Length 50th (ft) | 8 | 128 | 1 | 36 | 127 | 24 | 37 | 0 | 38 | 46 |
| Queue Length 95th (ft) | 26 | 196 | 18 | 77 | 264 | 61 | 75 | 36 | 71 | 73 |
| Internal Link Dist (ft) | | 2569 | | | 540 | | 5230 | | | 266 |
| Turn Bay Length (ft) | 100 | | 100 | 200 | | 100 | | 100 | 100 | |
| Base Capacity (vph) | 281 | 890 | 762 | 281 | 924 | 281 | 632 | 637 | 281 | 632 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.08 | 0.43 | 0.07 | 0.37 | 0.56 | 0.25 | 0.17 | 0.27 | 0.39 | 0.24 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 18 | 302 | 40 | 78 | 358 | 38 | 57 | 89 | 141 | 74 | 79 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1825 | | 1770 | 1829 | | 1770 | 1863 | 1546 | 1770 | 1783 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1825 | | 1770 | 1829 | | 1770 | 1863 | 1546 | 1770 | 1783 | |
| Peak-hour factor, PHF | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 | 0.76 | 0.82 | 0.82 | 0.82 | 0.68 | 0.68 | 0.68 |
| Adj. Flow (vph) | 23 | 387 | 51 | 103 | 471 | 50 | 70 | 109 | 172 | 109 | 116 | 38 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 140 | 0 | 16 | 0 |
| Lane Group Flow (vph) | 23 | 432 | 0 | 103 | 516 | 0 | 70 | 109 | 32 | 109 | 138 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 20 | | 10 | 30 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | |
| Actuated Green, G (s) | 2.4 | 21.4 | | 5.6 | 24.6 | | 4.1 | 11.4 | 11.4 | 5.7 | 13.0 | |
| Effective Green, g (s) | 2.4 | 21.4 | | 5.6 | 24.6 | | 4.1 | 11.4 | 11.4 | 5.7 | 13.0 | |
| Actuated g/C Ratio | 0.04 | 0.35 | | 0.09 | 0.40 | | 0.07 | 0.18 | 0.18 | 0.09 | 0.21 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 69 | 631 | | 160 | 727 | | 117 | 343 | 285 | 163 | 374 | |
| v/s Ratio Prot | 0.01 | 0.24 | | c0.06 | c0.28 | | 0.04 | 0.06 | | c0.06 | c0.08 | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | |
| v/c Ratio | 0.33 | 0.68 | | 0.64 | 0.71 | | 0.60 | 0.32 | 0.11 | 0.67 | 0.37 | |
| Uniform Delay, d1 | 29.0 | 17.4 | | 27.2 | 15.7 | | 28.1 | 21.9 | 21.0 | 27.2 | 20.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.8 | 3.1 | | 8.6 | 3.3 | | 8.0 | 0.5 | 0.2 | 9.9 | 0.6 | |
| Delay (s) | 31.8 | 20.4 | | 35.8 | 18.9 | | 36.1 | 22.4 | 21.2 | 37.1 | 21.6 | |
| Level of Service | C | C | | D | B | | D | C | C | D | C | |
| Approach Delay (s) | | 21.0 | | | 21.7 | | | 24.5 | | | 28.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

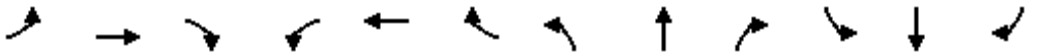
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 23.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 61.9 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 47.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 23 | 438 | 103 | 521 | 70 | 109 | 172 | 109 | 154 |
| v/c Ratio | 0.11 | 0.70 | 0.42 | 0.67 | 0.30 | 0.33 | 0.41 | 0.44 | 0.38 |
| Control Delay | 30.2 | 26.4 | 34.8 | 22.9 | 32.2 | 27.5 | 8.0 | 35.5 | 24.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.2 | 26.4 | 34.8 | 22.9 | 32.2 | 27.5 | 8.0 | 35.5 | 24.2 |
| Queue Length 50th (ft) | 8 | 149 | 38 | 130 | 26 | 39 | 0 | 41 | 48 |
| Queue Length 95th (ft) | 26 | 222 | 77 | 264 | 61 | 75 | 36 | 71 | 73 |
| Internal Link Dist (ft) | | 2569 | | 540 | | 5230 | | | 266 |
| Turn Bay Length (ft) | 100 | | 200 | | 100 | | 100 | 100 | |
| Base Capacity (vph) | 276 | 862 | 276 | 939 | 276 | 620 | 628 | 276 | 622 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.08 | 0.51 | 0.37 | 0.55 | 0.25 | 0.18 | 0.27 | 0.39 | 0.25 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 623 | 61 | 183 | 520 | 0 | 0 | 0 | 0 | 210 | 2 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | | 4.0 | 4.9 | | | | | | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | | | | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | | 0.99 | 1.00 |
| Frt | | 0.99 | | 1.00 | 1.00 | | | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3480 | | 1770 | 3539 | | | | | | 1755 | 1547 |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3480 | | 1770 | 3539 | | | | | | 1755 | 1547 |
| Peak-hour factor, PHF | 0.78 | 0.78 | 0.78 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.65 | 0.65 | 0.65 |
| Adj. Flow (vph) | 0 | 799 | 78 | 220 | 627 | 0 | 0 | 0 | 0 | 323 | 3 | 82 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Lane Group Flow (vph) | 0 | 865 | 0 | 220 | 627 | 0 | 0 | 0 | 0 | 0 | 326 | 25 |
| Confl. Peds. (#/hr) | 11 | | 10 | 13 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | | Prot | | | | | | Perm | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | | 6 | |
| Permitted Phases | | | | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 17.6 | | 10.4 | 32.0 | | | | | | 18.2 | 18.2 |
| Effective Green, g (s) | | 17.6 | | 10.4 | 32.0 | | | | | | 18.2 | 18.2 |
| Actuated g/C Ratio | | 0.29 | | 0.17 | 0.53 | | | | | | 0.30 | 0.30 |
| Clearance Time (s) | | 4.9 | | 4.0 | 4.9 | | | | | | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1021 | | 307 | 1887 | | | | | | 532 | 469 |
| v/s Ratio Prot | | c0.25 | | c0.12 | 0.18 | | | | | | | |
| v/s Ratio Perm | | | | | | | | | | | 0.19 | 0.02 |
| v/c Ratio | | 0.85 | | 0.72 | 0.33 | | | | | | 0.61 | 0.05 |
| Uniform Delay, d1 | | 19.9 | | 23.4 | 7.9 | | | | | | 17.9 | 14.8 |
| Progression Factor | | 1.00 | | 1.37 | 0.98 | | | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 6.6 | | 5.2 | 0.1 | | | | | | 5.2 | 0.2 |
| Delay (s) | | 26.6 | | 37.3 | 7.9 | | | | | | 23.1 | 15.0 |
| Level of Service | | C | | D | A | | | | | | C | B |
| Approach Delay (s) | | 26.6 | | | 15.5 | | | 0.0 | | | 21.5 | |
| Approach LOS | | C | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 56.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

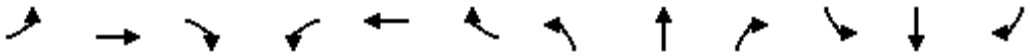
c Critical Lane Group



| Lane Group | EBT | WBL | WBT | SBT | SBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 877 | 220 | 627 | 326 | 82 |
| v/c Ratio | 0.85 | 0.71 | 0.33 | 0.61 | 0.16 |
| Control Delay | 29.4 | 42.2 | 8.0 | 24.5 | 5.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.4 | 42.2 | 8.0 | 24.5 | 5.5 |
| Queue Length 50th (ft) | 150 | 90 | 41 | 103 | 0 |
| Queue Length 95th (ft) | 174 | m114 | m71 | 117 | 12 |
| Internal Link Dist (ft) | 617 | | 243 | 558 | |
| Turn Bay Length (ft) | | 200 | | | 400 |
| Base Capacity (vph) | 1062 | 325 | 1952 | 533 | 527 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.83 | 0.68 | 0.32 | 0.61 | 0.16 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 144 | 681 | 0 | 0 | 631 | 198 | 69 | 13 | 176 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Lane Util. Factor | 1.00 | 0.95 | | | 0.95 | | | 1.00 | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | 0.98 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 0.99 | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.96 | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 3539 | | | 3381 | | | 1771 | 1547 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | | 0.96 | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 3539 | | | 3381 | | | 1771 | 1547 | | | |
| Peak-hour factor, PHF | 0.72 | 0.72 | 0.72 | 0.85 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 200 | 946 | 0 | 0 | 742 | 233 | 83 | 16 | 212 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 75 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 200 | 946 | 0 | 0 | 924 | 0 | 0 | 99 | 137 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 17 | | 10 | 11 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | | | |
| Permitted Phases | | | | | | | 2 | | 2 | | | |
| Actuated Green, G (s) | 8.8 | 32.3 | | | 19.5 | | | 17.9 | 17.9 | | | |
| Effective Green, g (s) | 8.8 | 32.3 | | | 19.5 | | | 17.9 | 17.9 | | | |
| Actuated g/C Ratio | 0.15 | 0.54 | | | 0.32 | | | 0.30 | 0.30 | | | |
| Clearance Time (s) | 4.0 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | 3.0 | | | |
| Lane Grp Cap (vph) | 260 | 1905 | | | 1099 | | | 528 | 462 | | | |
| v/s Ratio Prot | c0.11 | 0.27 | | | c0.27 | | | | | | | |
| v/s Ratio Perm | | | | | | | | 0.06 | c0.09 | | | |
| v/c Ratio | 0.77 | 0.50 | | | 0.84 | | | 0.19 | 0.30 | | | |
| Uniform Delay, d1 | 24.6 | 8.7 | | | 18.8 | | | 15.6 | 16.2 | | | |
| Progression Factor | 1.10 | 1.09 | | | 1.00 | | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | 8.6 | 0.1 | | | 6.0 | | | 0.8 | 1.6 | | | |
| Delay (s) | 35.6 | 9.7 | | | 24.8 | | | 16.4 | 17.8 | | | |
| Level of Service | D | A | | | C | | | B | B | | | |
| Approach Delay (s) | | 14.2 | | | 24.8 | | | 17.4 | | | 0.0 | |
| Approach LOS | | B | | | C | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 56.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

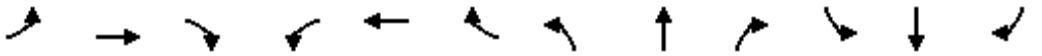
c Critical Lane Group



| Lane Group | EBL | EBT | WBT | NBT | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 200 | 946 | 975 | 99 | 212 |
| v/c Ratio | 0.77 | 0.50 | 0.85 | 0.19 | 0.40 |
| Control Delay | 42.6 | 10.2 | 26.0 | 17.5 | 11.6 |
| Queue Delay | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.6 | 10.4 | 26.0 | 17.5 | 11.6 |
| Queue Length 50th (ft) | 82 | 100 | 154 | 27 | 29 |
| Queue Length 95th (ft) | m105 | 121 | 204 | 54 | 67 |
| Internal Link Dist (ft) | | 243 | 772 | 804 | |
| Turn Bay Length (ft) | 100 | | | | 400 |
| Base Capacity (vph) | 266 | 1952 | 1183 | 528 | 536 |
| Starvation Cap Reductn | 0 | 397 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.75 | 0.61 | 0.82 | 0.19 | 0.40 |

Intersection Summary

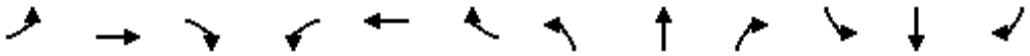
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 68 | 542 | 245 | 211 | 591 | 34 | 215 | 630 | 91 | 40 | 662 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1545 | 3433 | 3539 | 1545 | 3433 | 5085 | 1545 | 3433 | 5085 | 1545 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1545 | 3433 | 3539 | 1545 | 3433 | 5085 | 1545 | 3433 | 5085 | 1545 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 74 | 589 | 266 | 229 | 642 | 37 | 234 | 685 | 99 | 43 | 720 | 62 |
| RTOR Reduction (vph) | 0 | 0 | 197 | 0 | 0 | 25 | 0 | 0 | 69 | 0 | 0 | 47 |
| Lane Group Flow (vph) | 74 | 589 | 69 | 229 | 642 | 12 | 234 | 685 | 30 | 43 | 720 | 15 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 4.2 | 17.7 | 17.7 | 8.5 | 22.0 | 22.0 | 7.8 | 20.3 | 20.3 | 3.8 | 16.3 | 16.3 |
| Effective Green, g (s) | 4.2 | 17.7 | 17.7 | 8.5 | 22.0 | 22.0 | 7.8 | 20.3 | 20.3 | 3.8 | 16.3 | 16.3 |
| Actuated g/C Ratio | 0.06 | 0.26 | 0.26 | 0.12 | 0.32 | 0.32 | 0.11 | 0.30 | 0.30 | 0.06 | 0.24 | 0.24 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 212 | 920 | 402 | 428 | 1143 | 499 | 393 | 1516 | 461 | 192 | 1217 | 370 |
| v/s Ratio Prot | 0.02 | 0.17 | | c0.07 | c0.18 | | c0.07 | c0.13 | | 0.01 | c0.14 | |
| v/s Ratio Perm | | | 0.04 | | | 0.01 | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.35 | 0.64 | 0.17 | 0.54 | 0.56 | 0.02 | 0.60 | 0.45 | 0.06 | 0.22 | 0.59 | 0.04 |
| Uniform Delay, d1 | 30.6 | 22.4 | 19.5 | 27.9 | 19.1 | 15.7 | 28.7 | 19.4 | 17.1 | 30.7 | 23.0 | 19.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | 1.5 | 0.2 | 1.3 | 0.6 | 0.0 | 2.4 | 0.2 | 0.1 | 0.6 | 0.8 | 0.0 |
| Delay (s) | 31.6 | 23.9 | 19.7 | 29.2 | 19.7 | 15.7 | 31.1 | 19.6 | 17.2 | 31.3 | 23.7 | 19.9 |
| Level of Service | C | C | B | C | B | B | C | B | B | C | C | B |
| Approach Delay (s) | | 23.3 | | | 21.9 | | | 22.0 | | | 23.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

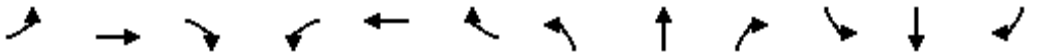
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 68.1 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 54.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 74 | 589 | 266 | 229 | 642 | 37 | 234 | 685 | 99 | 43 | 720 | 62 |
| v/c Ratio | 0.20 | 0.68 | 0.46 | 0.51 | 0.53 | 0.07 | 0.56 | 0.43 | 0.18 | 0.13 | 0.63 | 0.16 |
| Control Delay | 29.6 | 26.9 | 6.0 | 31.9 | 21.2 | 7.6 | 34.1 | 20.5 | 6.2 | 29.4 | 25.8 | 7.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.6 | 26.9 | 6.0 | 31.9 | 21.2 | 7.6 | 34.1 | 20.5 | 6.2 | 29.4 | 25.8 | 7.6 |
| Queue Length 50th (ft) | 14 | 114 | 0 | 46 | 121 | 0 | 48 | 90 | 0 | 8 | 100 | 0 |
| Queue Length 95th (ft) | 32 | 169 | 51 | 80 | 182 | 20 | 84 | 128 | 33 | 22 | 136 | 27 |
| Internal Link Dist (ft) | | 772 | | | 852 | | | 461 | | | 615 | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 100 | 200 | | 100 | 200 | | 100 |
| Base Capacity (vph) | 429 | 1013 | 632 | 483 | 1202 | 549 | 429 | 1598 | 553 | 429 | 1344 | 454 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.58 | 0.42 | 0.47 | 0.53 | 0.07 | 0.55 | 0.43 | 0.18 | 0.10 | 0.54 | 0.14 |

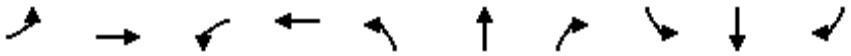
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 97 | 393 | 39 | 72 | 255 | 117 | 50 | 571 | 87 | 113 | 454 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3484 | | 1770 | 3348 | | 1770 | 3539 | 1547 | 1770 | 3539 | 1547 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3484 | | 1770 | 3348 | | 1770 | 3539 | 1547 | 1770 | 3539 | 1547 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 105 | 427 | 42 | 78 | 277 | 127 | 54 | 621 | 95 | 123 | 493 | 40 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 76 | 0 | 0 | 0 | 69 | 0 | 0 | 27 |
| Lane Group Flow (vph) | 105 | 459 | 0 | 78 | 328 | 0 | 54 | 621 | 26 | 123 | 493 | 13 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 5.6 | 15.3 | | 4.0 | 13.7 | | 3.9 | 16.7 | 16.7 | 6.2 | 19.0 | 19.0 |
| Effective Green, g (s) | 5.6 | 15.3 | | 4.0 | 13.7 | | 3.9 | 16.7 | 16.7 | 6.2 | 19.0 | 19.0 |
| Actuated g/C Ratio | 0.09 | 0.26 | | 0.07 | 0.23 | | 0.06 | 0.28 | 0.28 | 0.10 | 0.32 | 0.32 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 165 | 888 | | 118 | 764 | | 115 | 985 | 431 | 183 | 1121 | 490 |
| v/s Ratio Prot | c0.06 | c0.13 | | 0.04 | 0.10 | | 0.03 | c0.18 | | c0.07 | 0.14 | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.64 | 0.52 | | 0.66 | 0.43 | | 0.47 | 0.63 | 0.06 | 0.67 | 0.44 | 0.03 |
| Uniform Delay, d1 | 26.2 | 19.2 | | 27.3 | 19.8 | | 27.1 | 18.9 | 15.9 | 25.9 | 16.3 | 14.1 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 7.8 | 0.5 | | 13.0 | 0.4 | | 3.0 | 1.3 | 0.1 | 9.3 | 0.3 | 0.0 |
| Delay (s) | 34.0 | 19.7 | | 40.4 | 20.2 | | 30.1 | 20.3 | 16.0 | 35.3 | 16.6 | 14.1 |
| Level of Service | C | B | | D | C | | C | C | B | D | B | B |
| Approach Delay (s) | | 22.3 | | | 23.5 | | | 20.4 | | | 19.9 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.54 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 54.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

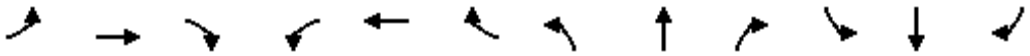
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 105 | 469 | 78 | 404 | 54 | 621 | 95 | 123 | 493 | 40 |
| v/c Ratio | 0.42 | 0.50 | 0.32 | 0.49 | 0.23 | 0.64 | 0.19 | 0.45 | 0.42 | 0.07 |
| Control Delay | 33.9 | 22.5 | 31.8 | 19.0 | 30.4 | 23.8 | 6.1 | 33.5 | 18.8 | 7.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 33.9 | 22.5 | 31.8 | 19.0 | 30.4 | 23.8 | 6.1 | 33.5 | 18.8 | 7.2 |
| Queue Length 50th (ft) | 40 | 88 | 29 | 56 | 20 | 117 | 0 | 47 | 85 | 0 |
| Queue Length 95th (ft) | #90 | 137 | 70 | 98 | 53 | 175 | 31 | #101 | 134 | 20 |
| Internal Link Dist (ft) | | 3113 | | 2530 | | 2902 | | | 2566 | |
| Turn Bay Length (ft) | 200 | | 200 | | 450 | | 150 | 450 | | 150 |
| Base Capacity (vph) | 285 | 1194 | 285 | 1146 | 285 | 1369 | 656 | 321 | 1512 | 683 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.37 | 0.39 | 0.27 | 0.35 | 0.19 | 0.45 | 0.14 | 0.38 | 0.33 | 0.06 |

Intersection Summary

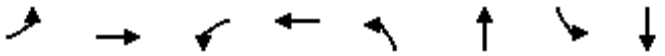
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 24 | 502 | 26 | 39 | 320 | 31 | 69 | 108 | 103 | 129 | 48 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.93 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3507 | | 1770 | 3481 | | 1770 | 3245 | | 1770 | 3328 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3507 | | 1770 | 3481 | | 1770 | 3245 | | 1770 | 3328 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 26 | 546 | 28 | 42 | 348 | 34 | 75 | 117 | 112 | 140 | 52 | 28 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 10 | 0 | 0 | 90 | 0 | 0 | 21 | 0 |
| Lane Group Flow (vph) | 26 | 569 | 0 | 42 | 372 | 0 | 75 | 139 | 0 | 140 | 59 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 1.1 | 13.9 | | 2.3 | 15.1 | | 4.0 | 9.9 | | 6.8 | 12.7 | |
| Effective Green, g (s) | 1.1 | 13.9 | | 2.3 | 15.1 | | 4.0 | 9.9 | | 6.8 | 12.7 | |
| Actuated g/C Ratio | 0.02 | 0.27 | | 0.05 | 0.30 | | 0.08 | 0.20 | | 0.13 | 0.25 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 38 | 961 | | 80 | 1037 | | 140 | 634 | | 237 | 834 | |
| v/s Ratio Prot | 0.01 | c0.16 | | c0.02 | 0.11 | | 0.04 | c0.04 | | c0.08 | c0.02 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.68 | 0.59 | | 0.53 | 0.36 | | 0.54 | 0.22 | | 0.59 | 0.07 | |
| Uniform Delay, d1 | 24.6 | 15.9 | | 23.7 | 14.0 | | 22.5 | 17.2 | | 20.6 | 14.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 40.6 | 1.0 | | 6.1 | 0.2 | | 3.9 | 0.2 | | 3.9 | 0.0 | |
| Delay (s) | 65.2 | 16.9 | | 29.8 | 14.2 | | 26.4 | 17.3 | | 24.5 | 14.5 | |
| Level of Service | E | B | | C | B | | C | B | | C | B | |
| Approach Delay (s) | | 19.0 | | | 15.7 | | | 19.6 | | | 20.9 | |
| Approach LOS | | B | | | B | | | B | | | C | |

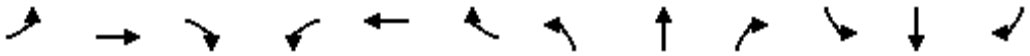
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.53 | | |
| Actuated Cycle Length (s) | 50.7 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 48.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 26 | 574 | 42 | 382 | 75 | 229 | 140 | 80 |
| v/c Ratio | 0.10 | 0.57 | 0.15 | 0.34 | 0.25 | 0.32 | 0.40 | 0.09 |
| Control Delay | 25.2 | 19.4 | 25.1 | 14.6 | 25.7 | 12.4 | 25.7 | 13.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.2 | 19.4 | 25.1 | 14.6 | 25.7 | 12.4 | 25.7 | 13.4 |
| Queue Length 50th (ft) | 6 | 62 | 10 | 37 | 17 | 14 | 31 | 5 |
| Queue Length 95th (ft) | 31 | 164 | 43 | 107 | 66 | 46 | 107 | 23 |
| Internal Link Dist (ft) | | 2530 | | 2516 | | 725 | | 5230 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 351 | 1402 | 351 | 1529 | 351 | 1514 | 439 | 1667 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.41 | 0.12 | 0.25 | 0.21 | 0.15 | 0.32 | 0.05 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 120 | 518 | 66 | 183 | 245 | 178 | 88 | 173 | 69 | 251 | 179 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3464 | | 1770 | 3539 | 1546 | 1770 | 3365 | | 3433 | 3371 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3464 | | 1770 | 3539 | 1546 | 1770 | 3365 | | 3433 | 3371 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 130 | 563 | 72 | 199 | 266 | 193 | 96 | 188 | 75 | 273 | 195 | 74 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 0 | 136 | 0 | 62 | 0 | 0 | 59 | 0 |
| Lane Group Flow (vph) | 130 | 622 | 0 | 199 | 266 | 57 | 96 | 201 | 0 | 273 | 210 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | |
| Actuated Green, G (s) | 7.7 | 15.7 | | 10.3 | 18.3 | 18.3 | 6.0 | 10.5 | | 7.9 | 12.4 | |
| Effective Green, g (s) | 7.7 | 15.7 | | 10.3 | 18.3 | 18.3 | 6.0 | 10.5 | | 7.9 | 12.4 | |
| Actuated g/C Ratio | 0.12 | 0.25 | | 0.17 | 0.29 | 0.29 | 0.10 | 0.17 | | 0.13 | 0.20 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 219 | 874 | | 293 | 1041 | 455 | 171 | 568 | | 436 | 672 | |
| v/s Ratio Prot | 0.07 | c0.18 | | c0.11 | c0.08 | | 0.05 | 0.06 | | c0.08 | c0.06 | |
| v/s Ratio Perm | | | | | | 0.04 | | | | | | |
| v/c Ratio | 0.59 | 0.71 | | 0.68 | 0.26 | 0.12 | 0.56 | 0.35 | | 0.63 | 0.31 | |
| Uniform Delay, d1 | 25.8 | 21.2 | | 24.4 | 16.8 | 16.1 | 26.8 | 22.8 | | 25.7 | 21.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.3 | 2.8 | | 6.1 | 0.1 | 0.1 | 4.2 | 0.4 | | 2.8 | 0.3 | |
| Delay (s) | 30.0 | 23.9 | | 30.5 | 16.9 | 16.2 | 31.0 | 23.2 | | 28.6 | 21.5 | |
| Level of Service | C | C | | C | B | B | C | C | | C | C | |
| Approach Delay (s) | | 25.0 | | | 20.8 | | | 25.3 | | | 25.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 23.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 62.2 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 57.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

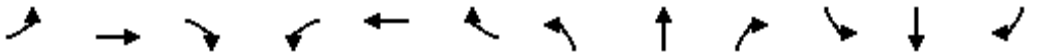
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 130 | 635 | 199 | 266 | 193 | 96 | 263 | 273 | 269 |
| v/c Ratio | 0.49 | 0.74 | 0.66 | 0.25 | 0.32 | 0.44 | 0.44 | 0.61 | 0.36 |
| Control Delay | 31.3 | 27.6 | 37.5 | 19.2 | 5.5 | 33.5 | 18.9 | 33.0 | 17.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.3 | 27.6 | 37.5 | 19.2 | 5.5 | 33.5 | 18.9 | 33.0 | 17.9 |
| Queue Length 50th (ft) | 45 | 109 | 70 | 40 | 0 | 34 | 34 | 50 | 35 |
| Queue Length 95th (ft) | 100 | #192 | #170 | 80 | 46 | 82 | 63 | #103 | 65 |
| Internal Link Dist (ft) | | 2516 | | 1859 | | | 1112 | | 799 |
| Turn Bay Length (ft) | 200 | | 200 | | | 200 | | 200 | |
| Base Capacity (vph) | 325 | 945 | 325 | 1072 | 602 | 237 | 1015 | 459 | 1020 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.67 | 0.61 | 0.25 | 0.32 | 0.41 | 0.26 | 0.59 | 0.26 |

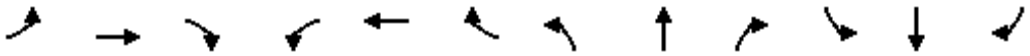
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 49 | 800 | 138 | 1147 | 876 | 186 | 194 | 3 | 245 | 80 | 16 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 1.00 | 0.88 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5036 | 1540 | 3433 | 5036 | 1540 | 3433 | 1863 | 2710 | 3433 | 1863 | 1540 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5036 | 1540 | 3433 | 5036 | 1540 | 3433 | 1863 | 2710 | 3433 | 1863 | 1540 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 53 | 870 | 150 | 1247 | 952 | 202 | 211 | 3 | 266 | 87 | 17 | 27 |
| RTOR Reduction (vph) | 0 | 0 | 118 | 0 | 0 | 93 | 0 | 0 | 232 | 0 | 0 | 24 |
| Lane Group Flow (vph) | 53 | 870 | 32 | 1247 | 952 | 109 | 211 | 3 | 34 | 87 | 17 | 3 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 4.3 | 17.8 | 17.8 | 32.1 | 45.6 | 45.6 | 8.0 | 10.7 | 10.7 | 6.0 | 8.7 | 8.7 |
| Effective Green, g (s) | 4.3 | 17.8 | 17.8 | 32.1 | 45.6 | 45.6 | 8.0 | 10.7 | 10.7 | 6.0 | 8.7 | 8.7 |
| Actuated g/C Ratio | 0.05 | 0.21 | 0.21 | 0.38 | 0.54 | 0.54 | 0.09 | 0.13 | 0.13 | 0.07 | 0.10 | 0.10 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 175 | 1062 | 325 | 1306 | 2721 | 832 | 325 | 236 | 344 | 244 | 192 | 159 |
| v/s Ratio Prot | 0.02 | c0.17 | | c0.36 | 0.19 | | c0.06 | 0.00 | | 0.03 | 0.01 | |
| v/s Ratio Perm | | | 0.02 | | | 0.07 | | | c0.01 | | | 0.00 |
| v/c Ratio | 0.30 | 0.82 | 0.10 | 0.95 | 0.35 | 0.13 | 0.65 | 0.01 | 0.10 | 0.36 | 0.09 | 0.02 |
| Uniform Delay, d1 | 38.6 | 31.8 | 26.8 | 25.4 | 11.0 | 9.6 | 36.8 | 32.2 | 32.6 | 37.4 | 34.3 | 34.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | 5.0 | 0.1 | 15.3 | 0.1 | 0.1 | 4.4 | 0.0 | 0.1 | 0.9 | 0.2 | 0.0 |
| Delay (s) | 39.6 | 36.8 | 27.0 | 40.7 | 11.1 | 9.7 | 41.3 | 32.3 | 32.7 | 38.3 | 34.5 | 34.1 |
| Level of Service | D | D | C | D | B | A | D | C | C | D | C | C |
| Approach Delay (s) | | 35.6 | | | 26.4 | | | 36.5 | | | 36.9 | |
| Approach LOS | | D | | | C | | | D | | | D | |

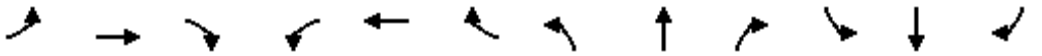
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 30.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 84.4 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 72.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 53 | 870 | 150 | 1247 | 952 | 202 | 211 | 3 | 266 | 87 | 17 | 27 |
| v/c Ratio | 0.19 | 0.88 | 0.35 | 0.93 | 0.34 | 0.21 | 0.63 | 0.01 | 0.45 | 0.29 | 0.09 | 0.16 |
| Control Delay | 37.6 | 44.1 | 8.2 | 37.9 | 11.8 | 2.8 | 45.9 | 32.0 | 7.2 | 38.4 | 33.8 | 14.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.6 | 44.1 | 8.2 | 37.9 | 11.8 | 2.8 | 45.9 | 32.0 | 7.2 | 38.4 | 33.8 | 14.8 |
| Queue Length 50th (ft) | 12 | 155 | 0 | 295 | 97 | 0 | 53 | 1 | 0 | 21 | 8 | 0 |
| Queue Length 95th (ft) | 32 | #265 | 50 | #518 | 165 | 37 | #106 | 9 | 35 | 47 | 26 | 22 |
| Internal Link Dist (ft) | | 600 | | | 1057 | | | 854 | | | 1013 | |
| Turn Bay Length (ft) | 200 | | 200 | 600 | | 200 | 200 | | 200 | 200 | | 200 |
| Base Capacity (vph) | 336 | 992 | 424 | 1344 | 2802 | 946 | 336 | 372 | 754 | 336 | 367 | 325 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.16 | 0.88 | 0.35 | 0.93 | 0.34 | 0.21 | 0.63 | 0.01 | 0.35 | 0.26 | 0.05 | 0.08 |

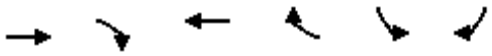
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | ↱ | | ↑↑↑ | ↱ | | | | ↰↰ | | ↱↱↱ |
| Volume (vph) | 0 | 1190 | 214 | 0 | 1430 | 59 | 0 | 0 | 0 | 353 | 0 | 737 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.0 | | 4.9 | 4.0 | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | | | | 0.97 | | 0.76 |
| Frpb, ped/bikes | | 1.00 | 0.99 | | 1.00 | 0.98 | | | | 1.00 | | 0.96 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.99 | | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 5036 | 1560 | | 5036 | 1544 | | | | 3329 | | 3471 |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 5036 | 1560 | | 5036 | 1544 | | | | 3329 | | 3471 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1293 | 233 | 0 | 1554 | 64 | 0 | 0 | 0 | 384 | 0 | 801 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Lane Group Flow (vph) | 0 | 1293 | 233 | 0 | 1554 | 64 | 0 | 0 | 0 | 384 | 0 | 785 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 4% | 2% | 2% |
| Turn Type | | | Free | | | Free | | | | custom | | custom |
| Protected Phases | | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | Free | | | Free | | | | 6 | | 6 |
| Actuated Green, G (s) | | 28.1 | 60.0 | | 28.1 | 60.0 | | | | 22.1 | | 22.1 |
| Effective Green, g (s) | | 28.1 | 60.0 | | 28.1 | 60.0 | | | | 22.1 | | 22.1 |
| Actuated g/C Ratio | | 0.47 | 1.00 | | 0.47 | 1.00 | | | | 0.37 | | 0.37 |
| Clearance Time (s) | | 4.9 | | | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 2359 | 1560 | | 2359 | 1544 | | | | 1226 | | 1278 |
| v/s Ratio Prot | | 0.26 | | | c0.31 | | | | | | | |
| v/s Ratio Perm | | | 0.15 | | | 0.04 | | | | 0.12 | | c0.23 |
| v/c Ratio | | 0.55 | 0.15 | | 0.66 | 0.04 | | | | 0.31 | | 0.61 |
| Uniform Delay, d1 | | 11.4 | 0.0 | | 12.3 | 0.0 | | | | 13.5 | | 15.5 |
| Progression Factor | | 1.00 | 1.00 | | 0.66 | 1.00 | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 0.9 | 0.2 | | 1.3 | 0.0 | | | | 0.7 | | 2.2 |
| Delay (s) | | 12.3 | 0.2 | | 9.4 | 0.0 | | | | 14.2 | | 17.7 |
| Level of Service | | B | A | | A | A | | | | B | | B |
| Approach Delay (s) | | 10.5 | | | 9.0 | | | 0.0 | | | 16.6 | |
| Approach LOS | | B | | | A | | | A | | | B | |

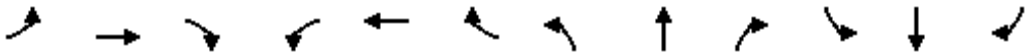
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 54.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBT | EBR | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1293 | 233 | 1554 | 64 | 384 | 801 |
| v/c Ratio | 0.55 | 0.15 | 0.66 | 0.04 | 0.31 | 0.62 |
| Control Delay | 12.5 | 0.2 | 9.5 | 0.1 | 14.4 | 17.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 12.5 | 0.2 | 9.5 | 0.1 | 14.4 | 17.5 |
| Queue Length 50th (ft) | 114 | 0 | 89 | 0 | 49 | 97 |
| Queue Length 95th (ft) | 151 | 0 | 113 | m0 | 78 | 141 |
| Internal Link Dist (ft) | 1057 | | 1034 | | | |
| Turn Bay Length (ft) | | 200 | | 250 | | 200 |
| Base Capacity (vph) | 2359 | 1560 | 2359 | 1544 | 1226 | 1294 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.55 | 0.15 | 0.66 | 0.04 | 0.31 | 0.62 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



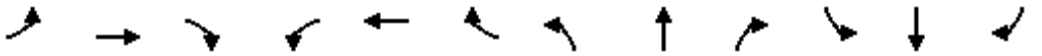
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | ↱ | | ↑↑↑ | ↱ | ↰↰ | | ↱ | | | |
| Volume (vph) | 0 | 1239 | 304 | 0 | 1243 | 546 | 246 | 0 | 101 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.0 | | 4.9 | 4.0 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | 0.97 | | 1.00 | | | |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 1.00 | 1.00 | | 0.98 | | | |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.99 | | 1.00 | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | | 5036 | 1544 | | 5036 | 1583 | 3394 | | 1547 | | | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | | 5036 | 1544 | | 5036 | 1583 | 3394 | | 1547 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1347 | 330 | 0 | 1351 | 593 | 267 | 0 | 110 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1347 | 330 | 0 | 1351 | 593 | 267 | 0 | 89 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | | | Free | | | Free | custom | | custom | | | |
| Protected Phases | | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | Free | | | Free | 2 | | 2 | | | |
| Actuated Green, G (s) | | 31.1 | 60.0 | | 31.1 | 60.0 | 19.1 | | 19.1 | | | |
| Effective Green, g (s) | | 31.1 | 60.0 | | 31.1 | 60.0 | 19.1 | | 19.1 | | | |
| Actuated g/C Ratio | | 0.52 | 1.00 | | 0.52 | 1.00 | 0.32 | | 0.32 | | | |
| Clearance Time (s) | | 4.9 | | | 4.9 | | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | | 2610 | 1544 | | 2610 | 1583 | 1080 | | 492 | | | |
| v/s Ratio Prot | | 0.27 | | | c0.27 | | | | | | | |
| v/s Ratio Perm | | | 0.21 | | | c0.37 | 0.08 | | 0.06 | | | |
| v/c Ratio | | 0.52 | 0.21 | | 0.52 | 0.37 | 0.25 | | 0.18 | | | |
| Uniform Delay, d1 | | 9.5 | 0.0 | | 9.5 | 0.0 | 15.1 | | 14.8 | | | |
| Progression Factor | | 0.82 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | | 0.6 | 0.3 | | 0.7 | 0.7 | 0.5 | | 0.8 | | | |
| Delay (s) | | 8.5 | 0.3 | | 10.2 | 0.7 | 15.7 | | 15.6 | | | |
| Level of Service | | A | A | | B | A | B | | B | | | |
| Approach Delay (s) | | 6.9 | | | 7.3 | | | 15.7 | | | 0.0 | |
| Approach LOS | | A | | | A | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.9 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 4.9 |
| Intersection Capacity Utilization | 45.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



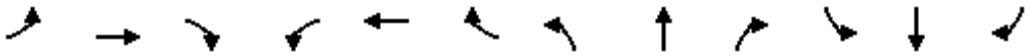
| Lane Group | EBT | EBR | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1347 | 330 | 1351 | 593 | 267 | 110 |
| v/c Ratio | 0.52 | 0.21 | 0.52 | 0.37 | 0.25 | 0.21 |
| Control Delay | 8.6 | 0.3 | 10.4 | 0.7 | 15.9 | 12.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 8.6 | 0.3 | 10.4 | 0.7 | 15.9 | 12.6 |
| Queue Length 50th (ft) | 80 | 0 | 107 | 0 | 36 | 20 |
| Queue Length 95th (ft) | 129 | 0 | 141 | 0 | 61 | 52 |
| Internal Link Dist (ft) | 1034 | | 1005 | | | |
| Turn Bay Length (ft) | | 250 | | 250 | | 200 |
| Base Capacity (vph) | 2610 | 1544 | 2610 | 1583 | 1080 | 514 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.52 | 0.21 | 0.52 | 0.37 | 0.25 | 0.21 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 422 | 790 | 127 | 63 | 1154 | 202 | 209 | 338 | 9 | 127 | 295 | 475 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5036 | 2668 | 3433 | 5036 | 2715 | 3433 | 5085 | 2715 | 3433 | 5085 | 2715 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5036 | 2668 | 3433 | 5036 | 2715 | 3433 | 5085 | 2715 | 3433 | 5085 | 2715 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 459 | 859 | 138 | 68 | 1254 | 220 | 227 | 367 | 10 | 138 | 321 | 516 |
| RTOR Reduction (vph) | 0 | 0 | 81 | 0 | 0 | 151 | 0 | 0 | 8 | 0 | 0 | 372 |
| Lane Group Flow (vph) | 459 | 859 | 57 | 68 | 1254 | 69 | 227 | 367 | 2 | 138 | 321 | 144 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 12.6 | 30.4 | 30.4 | 5.5 | 23.3 | 23.3 | 7.9 | 14.1 | 14.1 | 6.1 | 12.3 | 12.3 |
| Effective Green, g (s) | 12.6 | 30.4 | 30.4 | 5.5 | 23.3 | 23.3 | 7.9 | 14.1 | 14.1 | 6.1 | 12.3 | 12.3 |
| Actuated g/C Ratio | 0.17 | 0.41 | 0.41 | 0.07 | 0.32 | 0.32 | 0.11 | 0.19 | 0.19 | 0.08 | 0.17 | 0.17 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 585 | 2072 | 1098 | 256 | 1588 | 856 | 367 | 970 | 518 | 283 | 846 | 452 |
| v/s Ratio Prot | c0.13 | 0.17 | | 0.02 | c0.25 | | c0.07 | c0.07 | | 0.04 | 0.06 | |
| v/s Ratio Perm | | | 0.02 | | | 0.03 | | | 0.00 | | | 0.05 |
| v/c Ratio | 0.78 | 0.41 | 0.05 | 0.27 | 0.79 | 0.08 | 0.62 | 0.38 | 0.00 | 0.49 | 0.38 | 0.32 |
| Uniform Delay, d1 | 29.4 | 15.4 | 13.1 | 32.3 | 23.1 | 17.8 | 31.6 | 26.1 | 24.2 | 32.4 | 27.4 | 27.1 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 6.8 | 0.1 | 0.0 | 0.6 | 2.7 | 0.0 | 3.1 | 0.2 | 0.0 | 1.3 | 0.3 | 0.4 |
| Delay (s) | 36.2 | 15.6 | 13.1 | 32.9 | 25.8 | 17.8 | 34.7 | 26.3 | 24.2 | 33.7 | 27.7 | 27.5 |
| Level of Service | D | B | B | C | C | B | C | C | C | C | C | C |
| Approach Delay (s) | | 21.8 | | | 24.9 | | | 29.4 | | | 28.5 | |
| Approach LOS | | C | | | C | | | C | | | C | |

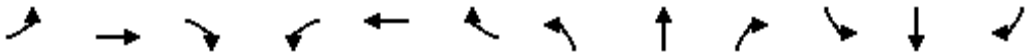
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 25.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 73.9 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 63.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 459 | 859 | 138 | 68 | 1254 | 220 | 227 | 367 | 10 | 138 | 321 | 516 |
| v/c Ratio | 0.77 | 0.40 | 0.11 | 0.21 | 0.80 | 0.22 | 0.61 | 0.37 | 0.02 | 0.39 | 0.40 | 0.64 |
| Control Delay | 39.2 | 16.7 | 3.7 | 33.2 | 28.4 | 3.9 | 39.4 | 27.7 | 14.1 | 34.9 | 28.8 | 9.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.2 | 16.7 | 3.7 | 33.2 | 28.4 | 3.9 | 39.4 | 27.7 | 14.1 | 34.9 | 28.8 | 9.2 |
| Queue Length 50th (ft) | 102 | 98 | 0 | 14 | 185 | 0 | 51 | 56 | 0 | 30 | 48 | 15 |
| Queue Length 95th (ft) | #185 | 154 | 18 | 35 | #267 | 26 | #94 | 82 | 6 | 60 | 73 | 59 |
| Internal Link Dist (ft) | | 1005 | | | 2144 | | | 775 | | | 1639 | |
| Turn Bay Length (ft) | 250 | | 200 | 200 | | 200 | 200 | | 200 | 180 | | 200 |
| Base Capacity (vph) | 622 | 2121 | 1201 | 383 | 1628 | 1026 | 383 | 1288 | 694 | 383 | 1275 | 1014 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.74 | 0.40 | 0.11 | 0.18 | 0.77 | 0.21 | 0.59 | 0.28 | 0.01 | 0.36 | 0.25 | 0.51 |

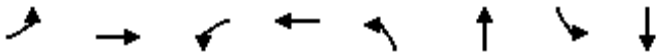
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 44 | 588 | 72 | 85 | 1127 | 16 | 33 | 61 | 91 | 6 | 71 | 85 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.91 | | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3443 | | 1770 | 3497 | | 1770 | 3176 | | 1770 | 3209 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3443 | | 1770 | 3497 | | 1770 | 3176 | | 1770 | 3209 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 48 | 639 | 78 | 92 | 1225 | 17 | 36 | 66 | 99 | 7 | 77 | 92 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 82 | 0 | 0 | 78 | 0 |
| Lane Group Flow (vph) | 48 | 707 | 0 | 92 | 1241 | 0 | 36 | 83 | 0 | 7 | 91 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.8 | 27.0 | | 4.5 | 27.7 | | 2.3 | 10.5 | | 1.0 | 9.2 | |
| Effective Green, g (s) | 3.8 | 27.0 | | 4.5 | 27.7 | | 2.3 | 10.5 | | 1.0 | 9.2 | |
| Actuated g/C Ratio | 0.06 | 0.44 | | 0.07 | 0.46 | | 0.04 | 0.17 | | 0.02 | 0.15 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 111 | 1529 | | 131 | 1593 | | 67 | 548 | | 29 | 486 | |
| v/s Ratio Prot | 0.03 | 0.21 | | c0.05 | c0.35 | | c0.02 | 0.03 | | 0.00 | c0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.43 | 0.46 | | 0.70 | 0.78 | | 0.54 | 0.15 | | 0.24 | 0.19 | |
| Uniform Delay, d1 | 27.5 | 11.8 | | 27.5 | 14.0 | | 28.7 | 21.4 | | 29.5 | 22.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.7 | 0.2 | | 15.7 | 2.5 | | 8.1 | 0.1 | | 4.3 | 0.2 | |
| Delay (s) | 30.2 | 12.0 | | 43.2 | 16.4 | | 36.8 | 21.5 | | 33.8 | 22.7 | |
| Level of Service | C | B | | D | B | | D | C | | C | C | |
| Approach Delay (s) | | 13.2 | | | 18.3 | | | 24.2 | | | 23.2 | |
| Approach LOS | | B | | | B | | | C | | | C | |

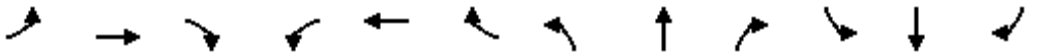
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 60.8 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 60.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 48 | 717 | 92 | 1242 | 36 | 165 | 7 | 169 |
| v/c Ratio | 0.21 | 0.43 | 0.36 | 0.72 | 0.16 | 0.25 | 0.03 | 0.30 |
| Control Delay | 31.2 | 13.7 | 31.9 | 18.6 | 31.1 | 11.6 | 31.5 | 14.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.2 | 13.7 | 31.9 | 18.6 | 31.1 | 11.6 | 31.5 | 14.9 |
| Queue Length 50th (ft) | 15 | 76 | 29 | 155 | 11 | 11 | 2 | 12 |
| Queue Length 95th (ft) | 55 | 198 | 88 | #453 | 44 | 38 | 15 | 42 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 279 | 1925 | 314 | 2017 | 279 | 1147 | 279 | 1126 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.37 | 0.29 | 0.62 | 0.13 | 0.14 | 0.03 | 0.15 |

Intersection Summary

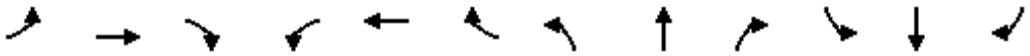
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 57 | 590 | 34 | 101 | 995 | 27 | 69 | 78 | 57 | 29 | 147 | 148 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1546 | 1770 | 3539 | 1546 | 1770 | 1863 | 1546 | 1770 | 1863 | 1546 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1546 | 1770 | 3539 | 1546 | 1770 | 1863 | 1546 | 1770 | 1863 | 1546 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 62 | 641 | 37 | 110 | 1082 | 29 | 75 | 85 | 62 | 32 | 160 | 161 |
| RTOR Reduction (vph) | 0 | 0 | 24 | 0 | 0 | 17 | 0 | 0 | 49 | 0 | 0 | 130 |
| Lane Group Flow (vph) | 62 | 641 | 13 | 110 | 1082 | 12 | 75 | 85 | 13 | 32 | 160 | 31 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 3.6 | 21.5 | 21.5 | 6.8 | 24.7 | 24.7 | 3.9 | 13.3 | 13.3 | 2.5 | 11.9 | 11.9 |
| Effective Green, g (s) | 3.6 | 21.5 | 21.5 | 6.8 | 24.7 | 24.7 | 3.9 | 13.3 | 13.3 | 2.5 | 11.9 | 11.9 |
| Actuated g/C Ratio | 0.06 | 0.35 | 0.35 | 0.11 | 0.40 | 0.40 | 0.06 | 0.21 | 0.21 | 0.04 | 0.19 | 0.19 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 200 | 1229 | 537 | 194 | 1412 | 617 | 112 | 400 | 332 | 71 | 358 | 297 |
| v/s Ratio Prot | 0.02 | 0.18 | | c0.06 | c0.31 | | c0.04 | 0.05 | | 0.02 | c0.09 | |
| v/s Ratio Perm | | | 0.01 | | | 0.01 | | | 0.01 | | | 0.02 |
| v/c Ratio | 0.31 | 0.52 | 0.02 | 0.57 | 0.77 | 0.02 | 0.67 | 0.21 | 0.04 | 0.45 | 0.45 | 0.10 |
| Uniform Delay, d1 | 28.0 | 16.1 | 13.3 | 26.2 | 16.1 | 11.3 | 28.4 | 20.0 | 19.2 | 29.0 | 22.1 | 20.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.9 | 0.4 | 0.0 | 3.8 | 2.5 | 0.0 | 14.2 | 0.3 | 0.0 | 4.5 | 0.9 | 0.2 |
| Delay (s) | 28.8 | 16.5 | 13.3 | 29.9 | 18.6 | 11.3 | 42.5 | 20.3 | 19.3 | 33.5 | 23.0 | 20.8 |
| Level of Service | C | B | B | C | B | B | D | C | B | C | C | C |
| Approach Delay (s) | | 17.4 | | | 19.5 | | | 27.5 | | | 22.9 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 61.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 58.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

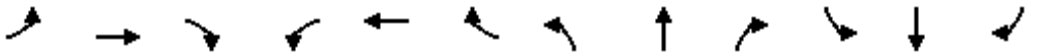
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 62 | 641 | 37 | 110 | 1082 | 29 | 75 | 85 | 62 | 32 | 160 | 161 |
| v/c Ratio | 0.15 | 0.52 | 0.07 | 0.40 | 0.72 | 0.04 | 0.32 | 0.20 | 0.15 | 0.15 | 0.45 | 0.38 |
| Control Delay | 29.7 | 19.7 | 7.3 | 32.5 | 21.6 | 7.2 | 32.9 | 23.3 | 8.5 | 31.2 | 29.1 | 7.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.7 | 19.7 | 7.3 | 32.5 | 21.6 | 7.2 | 32.9 | 23.3 | 8.5 | 31.2 | 29.1 | 7.9 |
| Queue Length 50th (ft) | 12 | 115 | 0 | 43 | 213 | 0 | 30 | 24 | 0 | 13 | 63 | 0 |
| Queue Length 95th (ft) | 30 | 183 | 19 | 96 | #372 | 16 | 73 | 69 | 29 | 39 | 118 | 45 |
| Internal Link Dist (ft) | | 3716 | | | 2312 | | | 899 | | | 1126 | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 200 | 200 | | 200 | 200 | | 200 |
| Base Capacity (vph) | 529 | 1574 | 707 | 341 | 1732 | 770 | 272 | 615 | 551 | 272 | 577 | 589 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 0.41 | 0.05 | 0.32 | 0.62 | 0.04 | 0.28 | 0.14 | 0.11 | 0.12 | 0.28 | 0.27 |

Intersection Summary

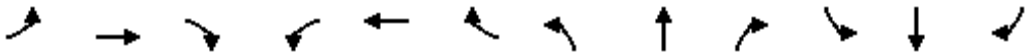
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 200 | 375 | 36 | 30 | 695 | 79 | 76 | 297 | 86 | 43 | 270 | 366 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1519 | 1770 | 3539 | 1545 | 1770 | 1863 | 1545 | 1770 | 1863 | 1545 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1519 | 1770 | 3539 | 1545 | 1770 | 1863 | 1545 | 1770 | 1863 | 1545 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 217 | 408 | 39 | 33 | 755 | 86 | 83 | 323 | 93 | 47 | 293 | 398 |
| RTOR Reduction (vph) | 0 | 0 | 24 | 0 | 0 | 60 | 0 | 0 | 69 | 0 | 0 | 259 |
| Lane Group Flow (vph) | 217 | 408 | 15 | 33 | 755 | 26 | 83 | 323 | 24 | 47 | 293 | 139 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 7.9 | 25.2 | 25.2 | 2.8 | 20.1 | 20.1 | 5.7 | 17.1 | 17.1 | 4.2 | 15.6 | 15.6 |
| Effective Green, g (s) | 7.9 | 25.2 | 25.2 | 2.8 | 20.1 | 20.1 | 5.7 | 17.1 | 17.1 | 4.2 | 15.6 | 15.6 |
| Actuated g/C Ratio | 0.12 | 0.38 | 0.38 | 0.04 | 0.30 | 0.30 | 0.08 | 0.25 | 0.25 | 0.06 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 404 | 1329 | 570 | 74 | 1060 | 463 | 150 | 475 | 394 | 111 | 433 | 359 |
| v/s Ratio Prot | c0.06 | 0.12 | | 0.02 | c0.21 | | c0.05 | c0.17 | | 0.03 | 0.16 | |
| v/s Ratio Perm | | | 0.01 | | | 0.02 | | | 0.02 | | | 0.09 |
| v/c Ratio | 0.54 | 0.31 | 0.03 | 0.45 | 0.71 | 0.06 | 0.55 | 0.68 | 0.06 | 0.42 | 0.68 | 0.39 |
| Uniform Delay, d1 | 27.9 | 14.8 | 13.2 | 31.4 | 20.9 | 16.7 | 29.5 | 22.5 | 18.9 | 30.3 | 23.5 | 21.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.4 | 0.1 | 0.0 | 4.2 | 2.3 | 0.1 | 4.4 | 4.0 | 0.1 | 2.6 | 4.2 | 0.7 |
| Delay (s) | 29.3 | 14.9 | 13.2 | 35.6 | 23.2 | 16.8 | 33.8 | 26.5 | 19.0 | 32.9 | 27.6 | 22.4 |
| Level of Service | C | B | B | D | C | B | C | C | B | C | C | C |
| Approach Delay (s) | | 19.5 | | | 23.1 | | | 26.3 | | | 25.1 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 23.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 67.1 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 58.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

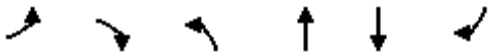
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 217 | 408 | 39 | 33 | 755 | 86 | 83 | 323 | 93 | 47 | 293 | 398 |
| v/c Ratio | 0.51 | 0.29 | 0.06 | 0.17 | 0.78 | 0.18 | 0.40 | 0.64 | 0.19 | 0.24 | 0.67 | 0.64 |
| Control Delay | 33.0 | 16.9 | 7.4 | 30.7 | 28.9 | 6.2 | 34.9 | 29.4 | 6.6 | 31.6 | 31.9 | 10.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 33.0 | 16.9 | 7.4 | 30.7 | 28.9 | 6.2 | 34.9 | 29.4 | 6.6 | 31.6 | 31.9 | 10.4 |
| Queue Length 50th (ft) | 46 | 54 | 0 | 13 | 156 | 0 | 34 | 125 | 0 | 19 | 113 | 20 |
| Queue Length 95th (ft) | 78 | 114 | 21 | 37 | #221 | 30 | 74 | #233 | 32 | 48 | 191 | 98 |
| Internal Link Dist (ft) | | 2312 | | | 1085 | | | 810 | | | 935 | |
| Turn Bay Length (ft) | 200 | | | 125 | | | 125 | | | 125 | | 200 |
| Base Capacity (vph) | 454 | 1411 | 629 | 234 | 1119 | 547 | 234 | 577 | 542 | 234 | 527 | 679 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.48 | 0.29 | 0.06 | 0.14 | 0.67 | 0.16 | 0.35 | 0.56 | 0.17 | 0.20 | 0.56 | 0.59 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 97 | 0 | 556 | 417 | 68 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 110 | 0 | 632 | 474 | 77 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.94 | 0.94 | 0.94 | | | |
| vC, conflicting volume | 848 | 296 | 561 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 719 | 133 | 415 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 87 | 100 | | | |
| cM capacity (veh/h) | 337 | 827 | 1067 | | | |

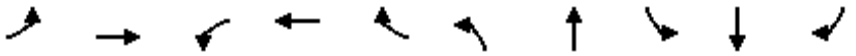
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 110 | 316 | 316 | 316 | 235 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 110 | 0 | 0 | 0 | 77 |
| cSH | 827 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.13 | 0.19 | 0.19 | 0.19 | 0.14 |
| Queue Length 95th (ft) | 11 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | | | | |
| Approach Delay (s) | 10.0 | 0.0 | | 0.0 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 29.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 107 | 205 | 48 | 28 | 321 | 127 | 183 | 217 | 42 | 111 | 189 | 116 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3419 | | 1770 | 3539 | 1538 | 1770 | 3437 | | 3433 | 3539 | 1508 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3419 | | 1770 | 3539 | 1538 | 1770 | 3437 | | 3433 | 3539 | 1508 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 122 | 233 | 55 | 32 | 365 | 144 | 208 | 247 | 48 | 126 | 215 | 132 |
| RTOR Reduction (vph) | 0 | 17 | 0 | 0 | 0 | 90 | 0 | 21 | 0 | 0 | 0 | 116 |
| Lane Group Flow (vph) | 122 | 271 | 0 | 32 | 365 | 54 | 208 | 274 | 0 | 126 | 215 | 16 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | 6 |
| Actuated Green, G (s) | 11.6 | 40.3 | | 4.9 | 33.6 | 33.6 | 15.8 | 18.6 | | 8.4 | 11.2 | 11.2 |
| Effective Green, g (s) | 11.6 | 40.3 | | 4.9 | 33.6 | 33.6 | 15.8 | 18.6 | | 8.4 | 11.2 | 11.2 |
| Actuated g/C Ratio | 0.13 | 0.45 | | 0.05 | 0.37 | 0.37 | 0.18 | 0.21 | | 0.09 | 0.12 | 0.12 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 442 | 1531 | | 96 | 1321 | 574 | 311 | 710 | | 320 | 440 | 188 |
| v/s Ratio Prot | c0.04 | 0.08 | | 0.02 | c0.10 | | c0.12 | 0.08 | | 0.04 | c0.06 | |
| v/s Ratio Perm | | | | | | 0.03 | | | | | | 0.01 |
| v/c Ratio | 0.28 | 0.18 | | 0.33 | 0.28 | 0.09 | 0.67 | 0.39 | | 0.39 | 0.49 | 0.09 |
| Uniform Delay, d1 | 35.4 | 14.9 | | 41.0 | 19.7 | 18.3 | 34.7 | 30.8 | | 38.4 | 36.7 | 34.9 |
| Progression Factor | 1.00 | 1.00 | | 1.07 | 0.49 | 0.33 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.3 | | 1.9 | 0.5 | 0.3 | 5.4 | 0.3 | | 0.8 | 0.9 | 0.2 |
| Delay (s) | 35.7 | 15.2 | | 45.7 | 10.1 | 6.3 | 40.0 | 31.1 | | 39.2 | 37.6 | 35.1 |
| Level of Service | D | B | | D | B | A | D | C | | D | D | D |
| Approach Delay (s) | | 21.3 | | | 11.2 | | | 34.8 | | | 37.3 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 25.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.40 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 49.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 122 | 288 | 32 | 365 | 144 | 208 | 295 | 126 | 215 | 132 |
| v/c Ratio | 0.32 | 0.18 | 0.23 | 0.26 | 0.21 | 0.67 | 0.40 | 0.39 | 0.49 | 0.43 |
| Control Delay | 39.4 | 16.0 | 44.4 | 10.4 | 2.1 | 44.9 | 28.5 | 41.6 | 39.9 | 11.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 1.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.4 | 16.0 | 44.4 | 11.4 | 2.9 | 44.9 | 28.5 | 41.6 | 39.9 | 11.1 |
| Queue Length 50th (ft) | 33 | 46 | 16 | 18 | 0 | 112 | 70 | 35 | 61 | 0 |
| Queue Length 95th (ft) | 58 | 91 | m28 | 91 | 15 | 166 | 91 | 60 | 88 | 45 |
| Internal Link Dist (ft) | | 365 | | 80 | | | 574 | | 5552 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 200 | | 200 | | 100 |
| Base Capacity (vph) | 381 | 1609 | 162 | 1384 | 689 | 433 | 1168 | 381 | 712 | 409 |
| Starvation Cap Reductn | 0 | 0 | 0 | 741 | 330 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.32 | 0.19 | 0.20 | 0.57 | 0.40 | 0.48 | 0.25 | 0.33 | 0.30 | 0.32 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 184 | 174 | 59 | 134 | 343 | 139 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1863 | 1538 | 1770 | 1863 | 1770 | 1508 |
| Flt Permitted | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1863 | 1538 | 1770 | 1863 | 1770 | 1508 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 209 | 198 | 67 | 152 | 390 | 158 |
| RTOR Reduction (vph) | 0 | 109 | 0 | 0 | 0 | 113 |
| Lane Group Flow (vph) | 209 | 89 | 67 | 152 | 390 | 45 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 3 | 8 | 2 | |
| Permitted Phases | | 4 | | | | 2 |
| Actuated Green, G (s) | 40.5 | 40.5 | 8.9 | 54.3 | 25.9 | 25.9 |
| Effective Green, g (s) | 40.5 | 40.5 | 8.9 | 54.3 | 25.9 | 25.9 |
| Actuated g/C Ratio | 0.45 | 0.45 | 0.10 | 0.60 | 0.29 | 0.29 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 838 | 692 | 175 | 1124 | 509 | 434 |
| v/s Ratio Prot | c0.11 | | c0.04 | 0.08 | c0.22 | |
| v/s Ratio Perm | | 0.06 | | | | 0.03 |
| v/c Ratio | 0.25 | 0.13 | 0.38 | 0.14 | 0.77 | 0.10 |
| Uniform Delay, d1 | 15.3 | 14.4 | 38.0 | 7.7 | 29.3 | 23.5 |
| Progression Factor | 0.62 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.7 | 0.4 | 1.4 | 0.3 | 6.8 | 0.1 |
| Delay (s) | 10.1 | 14.1 | 39.4 | 8.0 | 36.1 | 23.6 |
| Level of Service | B | B | D | A | D | C |
| Approach Delay (s) | 12.0 | | | 17.6 | 32.5 | |
| Approach LOS | B | | | B | C | |

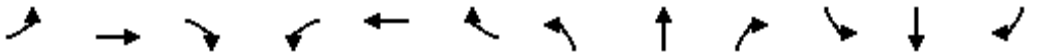
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 47.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 209 | 198 | 67 | 152 | 390 | 158 |
| v/c Ratio | 0.24 | 0.24 | 0.34 | 0.14 | 0.76 | 0.29 |
| Control Delay | 12.0 | 3.9 | 41.3 | 9.6 | 38.8 | 4.8 |
| Queue Delay | 0.7 | 0.5 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay | 12.7 | 4.4 | 41.3 | 9.6 | 38.9 | 4.8 |
| Queue Length 50th (ft) | 67 | 0 | 35 | 34 | 202 | 0 |
| Queue Length 95th (ft) | 119 | 72 | 73 | 75 | 256 | 35 |
| Internal Link Dist (ft) | 80 | | | 95 | 528 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 858 | 816 | 218 | 1123 | 769 | 745 |
| Starvation Cap Reductn | 383 | 321 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 39 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.44 | 0.40 | 0.31 | 0.14 | 0.53 | 0.21 |

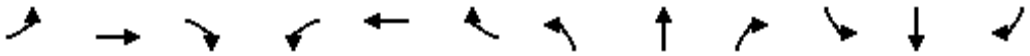
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 44 | 179 | 64 | 100 | 338 | 92 | 150 | 169 | 88 | 32 | 119 | 72 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1549 | 1770 | 3539 | 1525 | 1770 | 3539 | 1549 | 1770 | 3539 | 1549 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1549 | 1770 | 3539 | 1525 | 1770 | 3539 | 1549 | 1770 | 3539 | 1549 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 50 | 203 | 73 | 114 | 384 | 105 | 170 | 192 | 100 | 36 | 135 | 82 |
| RTOR Reduction (vph) | 0 | 0 | 56 | 0 | 0 | 74 | 0 | 0 | 71 | 0 | 0 | 66 |
| Lane Group Flow (vph) | 50 | 203 | 17 | 114 | 384 | 31 | 170 | 192 | 29 | 36 | 135 | 16 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 2.5 | 12.6 | 12.6 | 5.6 | 15.7 | 15.7 | 7.3 | 15.6 | 15.6 | 2.4 | 10.7 | 10.7 |
| Effective Green, g (s) | 2.5 | 12.6 | 12.6 | 5.6 | 15.7 | 15.7 | 7.3 | 15.6 | 15.6 | 2.4 | 10.7 | 10.7 |
| Actuated g/C Ratio | 0.05 | 0.23 | 0.23 | 0.10 | 0.29 | 0.29 | 0.14 | 0.29 | 0.29 | 0.04 | 0.20 | 0.20 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 82 | 826 | 361 | 184 | 1029 | 443 | 239 | 1022 | 447 | 79 | 701 | 307 |
| v/s Ratio Prot | 0.03 | 0.06 | | c0.06 | c0.11 | | c0.10 | c0.05 | | 0.02 | 0.04 | |
| v/s Ratio Perm | | | 0.01 | | | 0.02 | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.61 | 0.25 | 0.05 | 0.62 | 0.37 | 0.07 | 0.71 | 0.19 | 0.06 | 0.46 | 0.19 | 0.05 |
| Uniform Delay, d1 | 25.3 | 16.8 | 16.0 | 23.2 | 15.2 | 13.9 | 22.3 | 14.4 | 13.9 | 25.2 | 18.0 | 17.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 12.2 | 0.2 | 0.1 | 6.1 | 0.2 | 0.1 | 9.6 | 0.1 | 0.1 | 4.1 | 0.1 | 0.1 |
| Delay (s) | 37.5 | 17.0 | 16.1 | 29.3 | 15.5 | 13.9 | 31.9 | 14.5 | 14.0 | 29.3 | 18.2 | 17.6 |
| Level of Service | D | B | B | C | B | B | C | B | B | C | B | B |
| Approach Delay (s) | | 19.9 | | | 17.8 | | | 20.8 | | | 19.6 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.3 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 54.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 43.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 50 | 203 | 73 | 114 | 384 | 105 | 170 | 192 | 100 | 36 | 135 | 82 |
| v/c Ratio | 0.19 | 0.26 | 0.18 | 0.39 | 0.35 | 0.19 | 0.47 | 0.17 | 0.18 | 0.14 | 0.21 | 0.24 |
| Control Delay | 26.2 | 20.5 | 7.3 | 29.3 | 17.4 | 6.3 | 27.6 | 16.1 | 6.0 | 26.0 | 21.9 | 8.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.2 | 20.5 | 7.3 | 29.3 | 17.4 | 6.3 | 27.6 | 16.1 | 6.0 | 26.0 | 21.9 | 8.0 |
| Queue Length 50th (ft) | 14 | 30 | 0 | 32 | 40 | 0 | 47 | 17 | 0 | 10 | 20 | 0 |
| Queue Length 95th (ft) | 48 | 61 | 28 | #95 | 109 | 33 | #125 | 55 | 30 | 38 | 44 | 29 |
| Internal Link Dist (ft) | | 4149 | | | 2339 | | | 887 | | | 4138 | |
| Turn Bay Length (ft) | 200 | | 150 | 200 | | 150 | 200 | | 250 | 200 | | 150 |
| Base Capacity (vph) | 326 | 1313 | 619 | 326 | 1411 | 668 | 449 | 1666 | 780 | 326 | 1394 | 658 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.15 | 0.12 | 0.35 | 0.27 | 0.16 | 0.38 | 0.12 | 0.13 | 0.11 | 0.10 | 0.12 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 41 | 175 | 391 | 0 | 0 | 250 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | | | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.98 | 1.00 | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | | | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1770 | 1555 | 1863 | | | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1770 | 1555 | 1863 | | | 1863 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 47 | 199 | 444 | 0 | 0 | 284 |
| RTOR Reduction (vph) | 0 | 161 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 47 | 38 | 444 | 0 | 0 | 284 |
| Confl. Peds. (#/hr) | 10 | 10 | | 10 | 10 | |
| Turn Type | | Perm | | | | |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | 6.4 | 6.4 | 17.0 | | | 17.0 |
| Effective Green, g (s) | 6.4 | 6.4 | 17.0 | | | 17.0 |
| Actuated g/C Ratio | 0.19 | 0.19 | 0.51 | | | 0.51 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | | | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | 341 | 300 | 954 | | | 954 |
| v/s Ratio Prot | c0.03 | | c0.24 | | | 0.15 |
| v/s Ratio Perm | | 0.02 | | | | |
| v/c Ratio | 0.14 | 0.13 | 0.47 | | | 0.30 |
| Uniform Delay, d1 | 11.1 | 11.1 | 5.2 | | | 4.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.2 | 0.4 | | | 0.2 |
| Delay (s) | 11.3 | 11.3 | 5.5 | | | 4.8 |
| Level of Service | B | B | A | | | A |
| Approach Delay (s) | 11.3 | | 5.5 | | | 4.8 |
| Approach LOS | B | | A | | | A |

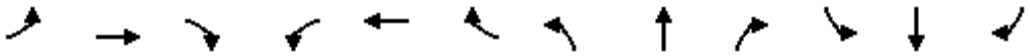
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 6.8 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.38 | | |
| Actuated Cycle Length (s) | 33.2 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 41.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | NBT | SBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 47 | 199 | 444 | 284 |
| v/c Ratio | 0.11 | 0.38 | 0.42 | 0.27 |
| Control Delay | 10.6 | 4.7 | 8.3 | 7.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 10.6 | 4.7 | 8.3 | 7.0 |
| Queue Length 50th (ft) | 5 | 0 | 41 | 23 |
| Queue Length 95th (ft) | 24 | 30 | 140 | 85 |
| Internal Link Dist (ft) | 341 | | 745 | 584 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 1089 | 1028 | 1734 | 1734 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.04 | 0.19 | 0.26 | 0.16 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 61 | 23 | 53 | 0 | 0 | 0 | 46 | 327 | 2 | 82 | 140 | 69 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | | | | 4.0 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | | | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | | | 1.00 | 1.00 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1530 | | | | 1770 | 1861 | | 3433 | 1751 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1530 | | | | 1770 | 1861 | | 3433 | 1751 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 69 | 26 | 60 | 0 | 0 | 0 | 52 | 372 | 2 | 93 | 159 | 78 |
| RTOR Reduction (vph) | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 0 |
| Lane Group Flow (vph) | 69 | 26 | 7 | 0 | 0 | 0 | 52 | 373 | 0 | 93 | 215 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | | | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 4.9 | 4.9 | 4.9 | | | | 2.4 | 21.6 | | 3.4 | 23.5 | |
| Effective Green, g (s) | 4.9 | 4.9 | 4.9 | | | | 2.4 | 21.6 | | 3.4 | 23.5 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.11 | | | | 0.05 | 0.48 | | 0.08 | 0.53 | |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | | | | 4.0 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 194 | 205 | 168 | | | | 95 | 901 | | 262 | 923 | |
| v/s Ratio Prot | c0.04 | 0.01 | | | | | c0.03 | c0.20 | | 0.03 | 0.12 | |
| v/s Ratio Perm | | | 0.00 | | | | | | | | | |
| v/c Ratio | 0.36 | 0.13 | 0.04 | | | | 0.55 | 0.41 | | 0.35 | 0.23 | |
| Uniform Delay, d1 | 18.4 | 17.9 | 17.7 | | | | 20.6 | 7.4 | | 19.6 | 5.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.1 | 0.3 | 0.1 | | | | 6.3 | 0.3 | | 0.8 | 0.1 | |
| Delay (s) | 19.5 | 18.2 | 17.8 | | | | 26.9 | 7.7 | | 20.4 | 5.8 | |
| Level of Service | B | B | B | | | | C | A | | C | A | |
| Approach Delay (s) | | 18.6 | | | 0.0 | | | 10.1 | | | 9.9 | |
| Approach LOS | | B | | | A | | | B | | | A | |

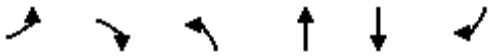
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 44.6 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 39.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



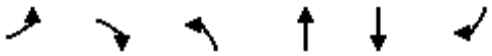
| Lane Group | EBL | EBT | EBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 69 | 26 | 60 | 52 | 374 | 93 | 237 |
| v/c Ratio | 0.18 | 0.07 | 0.16 | 0.16 | 0.33 | 0.16 | 0.20 |
| Control Delay | 17.1 | 16.4 | 7.0 | 20.4 | 11.9 | 19.4 | 8.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.1 | 16.4 | 7.0 | 20.4 | 11.9 | 19.4 | 8.0 |
| Queue Length 50th (ft) | 14 | 5 | 0 | 11 | 73 | 9 | 16 |
| Queue Length 95th (ft) | 44 | 22 | 22 | 44 | 170 | 33 | 92 |
| Internal Link Dist (ft) | | 474 | | | 214 | | 745 |
| Turn Bay Length (ft) | 200 | | 73 | 200 | | 200 | |
| Base Capacity (vph) | 795 | 836 | 717 | 395 | 1147 | 679 | 1118 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.03 | 0.08 | 0.13 | 0.33 | 0.14 | 0.21 |

Intersection Summary



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 80 | 133 | 385 | 577 | 823 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.97 | 0.91 | 0.91 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 3433 | 5085 | 5085 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 3433 | 5085 | 5085 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 87 | 145 | 418 | 627 | 895 | 70 |
| RTOR Reduction (vph) | 0 | 125 | 0 | 0 | 0 | 46 |
| Lane Group Flow (vph) | 87 | 20 | 418 | 627 | 895 | 24 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 6.3 | 6.3 | 10.6 | 30.3 | 15.7 | 15.7 |
| Effective Green, g (s) | 6.3 | 6.3 | 10.6 | 30.3 | 15.7 | 15.7 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.23 | 0.65 | 0.34 | 0.34 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 466 | 378 | 784 | 3321 | 1721 | 536 |
| v/s Ratio Prot | c0.03 | | c0.12 | 0.12 | c0.18 | |
| v/s Ratio Perm | | 0.01 | | | | 0.01 |
| v/c Ratio | 0.19 | 0.05 | 0.53 | 0.19 | 0.52 | 0.04 |
| Uniform Delay, d1 | 17.8 | 17.5 | 15.7 | 3.2 | 12.3 | 10.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.1 | 0.7 | 0.0 | 0.3 | 0.0 |
| Delay (s) | 18.0 | 17.5 | 16.4 | 3.2 | 12.6 | 10.3 |
| Level of Service | B | B | B | A | B | B |
| Approach Delay (s) | 17.7 | | | 8.5 | 12.4 | |
| Approach LOS | B | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 46.4 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 41.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



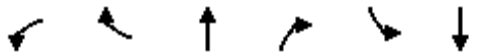
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 87 | 145 | 418 | 627 | 895 | 70 |
| v/c Ratio | 0.14 | 0.23 | 0.52 | 0.18 | 0.52 | 0.12 |
| Control Delay | 18.3 | 5.2 | 20.1 | 4.0 | 14.7 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.3 | 5.2 | 20.1 | 4.0 | 14.7 | 5.1 |
| Queue Length 50th (ft) | 11 | 0 | 52 | 19 | 70 | 0 |
| Queue Length 95th (ft) | 26 | 19 | 111 | 51 | 135 | 23 |
| Internal Link Dist (ft) | 360 | | | 1639 | 1871 | |
| Turn Bay Length (ft) | | | 800 | | | 200 |
| Base Capacity (vph) | 1312 | 1155 | 978 | 3815 | 2185 | 720 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.13 | 0.43 | 0.16 | 0.41 | 0.10 |

Intersection Summary



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1 | 159 | 50 | 1 | 865 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1 | 173 | 54 | 1 | 940 | 241 |
| RTOR Reduction (vph) | 0 | 151 | 0 | 1 | 0 | 0 |
| Lane Group Flow (vph) | 1 | 22 | 54 | 0 | 940 | 241 |
| Turn Type | | Perm | | Perm | Prot | |
| Protected Phases | 8 | | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | | |
| Actuated Green, G (s) | 5.9 | 5.9 | 8.5 | 8.5 | 18.0 | 30.5 |
| Effective Green, g (s) | 5.9 | 5.9 | 8.5 | 8.5 | 18.0 | 30.5 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.18 | 0.18 | 0.39 | 0.66 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 226 | 202 | 343 | 291 | 1338 | 1230 |
| v/s Ratio Prot | 0.00 | | 0.03 | | c0.27 | c0.13 |
| v/s Ratio Perm | | c0.01 | | 0.00 | | |
| v/c Ratio | 0.00 | 0.11 | 0.16 | 0.00 | 0.70 | 0.20 |
| Uniform Delay, d1 | 17.6 | 17.8 | 15.8 | 15.4 | 11.9 | 3.1 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.0 | 0.2 | 0.2 | 0.0 | 1.7 | 0.1 |
| Delay (s) | 17.6 | 18.1 | 16.1 | 15.4 | 13.5 | 3.1 |
| Level of Service | B | B | B | B | B | A |
| Approach Delay (s) | 18.1 | | 16.0 | | | 11.4 |
| Approach LOS | B | | B | | | B |

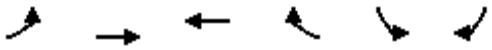
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 46.2 | Sum of lost time (s) | 8.9 |
| Intersection Capacity Utilization | 42.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1 | 173 | 54 | 1 | 940 | 241 |
| v/c Ratio | 0.00 | 0.42 | 0.16 | 0.00 | 0.69 | 0.18 |
| Control Delay | 18.0 | 7.4 | 19.3 | 15.0 | 18.0 | 4.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.0 | 7.4 | 19.3 | 15.0 | 18.0 | 4.5 |
| Queue Length 50th (ft) | 0 | 0 | 12 | 0 | 92 | 18 |
| Queue Length 95th (ft) | 4 | 41 | 42 | 3 | #296 | 67 |
| Internal Link Dist (ft) | 345 | | 660 | | | 854 |
| Turn Bay Length (ft) | | | | | 300 | |
| Base Capacity (vph) | 678 | 713 | 723 | 615 | 1562 | 1569 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.00 | 0.24 | 0.07 | 0.00 | 0.60 | 0.15 |

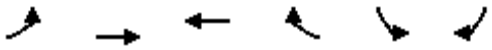
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



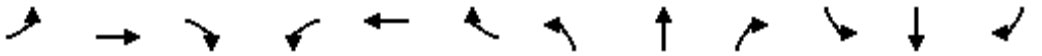
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 82 | 743 | 590 | 404 | 244 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 89 | 808 | 641 | 439 | 265 | 59 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 292 | 0 | 45 |
| Lane Group Flow (vph) | 89 | 808 | 641 | 147 | 265 | 14 |
| Turn Type | Prot | | | Perm | | Perm |
| Protected Phases | 7 | 4 | 8 | | 6 | |
| Permitted Phases | | | | 8 | | 6 |
| Actuated Green, G (s) | 3.5 | 22.5 | 14.1 | 14.1 | 9.8 | 9.8 |
| Effective Green, g (s) | 3.5 | 22.5 | 14.1 | 14.1 | 9.8 | 9.8 |
| Actuated g/C Ratio | 0.08 | 0.53 | 0.33 | 0.33 | 0.23 | 0.23 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 147 | 2718 | 1703 | 530 | 799 | 368 |
| v/s Ratio Prot | c0.05 | 0.16 | c0.13 | | c0.08 | |
| v/s Ratio Perm | | | | 0.09 | | 0.01 |
| v/c Ratio | 0.61 | 0.30 | 0.38 | 0.28 | 0.33 | 0.04 |
| Uniform Delay, d1 | 18.6 | 5.4 | 10.7 | 10.3 | 13.4 | 12.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 6.9 | 0.1 | 0.1 | 0.3 | 0.2 | 0.0 |
| Delay (s) | 25.5 | 5.5 | 10.8 | 10.6 | 13.7 | 12.5 |
| Level of Service | C | A | B | B | B | B |
| Approach Delay (s) | | 7.5 | 10.7 | | 13.5 | |
| Approach LOS | | A | B | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.8 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 42.1 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 37.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 89 | 808 | 641 | 439 | 265 | 59 |
| v/c Ratio | 0.28 | 0.32 | 0.36 | 0.53 | 0.32 | 0.14 |
| Control Delay | 22.2 | 6.2 | 11.8 | 4.4 | 16.0 | 6.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 22.2 | 6.2 | 11.8 | 4.4 | 16.0 | 6.4 |
| Queue Length 50th (ft) | 21 | 30 | 45 | 0 | 30 | 0 |
| Queue Length 95th (ft) | 66 | 67 | 85 | 51 | 62 | 22 |
| Internal Link Dist (ft) | | 1859 | 600 | | 561 | |
| Turn Bay Length (ft) | 250 | | | | | |
| Base Capacity (vph) | 344 | 4004 | 2798 | 1068 | 1701 | 814 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.20 | 0.23 | 0.41 | 0.16 | 0.07 |

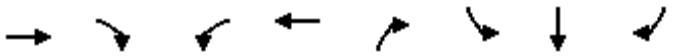
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2404 | 72 | 155 | 1798 | 0 | 0 | 0 | 228 | 404 | 70 | 518 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | 0.97 | 0.91 | | | | 0.88 | 0.97 | 1.00 | 0.88 |
| Frpb, ped/bikes | | 1.00 | 0.97 | 1.00 | 1.00 | | | | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 5085 | 1531 | 3433 | 5085 | | | | 2695 | 3433 | 1863 | 2695 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 5085 | 1531 | 3433 | 5085 | | | | 2695 | 3433 | 1863 | 2695 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2613 | 78 | 168 | 1954 | 0 | 0 | 0 | 248 | 439 | 76 | 563 |
| RTOR Reduction (vph) | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 0 | 2613 | 67 | 168 | 1954 | 0 | 0 | 0 | 96 | 439 | 76 | 546 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 61.2 | 61.2 | 7.1 | 73.2 | | | | 9.9 | 15.1 | 29.9 | 29.9 |
| Effective Green, g (s) | | 61.2 | 61.2 | 7.1 | 73.2 | | | | 9.9 | 15.1 | 29.9 | 29.9 |
| Actuated g/C Ratio | | 0.54 | 0.54 | 0.06 | 0.65 | | | | 0.09 | 0.13 | 0.26 | 0.26 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 2756 | 830 | 216 | 3297 | | | | 236 | 459 | 493 | 714 |
| v/s Ratio Prot | | c0.51 | | 0.05 | c0.38 | | | | | c0.13 | 0.04 | |
| v/s Ratio Perm | | | 0.04 | | | | | | 0.04 | | | c0.20 |
| v/c Ratio | | 0.95 | 0.08 | 0.78 | 0.59 | | | | 0.41 | 0.96 | 0.15 | 0.76 |
| Uniform Delay, d1 | | 24.4 | 12.4 | 52.1 | 11.3 | | | | 48.7 | 48.6 | 31.8 | 38.3 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 8.0 | 0.0 | 16.0 | 0.3 | | | | 1.1 | 30.8 | 0.1 | 4.9 |
| Delay (s) | | 32.4 | 12.4 | 68.2 | 11.6 | | | | 49.9 | 79.4 | 32.0 | 43.1 |
| Level of Service | | C | B | E | B | | | | D | E | C | D |
| Approach Delay (s) | | 31.8 | | | 16.1 | | | 49.9 | | | 57.1 | |
| Approach LOS | | C | | | B | | | D | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.5 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 112.9 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 80.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

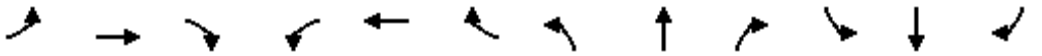
c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2613 | 78 | 168 | 1954 | 248 | 439 | 76 | 563 |
| v/c Ratio | 0.95 | 0.09 | 0.78 | 0.59 | 0.64 | 0.95 | 0.15 | 0.77 |
| Control Delay | 34.0 | 9.9 | 76.8 | 12.7 | 24.8 | 81.5 | 32.2 | 44.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.0 | 9.9 | 76.8 | 13.2 | 24.8 | 81.5 | 32.2 | 44.5 |
| Queue Length 50th (ft) | 611 | 17 | 62 | 264 | 31 | 163 | 42 | 206 |
| Queue Length 95th (ft) | #869 | 47 | #129 | 377 | 76 | #290 | 81 | 276 |
| Internal Link Dist (ft) | 515 | | | 535 | | | 592 | |
| Turn Bay Length (ft) | | 100 | 150 | | | 374 | | 374 |
| Base Capacity (vph) | 2755 | 840 | 216 | 3296 | 550 | 460 | 613 | 901 |
| Starvation Cap Reductn | 0 | 0 | 0 | 755 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.95 | 0.09 | 0.78 | 0.77 | 0.45 | 0.95 | 0.12 | 0.62 |

Intersection Summary

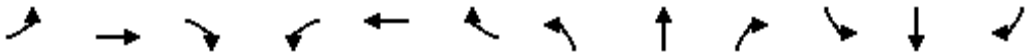
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 389 | 2037 | 553 | 397 | 1641 | 277 | 238 | 451 | 205 | 134 | 637 | 502 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5085 | 2646 | 3433 | 5085 | 1535 | 3433 | 3539 | 1535 | 3433 | 3539 | 2702 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5085 | 2646 | 3433 | 5085 | 1535 | 3433 | 3539 | 1535 | 3433 | 3539 | 2702 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 423 | 2214 | 601 | 432 | 1784 | 301 | 259 | 490 | 223 | 146 | 692 | 546 |
| RTOR Reduction (vph) | 0 | 0 | 228 | 0 | 0 | 143 | 0 | 0 | 130 | 0 | 0 | 310 |
| Lane Group Flow (vph) | 423 | 2214 | 373 | 432 | 1784 | 158 | 259 | 490 | 93 | 146 | 692 | 236 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 14.0 | 42.3 | 42.3 | 12.0 | 40.3 | 40.3 | 8.0 | 20.1 | 20.1 | 7.8 | 19.9 | 19.9 |
| Effective Green, g (s) | 14.0 | 42.3 | 42.3 | 12.0 | 40.3 | 40.3 | 8.0 | 20.1 | 20.1 | 7.8 | 19.9 | 19.9 |
| Actuated g/C Ratio | 0.14 | 0.42 | 0.42 | 0.12 | 0.40 | 0.40 | 0.08 | 0.20 | 0.20 | 0.08 | 0.20 | 0.20 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 481 | 2151 | 1119 | 412 | 2049 | 619 | 275 | 711 | 309 | 268 | 704 | 538 |
| v/s Ratio Prot | 0.12 | c0.44 | | c0.13 | 0.35 | | c0.08 | 0.14 | | 0.04 | c0.20 | |
| v/s Ratio Perm | | | 0.14 | | | 0.10 | | | 0.06 | | | 0.09 |
| v/c Ratio | 0.88 | 1.03 | 0.33 | 1.05 | 0.87 | 0.25 | 0.94 | 0.69 | 0.30 | 0.54 | 0.98 | 0.44 |
| Uniform Delay, d1 | 42.2 | 28.9 | 19.4 | 44.0 | 27.5 | 19.9 | 45.8 | 37.1 | 34.0 | 44.4 | 39.9 | 35.1 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 16.6 | 27.4 | 0.2 | 57.6 | 4.4 | 0.2 | 38.7 | 2.8 | 0.5 | 2.3 | 29.5 | 0.6 |
| Delay (s) | 58.7 | 56.2 | 19.6 | 101.6 | 31.8 | 20.1 | 84.4 | 39.8 | 34.5 | 46.6 | 69.4 | 35.7 |
| Level of Service | E | E | B | F | C | C | F | D | C | D | E | D |
| Approach Delay (s) | | 49.7 | | | 42.4 | | | 50.5 | | | 53.7 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 48.2 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.96 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 89.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 423 | 2214 | 601 | 432 | 1784 | 301 | 259 | 490 | 223 | 146 | 692 | 546 |
| v/c Ratio | 0.88 | 1.03 | 0.45 | 1.05 | 0.87 | 0.40 | 0.94 | 0.69 | 0.51 | 0.55 | 0.98 | 0.64 |
| Control Delay | 63.0 | 56.7 | 7.6 | 101.3 | 33.3 | 6.6 | 88.3 | 42.9 | 15.4 | 52.4 | 70.9 | 14.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 63.0 | 56.7 | 7.6 | 101.3 | 33.3 | 6.6 | 88.3 | 42.9 | 15.4 | 52.4 | 70.9 | 14.5 |
| Queue Length 50th (ft) | 138 | ~556 | 45 | ~155 | 375 | 24 | 86 | 154 | 32 | 46 | 233 | 49 |
| Queue Length 95th (ft) | #222 | #652 | 90 | #252 | 443 | 82 | #163 | 210 | 103 | 78 | #354 | 110 |
| Internal Link Dist (ft) | | 535 | | | 286 | | | 631 | | | 855 | |
| Turn Bay Length (ft) | 200 | | 200 | 150 | | | 160 | | 80 | 120 | | 135 |
| Base Capacity (vph) | 481 | 2151 | 1347 | 412 | 2049 | 762 | 275 | 712 | 439 | 275 | 704 | 848 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.88 | 1.03 | 0.45 | 1.05 | 0.87 | 0.40 | 0.94 | 0.69 | 0.51 | 0.53 | 0.98 | 0.64 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1523 | 0 | 0 | 1593 | 509 | 265 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.95 | | | 0.95 | 0.97 | 1.00 |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | | | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3539 | | | 3539 | 3433 | 1546 |
| Flt Permitted | 1.00 | | | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3539 | | | 3539 | 3433 | 1546 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1655 | 0 | 0 | 1732 | 553 | 288 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 1655 | 0 | 0 | 1732 | 553 | 271 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | Perm |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | 2 |
| Actuated Green, G (s) | 36.5 | | | 36.5 | 16.1 | 16.1 |
| Effective Green, g (s) | 36.5 | | | 36.5 | 16.1 | 16.1 |
| Actuated g/C Ratio | 0.58 | | | 0.58 | 0.26 | 0.26 |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 2070 | | | 2070 | 886 | 399 |
| v/s Ratio Prot | 0.47 | | | c0.49 | 0.16 | |
| v/s Ratio Perm | | | | | | c0.18 |
| v/c Ratio | 0.80 | | | 0.84 | 0.62 | 0.68 |
| Uniform Delay, d1 | 10.1 | | | 10.5 | 20.5 | 20.8 |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.3 | | | 3.1 | 1.4 | 4.6 |
| Delay (s) | 12.4 | | | 13.6 | 21.9 | 25.4 |
| Level of Service | B | | | B | C | C |
| Approach Delay (s) | 12.4 | | | 13.6 | 23.1 | |
| Approach LOS | B | | | B | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 62.4 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 79.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

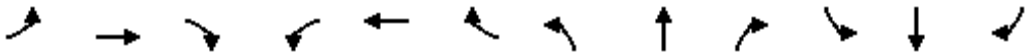
c Critical Lane Group



| Lane Group | EBT | WBT | NBL | NBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 1655 | 1732 | 553 | 288 |
| v/c Ratio | 0.80 | 0.84 | 0.63 | 0.70 |
| Control Delay | 14.3 | 15.9 | 24.9 | 30.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 14.3 | 15.9 | 24.9 | 30.4 |
| Queue Length 50th (ft) | 256 | 280 | 106 | 100 |
| Queue Length 95th (ft) | 352 | 385 | 153 | #181 |
| Internal Link Dist (ft) | 148 | 575 | 856 | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 2389 | 2389 | 1077 | 500 |
| Starvation Cap Reductn | 10 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.70 | 0.72 | 0.51 | 0.58 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 415 | 0 | 0 | 0 | 0 | 1107 | 112 | 655 | 904 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 0.97 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.99 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2669 | | | | | 3539 | 1560 | 3433 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2669 | | | | | 3539 | 1560 | 3433 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 451 | 0 | 0 | 0 | 0 | 1203 | 122 | 712 | 983 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 217 | 0 | 0 | 0 | 0 | 1203 | 122 | 712 | 983 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 10.5 | | | | | 30.1 | 72.0 | 17.6 | 51.7 | |
| Effective Green, g (s) | | | 10.5 | | | | | 30.1 | 72.0 | 17.6 | 51.7 | |
| Actuated g/C Ratio | | | 0.15 | | | | | 0.42 | 1.00 | 0.24 | 0.72 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 389 | | | | | 1479 | 1560 | 839 | 2541 | |
| v/s Ratio Prot | | | | | | | | c0.34 | | c0.21 | 0.28 | |
| v/s Ratio Perm | | | c0.08 | | | | | | 0.08 | | | |
| v/c Ratio | | | 0.56 | | | | | 0.81 | 0.08 | 0.85 | 0.39 | |
| Uniform Delay, d1 | | | 28.6 | | | | | 18.5 | 0.0 | 25.9 | 4.0 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 1.7 | | | | | 3.5 | 0.1 | 8.0 | 0.1 | |
| Delay (s) | | | 30.3 | | | | | 22.0 | 0.1 | 33.9 | 4.1 | |
| Level of Service | | | C | | | | | C | A | C | A | |
| Approach Delay (s) | | 30.3 | | | 0.0 | | | 20.0 | | | 16.6 | |
| Approach LOS | | C | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 72.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 56.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

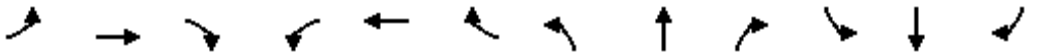
c Critical Lane Group



| Lane Group | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 451 | 1203 | 122 | 712 | 983 |
| v/c Ratio | 0.72 | 0.82 | 0.08 | 0.85 | 0.39 |
| Control Delay | 19.0 | 24.9 | 0.1 | 39.1 | 4.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 19.0 | 24.9 | 0.1 | 39.1 | 4.9 |
| Queue Length 50th (ft) | 43 | 244 | 0 | 163 | 72 |
| Queue Length 95th (ft) | 93 | #366 | 0 | #282 | 131 |
| Internal Link Dist (ft) | | 2142 | | | 631 |
| Turn Bay Length (ft) | 170 | | 200 | 200 | |
| Base Capacity (vph) | 811 | 1600 | 1560 | 867 | 2693 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.56 | 0.75 | 0.08 | 0.82 | 0.37 |

Intersection Summary

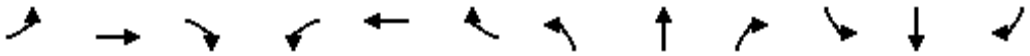
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 284 | 241 | 88 | 50 | 110 | 108 | 71 | 1006 | 76 | 281 | 921 | 229 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1543 | 1770 | 1863 | 1543 | 1770 | 3539 | 1543 | 3433 | 3539 | 1516 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1543 | 1770 | 1863 | 1543 | 1770 | 3539 | 1543 | 3433 | 3539 | 1516 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 309 | 262 | 96 | 54 | 120 | 117 | 77 | 1093 | 83 | 305 | 1001 | 249 |
| RTOR Reduction (vph) | 0 | 0 | 73 | 0 | 0 | 95 | 0 | 0 | 34 | 0 | 0 | 107 |
| Lane Group Flow (vph) | 309 | 262 | 23 | 54 | 120 | 22 | 77 | 1093 | 49 | 305 | 1001 | 142 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.0 | 17.4 | 17.4 | 4.5 | 13.9 | 13.9 | 6.0 | 25.5 | 25.5 | 8.0 | 27.5 | 27.5 |
| Effective Green, g (s) | 8.0 | 17.4 | 17.4 | 4.5 | 13.9 | 13.9 | 6.0 | 25.5 | 25.5 | 8.0 | 27.5 | 27.5 |
| Actuated g/C Ratio | 0.11 | 0.24 | 0.24 | 0.06 | 0.19 | 0.19 | 0.08 | 0.35 | 0.35 | 0.11 | 0.38 | 0.38 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 375 | 443 | 367 | 109 | 354 | 293 | 145 | 1233 | 538 | 375 | 1330 | 570 |
| v/s Ratio Prot | c0.09 | c0.14 | | 0.03 | 0.06 | | 0.04 | c0.31 | | c0.09 | 0.28 | |
| v/s Ratio Perm | | | 0.01 | | | 0.01 | | | 0.03 | | | 0.09 |
| v/c Ratio | 0.82 | 0.59 | 0.06 | 0.50 | 0.34 | 0.08 | 0.53 | 0.89 | 0.09 | 0.81 | 0.75 | 0.25 |
| Uniform Delay, d1 | 31.9 | 24.7 | 21.6 | 33.3 | 25.7 | 24.4 | 32.2 | 22.5 | 16.1 | 31.9 | 19.9 | 15.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 13.6 | 2.1 | 0.1 | 3.5 | 0.6 | 0.1 | 3.7 | 8.0 | 0.1 | 12.7 | 2.5 | 0.2 |
| Delay (s) | 45.6 | 26.9 | 21.7 | 36.8 | 26.2 | 24.5 | 36.0 | 30.5 | 16.1 | 44.5 | 22.3 | 16.0 |
| Level of Service | D | C | C | D | C | C | D | C | B | D | C | B |
| Approach Delay (s) | | 34.8 | | | 27.5 | | | 29.8 | | | 25.7 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 28.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 73.2 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 66.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

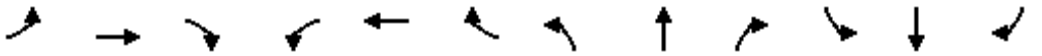
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 309 | 262 | 96 | 54 | 120 | 117 | 77 | 1093 | 83 | 305 | 1001 | 249 |
| v/c Ratio | 0.79 | 0.57 | 0.21 | 0.31 | 0.38 | 0.33 | 0.42 | 0.89 | 0.15 | 0.78 | 0.73 | 0.36 |
| Control Delay | 48.4 | 31.1 | 7.5 | 35.6 | 29.2 | 8.2 | 38.5 | 33.3 | 9.3 | 47.6 | 24.5 | 8.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.4 | 31.1 | 7.5 | 35.6 | 29.2 | 8.2 | 38.5 | 33.3 | 9.3 | 47.6 | 24.5 | 8.2 |
| Queue Length 50th (ft) | 73 | 111 | 0 | 23 | 47 | 0 | 34 | 248 | 10 | 72 | 219 | 25 |
| Queue Length 95th (ft) | #139 | #190 | 36 | 57 | 92 | 39 | 74 | #378 | 38 | #137 | #327 | 78 |
| Internal Link Dist (ft) | | 628 | | | 1256 | | | 2552 | | | 2142 | |
| Turn Bay Length (ft) | | | | | | | 1 | | 100 | 1 | | 100 |
| Base Capacity (vph) | 391 | 461 | 454 | 202 | 424 | 442 | 202 | 1270 | 587 | 391 | 1379 | 695 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.79 | 0.57 | 0.21 | 0.27 | 0.28 | 0.26 | 0.38 | 0.86 | 0.14 | 0.78 | 0.73 | 0.36 |

Intersection Summary

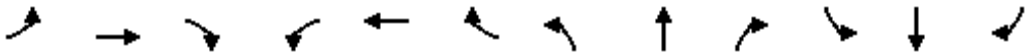
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 335 | 544 | 180 | 110 | 245 | 84 | 62 | 717 | 120 | 128 | 714 | 212 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3390 | 1863 | 1546 | 1764 | 1863 | 1546 | 1770 | 3539 | 1522 | 1770 | 3539 | 1522 |
| Flt Permitted | 0.55 | 1.00 | 1.00 | 0.19 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1972 | 1863 | 1546 | 349 | 1863 | 1546 | 1770 | 3539 | 1522 | 1770 | 3539 | 1522 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 364 | 591 | 196 | 120 | 266 | 91 | 67 | 779 | 130 | 139 | 776 | 230 |
| RTOR Reduction (vph) | 0 | 0 | 120 | 0 | 0 | 56 | 0 | 0 | 86 | 0 | 0 | 148 |
| Lane Group Flow (vph) | 364 | 591 | 76 | 120 | 266 | 35 | 67 | 779 | 44 | 139 | 776 | 82 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | 3.9 | 18.1 | 18.1 | 5.3 | 19.5 | 19.5 |
| Effective Green, g (s) | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | 3.9 | 18.1 | 18.1 | 5.3 | 19.5 | 19.5 |
| Actuated g/C Ratio | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | 0.06 | 0.29 | 0.29 | 0.09 | 0.31 | 0.31 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 760 | 718 | 596 | 135 | 718 | 596 | 111 | 1033 | 444 | 151 | 1113 | 479 |
| v/s Ratio Prot | | 0.32 | | | 0.14 | | 0.04 | c0.22 | | c0.08 | 0.22 | |
| v/s Ratio Perm | 0.18 | | 0.05 | c0.34 | | 0.02 | | | 0.03 | | | 0.05 |
| v/c Ratio | 0.48 | 0.82 | 0.13 | 0.89 | 0.37 | 0.06 | 0.60 | 0.75 | 0.10 | 0.92 | 0.70 | 0.17 |
| Uniform Delay, d1 | 14.4 | 17.1 | 12.3 | 17.8 | 13.7 | 12.0 | 28.3 | 19.9 | 16.0 | 28.1 | 18.7 | 15.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.5 | 7.6 | 0.1 | 45.2 | 0.3 | 0.0 | 8.9 | 3.2 | 0.1 | 50.1 | 1.9 | 0.2 |
| Delay (s) | 14.8 | 24.7 | 12.4 | 63.1 | 14.0 | 12.0 | 37.2 | 23.1 | 16.1 | 78.3 | 20.6 | 15.6 |
| Level of Service | B | C | B | E | B | B | D | C | B | E | C | B |
| Approach Delay (s) | | 19.5 | | | 26.0 | | | 23.1 | | | 26.6 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 23.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 62.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 78.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

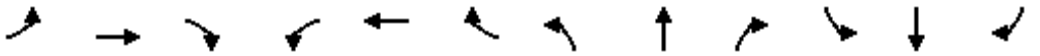
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 364 | 591 | 196 | 120 | 266 | 91 | 67 | 779 | 130 | 139 | 776 | 230 |
| v/c Ratio | 0.46 | 0.80 | 0.27 | 0.86 | 0.36 | 0.14 | 0.34 | 0.77 | 0.25 | 0.65 | 0.68 | 0.36 |
| Control Delay | 17.0 | 27.8 | 3.6 | 74.0 | 15.8 | 4.0 | 31.9 | 27.1 | 6.3 | 45.6 | 23.1 | 5.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.0 | 27.8 | 3.6 | 74.0 | 15.8 | 4.0 | 31.9 | 27.1 | 6.3 | 45.6 | 23.1 | 5.7 |
| Queue Length 50th (ft) | 54 | 204 | 0 | 43 | 73 | 0 | 25 | 149 | 2 | 54 | 148 | 4 |
| Queue Length 95th (ft) | 89 | #373 | 35 | #137 | 127 | 24 | 59 | #218 | 37 | #134 | #215 | 50 |
| Internal Link Dist (ft) | | 1296 | | | 2569 | | | 932 | | | 2552 | |
| Turn Bay Length (ft) | | | 250 | | | 100 | 1 | | 100 | 1 | | 100 |
| Base Capacity (vph) | 851 | 804 | 779 | 151 | 804 | 719 | 216 | 1102 | 557 | 216 | 1233 | 670 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.43 | 0.74 | 0.25 | 0.79 | 0.33 | 0.13 | 0.31 | 0.71 | 0.23 | 0.64 | 0.63 | 0.34 |

Intersection Summary

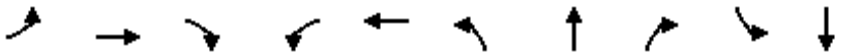
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 683 | 88 | 222 | 381 | 59 | 73 | 86 | 170 | 48 | 54 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1540 | 1770 | 1814 | | 1770 | 1863 | 1540 | 1770 | 1774 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1540 | 1770 | 1814 | | 1770 | 1863 | 1540 | 1770 | 1774 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 22 | 742 | 96 | 241 | 414 | 64 | 79 | 93 | 185 | 52 | 59 | 22 |
| RTOR Reduction (vph) | 0 | 0 | 23 | 0 | 5 | 0 | 0 | 0 | 159 | 0 | 16 | 0 |
| Lane Group Flow (vph) | 22 | 742 | 73 | 241 | 473 | 0 | 79 | 93 | 26 | 52 | 65 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | |
| Actuated Green, G (s) | 2.8 | 38.0 | 38.0 | 12.1 | 47.3 | | 6.1 | 12.0 | 12.0 | 4.5 | 10.4 | |
| Effective Green, g (s) | 2.8 | 38.0 | 38.0 | 12.1 | 47.3 | | 6.1 | 12.0 | 12.0 | 4.5 | 10.4 | |
| Actuated g/C Ratio | 0.03 | 0.45 | 0.45 | 0.14 | 0.56 | | 0.07 | 0.14 | 0.14 | 0.05 | 0.12 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 59 | 839 | 693 | 254 | 1017 | | 128 | 265 | 219 | 94 | 219 | |
| v/s Ratio Prot | 0.01 | c0.40 | | c0.14 | 0.26 | | c0.04 | c0.05 | | 0.03 | 0.04 | |
| v/s Ratio Perm | | | 0.05 | | | | | | 0.02 | | | |
| v/c Ratio | 0.37 | 0.88 | 0.11 | 0.95 | 0.47 | | 0.62 | 0.35 | 0.12 | 0.55 | 0.30 | |
| Uniform Delay, d1 | 39.9 | 21.2 | 13.4 | 35.8 | 11.0 | | 38.0 | 32.7 | 31.6 | 39.0 | 33.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.9 | 11.0 | 0.1 | 42.0 | 0.3 | | 8.6 | 0.8 | 0.2 | 6.9 | 0.8 | |
| Delay (s) | 43.9 | 32.1 | 13.5 | 77.9 | 11.4 | | 46.6 | 33.5 | 31.8 | 45.8 | 34.4 | |
| Level of Service | D | C | B | E | B | | D | C | C | D | C | |
| Approach Delay (s) | | 30.4 | | | 33.7 | | | 35.5 | | | 38.9 | |
| Approach LOS | | C | | | C | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 32.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 84.4 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 71.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

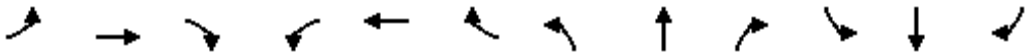
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 22 | 742 | 96 | 241 | 478 | 79 | 93 | 185 | 52 | 81 |
| v/c Ratio | 0.15 | 0.90 | 0.14 | 0.90 | 0.45 | 0.48 | 0.33 | 0.48 | 0.33 | 0.36 |
| Control Delay | 39.0 | 39.4 | 10.5 | 72.7 | 13.9 | 47.1 | 35.4 | 9.9 | 42.3 | 31.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.0 | 39.4 | 10.5 | 72.7 | 13.9 | 47.1 | 35.4 | 9.9 | 42.3 | 31.3 |
| Queue Length 50th (ft) | 11 | 352 | 16 | 124 | 110 | 39 | 45 | 0 | 25 | 30 |
| Queue Length 95th (ft) | 35 | #656 | 50 | #289 | 292 | 88 | 90 | 54 | 63 | 71 |
| Internal Link Dist (ft) | | 2569 | | | 540 | | 5230 | | | 266 |
| Turn Bay Length (ft) | 100 | | 100 | 200 | | 100 | | 100 | 100 | |
| Base Capacity (vph) | 178 | 823 | 703 | 267 | 1073 | 178 | 407 | 481 | 178 | 396 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 0.90 | 0.14 | 0.90 | 0.45 | 0.44 | 0.23 | 0.38 | 0.29 | 0.20 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 683 | 88 | 222 | 381 | 59 | 73 | 86 | 170 | 48 | 54 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1825 | | 1770 | 1814 | | 1770 | 1863 | 1540 | 1770 | 1774 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1825 | | 1770 | 1814 | | 1770 | 1863 | 1540 | 1770 | 1774 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 22 | 742 | 96 | 241 | 414 | 64 | 79 | 93 | 185 | 52 | 59 | 22 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 159 | 0 | 16 | 0 |
| Lane Group Flow (vph) | 22 | 834 | 0 | 241 | 473 | 0 | 79 | 93 | 26 | 52 | 65 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | |
| Actuated Green, G (s) | 2.8 | 38.0 | | 12.1 | 47.3 | | 6.1 | 12.0 | 12.0 | 4.5 | 10.4 | |
| Effective Green, g (s) | 2.8 | 38.0 | | 12.1 | 47.3 | | 6.1 | 12.0 | 12.0 | 4.5 | 10.4 | |
| Actuated g/C Ratio | 0.03 | 0.45 | | 0.14 | 0.56 | | 0.07 | 0.14 | 0.14 | 0.05 | 0.12 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 59 | 822 | | 254 | 1017 | | 128 | 265 | 219 | 94 | 219 | |
| v/s Ratio Prot | 0.01 | c0.46 | | c0.14 | 0.26 | | c0.04 | c0.05 | | 0.03 | 0.04 | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | |
| v/c Ratio | 0.37 | 1.01 | | 0.95 | 0.47 | | 0.62 | 0.35 | 0.12 | 0.55 | 0.30 | |
| Uniform Delay, d1 | 39.9 | 23.2 | | 35.8 | 11.0 | | 38.0 | 32.7 | 31.6 | 39.0 | 33.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.9 | 34.9 | | 42.0 | 0.3 | | 8.6 | 0.8 | 0.2 | 6.9 | 0.8 | |
| Delay (s) | 43.9 | 58.1 | | 77.9 | 11.4 | | 46.6 | 33.5 | 31.8 | 45.8 | 34.4 | |
| Level of Service | D | E | | E | B | | D | C | C | D | C | |
| Approach Delay (s) | | 57.8 | | | 33.7 | | | 35.5 | | | 38.9 | |
| Approach LOS | | E | | | C | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 44.3 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 84.4 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 76.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

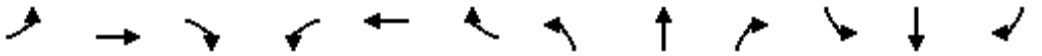


| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 22 | 838 | 241 | 478 | 79 | 93 | 185 | 52 | 81 |
| v/c Ratio | 0.15 | 1.03 | 0.90 | 0.45 | 0.48 | 0.33 | 0.48 | 0.33 | 0.36 |
| Control Delay | 39.0 | 66.7 | 72.7 | 13.9 | 47.1 | 35.4 | 9.9 | 42.3 | 31.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.0 | 66.7 | 72.7 | 13.9 | 47.1 | 35.4 | 9.9 | 42.3 | 31.3 |
| Queue Length 50th (ft) | 11 | ~482 | 124 | 110 | 39 | 45 | 0 | 25 | 30 |
| Queue Length 95th (ft) | 35 | #789 | #289 | 292 | 88 | 90 | 54 | 63 | 71 |
| Internal Link Dist (ft) | | 2569 | | 540 | | 5230 | | | 266 |
| Turn Bay Length (ft) | 100 | | 200 | | 100 | | 100 | 100 | |
| Base Capacity (vph) | 178 | 810 | 267 | 1073 | 178 | 407 | 481 | 178 | 396 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 1.03 | 0.90 | 0.45 | 0.44 | 0.23 | 0.38 | 0.29 | 0.20 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 817 | 204 | 248 | 683 | 0 | 0 | 0 | 0 | 233 | 9 | 209 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | | 4.0 | 4.9 | | | | | | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | | | | 1.00 | 1.00 |
| Frpb, ped/bikes | | 0.99 | | 1.00 | 1.00 | | | | | | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | | 0.99 | 1.00 |
| Frt | | 0.97 | | 1.00 | 1.00 | | | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3406 | | 1770 | 3539 | | | | | | 1756 | 1545 |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3406 | | 1770 | 3539 | | | | | | 1756 | 1545 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 888 | 222 | 270 | 742 | 0 | 0 | 0 | 0 | 253 | 10 | 227 |
| RTOR Reduction (vph) | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Lane Group Flow (vph) | 0 | 1076 | 0 | 270 | 742 | 0 | 0 | 0 | 0 | 0 | 263 | 90 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | | Prot | | | | | | Perm | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | | 6 | |
| Permitted Phases | | | | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 22.1 | | 11.0 | 37.1 | | | | | | 18.1 | 18.1 |
| Effective Green, g (s) | | 22.1 | | 11.0 | 37.1 | | | | | | 18.1 | 18.1 |
| Actuated g/C Ratio | | 0.34 | | 0.17 | 0.57 | | | | | | 0.28 | 0.28 |
| Clearance Time (s) | | 4.9 | | 4.0 | 4.9 | | | | | | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1158 | | 300 | 2020 | | | | | | 489 | 430 |
| v/s Ratio Prot | | c0.32 | | c0.15 | 0.21 | | | | | | | |
| v/s Ratio Perm | | | | | | | | | | | 0.15 | 0.06 |
| v/c Ratio | | 0.93 | | 0.90 | 0.37 | | | | | | 0.54 | 0.21 |
| Uniform Delay, d1 | | 20.7 | | 26.5 | 7.6 | | | | | | 19.9 | 18.0 |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 12.7 | | 28.0 | 0.1 | | | | | | 4.2 | 1.1 |
| Delay (s) | | 33.4 | | 54.4 | 7.7 | | | | | | 24.1 | 19.1 |
| Level of Service | | C | | D | A | | | | | | C | B |
| Approach Delay (s) | | 33.4 | | | 20.2 | | | 0.0 | | | 21.8 | |
| Approach LOS | | C | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 65.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 67.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

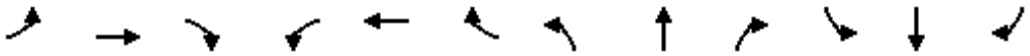
c Critical Lane Group



| Lane Group | EBT | WBL | WBT | SBT | SBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1110 | 270 | 742 | 263 | 227 |
| v/c Ratio | 0.93 | 0.90 | 0.37 | 0.54 | 0.40 |
| Control Delay | 35.8 | 62.0 | 8.2 | 24.7 | 7.3 |
| Queue Delay | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Total Delay | 35.8 | 62.0 | 8.7 | 24.7 | 7.3 |
| Queue Length 50th (ft) | 210 | 106 | 75 | 88 | 11 |
| Queue Length 95th (ft) | #338 | #233 | 106 | 155 | 58 |
| Internal Link Dist (ft) | 617 | | 243 | 558 | |
| Turn Bay Length (ft) | | 200 | | | 400 |
| Base Capacity (vph) | 1192 | 300 | 2020 | 490 | 568 |
| Starvation Cap Reductn | 0 | 0 | 784 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.93 | 0.90 | 0.60 | 0.54 | 0.40 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 92 | 967 | 0 | 0 | 857 | 283 | 74 | 6 | 218 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Lane Util. Factor | 1.00 | 0.95 | | | 0.95 | | | 1.00 | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | 0.98 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 0.99 | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.96 | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 3539 | | | 3375 | | | 1762 | 1547 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | | 0.96 | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 3539 | | | 3375 | | | 1762 | 1547 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 100 | 1051 | 0 | 0 | 932 | 308 | 80 | 7 | 237 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 63 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 100 | 1051 | 0 | 0 | 1187 | 0 | 0 | 87 | 174 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | | | |
| Permitted Phases | | | | | | | 2 | | 2 | | | |
| Actuated Green, G (s) | 6.3 | 32.8 | | | 22.5 | | | 17.4 | 17.4 | | | |
| Effective Green, g (s) | 6.3 | 32.8 | | | 22.5 | | | 17.4 | 17.4 | | | |
| Actuated g/C Ratio | 0.10 | 0.55 | | | 0.38 | | | 0.29 | 0.29 | | | |
| Clearance Time (s) | 4.0 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | 3.0 | | | |
| Lane Grp Cap (vph) | 186 | 1935 | | | 1266 | | | 511 | 449 | | | |
| v/s Ratio Prot | 0.06 | c0.30 | | | c0.35 | | | | | | | |
| v/s Ratio Perm | | | | | | | | 0.05 | c0.11 | | | |
| v/c Ratio | 0.54 | 0.54 | | | 0.94 | | | 0.17 | 0.39 | | | |
| Uniform Delay, d1 | 25.5 | 8.8 | | | 18.1 | | | 15.9 | 17.0 | | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | 3.0 | 0.3 | | | 13.0 | | | 0.7 | 2.5 | | | |
| Delay (s) | 28.4 | 9.1 | | | 31.0 | | | 16.6 | 19.5 | | | |
| Level of Service | C | A | | | C | | | B | B | | | |
| Approach Delay (s) | | 10.8 | | | 31.0 | | | 18.8 | | | 0.0 | |
| Approach LOS | | B | | | C | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 67.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

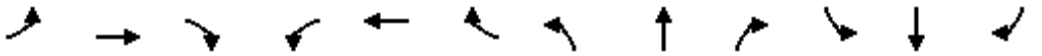
c Critical Lane Group



| Lane Group | EBL | EBT | WBT | NBT | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 100 | 1051 | 1240 | 87 | 237 |
| v/c Ratio | 0.46 | 0.56 | 0.94 | 0.16 | 0.45 |
| Control Delay | 31.5 | 10.3 | 33.0 | 18.0 | 14.6 |
| Queue Delay | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.5 | 11.2 | 33.0 | 18.0 | 14.6 |
| Queue Length 50th (ft) | 34 | 108 | 210 | 24 | 43 |
| Queue Length 95th (ft) | 74 | 153 | #348 | 54 | 101 |
| Internal Link Dist (ft) | | 243 | 772 | 804 | |
| Turn Bay Length (ft) | 100 | | | | 400 |
| Base Capacity (vph) | 236 | 2011 | 1321 | 534 | 531 |
| Starvation Cap Reductn | 0 | 626 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.42 | 0.76 | 0.94 | 0.16 | 0.45 |

Intersection Summary

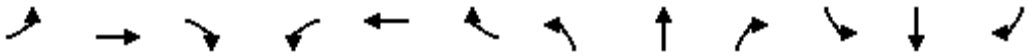
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 117 | 710 | 409 | 268 | 478 | 93 | 524 | 1317 | 209 | 147 | 1259 | 140 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1538 | 3433 | 3539 | 1538 | 3433 | 5085 | 1538 | 3433 | 5085 | 1538 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1538 | 3433 | 3539 | 1538 | 3433 | 5085 | 1538 | 3433 | 5085 | 1538 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 127 | 772 | 445 | 291 | 520 | 101 | 570 | 1432 | 227 | 160 | 1368 | 152 |
| RTOR Reduction (vph) | 0 | 0 | 214 | 0 | 0 | 73 | 0 | 0 | 86 | 0 | 0 | 61 |
| Lane Group Flow (vph) | 127 | 772 | 231 | 291 | 520 | 28 | 570 | 1432 | 141 | 160 | 1368 | 91 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 7.6 | 21.1 | 21.1 | 8.0 | 21.5 | 21.5 | 16.0 | 35.2 | 35.2 | 7.8 | 27.0 | 27.0 |
| Effective Green, g (s) | 7.6 | 21.1 | 21.1 | 8.0 | 21.5 | 21.5 | 16.0 | 35.2 | 35.2 | 7.8 | 27.0 | 27.0 |
| Actuated g/C Ratio | 0.08 | 0.23 | 0.23 | 0.09 | 0.24 | 0.24 | 0.18 | 0.39 | 0.39 | 0.09 | 0.30 | 0.30 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 290 | 831 | 361 | 305 | 846 | 368 | 611 | 1991 | 602 | 298 | 1527 | 462 |
| v/s Ratio Prot | 0.04 | c0.22 | | c0.08 | 0.15 | | c0.17 | 0.28 | | 0.05 | c0.27 | |
| v/s Ratio Perm | | | 0.15 | | | 0.02 | | | 0.09 | | | 0.06 |
| v/c Ratio | 0.44 | 0.93 | 0.64 | 0.95 | 0.61 | 0.08 | 0.93 | 0.72 | 0.23 | 0.54 | 0.90 | 0.20 |
| Uniform Delay, d1 | 39.1 | 33.7 | 31.0 | 40.8 | 30.5 | 26.5 | 36.4 | 23.2 | 18.3 | 39.3 | 30.1 | 23.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.1 | 16.3 | 3.7 | 39.0 | 1.3 | 0.1 | 21.3 | 1.3 | 0.2 | 1.9 | 7.2 | 0.2 |
| Delay (s) | 40.2 | 50.0 | 34.7 | 79.8 | 31.8 | 26.6 | 57.7 | 24.4 | 18.5 | 41.2 | 37.3 | 23.6 |
| Level of Service | D | D | C | E | C | C | E | C | B | D | D | C |
| Approach Delay (s) | | 44.0 | | | 46.6 | | | 32.3 | | | 36.5 | |
| Approach LOS | | D | | | D | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 38.1 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 89.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 81.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

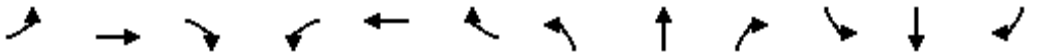
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 127 | 772 | 445 | 291 | 520 | 101 | 570 | 1432 | 227 | 160 | 1368 | 152 |
| v/c Ratio | 0.44 | 0.93 | 0.77 | 0.95 | 0.61 | 0.23 | 0.93 | 0.72 | 0.33 | 0.54 | 0.90 | 0.29 |
| Control Delay | 44.0 | 52.9 | 22.3 | 83.5 | 34.3 | 8.3 | 61.0 | 25.7 | 8.9 | 46.5 | 39.2 | 12.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 44.0 | 52.9 | 22.3 | 83.5 | 34.3 | 8.3 | 61.0 | 25.7 | 8.9 | 46.5 | 39.2 | 12.8 |
| Queue Length 50th (ft) | 36 | 226 | 85 | 86 | 140 | 2 | 166 | 248 | 31 | 45 | 271 | 27 |
| Queue Length 95th (ft) | 63 | #340 | #238 | #165 | 194 | 41 | #265 | 302 | 82 | 77 | #355 | 74 |
| Internal Link Dist (ft) | | 772 | | | 852 | | | 461 | | | 615 | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 100 | 200 | | 100 | 200 | | 100 |
| Base Capacity (vph) | 305 | 831 | 575 | 305 | 846 | 441 | 611 | 1992 | 689 | 305 | 1533 | 524 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.42 | 0.93 | 0.77 | 0.95 | 0.61 | 0.23 | 0.93 | 0.72 | 0.33 | 0.52 | 0.89 | 0.29 |

Intersection Summary

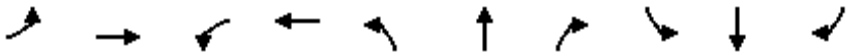
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 85 | 324 | 63 | 154 | 452 | 191 | 31 | 771 | 155 | 245 | 878 | 141 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3438 | | 1770 | 3355 | | 1770 | 3539 | 1541 | 1770 | 3539 | 1541 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3438 | | 1770 | 3355 | | 1770 | 3539 | 1541 | 1770 | 3539 | 1541 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 92 | 352 | 68 | 167 | 491 | 208 | 34 | 838 | 168 | 266 | 954 | 153 |
| RTOR Reduction (vph) | 0 | 20 | 0 | 0 | 57 | 0 | 0 | 0 | 119 | 0 | 0 | 89 |
| Lane Group Flow (vph) | 92 | 400 | 0 | 167 | 642 | 0 | 34 | 838 | 49 | 266 | 954 | 64 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 6.1 | 15.6 | | 9.0 | 18.5 | | 4.4 | 23.3 | 23.3 | 13.5 | 32.4 | 32.4 |
| Effective Green, g (s) | 6.1 | 15.6 | | 9.0 | 18.5 | | 4.4 | 23.3 | 23.3 | 13.5 | 32.4 | 32.4 |
| Actuated g/C Ratio | 0.08 | 0.20 | | 0.11 | 0.23 | | 0.06 | 0.29 | 0.29 | 0.17 | 0.41 | 0.41 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 136 | 677 | | 201 | 784 | | 98 | 1041 | 453 | 302 | 1448 | 630 |
| v/s Ratio Prot | 0.05 | 0.12 | | c0.09 | c0.19 | | 0.02 | c0.24 | | c0.15 | 0.27 | |
| v/s Ratio Perm | | | | | | | | | 0.03 | | | 0.04 |
| v/c Ratio | 0.68 | 0.59 | | 0.83 | 0.82 | | 0.35 | 0.80 | 0.11 | 0.88 | 0.66 | 0.10 |
| Uniform Delay, d1 | 35.6 | 28.9 | | 34.4 | 28.8 | | 36.0 | 25.8 | 20.4 | 32.1 | 18.9 | 14.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 12.5 | 1.4 | | 24.3 | 6.7 | | 2.1 | 4.6 | 0.1 | 24.4 | 1.1 | 0.1 |
| Delay (s) | 48.1 | 30.3 | | 58.6 | 35.5 | | 38.1 | 30.5 | 20.5 | 56.5 | 20.0 | 14.5 |
| Level of Service | D | C | | E | D | | D | C | C | E | C | B |
| Approach Delay (s) | | 33.5 | | | 39.9 | | | 29.1 | | | 26.5 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 79.2 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 73.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

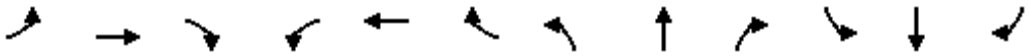
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 92 | 420 | 167 | 699 | 34 | 838 | 168 | 266 | 954 | 153 |
| v/c Ratio | 0.53 | 0.62 | 0.80 | 0.81 | 0.22 | 0.84 | 0.30 | 0.85 | 0.64 | 0.21 |
| Control Delay | 46.0 | 31.4 | 63.8 | 35.2 | 37.0 | 35.6 | 5.5 | 58.0 | 21.5 | 4.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 46.0 | 31.4 | 63.8 | 35.2 | 37.0 | 35.6 | 5.5 | 58.0 | 21.5 | 4.2 |
| Queue Length 50th (ft) | 45 | 94 | 83 | 162 | 16 | 204 | 0 | 131 | 208 | 1 |
| Queue Length 95th (ft) | #91 | 141 | #190 | #265 | 43 | #282 | 43 | #260 | 285 | 37 |
| Internal Link Dist (ft) | | 3113 | | 2530 | | 2902 | | | 2566 | |
| Turn Bay Length (ft) | 200 | | 200 | | 450 | | 150 | 450 | | 150 |
| Base Capacity (vph) | 186 | 747 | 209 | 865 | 186 | 1075 | 585 | 326 | 1496 | 739 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.49 | 0.56 | 0.80 | 0.81 | 0.18 | 0.78 | 0.29 | 0.82 | 0.64 | 0.21 |

Intersection Summary

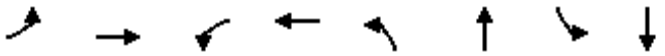
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 63 | 629 | 39 | 115 | 714 | 169 | 41 | 57 | 39 | 156 | 120 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.94 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3501 | | 1770 | 3412 | | 1770 | 3293 | | 1770 | 3390 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3501 | | 1770 | 3412 | | 1770 | 3293 | | 1770 | 3390 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 68 | 684 | 42 | 125 | 776 | 184 | 45 | 62 | 42 | 170 | 130 | 42 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 27 | 0 | 0 | 35 | 0 | 0 | 31 | 0 |
| Lane Group Flow (vph) | 68 | 720 | 0 | 125 | 933 | 0 | 45 | 69 | 0 | 170 | 141 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.3 | 19.2 | | 6.1 | 21.0 | | 2.8 | 10.9 | | 8.2 | 16.3 | |
| Effective Green, g (s) | 4.3 | 19.2 | | 6.1 | 21.0 | | 2.8 | 10.9 | | 8.2 | 16.3 | |
| Actuated g/C Ratio | 0.07 | 0.31 | | 0.10 | 0.34 | | 0.05 | 0.18 | | 0.13 | 0.26 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 122 | 1081 | | 174 | 1152 | | 80 | 577 | | 233 | 888 | |
| v/s Ratio Prot | 0.04 | 0.21 | | c0.07 | c0.27 | | 0.03 | 0.02 | | c0.10 | c0.04 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.56 | 0.67 | | 0.72 | 0.81 | | 0.56 | 0.12 | | 0.73 | 0.16 | |
| Uniform Delay, d1 | 28.0 | 18.7 | | 27.2 | 18.8 | | 29.1 | 21.6 | | 25.9 | 17.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.4 | 1.6 | | 13.2 | 4.3 | | 8.8 | 0.1 | | 10.9 | 0.1 | |
| Delay (s) | 33.5 | 20.3 | | 40.5 | 23.1 | | 37.9 | 21.7 | | 36.8 | 17.8 | |
| Level of Service | C | C | | D | C | | D | C | | D | B | |
| Approach Delay (s) | | 21.4 | | | 25.1 | | | 26.6 | | | 27.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.54 | | |
| Actuated Cycle Length (s) | 62.2 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 58.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

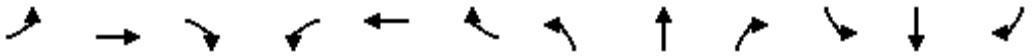
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 68 | 726 | 125 | 960 | 45 | 104 | 170 | 172 |
| v/c Ratio | 0.31 | 0.65 | 0.53 | 0.76 | 0.21 | 0.21 | 0.68 | 0.18 |
| Control Delay | 30.0 | 21.5 | 36.2 | 23.4 | 28.6 | 16.2 | 43.8 | 16.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.0 | 21.5 | 36.2 | 23.4 | 28.6 | 16.2 | 43.8 | 16.0 |
| Queue Length 50th (ft) | 23 | 113 | 43 | 157 | 15 | 11 | 60 | 17 |
| Queue Length 95th (ft) | 63 | 203 | #118 | #327 | 46 | 29 | #174 | 47 |
| Internal Link Dist (ft) | | 2530 | | 2516 | | 725 | | 5230 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 250 | 1234 | 250 | 1306 | 250 | 976 | 250 | 1066 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.59 | 0.50 | 0.74 | 0.18 | 0.11 | 0.68 | 0.16 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 174 | 622 | 89 | 278 | 646 | 379 | 141 | 326 | 188 | 333 | 292 | 181 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.94 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3454 | | 1770 | 3539 | 1544 | 1770 | 3314 | | 3433 | 3304 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3454 | | 1770 | 3539 | 1544 | 1770 | 3314 | | 3433 | 3304 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 189 | 676 | 97 | 302 | 702 | 412 | 153 | 354 | 204 | 362 | 317 | 197 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 0 | 269 | 0 | 114 | 0 | 0 | 133 | 0 |
| Lane Group Flow (vph) | 189 | 758 | 0 | 302 | 702 | 143 | 153 | 444 | 0 | 362 | 381 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | |
| Actuated Green, G (s) | 10.5 | 17.5 | | 13.0 | 20.0 | 20.0 | 8.7 | 14.1 | | 9.0 | 14.4 | |
| Effective Green, g (s) | 10.5 | 17.5 | | 13.0 | 20.0 | 20.0 | 8.7 | 14.1 | | 9.0 | 14.4 | |
| Actuated g/C Ratio | 0.15 | 0.25 | | 0.18 | 0.28 | 0.28 | 0.12 | 0.20 | | 0.13 | 0.20 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 260 | 847 | | 322 | 991 | 432 | 216 | 654 | | 433 | 666 | |
| v/s Ratio Prot | 0.11 | c0.22 | | c0.17 | 0.20 | | 0.09 | c0.13 | | c0.11 | 0.12 | |
| v/s Ratio Perm | | | | | | 0.09 | | | | | | |
| v/c Ratio | 0.73 | 0.89 | | 0.94 | 0.71 | 0.33 | 0.71 | 0.68 | | 0.84 | 0.57 | |
| Uniform Delay, d1 | 29.1 | 26.1 | | 28.8 | 23.1 | 20.4 | 30.1 | 26.6 | | 30.5 | 25.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 9.7 | 11.9 | | 33.9 | 2.3 | 0.5 | 10.1 | 2.8 | | 13.1 | 1.2 | |
| Delay (s) | 38.8 | 38.0 | | 62.7 | 25.4 | 20.9 | 40.3 | 29.4 | | 43.6 | 26.9 | |
| Level of Service | D | D | | E | C | C | D | C | | D | C | |
| Approach Delay (s) | | 38.1 | | | 32.0 | | | 31.7 | | | 33.8 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 33.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.82 | | |
| Actuated Cycle Length (s) | 71.4 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 75.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

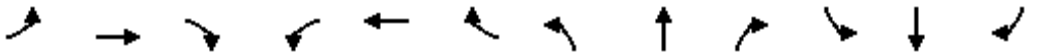
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 189 | 773 | 302 | 702 | 412 | 153 | 558 | 362 | 514 |
| v/c Ratio | 0.73 | 0.90 | 0.93 | 0.71 | 0.59 | 0.71 | 0.73 | 0.83 | 0.64 |
| Control Delay | 47.9 | 42.0 | 69.0 | 28.6 | 7.9 | 50.9 | 25.7 | 50.1 | 21.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.9 | 42.0 | 69.0 | 28.6 | 7.9 | 50.9 | 25.7 | 50.1 | 21.3 |
| Queue Length 50th (ft) | 81 | 170 | 134 | 148 | 13 | 66 | 90 | 82 | 72 |
| Queue Length 95th (ft) | #179 | #294 | #293 | 220 | 89 | #157 | 141 | #160 | 120 |
| Internal Link Dist (ft) | | 2516 | | 1859 | | | 1112 | | 799 |
| Turn Bay Length (ft) | 200 | | 200 | | | 200 | | 200 | |
| Base Capacity (vph) | 273 | 863 | 323 | 991 | 701 | 224 | 930 | 434 | 947 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.69 | 0.90 | 0.93 | 0.71 | 0.59 | 0.68 | 0.60 | 0.83 | 0.54 |

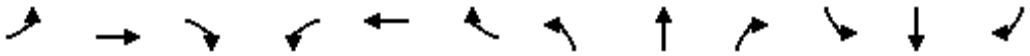
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 61 | 1599 | 224 | 1312 | 1563 | 199 | 388 | 22 | 517 | 260 | 4 | 77 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 1.00 | 0.88 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5036 | 1524 | 3433 | 5036 | 1524 | 3433 | 1863 | 2682 | 3433 | 1863 | 1524 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5036 | 1524 | 3433 | 5036 | 1524 | 3433 | 1863 | 2682 | 3433 | 1863 | 1524 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 66 | 1738 | 243 | 1426 | 1699 | 216 | 422 | 24 | 562 | 283 | 4 | 84 |
| RTOR Reduction (vph) | 0 | 0 | 79 | 0 | 0 | 63 | 0 | 0 | 521 | 0 | 0 | 79 |
| Lane Group Flow (vph) | 66 | 1738 | 164 | 1426 | 1699 | 153 | 422 | 24 | 41 | 283 | 4 | 5 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 6.2 | 46.0 | 46.0 | 53.0 | 92.8 | 92.8 | 15.0 | 10.2 | 10.2 | 13.0 | 8.2 | 8.2 |
| Effective Green, g (s) | 6.2 | 46.0 | 46.0 | 53.0 | 92.8 | 92.8 | 15.0 | 10.2 | 10.2 | 13.0 | 8.2 | 8.2 |
| Actuated g/C Ratio | 0.04 | 0.33 | 0.33 | 0.38 | 0.66 | 0.66 | 0.11 | 0.07 | 0.07 | 0.09 | 0.06 | 0.06 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 152 | 1655 | 501 | 1300 | 3338 | 1010 | 368 | 136 | 195 | 319 | 109 | 89 |
| v/s Ratio Prot | 0.02 | c0.35 | | c0.42 | 0.34 | | c0.12 | 0.01 | | 0.08 | 0.00 | |
| v/s Ratio Perm | | | 0.11 | | | 0.10 | | | c0.02 | | | 0.00 |
| v/c Ratio | 0.43 | 1.05 | 0.33 | 1.10 | 0.51 | 0.15 | 1.15 | 0.18 | 0.21 | 0.89 | 0.04 | 0.06 |
| Uniform Delay, d1 | 65.2 | 47.0 | 35.4 | 43.5 | 12.0 | 8.8 | 62.5 | 61.0 | 61.1 | 62.8 | 62.2 | 62.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.0 | 36.6 | 0.4 | 55.9 | 0.1 | 0.1 | 93.1 | 0.6 | 0.5 | 24.3 | 0.1 | 0.3 |
| Delay (s) | 67.2 | 83.6 | 35.7 | 99.4 | 12.1 | 8.9 | 155.6 | 61.6 | 61.6 | 87.0 | 62.3 | 62.5 |
| Level of Service | E | F | D | F | B | A | F | E | E | F | E | E |
| Approach Delay (s) | | 77.4 | | | 49.2 | | | 101.0 | | | 81.2 | |
| Approach LOS | | E | | | D | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 67.2 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 0.99 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 97.6% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

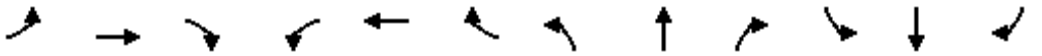


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 66 | 1738 | 243 | 1426 | 1699 | 216 | 422 | 24 | 562 | 283 | 4 | 84 |
| v/c Ratio | 0.36 | 1.06 | 0.42 | 1.09 | 0.51 | 0.20 | 1.14 | 0.18 | 0.78 | 0.88 | 0.04 | 0.50 |
| Control Delay | 70.0 | 86.4 | 21.3 | 93.9 | 13.1 | 2.6 | 144.1 | 62.6 | 13.0 | 89.9 | 60.8 | 22.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 70.0 | 86.4 | 21.3 | 93.9 | 13.1 | 2.6 | 144.1 | 62.6 | 13.0 | 89.9 | 60.8 | 22.1 |
| Queue Length 50th (ft) | 29 | ~616 | 83 | ~726 | 267 | 8 | ~223 | 21 | 0 | 130 | 3 | 0 |
| Queue Length 95th (ft) | 58 | #797 | 177 | #963 | 372 | 44 | #362 | 51 | 59 | #231 | 16 | 53 |
| Internal Link Dist (ft) | | 600 | | | 1057 | | | 854 | | | 1013 | |
| Turn Bay Length (ft) | 200 | | 200 | 600 | | 200 | 200 | | 200 | 200 | | 200 |
| Base Capacity (vph) | 197 | 1633 | 573 | 1308 | 3356 | 1076 | 371 | 283 | 883 | 321 | 256 | 281 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.34 | 1.06 | 0.42 | 1.09 | 0.51 | 0.20 | 1.14 | 0.08 | 0.64 | 0.88 | 0.02 | 0.30 |

Intersection Summary

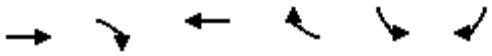
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | ↱ | | ↑↑↑ | ↱ | | | | ↰↰ | | ↱↱↱ |
| Volume (vph) | 0 | 3082 | 437 | 0 | 1984 | 249 | 0 | 0 | 0 | 677 | 0 | 874 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.0 | | 4.9 | 4.0 | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | | | | 0.97 | | 0.76 |
| Frpb, ped/bikes | | 1.00 | 0.99 | | 1.00 | 0.98 | | | | 1.00 | | 0.94 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.98 | | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 5036 | 1560 | | 5036 | 1544 | | | | 3294 | | 3410 |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 5036 | 1560 | | 5036 | 1544 | | | | 3294 | | 3410 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 3350 | 475 | 0 | 2157 | 271 | 0 | 0 | 0 | 736 | 0 | 950 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Lane Group Flow (vph) | 0 | 3350 | 475 | 0 | 2157 | 271 | 0 | 0 | 0 | 736 | 0 | 932 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 4% | 2% | 2% |
| Turn Type | | | Free | | | Free | | | | custom | | custom |
| Protected Phases | | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | Free | | | Free | | | | 6 | | 6 |
| Actuated Green, G (s) | | 75.4 | 116.0 | | 75.4 | 116.0 | | | | 30.8 | | 30.8 |
| Effective Green, g (s) | | 75.4 | 116.0 | | 75.4 | 116.0 | | | | 30.8 | | 30.8 |
| Actuated g/C Ratio | | 0.65 | 1.00 | | 0.65 | 1.00 | | | | 0.27 | | 0.27 |
| Clearance Time (s) | | 4.9 | | | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 3273 | 1560 | | 3273 | 1544 | | | | 875 | | 905 |
| v/s Ratio Prot | | c0.67 | | | 0.43 | | | | | | | |
| v/s Ratio Perm | | | 0.30 | | | 0.18 | | | | 0.22 | | c0.27 |
| v/c Ratio | | 1.02 | 0.30 | | 0.66 | 0.18 | | | | 0.84 | | 1.03 |
| Uniform Delay, d1 | | 20.3 | 0.0 | | 12.4 | 0.0 | | | | 40.3 | | 42.6 |
| Progression Factor | | 1.00 | 1.00 | | 0.25 | 1.00 | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 22.1 | 0.5 | | 0.9 | 0.2 | | | | 9.6 | | 37.7 |
| Delay (s) | | 42.4 | 0.5 | | 4.0 | 0.2 | | | | 49.9 | | 80.3 |
| Level of Service | | D | A | | A | A | | | | D | | F |
| Approach Delay (s) | | 37.2 | | | 3.6 | | | 0.0 | | | 67.0 | |
| Approach LOS | | D | | | A | | | A | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 33.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 1.03 | | |
| Actuated Cycle Length (s) | 116.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 87.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

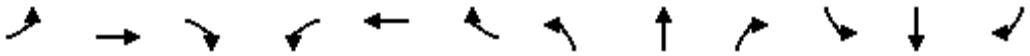


| Lane Group | EBT | EBR | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 3350 | 475 | 2157 | 271 | 736 | 950 |
| v/c Ratio | 1.02 | 0.30 | 0.66 | 0.18 | 0.84 | 1.03 |
| Control Delay | 43.0 | 0.5 | 4.1 | 0.2 | 50.4 | 78.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.0 | 0.5 | 4.1 | 0.2 | 50.4 | 78.1 |
| Queue Length 50th (ft) | ~976 | 0 | 67 | 0 | 269 | ~327 |
| Queue Length 95th (ft) | #1057 | 0 | 94 | 0 | #351 | #437 |
| Internal Link Dist (ft) | 1057 | | 1034 | | | |
| Turn Bay Length (ft) | | 200 | | 250 | | 200 |
| Base Capacity (vph) | 3273 | 1560 | 3273 | 1544 | 875 | 924 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.02 | 0.30 | 0.66 | 0.18 | 0.84 | 1.03 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | ↱ | | ↑↑↑ | ↱ | ↰↰ | | ↱ | | | |
| Volume (vph) | 0 | 2823 | 936 | 0 | 1885 | 820 | 348 | 0 | 200 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.0 | | 4.9 | 4.0 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | 0.97 | | 1.00 | | | |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 1.00 | 1.00 | | 0.97 | | | |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | | 1.00 | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | | 5036 | 1544 | | 5036 | 1583 | 3358 | | 1531 | | | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | | 5036 | 1544 | | 5036 | 1583 | 3358 | | 1531 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 3068 | 1017 | 0 | 2049 | 891 | 378 | 0 | 217 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 3068 | 1017 | 0 | 2049 | 891 | 378 | 0 | 215 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | | | Free | | | Free | custom | | custom | | | |
| Protected Phases | | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | Free | | | Free | 2 | | 2 | | | |
| Actuated Green, G (s) | | 82.1 | 116.0 | | 82.1 | 116.0 | 24.1 | | 24.1 | | | |
| Effective Green, g (s) | | 82.1 | 116.0 | | 82.1 | 116.0 | 24.1 | | 24.1 | | | |
| Actuated g/C Ratio | | 0.71 | 1.00 | | 0.71 | 1.00 | 0.21 | | 0.21 | | | |
| Clearance Time (s) | | 4.9 | | | 4.9 | | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | | 3564 | 1544 | | 3564 | 1583 | 698 | | 318 | | | |
| v/s Ratio Prot | | c0.61 | | | 0.41 | | | | | | | |
| v/s Ratio Perm | | | c0.66 | | | 0.56 | 0.11 | | 0.14 | | | |
| v/c Ratio | | 0.86 | 0.66 | | 0.57 | 0.56 | 0.54 | | 0.68 | | | |
| Uniform Delay, d1 | | 12.7 | 0.0 | | 8.4 | 0.0 | 41.0 | | 42.4 | | | |
| Progression Factor | | 0.41 | 1.00 | | 1.46 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | | 0.7 | 0.5 | | 0.1 | 0.1 | 3.0 | | 11.0 | | | |
| Delay (s) | | 5.9 | 0.5 | | 12.3 | 0.1 | 44.0 | | 53.4 | | | |
| Level of Service | | A | A | | B | A | D | | D | | | |
| Approach Delay (s) | | 4.6 | | | 8.6 | | | 47.4 | | | 0.0 | |
| Approach LOS | | A | | | A | | | D | | | A | |

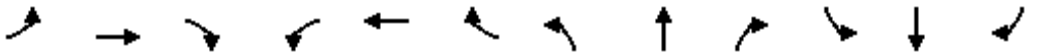
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.5 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 116.0 | Sum of lost time (s) | 4.9 |
| Intersection Capacity Utilization | 76.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBT | EBR | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 3068 | 1017 | 2049 | 891 | 378 | 217 |
| v/c Ratio | 0.86 | 0.66 | 0.57 | 0.56 | 0.54 | 0.68 |
| Control Delay | 6.1 | 0.7 | 12.4 | 3.9 | 44.4 | 53.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 6.1 | 0.7 | 12.4 | 3.9 | 44.4 | 53.9 |
| Queue Length 50th (ft) | 171 | 0 | 483 | 92 | 130 | 149 |
| Queue Length 95th (ft) | m169 | m0 | m398 | m74 | 180 | 237 |
| Internal Link Dist (ft) | 1034 | | 1005 | | | |
| Turn Bay Length (ft) | | 250 | | 250 | | 200 |
| Base Capacity (vph) | 3564 | 1544 | 3564 | 1583 | 698 | 320 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.86 | 0.66 | 0.57 | 0.56 | 0.54 | 0.68 |

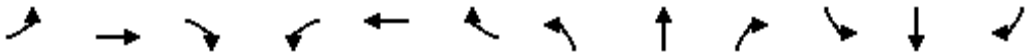
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1099 | 1556 | 368 | 77 | 1280 | 437 | 390 | 692 | 27 | 531 | 745 | 1035 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5036 | 2632 | 3433 | 5036 | 2694 | 3433 | 5085 | 2694 | 3433 | 5085 | 2694 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5036 | 2632 | 3433 | 5036 | 2694 | 3433 | 5085 | 2694 | 3433 | 5085 | 2694 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1195 | 1691 | 400 | 84 | 1391 | 475 | 424 | 752 | 29 | 577 | 810 | 1125 |
| RTOR Reduction (vph) | 0 | 0 | 178 | 0 | 0 | 258 | 0 | 0 | 24 | 0 | 0 | 754 |
| Lane Group Flow (vph) | 1195 | 1691 | 222 | 84 | 1391 | 217 | 424 | 752 | 5 | 577 | 810 | 371 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 34.0 | 54.9 | 54.9 | 8.0 | 28.9 | 28.9 | 12.0 | 19.3 | 19.3 | 16.0 | 23.3 | 23.3 |
| Effective Green, g (s) | 34.0 | 54.9 | 54.9 | 8.0 | 28.9 | 28.9 | 12.0 | 19.3 | 19.3 | 16.0 | 23.3 | 23.3 |
| Actuated g/C Ratio | 0.29 | 0.47 | 0.47 | 0.07 | 0.25 | 0.25 | 0.10 | 0.17 | 0.17 | 0.14 | 0.20 | 0.20 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 1006 | 2383 | 1246 | 237 | 1255 | 671 | 355 | 846 | 448 | 474 | 1021 | 541 |
| v/s Ratio Prot | c0.35 | 0.34 | | 0.02 | c0.28 | | c0.12 | c0.15 | | c0.17 | 0.16 | |
| v/s Ratio Perm | | | 0.08 | | | 0.08 | | | 0.00 | | | 0.14 |
| v/c Ratio | 1.19 | 0.71 | 0.18 | 0.35 | 1.11 | 0.32 | 1.19 | 0.89 | 0.01 | 1.22 | 0.79 | 0.69 |
| Uniform Delay, d1 | 41.0 | 24.2 | 17.6 | 51.5 | 43.5 | 35.6 | 52.0 | 47.3 | 40.4 | 50.0 | 44.1 | 43.0 |
| Progression Factor | 0.79 | 0.67 | 0.88 | 0.69 | 0.68 | 0.30 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 89.9 | 0.5 | 0.0 | 0.8 | 59.3 | 0.2 | 111.8 | 13.4 | 0.0 | 115.8 | 6.3 | 6.9 |
| Delay (s) | 122.1 | 16.6 | 15.5 | 36.3 | 88.8 | 11.0 | 163.8 | 60.7 | 40.4 | 165.8 | 50.4 | 49.9 |
| Level of Service | F | B | B | D | F | B | F | E | D | F | D | D |
| Approach Delay (s) | | 54.9 | | | 67.6 | | | 96.5 | | | 76.7 | |
| Approach LOS | | D | | | E | | | F | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 69.4 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.12 | | |
| Actuated Cycle Length (s) | 116.0 | Sum of lost time (s) | 16.9 |
| Intersection Capacity Utilization | 99.4% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



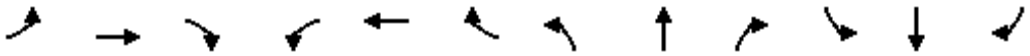
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1195 | 1691 | 400 | 84 | 1391 | 475 | 424 | 752 | 29 | 577 | 810 | 1125 |
| v/c Ratio | 1.19 | 0.71 | 0.28 | 0.31 | 1.14 | 0.52 | 1.19 | 0.85 | 0.06 | 1.22 | 0.77 | 0.86 |
| Control Delay | 120.8 | 17.6 | 3.3 | 37.5 | 101.9 | 5.0 | 156.5 | 57.1 | 14.3 | 158.4 | 48.9 | 15.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 120.8 | 17.6 | 3.3 | 37.5 | 101.9 | 5.0 | 156.5 | 57.1 | 14.3 | 158.4 | 48.9 | 15.2 |
| Queue Length 50th (ft) | ~554 | 343 | 30 | 28 | ~447 | 11 | ~197 | 201 | 0 | ~273 | 210 | 67 |
| Queue Length 95th (ft) | #686 | 393 | m32 | m45 | #534 | 47 | #300 | #263 | 14 | #385 | 259 | 181 |
| Internal Link Dist (ft) | | 1005 | | | 2144 | | | 775 | | | 1639 | |
| Turn Bay Length (ft) | 250 | | 200 | 200 | | 200 | 200 | | 200 | 180 | | 200 |
| Base Capacity (vph) | 1006 | 2453 | 1455 | 285 | 1220 | 913 | 355 | 881 | 491 | 474 | 1056 | 1308 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.19 | 0.69 | 0.27 | 0.29 | 1.14 | 0.52 | 1.19 | 0.85 | 0.06 | 1.22 | 0.77 | 0.86 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

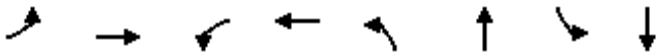
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 180 | 1707 | 99 | 70 | 1172 | 14 | 74 | 77 | 97 | 20 | 55 | 148 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.92 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3471 | | 1770 | 3498 | | 1770 | 3184 | | 1770 | 3076 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3471 | | 1770 | 3498 | | 1770 | 3184 | | 1770 | 3076 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 196 | 1855 | 108 | 76 | 1274 | 15 | 80 | 84 | 105 | 22 | 60 | 161 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 144 | 0 |
| Lane Group Flow (vph) | 196 | 1960 | 0 | 76 | 1289 | 0 | 80 | 100 | 0 | 22 | 77 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 16.6 | 69.4 | | 6.4 | 59.2 | | 9.9 | 18.2 | | 4.2 | 12.5 | |
| Effective Green, g (s) | 16.6 | 69.4 | | 6.4 | 59.2 | | 9.9 | 18.2 | | 4.2 | 12.5 | |
| Actuated g/C Ratio | 0.14 | 0.60 | | 0.06 | 0.51 | | 0.09 | 0.16 | | 0.04 | 0.11 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 253 | 2077 | | 98 | 1785 | | 151 | 500 | | 64 | 331 | |
| v/s Ratio Prot | 0.11 | c0.56 | | 0.04 | c0.37 | | c0.05 | c0.03 | | 0.01 | 0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.77 | 0.94 | | 0.78 | 0.72 | | 0.53 | 0.20 | | 0.34 | 0.23 | |
| Uniform Delay, d1 | 47.9 | 21.5 | | 54.1 | 22.0 | | 50.8 | 42.6 | | 54.6 | 47.4 | |
| Progression Factor | 1.29 | 0.33 | | 0.59 | 0.24 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.0 | 5.9 | | 25.2 | 1.1 | | 3.3 | 0.9 | | 3.2 | 1.7 | |
| Delay (s) | 69.9 | 12.9 | | 57.3 | 6.5 | | 54.2 | 43.5 | | 57.8 | 49.0 | |
| Level of Service | E | B | | E | A | | D | D | | E | D | |
| Approach Delay (s) | | 18.1 | | | 9.3 | | | 46.6 | | | 49.8 | |
| Approach LOS | | B | | | A | | | D | | | D | |

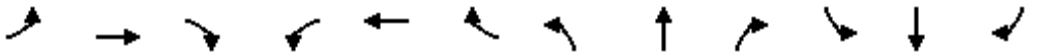
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 116.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 86.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 196 | 1963 | 76 | 1289 | 80 | 189 | 22 | 221 |
| v/c Ratio | 0.77 | 0.94 | 0.64 | 0.73 | 0.54 | 0.28 | 0.18 | 0.40 |
| Control Delay | 73.6 | 15.3 | 51.9 | 7.7 | 64.4 | 21.8 | 53.4 | 17.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 73.6 | 15.3 | 51.9 | 7.7 | 64.4 | 21.8 | 53.4 | 17.3 |
| Queue Length 50th (ft) | 125 | 117 | 57 | 71 | 58 | 27 | 16 | 22 |
| Queue Length 95th (ft) | m#199 | m#842 | m90 | 124 | #119 | 65 | 43 | 57 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 263 | 2079 | 122 | 1800 | 152 | 717 | 138 | 701 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.75 | 0.94 | 0.62 | 0.72 | 0.53 | 0.26 | 0.16 | 0.32 |

Intersection Summary

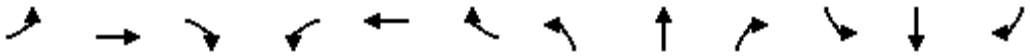
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 207 | 1510 | 112 | 103 | 1000 | 98 | 91 | 308 | 62 | 44 | 112 | 173 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1531 | 1770 | 3539 | 1531 | 1770 | 1863 | 1531 | 1770 | 1863 | 1531 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1531 | 1770 | 3539 | 1531 | 1770 | 1863 | 1531 | 1770 | 1863 | 1531 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 225 | 1641 | 122 | 112 | 1087 | 107 | 99 | 335 | 67 | 48 | 122 | 188 |
| RTOR Reduction (vph) | 0 | 0 | 40 | 0 | 0 | 58 | 0 | 0 | 52 | 0 | 0 | 166 |
| Lane Group Flow (vph) | 225 | 1641 | 82 | 112 | 1087 | 49 | 99 | 335 | 15 | 48 | 122 | 22 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 20.9 | 57.1 | 57.1 | 8.5 | 44.7 | 44.7 | 19.0 | 26.4 | 26.4 | 6.2 | 13.6 | 13.6 |
| Effective Green, g (s) | 20.9 | 57.1 | 57.1 | 8.5 | 44.7 | 44.7 | 19.0 | 26.4 | 26.4 | 6.2 | 13.6 | 13.6 |
| Actuated g/C Ratio | 0.18 | 0.49 | 0.49 | 0.07 | 0.39 | 0.39 | 0.16 | 0.23 | 0.23 | 0.05 | 0.12 | 0.12 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 619 | 1742 | 754 | 130 | 1364 | 590 | 290 | 424 | 348 | 95 | 218 | 179 |
| v/s Ratio Prot | 0.07 | c0.46 | | c0.06 | 0.31 | | 0.06 | c0.18 | | 0.03 | c0.07 | |
| v/s Ratio Perm | | | 0.05 | | | 0.03 | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.36 | 0.94 | 0.11 | 0.86 | 0.80 | 0.08 | 0.34 | 0.79 | 0.04 | 0.51 | 0.56 | 0.12 |
| Uniform Delay, d1 | 41.7 | 27.9 | 15.8 | 53.2 | 31.6 | 22.6 | 43.0 | 42.2 | 35.0 | 53.4 | 48.4 | 45.9 |
| Progression Factor | 0.79 | 0.28 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 5.3 | 0.0 | 40.5 | 3.3 | 0.1 | 0.7 | 13.9 | 0.2 | 4.2 | 10.0 | 1.4 |
| Delay (s) | 33.2 | 13.1 | 1.2 | 93.7 | 35.0 | 22.7 | 43.7 | 56.1 | 35.2 | 57.6 | 58.4 | 47.3 |
| Level of Service | C | B | A | F | C | C | D | E | D | E | E | D |
| Approach Delay (s) | | 14.6 | | | 39.0 | | | 50.9 | | | 52.4 | |
| Approach LOS | | B | | | D | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 29.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 116.0 | Sum of lost time (s) | 18.7 |
| Intersection Capacity Utilization | 81.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

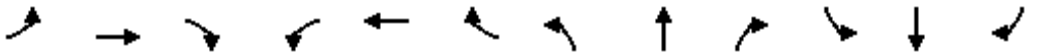
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 225 | 1641 | 122 | 112 | 1087 | 107 | 99 | 335 | 67 | 48 | 122 | 188 |
| v/c Ratio | 0.36 | 0.94 | 0.15 | 0.87 | 0.80 | 0.16 | 0.36 | 0.77 | 0.16 | 0.43 | 0.53 | 0.53 |
| Control Delay | 35.6 | 14.7 | 0.7 | 104.2 | 36.1 | 5.6 | 48.2 | 55.5 | 9.9 | 64.0 | 56.1 | 12.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 35.6 | 14.7 | 0.7 | 104.2 | 36.1 | 5.6 | 48.2 | 55.5 | 9.9 | 64.0 | 56.1 | 12.2 |
| Queue Length 50th (ft) | 84 | 266 | 2 | 85 | 371 | 5 | 65 | 241 | 0 | 35 | 88 | 0 |
| Queue Length 95th (ft) | m101 | m#372 | m2 | #198 | 408 | 37 | 124 | #391 | 38 | 75 | 144 | 65 |
| Internal Link Dist (ft) | | 3716 | | | 2312 | | | 899 | | | 1126 | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 200 | 200 | | 200 | 200 | | 200 |
| Base Capacity (vph) | 617 | 1752 | 797 | 129 | 1589 | 740 | 277 | 439 | 412 | 122 | 323 | 421 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.36 | 0.94 | 0.15 | 0.87 | 0.68 | 0.14 | 0.36 | 0.76 | 0.16 | 0.39 | 0.38 | 0.45 |

Intersection Summary

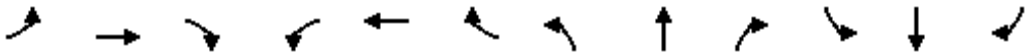
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 557 | 911 | 155 | 87 | 664 | 67 | 118 | 213 | 58 | 53 | 289 | 385 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1516 | 1770 | 3539 | 1543 | 1770 | 1863 | 1543 | 1770 | 1863 | 1543 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1516 | 1770 | 3539 | 1543 | 1770 | 1863 | 1543 | 1770 | 1863 | 1543 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 605 | 990 | 168 | 95 | 722 | 73 | 128 | 232 | 63 | 58 | 314 | 418 |
| RTOR Reduction (vph) | 0 | 0 | 108 | 0 | 0 | 55 | 0 | 0 | 47 | 0 | 0 | 274 |
| Lane Group Flow (vph) | 605 | 990 | 60 | 95 | 722 | 18 | 128 | 232 | 16 | 58 | 314 | 144 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 14.2 | 26.1 | 26.1 | 6.0 | 17.9 | 17.9 | 6.0 | 18.5 | 18.5 | 4.5 | 17.0 | 17.0 |
| Effective Green, g (s) | 14.2 | 26.1 | 26.1 | 6.0 | 17.9 | 17.9 | 6.0 | 18.5 | 18.5 | 4.5 | 17.0 | 17.0 |
| Actuated g/C Ratio | 0.19 | 0.36 | 0.36 | 0.08 | 0.25 | 0.25 | 0.08 | 0.25 | 0.25 | 0.06 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 669 | 1267 | 543 | 146 | 869 | 379 | 146 | 473 | 392 | 109 | 434 | 360 |
| v/s Ratio Prot | c0.18 | c0.28 | | 0.05 | 0.20 | | c0.07 | 0.12 | | 0.03 | c0.17 | |
| v/s Ratio Perm | | | 0.04 | | | 0.01 | | | 0.01 | | | 0.09 |
| v/c Ratio | 0.90 | 0.78 | 0.11 | 0.65 | 0.83 | 0.05 | 0.88 | 0.49 | 0.04 | 0.53 | 0.72 | 0.40 |
| Uniform Delay, d1 | 28.7 | 20.9 | 15.6 | 32.4 | 26.1 | 21.0 | 33.1 | 23.2 | 20.5 | 33.2 | 25.8 | 23.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 15.7 | 3.2 | 0.1 | 9.9 | 6.8 | 0.1 | 40.2 | 0.8 | 0.0 | 4.9 | 5.9 | 0.7 |
| Delay (s) | 44.4 | 24.1 | 15.7 | 42.4 | 32.9 | 21.0 | 73.3 | 24.0 | 20.6 | 38.1 | 31.7 | 24.4 |
| Level of Service | D | C | B | D | C | C | E | C | C | D | C | C |
| Approach Delay (s) | | 30.2 | | | 32.9 | | | 38.4 | | | 28.3 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 72.9 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 70.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

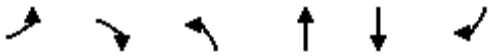
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 605 | 990 | 168 | 95 | 722 | 73 | 128 | 232 | 63 | 58 | 314 | 418 |
| v/c Ratio | 0.87 | 0.75 | 0.25 | 0.50 | 0.85 | 0.17 | 0.65 | 0.47 | 0.14 | 0.32 | 0.74 | 0.66 |
| Control Delay | 44.7 | 27.6 | 4.7 | 41.5 | 38.5 | 7.7 | 49.4 | 26.9 | 7.6 | 36.2 | 37.4 | 11.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 44.7 | 27.6 | 4.7 | 41.5 | 38.5 | 7.7 | 49.4 | 26.9 | 7.6 | 36.2 | 37.4 | 11.0 |
| Queue Length 50th (ft) | 144 | 230 | 0 | 43 | 172 | 0 | 58 | 93 | 0 | 26 | 134 | 23 |
| Queue Length 95th (ft) | #242 | #347 | 40 | 88 | #271 | 30 | #135 | 161 | 28 | 60 | #236 | 107 |
| Internal Link Dist (ft) | | 2312 | | | 1085 | | | 810 | | | 935 | |
| Turn Bay Length (ft) | 200 | | | 125 | | | 125 | | | 125 | | 200 |
| Base Capacity (vph) | 695 | 1315 | 669 | 205 | 875 | 436 | 205 | 539 | 491 | 205 | 488 | 667 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.87 | 0.75 | 0.25 | 0.46 | 0.83 | 0.17 | 0.62 | 0.43 | 0.13 | 0.28 | 0.64 | 0.63 |

Intersection Summary

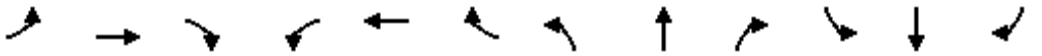
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 410 | 0 | 1105 | 939 | 251 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 466 | 0 | 1256 | 1067 | 285 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.82 | 0.82 | 0.82 | | | |
| vC, conflicting volume | 1858 | 696 | 1362 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1607 | 190 | 1003 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 29 | 100 | | | |
| cM capacity (veh/h) | 77 | 661 | 558 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 466 | 628 | 628 | 711 | 641 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 466 | 0 | 0 | 0 | 285 |
| cSH | 661 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.71 | 0.37 | 0.37 | 0.42 | 0.38 |
| Queue Length 95th (ft) | 145 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | | | | |
| Approach Delay (s) | 22.4 | 0.0 | | 0.0 | |
| Approach LOS | C | | | | |

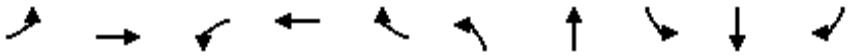
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 67.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 370 | 386 | 143 | 137 | 378 | 291 | 95 | 441 | 23 | 280 | 505 | 330 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3368 | | 1770 | 3539 | 1535 | 1770 | 3508 | | 3433 | 3539 | 1503 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3368 | | 1770 | 3539 | 1535 | 1770 | 3508 | | 3433 | 3539 | 1503 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 420 | 439 | 162 | 156 | 430 | 331 | 108 | 501 | 26 | 318 | 574 | 375 |
| RTOR Reduction (vph) | 0 | 35 | 0 | 0 | 0 | 225 | 0 | 4 | 0 | 0 | 0 | 234 |
| Lane Group Flow (vph) | 420 | 566 | 0 | 156 | 430 | 106 | 108 | 523 | 0 | 318 | 574 | 141 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | 6 |
| Actuated Green, G (s) | 16.8 | 32.6 | | 16.0 | 31.8 | 31.8 | 10.4 | 19.8 | | 13.8 | 23.2 | 23.2 |
| Effective Green, g (s) | 16.8 | 32.6 | | 16.0 | 31.8 | 31.8 | 10.4 | 19.8 | | 13.8 | 23.2 | 23.2 |
| Actuated g/C Ratio | 0.17 | 0.33 | | 0.16 | 0.32 | 0.32 | 0.10 | 0.20 | | 0.14 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 577 | 1098 | | 283 | 1125 | 488 | 184 | 695 | | 474 | 821 | 349 |
| v/s Ratio Prot | c0.12 | c0.17 | | c0.09 | 0.12 | | 0.06 | c0.15 | | 0.09 | c0.16 | |
| v/s Ratio Perm | | | | | | 0.07 | | | | | | 0.09 |
| v/c Ratio | 0.73 | 0.52 | | 0.55 | 0.38 | 0.22 | 0.59 | 0.75 | | 0.67 | 0.70 | 0.40 |
| Uniform Delay, d1 | 39.4 | 27.3 | | 38.7 | 26.5 | 25.0 | 42.8 | 37.8 | | 40.9 | 35.2 | 32.5 |
| Progression Factor | 1.00 | 1.00 | | 0.90 | 0.92 | 1.31 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 4.6 | 1.7 | | 1.9 | 0.8 | 0.8 | 4.7 | 4.6 | | 3.7 | 2.6 | 0.8 |
| Delay (s) | 44.0 | 29.0 | | 36.6 | 25.1 | 33.5 | 47.5 | 42.4 | | 44.7 | 37.8 | 33.3 |
| Level of Service | D | C | | D | C | C | D | D | | D | D | C |
| Approach Delay (s) | | 35.2 | | | 30.1 | | | 43.3 | | | 38.2 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 36.3 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 59.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 420 | 601 | 156 | 430 | 331 | 108 | 527 | 318 | 574 | 375 |
| v/c Ratio | 0.73 | 0.53 | 0.55 | 0.38 | 0.46 | 0.59 | 0.76 | 0.67 | 0.70 | 0.64 |
| Control Delay | 47.1 | 28.0 | 41.6 | 26.9 | 6.8 | 55.6 | 44.6 | 48.3 | 39.9 | 12.7 |
| Queue Delay | 0.0 | 0.0 | 74.3 | 4.2 | 1.4 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 |
| Total Delay | 47.1 | 28.0 | 116.0 | 31.1 | 8.2 | 55.6 | 44.6 | 50.1 | 39.9 | 12.7 |
| Queue Length 50th (ft) | 131 | 150 | 76 | 82 | 21 | 66 | 165 | 100 | 177 | 36 |
| Queue Length 95th (ft) | 174 | 213 | m136 | 149 | 65 | 118 | 208 | 140 | 219 | 116 |
| Internal Link Dist (ft) | | 365 | | 80 | | | 574 | | 5552 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 200 | | 200 | | 100 |
| Base Capacity (vph) | 653 | 1135 | 283 | 1127 | 713 | 212 | 839 | 522 | 948 | 626 |
| Starvation Cap Reductn | 0 | 0 | 143 | 603 | 211 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.64 | 0.53 | 1.11 | 0.82 | 0.66 | 0.51 | 0.63 | 0.74 | 0.61 | 0.60 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 134 | 556 | 107 | 383 | 423 | 114 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1863 | 1535 | 1770 | 1863 | 1770 | 1503 |
| Flt Permitted | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1863 | 1535 | 1770 | 1863 | 1770 | 1503 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 152 | 632 | 122 | 435 | 481 | 130 |
| RTOR Reduction (vph) | 0 | 363 | 0 | 0 | 0 | 88 |
| Lane Group Flow (vph) | 152 | 269 | 122 | 435 | 481 | 42 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 3 | 8 | 2 | |
| Permitted Phases | | 4 | | | | 2 |
| Actuated Green, G (s) | 42.5 | 42.5 | 10.8 | 58.2 | 32.0 | 32.0 |
| Effective Green, g (s) | 42.5 | 42.5 | 10.8 | 58.2 | 32.0 | 32.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.11 | 0.58 | 0.32 | 0.32 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 792 | 652 | 191 | 1084 | 566 | 481 |
| v/s Ratio Prot | 0.08 | | c0.07 | c0.23 | c0.27 | |
| v/s Ratio Perm | | 0.17 | | | | 0.03 |
| v/c Ratio | 0.19 | 0.41 | 0.64 | 0.40 | 0.85 | 0.09 |
| Uniform Delay, d1 | 18.0 | 20.0 | 42.7 | 11.4 | 31.8 | 23.8 |
| Progression Factor | 0.55 | 2.50 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.4 | 1.6 | 6.8 | 1.1 | 11.4 | 0.1 |
| Delay (s) | 10.3 | 51.7 | 49.6 | 12.5 | 43.2 | 23.9 |
| Level of Service | B | D | D | B | D | C |
| Approach Delay (s) | 43.7 | | | 20.6 | 39.1 | |
| Approach LOS | D | | | C | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 35.7 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 54.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

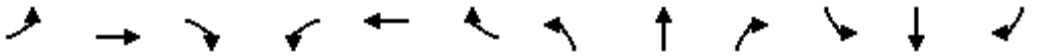
c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 152 | 632 | 122 | 435 | 481 | 130 |
| v/c Ratio | 0.19 | 0.62 | 0.64 | 0.40 | 0.85 | 0.23 |
| Control Delay | 11.6 | 7.8 | 58.4 | 13.9 | 46.1 | 4.8 |
| Queue Delay | 1.0 | 4.3 | 0.0 | 0.3 | 1.0 | 0.0 |
| Total Delay | 12.6 | 12.1 | 58.4 | 14.1 | 47.1 | 4.8 |
| Queue Length 50th (ft) | 15 | 80 | 74 | 144 | 281 | 0 |
| Queue Length 95th (ft) | 54 | 352 | #140 | 235 | 364 | 35 |
| Internal Link Dist (ft) | 80 | | | 95 | 528 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 793 | 1016 | 205 | 1085 | 674 | 653 |
| Starvation Cap Reductn | 443 | 300 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 204 | 55 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.43 | 0.88 | 0.60 | 0.49 | 0.78 | 0.20 |

Intersection Summary

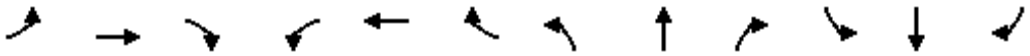
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 89 | 523 | 273 | 180 | 262 | 95 | 211 | 322 | 112 | 133 | 326 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1546 | 1770 | 3539 | 1520 | 1770 | 3539 | 1546 | 1770 | 3539 | 1546 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1546 | 1770 | 3539 | 1520 | 1770 | 3539 | 1546 | 1770 | 3539 | 1546 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 101 | 594 | 310 | 205 | 298 | 108 | 240 | 366 | 127 | 151 | 370 | 60 |
| RTOR Reduction (vph) | 0 | 0 | 235 | 0 | 0 | 78 | 0 | 0 | 100 | 0 | 0 | 49 |
| Lane Group Flow (vph) | 101 | 594 | 75 | 205 | 298 | 30 | 240 | 366 | 27 | 151 | 370 | 11 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 6.7 | 15.6 | 15.6 | 9.0 | 17.9 | 17.9 | 10.0 | 13.5 | 13.5 | 8.6 | 12.1 | 12.1 |
| Effective Green, g (s) | 6.7 | 15.6 | 15.6 | 9.0 | 17.9 | 17.9 | 10.0 | 13.5 | 13.5 | 8.6 | 12.1 | 12.1 |
| Actuated g/C Ratio | 0.10 | 0.24 | 0.24 | 0.14 | 0.28 | 0.28 | 0.16 | 0.21 | 0.21 | 0.13 | 0.19 | 0.19 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 184 | 856 | 374 | 247 | 982 | 422 | 274 | 741 | 324 | 236 | 664 | 290 |
| v/s Ratio Prot | 0.06 | c0.17 | | c0.12 | 0.08 | | c0.14 | 0.10 | | 0.09 | c0.10 | |
| v/s Ratio Perm | | | 0.05 | | | 0.02 | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.55 | 0.69 | 0.20 | 0.83 | 0.30 | 0.07 | 0.88 | 0.49 | 0.08 | 0.64 | 0.56 | 0.04 |
| Uniform Delay, d1 | 27.5 | 22.3 | 19.5 | 27.0 | 18.4 | 17.2 | 26.6 | 22.5 | 20.5 | 26.5 | 23.8 | 21.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.3 | 2.5 | 0.3 | 20.1 | 0.2 | 0.1 | 25.3 | 0.5 | 0.1 | 5.6 | 1.0 | 0.1 |
| Delay (s) | 30.8 | 24.7 | 19.7 | 47.1 | 18.6 | 17.2 | 51.9 | 23.0 | 20.6 | 32.1 | 24.8 | 21.5 |
| Level of Service | C | C | B | D | B | B | D | C | C | C | C | C |
| Approach Delay (s) | | 23.8 | | | 27.9 | | | 32.1 | | | 26.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 64.5 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 61.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

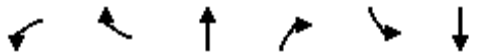
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 101 | 594 | 310 | 205 | 298 | 108 | 240 | 366 | 127 | 151 | 370 | 60 |
| v/c Ratio | 0.45 | 0.73 | 0.52 | 0.82 | 0.30 | 0.21 | 0.86 | 0.49 | 0.30 | 0.63 | 0.55 | 0.18 |
| Control Delay | 33.9 | 28.9 | 6.7 | 56.0 | 21.0 | 6.5 | 58.8 | 24.8 | 6.8 | 41.0 | 26.9 | 8.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 33.9 | 28.9 | 6.7 | 56.0 | 21.0 | 6.5 | 58.8 | 24.8 | 6.8 | 41.0 | 26.9 | 8.1 |
| Queue Length 50th (ft) | 37 | 111 | 0 | 80 | 51 | 0 | 94 | 68 | 0 | 57 | 70 | 0 |
| Queue Length 95th (ft) | 82 | 172 | 54 | #196 | 87 | 33 | #223 | 102 | 35 | #133 | 105 | 25 |
| Internal Link Dist (ft) | | 4149 | | | 2339 | | | 887 | | | 4138 | |
| Turn Bay Length (ft) | 200 | | 150 | 200 | | 150 | 200 | | 250 | 200 | | 150 |
| Base Capacity (vph) | 251 | 893 | 621 | 251 | 996 | 505 | 279 | 1016 | 534 | 251 | 960 | 463 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.67 | 0.50 | 0.82 | 0.30 | 0.21 | 0.86 | 0.36 | 0.24 | 0.60 | 0.39 | 0.13 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 78 | 487 | 466 | 0 | 0 | 501 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | | | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.98 | 1.00 | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | | | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1770 | 1551 | 1863 | | | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1770 | 1551 | 1863 | | | 1863 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 89 | 553 | 530 | 0 | 0 | 569 |
| RTOR Reduction (vph) | 0 | 141 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 89 | 412 | 530 | 0 | 0 | 569 |
| Confl. Peds. (#/hr) | 10 | 10 | | 10 | 10 | |
| Turn Type | | Perm | | | | |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | 16.6 | 16.6 | 19.1 | | | 19.1 |
| Effective Green, g (s) | 16.6 | 16.6 | 19.1 | | | 19.1 |
| Actuated g/C Ratio | 0.36 | 0.36 | 0.42 | | | 0.42 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | | | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | 646 | 566 | 782 | | | 782 |
| v/s Ratio Prot | 0.05 | | 0.28 | | | c0.31 |
| v/s Ratio Perm | | c0.27 | | | | |
| v/c Ratio | 0.14 | 0.73 | 0.68 | | | 0.73 |
| Uniform Delay, d1 | 9.7 | 12.5 | 10.7 | | | 11.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Incremental Delay, d2 | 0.1 | 4.7 | 2.3 | | | 3.4 |
| Delay (s) | 9.8 | 17.2 | 13.0 | | | 14.4 |
| Level of Service | A | B | B | | | B |
| Approach Delay (s) | 16.1 | | 13.0 | | | 14.4 |
| Approach LOS | B | | B | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 45.5 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 63.9% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

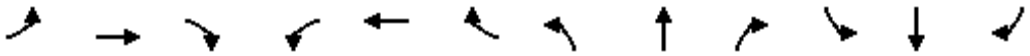
c Critical Lane Group



| Lane Group | WBL | WBR | NBT | SBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 89 | 553 | 530 | 569 |
| v/c Ratio | 0.14 | 0.79 | 0.69 | 0.74 |
| Control Delay | 11.8 | 18.7 | 17.3 | 19.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.8 | 18.7 | 17.3 | 19.0 |
| Queue Length 50th (ft) | 15 | 70 | 114 | 126 |
| Queue Length 95th (ft) | 44 | #219 | 222 | 244 |
| Internal Link Dist (ft) | 341 | | 745 | 584 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 1020 | 986 | 1183 | 1183 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.56 | 0.45 | 0.48 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 292 | 80 | 214 | 0 | 0 | 0 | 53 | 174 | 3 | 318 | 177 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | | | | 4.0 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | | | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | | | 1.00 | 1.00 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1527 | | | | 1770 | 1858 | | 3433 | 1754 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1527 | | | | 1770 | 1858 | | 3433 | 1754 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 332 | 91 | 243 | 0 | 0 | 0 | 60 | 198 | 3 | 361 | 201 | 94 |
| RTOR Reduction (vph) | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 26 | 0 |
| Lane Group Flow (vph) | 332 | 91 | 66 | 0 | 0 | 0 | 60 | 200 | 0 | 361 | 269 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | | | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 13.6 | 13.6 | 13.6 | | | | 4.2 | 13.0 | | 8.9 | 18.6 | |
| Effective Green, g (s) | 13.6 | 13.6 | 13.6 | | | | 4.2 | 13.0 | | 8.9 | 18.6 | |
| Actuated g/C Ratio | 0.27 | 0.27 | 0.27 | | | | 0.08 | 0.26 | | 0.18 | 0.37 | |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | | | | 4.0 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 480 | 505 | 414 | | | | 148 | 481 | | 609 | 650 | |
| v/s Ratio Prot | c0.19 | 0.05 | | | | | 0.03 | 0.11 | | c0.11 | c0.15 | |
| v/s Ratio Perm | | | 0.04 | | | | | | | | | |
| v/c Ratio | 0.69 | 0.18 | 0.16 | | | | 0.41 | 0.42 | | 0.59 | 0.41 | |
| Uniform Delay, d1 | 16.4 | 14.0 | 13.9 | | | | 21.8 | 15.4 | | 19.0 | 11.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.3 | 0.2 | 0.2 | | | | 1.8 | 0.6 | | 1.6 | 0.4 | |
| Delay (s) | 20.7 | 14.2 | 14.1 | | | | 23.6 | 16.0 | | 20.5 | 12.2 | |
| Level of Service | C | B | B | | | | C | B | | C | B | |
| Approach Delay (s) | | 17.4 | | | 0.0 | | | 17.8 | | | 16.8 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 50.2 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 48.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

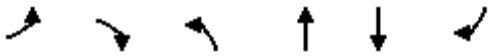
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 332 | 91 | 243 | 60 | 201 | 361 | 295 |
| v/c Ratio | 0.67 | 0.17 | 0.40 | 0.24 | 0.48 | 0.57 | 0.42 |
| Control Delay | 23.6 | 15.0 | 4.9 | 23.6 | 21.0 | 24.5 | 14.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.6 | 15.0 | 4.9 | 23.6 | 21.0 | 24.5 | 14.6 |
| Queue Length 50th (ft) | 80 | 19 | 0 | 15 | 50 | 47 | 59 |
| Queue Length 95th (ft) | 170 | 51 | 40 | 48 | 102 | #101 | 128 |
| Internal Link Dist (ft) | | 474 | | | 214 | | 745 |
| Turn Bay Length (ft) | 200 | | 73 | 200 | | 200 | |
| Base Capacity (vph) | 676 | 712 | 733 | 299 | 711 | 660 | 788 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.49 | 0.13 | 0.33 | 0.20 | 0.28 | 0.55 | 0.37 |

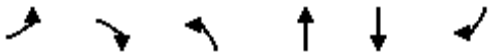
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 313 | 602 | 1123 | 1105 | 1566 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.97 | 0.91 | 0.91 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 3433 | 5085 | 5085 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 3433 | 5085 | 5085 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 340 | 654 | 1221 | 1201 | 1702 | 185 |
| RTOR Reduction (vph) | 0 | 549 | 0 | 0 | 0 | 106 |
| Lane Group Flow (vph) | 340 | 105 | 1221 | 1201 | 1702 | 79 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 14.1 | 14.1 | 30.0 | 64.2 | 30.2 | 30.2 |
| Effective Green, g (s) | 14.1 | 14.1 | 30.0 | 64.2 | 30.2 | 30.2 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.34 | 0.73 | 0.34 | 0.34 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 549 | 446 | 1169 | 3706 | 1743 | 543 |
| v/s Ratio Prot | c0.10 | | c0.36 | 0.24 | c0.33 | |
| v/s Ratio Perm | | 0.04 | | | | 0.05 |
| v/c Ratio | 0.62 | 0.23 | 1.04 | 0.32 | 0.98 | 0.15 |
| Uniform Delay, d1 | 34.5 | 32.3 | 29.0 | 4.2 | 28.6 | 20.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.1 | 0.3 | 38.7 | 0.1 | 16.2 | 0.1 |
| Delay (s) | 36.6 | 32.6 | 67.8 | 4.3 | 44.8 | 20.2 |
| Level of Service | D | C | E | A | D | C |
| Approach Delay (s) | 33.9 | | | 36.3 | 42.3 | |
| Approach LOS | C | | | D | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 38.0 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 88.1 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 82.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 340 | 654 | 1221 | 1201 | 1702 | 185 |
| v/c Ratio | 0.62 | 0.66 | 1.04 | 0.32 | 0.98 | 0.29 |
| Control Delay | 39.7 | 6.3 | 69.2 | 4.7 | 46.7 | 6.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.7 | 6.3 | 69.2 | 4.7 | 46.7 | 6.4 |
| Queue Length 50th (ft) | 91 | 0 | ~398 | 79 | 349 | 9 |
| Queue Length 95th (ft) | 135 | 50 | #526 | 97 | #466 | 54 |
| Internal Link Dist (ft) | 360 | | | 1639 | 1871 | |
| Turn Bay Length (ft) | | | 800 | | | 200 |
| Base Capacity (vph) | 623 | 1041 | 1169 | 3704 | 1742 | 648 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.55 | 0.63 | 1.04 | 0.32 | 0.98 | 0.29 |

Intersection Summary

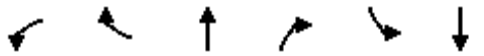
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



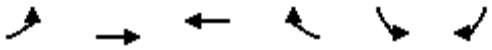
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 2 | 431 | 133 | 2 | 327 | 97 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 2 | 468 | 145 | 2 | 355 | 105 |
| RTOR Reduction (vph) | 0 | 379 | 0 | 2 | 0 | 0 |
| Lane Group Flow (vph) | 2 | 89 | 145 | 0 | 355 | 105 |
| Turn Type | | Perm | | Perm | Prot | |
| Protected Phases | 8 | | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | | |
| Actuated Green, G (s) | 7.8 | 7.8 | 9.4 | 9.4 | 9.8 | 23.2 |
| Effective Green, g (s) | 7.8 | 7.8 | 9.4 | 9.4 | 9.8 | 23.2 |
| Actuated g/C Ratio | 0.19 | 0.19 | 0.23 | 0.23 | 0.24 | 0.57 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 338 | 303 | 429 | 365 | 825 | 1059 |
| v/s Ratio Prot | 0.00 | | c0.08 | | c0.10 | 0.06 |
| v/s Ratio Perm | | c0.06 | | 0.00 | | |
| v/c Ratio | 0.01 | 0.30 | 0.34 | 0.00 | 0.43 | 0.10 |
| Uniform Delay, d1 | 13.4 | 14.1 | 13.1 | 12.1 | 13.1 | 4.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.0 | 0.5 | 0.5 | 0.0 | 0.4 | 0.0 |
| Delay (s) | 13.4 | 14.7 | 13.6 | 12.1 | 13.5 | 4.1 |
| Level of Service | B | B | B | B | B | A |
| Approach Delay (s) | 14.7 | | 13.6 | | | 11.3 |
| Approach LOS | B | | B | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.36 | | |
| Actuated Cycle Length (s) | 40.8 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 41.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



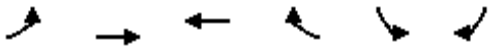
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2 | 468 | 145 | 2 | 355 | 105 |
| v/c Ratio | 0.01 | 0.69 | 0.35 | 0.01 | 0.43 | 0.10 |
| Control Delay | 15.0 | 8.2 | 17.5 | 12.0 | 16.5 | 5.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 15.0 | 8.2 | 17.5 | 12.0 | 16.5 | 5.0 |
| Queue Length 50th (ft) | 0 | 0 | 24 | 0 | 30 | 7 |
| Queue Length 95th (ft) | 5 | 61 | 83 | 4 | 90 | 33 |
| Internal Link Dist (ft) | 345 | | 660 | | | 854 |
| Turn Bay Length (ft) | | | | | 300 | |
| Base Capacity (vph) | 724 | 924 | 809 | 689 | 2006 | 1764 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.00 | 0.51 | 0.18 | 0.00 | 0.18 | 0.06 |

Intersection Summary



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 124 | 1003 | 1170 | 729 | 881 | 129 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 135 | 1090 | 1272 | 792 | 958 | 140 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 546 | 0 | 93 |
| Lane Group Flow (vph) | 135 | 1090 | 1272 | 246 | 958 | 47 |
| Turn Type | Prot | | | Perm | | Perm |
| Protected Phases | 7 | 4 | 8 | | 6 | |
| Permitted Phases | | | | 8 | | 6 |
| Actuated Green, G (s) | 5.3 | 27.8 | 17.6 | 17.6 | 19.1 | 19.1 |
| Effective Green, g (s) | 5.3 | 27.8 | 17.6 | 17.6 | 19.1 | 19.1 |
| Actuated g/C Ratio | 0.09 | 0.49 | 0.31 | 0.31 | 0.34 | 0.34 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 165 | 2493 | 1578 | 491 | 1156 | 533 |
| v/s Ratio Prot | c0.08 | 0.21 | c0.25 | | c0.28 | |
| v/s Ratio Perm | | | | 0.16 | | 0.03 |
| v/c Ratio | 0.82 | 0.44 | 0.81 | 0.50 | 0.83 | 0.09 |
| Uniform Delay, d1 | 25.2 | 9.4 | 18.0 | 16.0 | 17.3 | 12.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 25.9 | 0.1 | 3.1 | 0.8 | 5.0 | 0.1 |
| Delay (s) | 51.2 | 9.5 | 21.1 | 16.8 | 22.3 | 12.9 |
| Level of Service | D | A | C | B | C | B |
| Approach Delay (s) | | 14.1 | 19.4 | | 21.1 | |
| Approach LOS | | B | B | | C | |

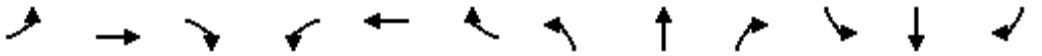
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.82 | | |
| Actuated Cycle Length (s) | 56.7 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 66.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 135 | 1090 | 1272 | 792 | 958 | 140 |
| v/c Ratio | 0.60 | 0.45 | 0.79 | 0.76 | 0.81 | 0.22 |
| Control Delay | 39.3 | 10.5 | 24.1 | 7.8 | 24.1 | 4.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.3 | 10.5 | 24.1 | 7.8 | 24.1 | 4.1 |
| Queue Length 50th (ft) | 48 | 87 | 159 | 0 | 156 | 0 |
| Queue Length 95th (ft) | #117 | 117 | #236 | #109 | #225 | 30 |
| Internal Link Dist (ft) | | 1859 | 600 | | 561 | |
| Turn Bay Length (ft) | 250 | | | | | |
| Base Capacity (vph) | 232 | 2731 | 1605 | 1041 | 1337 | 702 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.58 | 0.40 | 0.79 | 0.76 | 0.72 | 0.20 |

Intersection Summary

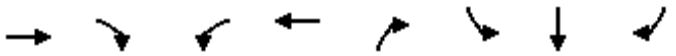
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2723 | 102 | 184 | 2111 | 0 | 0 | 0 | 246 | 292 | 50 | 359 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | 0.97 | 0.91 | | | | 0.88 | 0.97 | 1.00 | 0.88 |
| Frpb, ped/bikes | | 1.00 | 0.97 | 1.00 | 1.00 | | | | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 5085 | 1528 | 3433 | 5085 | | | | 2690 | 3433 | 1863 | 2690 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 5085 | 1528 | 3433 | 5085 | | | | 2690 | 3433 | 1863 | 2690 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2960 | 111 | 200 | 2295 | 0 | 0 | 0 | 267 | 317 | 54 | 390 |
| RTOR Reduction (vph) | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 13 |
| Lane Group Flow (vph) | 0 | 2960 | 98 | 200 | 2295 | 0 | 0 | 0 | 114 | 317 | 54 | 377 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | Perm | Prot | | | | | custom | Prot | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 74.2 | 74.2 | 8.1 | 87.2 | | | | 10.4 | 12.1 | 27.4 | 27.4 |
| Effective Green, g (s) | | 74.2 | 74.2 | 8.1 | 87.2 | | | | 10.4 | 12.1 | 27.4 | 27.4 |
| Actuated g/C Ratio | | 0.60 | 0.60 | 0.07 | 0.70 | | | | 0.08 | 0.10 | 0.22 | 0.22 |
| Clearance Time (s) | | 4.9 | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 3033 | 911 | 224 | 3564 | | | | 225 | 334 | 410 | 592 |
| v/s Ratio Prot | | c0.58 | | c0.06 | 0.45 | | | | | c0.09 | 0.03 | |
| v/s Ratio Perm | | | 0.06 | | | | | | 0.04 | | | c0.14 |
| v/c Ratio | | 0.98 | 0.11 | 0.89 | 0.64 | | | | 0.51 | 0.95 | 0.13 | 0.64 |
| Uniform Delay, d1 | | 24.2 | 10.8 | 57.7 | 10.1 | | | | 54.5 | 55.8 | 38.9 | 44.0 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 11.2 | 0.1 | 32.8 | 0.4 | | | | 1.8 | 35.6 | 0.1 | 2.2 |
| Delay (s) | | 35.5 | 10.9 | 90.5 | 10.5 | | | | 56.3 | 91.4 | 39.1 | 46.2 |
| Level of Service | | D | B | F | B | | | | E | F | D | D |
| Approach Delay (s) | | 34.6 | | | 17.0 | | | 56.3 | | | 64.5 | |
| Approach LOS | | C | | | B | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 32.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 124.4 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 83.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

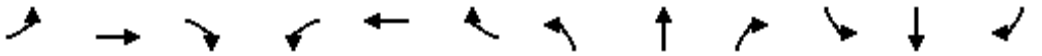
c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NBR | SBL | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2960 | 111 | 200 | 2295 | 267 | 317 | 54 | 390 |
| v/c Ratio | 0.98 | 0.12 | 0.89 | 0.64 | 0.71 | 0.95 | 0.13 | 0.64 |
| Control Delay | 36.5 | 8.5 | 95.9 | 11.6 | 31.5 | 93.9 | 39.3 | 47.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.5 | 8.5 | 95.9 | 12.6 | 31.5 | 93.9 | 39.3 | 47.3 |
| Queue Length 50th (ft) | 794 | 25 | 83 | 331 | 44 | 132 | 35 | 156 |
| Queue Length 95th (ft) | #1049 | 57 | #164 | 438 | 94 | #238 | 71 | 214 |
| Internal Link Dist (ft) | 515 | | | 535 | | | 592 | |
| Turn Bay Length (ft) | | 100 | 150 | | | 374 | | 374 |
| Base Capacity (vph) | 3032 | 924 | 224 | 3564 | 494 | 334 | 496 | 728 |
| Starvation Cap Reductn | 0 | 0 | 0 | 905 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.98 | 0.12 | 0.89 | 0.86 | 0.54 | 0.95 | 0.11 | 0.54 |

Intersection Summary

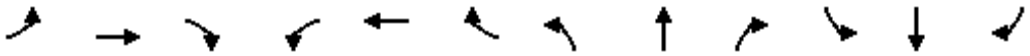
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 491 | 1911 | 652 | 449 | 1885 | 391 | 214 | 335 | 302 | 231 | 635 | 846 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5085 | 2629 | 3433 | 5085 | 1529 | 3433 | 3539 | 1529 | 3433 | 3539 | 2692 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5085 | 2629 | 3433 | 5085 | 1529 | 3433 | 3539 | 1529 | 3433 | 3539 | 2692 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 534 | 2077 | 709 | 488 | 2049 | 425 | 233 | 364 | 328 | 251 | 690 | 920 |
| RTOR Reduction (vph) | 0 | 0 | 192 | 0 | 0 | 131 | 0 | 0 | 202 | 0 | 0 | 343 |
| Lane Group Flow (vph) | 534 | 2077 | 517 | 488 | 2049 | 294 | 233 | 364 | 126 | 251 | 690 | 577 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 18.0 | 50.1 | 50.1 | 17.0 | 49.1 | 49.1 | 8.0 | 24.2 | 24.2 | 10.9 | 27.1 | 27.1 |
| Effective Green, g (s) | 18.0 | 50.1 | 50.1 | 17.0 | 49.1 | 49.1 | 8.0 | 24.2 | 24.2 | 10.9 | 27.1 | 27.1 |
| Actuated g/C Ratio | 0.15 | 0.42 | 0.42 | 0.14 | 0.41 | 0.41 | 0.07 | 0.20 | 0.20 | 0.09 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 515 | 2123 | 1098 | 486 | 2081 | 626 | 229 | 714 | 308 | 312 | 799 | 608 |
| v/s Ratio Prot | c0.16 | c0.41 | | 0.14 | 0.40 | | c0.07 | 0.10 | | 0.07 | 0.19 | |
| v/s Ratio Perm | | | 0.20 | | | 0.19 | | | 0.08 | | | c0.21 |
| v/c Ratio | 1.04 | 0.98 | 0.47 | 1.00 | 0.98 | 0.47 | 1.02 | 0.51 | 0.41 | 0.80 | 0.86 | 0.95 |
| Uniform Delay, d1 | 51.0 | 34.4 | 25.3 | 51.5 | 35.1 | 25.9 | 56.0 | 42.6 | 41.7 | 53.5 | 44.7 | 45.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 49.5 | 14.6 | 0.3 | 41.8 | 16.1 | 0.6 | 64.0 | 0.6 | 0.9 | 13.9 | 9.6 | 24.2 |
| Delay (s) | 100.5 | 49.0 | 25.7 | 93.3 | 51.2 | 26.5 | 120.0 | 43.2 | 42.6 | 67.4 | 54.2 | 70.0 |
| Level of Service | F | D | C | F | D | C | F | D | D | E | D | E |
| Approach Delay (s) | | 52.3 | | | 54.6 | | | 62.3 | | | 63.8 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 56.4 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 0.95 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 88.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 534 | 2077 | 709 | 488 | 2049 | 425 | 233 | 364 | 328 | 251 | 690 | 920 |
| v/c Ratio | 1.04 | 0.98 | 0.55 | 1.00 | 0.98 | 0.56 | 1.02 | 0.51 | 0.64 | 0.80 | 0.86 | 0.97 |
| Control Delay | 99.2 | 49.7 | 15.1 | 93.4 | 51.7 | 15.5 | 119.3 | 45.6 | 17.4 | 73.1 | 57.0 | 46.4 |
| Queue Delay | 0.0 | 18.0 | 0.0 | 0.0 | 26.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 99.2 | 67.8 | 15.1 | 93.4 | 78.1 | 15.5 | 119.3 | 45.6 | 17.4 | 73.1 | 57.0 | 46.4 |
| Queue Length 50th (ft) | ~229 | 570 | 119 | ~198 | 566 | 114 | ~96 | 133 | 49 | 100 | 272 | 232 |
| Queue Length 95th (ft) | #341 | #695 | 184 | #311 | #691 | 217 | #182 | 183 | 151 | #164 | #368 | #387 |
| Internal Link Dist (ft) | | 535 | | | 286 | | | 631 | | | 855 | |
| Turn Bay Length (ft) | 200 | | 200 | 150 | | | 160 | | 80 | 120 | | 135 |
| Base Capacity (vph) | 515 | 2123 | 1290 | 486 | 2081 | 757 | 229 | 713 | 510 | 315 | 799 | 951 |
| Starvation Cap Reductn | 0 | 133 | 0 | 0 | 161 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.04 | 1.04 | 0.55 | 1.00 | 1.07 | 0.58 | 1.02 | 0.51 | 0.64 | 0.80 | 0.86 | 0.97 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1538 | 0 | 0 | 2023 | 569 | 251 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | | | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.95 | | | 0.95 | 0.97 | 1.00 |
| Frpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | | | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3539 | | | 3539 | 3433 | 1542 |
| Flt Permitted | 1.00 | | | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3539 | | | 3539 | 3433 | 1542 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1672 | 0 | 0 | 2199 | 618 | 273 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 28 |
| Lane Group Flow (vph) | 1672 | 0 | 0 | 2199 | 618 | 245 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | | | | Perm |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | | | | 2 |
| Actuated Green, G (s) | 51.8 | | | 51.8 | 16.5 | 16.5 |
| Effective Green, g (s) | 51.8 | | | 51.8 | 16.5 | 16.5 |
| Actuated g/C Ratio | 0.66 | | | 0.66 | 0.21 | 0.21 |
| Clearance Time (s) | 4.9 | | | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 2347 | | | 2347 | 725 | 326 |
| v/s Ratio Prot | 0.47 | | | c0.62 | c0.18 | |
| v/s Ratio Perm | | | | | | 0.16 |
| v/c Ratio | 0.71 | | | 0.94 | 0.85 | 0.75 |
| Uniform Delay, d1 | 8.4 | | | 11.7 | 29.6 | 28.9 |
| Progression Factor | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | | | 7.9 | 9.5 | 9.5 |
| Delay (s) | 9.4 | | | 19.6 | 39.2 | 38.3 |
| Level of Service | A | | | B | D | D |
| Approach Delay (s) | 9.4 | | | 19.6 | 38.9 | |
| Approach LOS | A | | | B | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 78.1 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 90.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

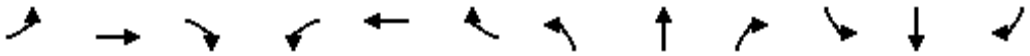
c Critical Lane Group



| Lane Group | EBT | WBT | NBL | NBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 1672 | 2199 | 618 | 273 |
| v/c Ratio | 0.71 | 0.94 | 0.85 | 0.77 |
| Control Delay | 10.6 | 21.7 | 42.9 | 42.3 |
| Queue Delay | 0.4 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.0 | 21.7 | 42.9 | 42.3 |
| Queue Length 50th (ft) | 242 | 444 | 153 | 113 |
| Queue Length 95th (ft) | 318 | #705 | #237 | #231 |
| Internal Link Dist (ft) | 148 | 575 | 856 | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 2412 | 2412 | 754 | 366 |
| Starvation Cap Reductn | 271 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.78 | 0.91 | 0.82 | 0.75 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 306 | 0 | 0 | 0 | 0 | 932 | 54 | 818 | 837 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.9 | | | | | 4.9 | 4.0 | 4.0 | 4.9 | |
| Lane Util. Factor | | | 0.88 | | | | | 0.95 | 1.00 | 0.97 | 0.95 | |
| Frpb, ped/bikes | | | 0.96 | | | | | 1.00 | 0.99 | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 2675 | | | | | 3539 | 1560 | 3433 | 3539 | |
| Flt Permitted | | | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 2675 | | | | | 3539 | 1560 | 3433 | 3539 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 333 | 0 | 0 | 0 | 0 | 1013 | 59 | 889 | 910 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 1013 | 59 | 889 | 910 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | custom | | | | | | Free | Prot | | |
| Protected Phases | | | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | Free | | | |
| Actuated Green, G (s) | | | 8.1 | | | | | 23.4 | 65.9 | 20.6 | 48.0 | |
| Effective Green, g (s) | | | 8.1 | | | | | 23.4 | 65.9 | 20.6 | 48.0 | |
| Actuated g/C Ratio | | | 0.12 | | | | | 0.36 | 1.00 | 0.31 | 0.73 | |
| Clearance Time (s) | | | 4.9 | | | | | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | | | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 329 | | | | | 1257 | 1560 | 1073 | 2578 | |
| v/s Ratio Prot | | | | | | | | c0.29 | | c0.26 | 0.26 | |
| v/s Ratio Perm | | | c0.03 | | | | | | 0.04 | | | |
| v/c Ratio | | | 0.22 | | | | | 0.81 | 0.04 | 0.83 | 0.35 | |
| Uniform Delay, d1 | | | 26.0 | | | | | 19.2 | 0.0 | 21.0 | 3.3 | |
| Progression Factor | | | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.3 | | | | | 3.9 | 0.0 | 5.4 | 0.1 | |
| Delay (s) | | | 26.4 | | | | | 23.1 | 0.0 | 26.4 | 3.4 | |
| Level of Service | | | C | | | | | C | A | C | A | |
| Approach Delay (s) | | 26.4 | | | 0.0 | | | 21.8 | | | 14.7 | |
| Approach LOS | | C | | | A | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.3 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 65.9 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 56.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

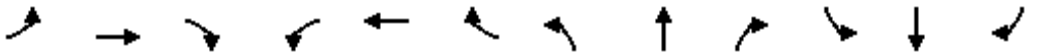
c Critical Lane Group



| Lane Group | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 333 | 1013 | 59 | 889 | 910 |
| v/c Ratio | 0.57 | 0.81 | 0.04 | 0.83 | 0.35 |
| Control Delay | 9.2 | 26.6 | 0.0 | 30.6 | 4.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.2 | 26.6 | 0.0 | 30.6 | 4.2 |
| Queue Length 50th (ft) | 7 | 182 | 0 | 164 | 45 |
| Queue Length 95th (ft) | 42 | #346 | 0 | #318 | 120 |
| Internal Link Dist (ft) | | 2142 | | | 631 |
| Turn Bay Length (ft) | 170 | | 200 | 200 | |
| Base Capacity (vph) | 878 | 1309 | 1560 | 1102 | 2661 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.38 | 0.77 | 0.04 | 0.81 | 0.34 |

Intersection Summary

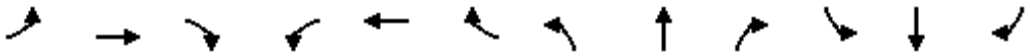
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 568 | 131 | 175 | 46 | 67 | 110 | 44 | 843 | 79 | 191 | 776 | 178 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1543 | 1770 | 1863 | 1543 | 1770 | 3539 | 1543 | 3433 | 3539 | 1516 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1543 | 1770 | 1863 | 1543 | 1770 | 3539 | 1543 | 3433 | 3539 | 1516 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 617 | 142 | 190 | 50 | 73 | 120 | 48 | 916 | 86 | 208 | 843 | 193 |
| RTOR Reduction (vph) | 0 | 0 | 141 | 0 | 0 | 107 | 0 | 0 | 38 | 0 | 0 | 86 |
| Lane Group Flow (vph) | 617 | 142 | 49 | 50 | 73 | 13 | 48 | 916 | 48 | 208 | 843 | 107 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 15.2 | 18.9 | 18.9 | 4.3 | 8.0 | 8.0 | 4.3 | 23.8 | 23.8 | 7.9 | 27.4 | 27.4 |
| Effective Green, g (s) | 15.2 | 18.9 | 18.9 | 4.3 | 8.0 | 8.0 | 4.3 | 23.8 | 23.8 | 7.9 | 27.4 | 27.4 |
| Actuated g/C Ratio | 0.21 | 0.26 | 0.26 | 0.06 | 0.11 | 0.11 | 0.06 | 0.33 | 0.33 | 0.11 | 0.38 | 0.38 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 718 | 484 | 401 | 105 | 205 | 170 | 105 | 1159 | 505 | 373 | 1334 | 571 |
| v/s Ratio Prot | c0.18 | c0.08 | | 0.03 | 0.04 | | 0.03 | c0.26 | | c0.06 | c0.24 | |
| v/s Ratio Perm | | | 0.03 | | | 0.01 | | | 0.03 | | | 0.07 |
| v/c Ratio | 0.86 | 0.29 | 0.12 | 0.48 | 0.36 | 0.08 | 0.46 | 0.79 | 0.09 | 0.56 | 0.63 | 0.19 |
| Uniform Delay, d1 | 27.7 | 21.6 | 20.6 | 33.1 | 30.0 | 29.0 | 33.1 | 22.2 | 17.0 | 30.7 | 18.5 | 15.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 10.0 | 0.3 | 0.1 | 3.4 | 1.1 | 0.2 | 3.1 | 3.7 | 0.1 | 1.8 | 1.0 | 0.2 |
| Delay (s) | 37.8 | 21.9 | 20.7 | 36.5 | 31.0 | 29.2 | 36.2 | 25.9 | 17.1 | 32.6 | 19.5 | 15.3 |
| Level of Service | D | C | C | D | C | C | D | C | B | C | B | B |
| Approach Delay (s) | | 32.0 | | | 31.3 | | | 25.7 | | | 21.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 72.7 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 66.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

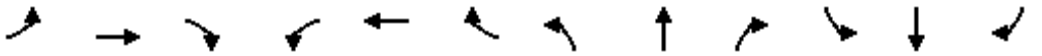
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 617 | 142 | 190 | 50 | 73 | 120 | 48 | 916 | 86 | 208 | 843 | 193 |
| v/c Ratio | 0.82 | 0.28 | 0.34 | 0.28 | 0.30 | 0.39 | 0.27 | 0.82 | 0.16 | 0.53 | 0.60 | 0.28 |
| Control Delay | 39.1 | 23.8 | 5.8 | 35.8 | 32.0 | 10.3 | 35.6 | 30.7 | 10.1 | 36.9 | 22.4 | 8.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.1 | 23.8 | 5.8 | 35.8 | 32.0 | 10.3 | 35.6 | 30.7 | 10.1 | 36.9 | 22.4 | 8.5 |
| Queue Length 50th (ft) | 138 | 54 | 0 | 21 | 31 | 0 | 20 | 194 | 9 | 45 | 171 | 17 |
| Queue Length 95th (ft) | #261 | 100 | 45 | 56 | 66 | 42 | 55 | #340 | 43 | 86 | #284 | 70 |
| Internal Link Dist (ft) | | 628 | | | 1256 | | | 2552 | | | 2142 | |
| Turn Bay Length (ft) | | | | | | | 1 | | 100 | 1 | | 100 |
| Base Capacity (vph) | 762 | 650 | 661 | 209 | 441 | 456 | 209 | 1215 | 567 | 406 | 1396 | 681 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.22 | 0.29 | 0.24 | 0.17 | 0.26 | 0.23 | 0.75 | 0.15 | 0.51 | 0.60 | 0.28 |

Intersection Summary

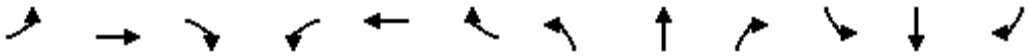
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 314 | 426 | 61 | 81 | 232 | 69 | 59 | 570 | 119 | 141 | 558 | 165 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3394 | 1863 | 1549 | 1763 | 1863 | 1549 | 1770 | 3539 | 1526 | 1770 | 3539 | 1526 |
| Flt Permitted | 0.57 | 1.00 | 1.00 | 0.28 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 2036 | 1863 | 1549 | 520 | 1863 | 1549 | 1770 | 3539 | 1526 | 1770 | 3539 | 1526 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 341 | 463 | 66 | 88 | 252 | 75 | 64 | 620 | 129 | 153 | 607 | 179 |
| RTOR Reduction (vph) | 0 | 0 | 45 | 0 | 0 | 51 | 0 | 0 | 92 | 0 | 0 | 120 |
| Lane Group Flow (vph) | 341 | 463 | 21 | 88 | 252 | 24 | 64 | 620 | 37 | 153 | 607 | 59 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 17.3 | 17.3 | 17.3 | 17.3 | 17.3 | 17.3 | 3.7 | 15.4 | 15.4 | 5.8 | 17.5 | 17.5 |
| Effective Green, g (s) | 17.3 | 17.3 | 17.3 | 17.3 | 17.3 | 17.3 | 3.7 | 15.4 | 15.4 | 5.8 | 17.5 | 17.5 |
| Actuated g/C Ratio | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.07 | 0.29 | 0.29 | 0.11 | 0.33 | 0.33 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 662 | 606 | 504 | 169 | 606 | 504 | 123 | 1024 | 442 | 193 | 1164 | 502 |
| v/s Ratio Prot | | c0.25 | | | 0.14 | | 0.04 | c0.18 | | c0.09 | 0.17 | |
| v/s Ratio Perm | 0.17 | | 0.01 | 0.17 | | 0.02 | | | 0.02 | | | 0.04 |
| v/c Ratio | 0.52 | 0.76 | 0.04 | 0.52 | 0.42 | 0.05 | 0.52 | 0.61 | 0.08 | 0.79 | 0.52 | 0.12 |
| Uniform Delay, d1 | 14.6 | 16.1 | 12.3 | 14.6 | 14.0 | 12.3 | 23.9 | 16.3 | 13.8 | 23.1 | 14.5 | 12.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.7 | 5.7 | 0.0 | 2.9 | 0.5 | 0.0 | 3.9 | 1.0 | 0.1 | 19.6 | 0.4 | 0.1 |
| Delay (s) | 15.2 | 21.8 | 12.3 | 17.5 | 14.5 | 12.3 | 27.8 | 17.3 | 13.8 | 42.7 | 14.9 | 12.6 |
| Level of Service | B | C | B | B | B | B | C | B | B | D | B | B |
| Approach Delay (s) | | 18.5 | | | 14.7 | | | 17.6 | | | 19.0 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 53.2 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 66.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

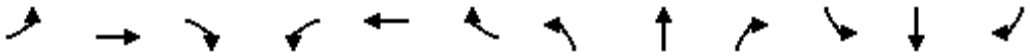
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 341 | 463 | 66 | 88 | 252 | 75 | 64 | 620 | 129 | 153 | 607 | 179 |
| v/c Ratio | 0.50 | 0.74 | 0.12 | 0.51 | 0.40 | 0.13 | 0.27 | 0.63 | 0.25 | 0.55 | 0.51 | 0.28 |
| Control Delay | 18.2 | 25.8 | 5.0 | 28.3 | 17.2 | 4.9 | 27.1 | 21.0 | 5.3 | 33.7 | 17.1 | 4.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.2 | 25.8 | 5.0 | 28.3 | 17.2 | 4.9 | 27.1 | 21.0 | 5.3 | 33.7 | 17.1 | 4.6 |
| Queue Length 50th (ft) | 48 | 141 | 0 | 24 | 67 | 0 | 21 | 101 | 0 | 52 | 96 | 0 |
| Queue Length 95th (ft) | 84 | #273 | 22 | #78 | 123 | 23 | 53 | 149 | 33 | #125 | 142 | 37 |
| Internal Link Dist (ft) | | 1296 | | | 2569 | | | 932 | | | 2552 | |
| Turn Bay Length (ft) | | | 250 | | | 100 | 1 | | 100 | 1 | | 100 |
| Base Capacity (vph) | 863 | 790 | 694 | 221 | 790 | 699 | 265 | 1277 | 632 | 303 | 1456 | 732 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.59 | 0.10 | 0.40 | 0.32 | 0.11 | 0.24 | 0.49 | 0.20 | 0.50 | 0.42 | 0.24 |

Intersection Summary

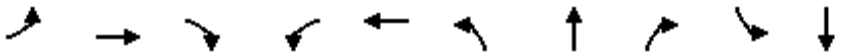
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 606 | 89 | 203 | 298 | 64 | 58 | 65 | 248 | 57 | 71 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1541 | 1770 | 1799 | | 1770 | 1863 | 1541 | 1770 | 1822 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1541 | 1770 | 1799 | | 1770 | 1863 | 1541 | 1770 | 1822 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 22 | 659 | 97 | 221 | 324 | 70 | 63 | 71 | 270 | 62 | 77 | 11 |
| RTOR Reduction (vph) | 0 | 0 | 27 | 0 | 7 | 0 | 0 | 0 | 238 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 22 | 659 | 70 | 221 | 387 | 0 | 63 | 71 | 32 | 62 | 82 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | |
| Actuated Green, G (s) | 2.7 | 34.2 | 34.2 | 12.7 | 44.2 | | 5.7 | 9.6 | 9.6 | 5.7 | 9.6 | |
| Effective Green, g (s) | 2.7 | 34.2 | 34.2 | 12.7 | 44.2 | | 5.7 | 9.6 | 9.6 | 5.7 | 9.6 | |
| Actuated g/C Ratio | 0.03 | 0.43 | 0.43 | 0.16 | 0.55 | | 0.07 | 0.12 | 0.12 | 0.07 | 0.12 | |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 60 | 796 | 659 | 281 | 994 | | 126 | 224 | 185 | 126 | 219 | |
| v/s Ratio Prot | 0.01 | c0.35 | | c0.12 | 0.22 | | c0.04 | 0.04 | | 0.04 | c0.04 | |
| v/s Ratio Perm | | | 0.05 | | | | | | 0.02 | | | |
| v/c Ratio | 0.37 | 0.83 | 0.11 | 0.79 | 0.39 | | 0.50 | 0.32 | 0.18 | 0.49 | 0.37 | |
| Uniform Delay, d1 | 37.8 | 20.3 | 13.7 | 32.3 | 10.2 | | 35.8 | 32.2 | 31.6 | 35.8 | 32.4 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.8 | 7.1 | 0.1 | 13.5 | 0.3 | | 3.1 | 0.8 | 0.5 | 3.0 | 1.1 | |
| Delay (s) | 41.6 | 27.4 | 13.8 | 45.8 | 10.5 | | 38.9 | 33.0 | 32.1 | 38.8 | 33.5 | |
| Level of Service | D | C | B | D | B | | D | C | C | D | C | |
| Approach Delay (s) | | 26.1 | | | 23.2 | | | 33.3 | | | 35.7 | |
| Approach LOS | | C | | | C | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 65.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 22 | 659 | 97 | 221 | 394 | 63 | 71 | 270 | 62 | 88 |
| v/c Ratio | 0.14 | 0.86 | 0.15 | 0.75 | 0.38 | 0.37 | 0.31 | 0.63 | 0.36 | 0.38 |
| Control Delay | 38.6 | 36.0 | 10.4 | 51.9 | 12.9 | 42.9 | 36.4 | 11.8 | 42.8 | 35.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.6 | 36.0 | 10.4 | 51.9 | 12.9 | 42.9 | 36.4 | 11.8 | 42.8 | 35.8 |
| Queue Length 50th (ft) | 11 | 296 | 15 | 110 | 83 | 31 | 34 | 0 | 30 | 39 |
| Queue Length 95th (ft) | 35 | #564 | 49 | #247 | 229 | 74 | 72 | 65 | 73 | 82 |
| Internal Link Dist (ft) | | 2569 | | | 540 | | 5230 | | | 266 |
| Turn Bay Length (ft) | 100 | | 100 | 200 | | 100 | | 100 | 100 | |
| Base Capacity (vph) | 192 | 862 | 737 | 312 | 1066 | 192 | 432 | 564 | 192 | 428 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.11 | 0.76 | 0.13 | 0.71 | 0.37 | 0.33 | 0.16 | 0.48 | 0.32 | 0.21 |

Intersection Summary

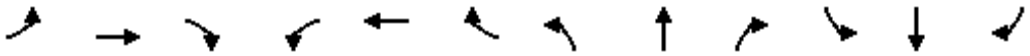
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 22 | 756 | 221 | 394 | 63 | 71 | 270 | 62 | 88 |
| v/c Ratio | 0.15 | 0.95 | 0.79 | 0.37 | 0.39 | 0.32 | 0.64 | 0.38 | 0.39 |
| Control Delay | 38.9 | 47.5 | 55.8 | 12.7 | 43.8 | 36.8 | 12.1 | 43.6 | 36.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.9 | 47.5 | 55.8 | 12.7 | 43.8 | 36.8 | 12.1 | 43.6 | 36.4 |
| Queue Length 50th (ft) | 11 | 371 | 110 | 83 | 31 | 34 | 0 | 30 | 39 |
| Queue Length 95th (ft) | 35 | #697 | #247 | 229 | 74 | 72 | 65 | 73 | 82 |
| Internal Link Dist (ft) | | 2569 | | 540 | | 5230 | | | 266 |
| Turn Bay Length (ft) | 100 | | 200 | | 100 | | 100 | 100 | |
| Base Capacity (vph) | 180 | 795 | 293 | 1065 | 180 | 405 | 546 | 180 | 402 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 0.95 | 0.75 | 0.37 | 0.35 | 0.18 | 0.49 | 0.34 | 0.22 |

Intersection Summary

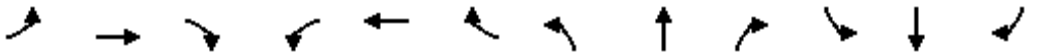
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 606 | 89 | 203 | 298 | 64 | 58 | 65 | 248 | 57 | 71 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1821 | | 1770 | 1798 | | 1770 | 1863 | 1540 | 1770 | 1822 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1821 | | 1770 | 1798 | | 1770 | 1863 | 1540 | 1770 | 1822 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 22 | 659 | 97 | 221 | 324 | 70 | 63 | 71 | 270 | 62 | 77 | 11 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 239 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 22 | 751 | 0 | 221 | 387 | 0 | 63 | 71 | 31 | 62 | 82 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | |
| Actuated Green, G (s) | 2.8 | 37.1 | | 12.6 | 46.9 | | 5.9 | 9.5 | 9.5 | 5.9 | 9.5 | |
| Effective Green, g (s) | 2.8 | 37.1 | | 12.6 | 46.9 | | 5.9 | 9.5 | 9.5 | 5.9 | 9.5 | |
| Actuated g/C Ratio | 0.03 | 0.45 | | 0.15 | 0.57 | | 0.07 | 0.11 | 0.11 | 0.07 | 0.11 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 60 | 815 | | 269 | 1017 | | 126 | 213 | 176 | 126 | 209 | |
| v/s Ratio Prot | 0.01 | c0.41 | | c0.12 | 0.22 | | c0.04 | 0.04 | | 0.04 | c0.04 | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | |
| v/c Ratio | 0.37 | 0.92 | | 0.82 | 0.38 | | 0.50 | 0.33 | 0.18 | 0.49 | 0.39 | |
| Uniform Delay, d1 | 39.2 | 21.5 | | 34.1 | 10.0 | | 37.1 | 33.8 | 33.2 | 37.1 | 34.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.8 | 15.7 | | 17.9 | 0.2 | | 3.1 | 0.9 | 0.5 | 3.0 | 1.2 | |
| Delay (s) | 43.0 | 37.2 | | 52.0 | 10.2 | | 40.2 | 34.7 | 33.6 | 40.1 | 35.2 | |
| Level of Service | D | D | | D | B | | D | C | C | D | D | |
| Approach Delay (s) | | 37.4 | | | 25.2 | | | 34.8 | | | 37.2 | |
| Approach LOS | | D | | | C | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 33.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 82.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 71.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 892 | 251 | 245 | 547 | 0 | 0 | 0 | 0 | 136 | 0 | 185 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | | 4.0 | 4.9 | | | | | | 4.9 | 4.9 |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | | | | 1.00 | 1.00 |
| Frpb, ped/bikes | | 0.99 | | 1.00 | 1.00 | | | | | | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | | 0.99 | 1.00 |
| Frt | | 0.97 | | 1.00 | 1.00 | | | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3391 | | 1770 | 3539 | | | | | | 1746 | 1544 |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3391 | | 1770 | 3539 | | | | | | 1746 | 1544 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 970 | 273 | 266 | 595 | 0 | 0 | 0 | 0 | 148 | 0 | 201 |
| RTOR Reduction (vph) | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| Lane Group Flow (vph) | 0 | 1206 | 0 | 266 | 595 | 0 | 0 | 0 | 0 | 0 | 148 | 52 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | | | | Prot | | | | | | Perm | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | | | | 6 | |
| Permitted Phases | | | | | | | | | | 6 | | 6 |
| Actuated Green, G (s) | | 26.1 | | 12.0 | 42.1 | | | | | | 18.1 | 18.1 |
| Effective Green, g (s) | | 26.1 | | 12.0 | 42.1 | | | | | | 18.1 | 18.1 |
| Actuated g/C Ratio | | 0.37 | | 0.17 | 0.60 | | | | | | 0.26 | 0.26 |
| Clearance Time (s) | | 4.9 | | 4.0 | 4.9 | | | | | | 4.9 | 4.9 |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1264 | | 303 | 2128 | | | | | | 451 | 399 |
| v/s Ratio Prot | | c0.36 | | c0.15 | 0.17 | | | | | | | |
| v/s Ratio Perm | | | | | | | | | | | 0.08 | 0.03 |
| v/c Ratio | | 0.95 | | 0.88 | 0.28 | | | | | | 0.33 | 0.13 |
| Uniform Delay, d1 | | 21.4 | | 28.3 | 6.7 | | | | | | 21.0 | 19.9 |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 15.5 | | 23.6 | 0.1 | | | | | | 1.9 | 0.7 |
| Delay (s) | | 36.9 | | 51.9 | 6.8 | | | | | | 23.0 | 20.6 |
| Level of Service | | D | | D | A | | | | | | C | C |
| Approach Delay (s) | | 36.9 | | | 20.7 | | | 0.0 | | | 21.6 | |
| Approach LOS | | D | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 29.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 70.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 71.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

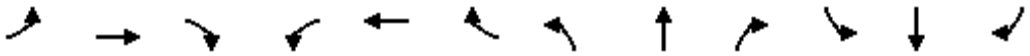
c Critical Lane Group



| Lane Group | EBT | WBL | WBT | SBT | SBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1243 | 266 | 595 | 148 | 201 |
| v/c Ratio | 0.95 | 0.88 | 0.28 | 0.33 | 0.37 |
| Control Delay | 38.2 | 60.2 | 7.1 | 23.5 | 5.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.2 | 60.2 | 7.1 | 23.5 | 5.7 |
| Queue Length 50th (ft) | 256 | 113 | 57 | 52 | 0 |
| Queue Length 95th (ft) | #400 | #239 | 82 | 99 | 45 |
| Internal Link Dist (ft) | 617 | | 243 | 558 | |
| Turn Bay Length (ft) | | 200 | | | 400 |
| Base Capacity (vph) | 1303 | 303 | 2128 | 451 | 548 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.95 | 0.88 | 0.28 | 0.33 | 0.37 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 115 | 809 | 0 | 0 | 734 | 228 | 61 | 2 | 180 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Lane Util. Factor | 1.00 | 0.95 | | | 0.95 | | | 1.00 | 1.00 | | | |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | 0.98 | | | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 0.99 | 1.00 | | | |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.95 | 1.00 | | | |
| Satd. Flow (prot) | 1770 | 3539 | | | 3382 | | | 1757 | 1547 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | | 0.95 | 1.00 | | | |
| Satd. Flow (perm) | 1770 | 3539 | | | 3382 | | | 1757 | 1547 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 125 | 879 | 0 | 0 | 798 | 248 | 66 | 2 | 196 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 88 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 125 | 879 | 0 | 0 | 996 | 0 | 0 | 68 | 108 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | | | |
| Permitted Phases | | | | | | | 2 | | 2 | | | |
| Actuated Green, G (s) | 6.4 | 31.1 | | | 20.7 | | | 19.1 | 19.1 | | | |
| Effective Green, g (s) | 6.4 | 31.1 | | | 20.7 | | | 19.1 | 19.1 | | | |
| Actuated g/C Ratio | 0.11 | 0.52 | | | 0.34 | | | 0.32 | 0.32 | | | |
| Clearance Time (s) | 4.0 | 4.9 | | | 4.9 | | | 4.9 | 4.9 | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | 3.0 | | | |
| Lane Grp Cap (vph) | 189 | 1834 | | | 1167 | | | 559 | 492 | | | |
| v/s Ratio Prot | c0.07 | 0.25 | | | c0.29 | | | | | | | |
| v/s Ratio Perm | | | | | | | | 0.04 | c0.07 | | | |
| v/c Ratio | 0.66 | 0.48 | | | 0.85 | | | 0.12 | 0.22 | | | |
| Uniform Delay, d1 | 25.8 | 9.3 | | | 18.2 | | | 14.5 | 15.0 | | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | 8.4 | 0.2 | | | 6.2 | | | 0.4 | 1.0 | | | |
| Delay (s) | 34.2 | 9.5 | | | 24.5 | | | 14.9 | 16.0 | | | |
| Level of Service | C | A | | | C | | | B | B | | | |
| Approach Delay (s) | | 12.5 | | | 24.5 | | | 15.7 | | | 0.0 | |
| Approach LOS | | B | | | C | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.3 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 71.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBT | NBT | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 125 | 879 | 1046 | 68 | 196 |
| v/c Ratio | 0.56 | 0.49 | 0.86 | 0.12 | 0.33 |
| Control Delay | 34.7 | 10.4 | 25.9 | 16.9 | 8.7 |
| Queue Delay | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.7 | 11.0 | 25.9 | 16.9 | 8.7 |
| Queue Length 50th (ft) | 43 | 88 | 165 | 18 | 18 |
| Queue Length 95th (ft) | #91 | 125 | #271 | 44 | 62 |
| Internal Link Dist (ft) | | 243 | 772 | 804 | |
| Turn Bay Length (ft) | 100 | | | | 400 |
| Base Capacity (vph) | 236 | 1964 | 1249 | 584 | 599 |
| Starvation Cap Reductn | 0 | 640 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.66 | 0.84 | 0.12 | 0.33 |

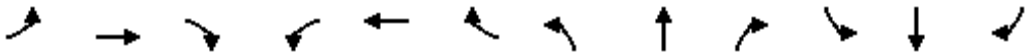
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 69 | 538 | 463 | 348 | 452 | 44 | 403 | 1073 | 435 | 75 | 1346 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1542 | 3433 | 3539 | 1542 | 3433 | 5085 | 1542 | 3433 | 5085 | 1542 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1542 | 3433 | 3539 | 1542 | 3433 | 5085 | 1542 | 3433 | 5085 | 1542 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 75 | 585 | 503 | 378 | 491 | 48 | 438 | 1166 | 473 | 82 | 1463 | 42 |
| RTOR Reduction (vph) | 0 | 0 | 175 | 0 | 0 | 36 | 0 | 0 | 230 | 0 | 0 | 19 |
| Lane Group Flow (vph) | 75 | 585 | 328 | 378 | 491 | 12 | 438 | 1166 | 243 | 82 | 1463 | 23 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 5.8 | 16.9 | 16.9 | 8.0 | 19.1 | 19.1 | 10.0 | 28.0 | 28.0 | 5.9 | 23.9 | 23.9 |
| Effective Green, g (s) | 5.8 | 16.9 | 16.9 | 8.0 | 19.1 | 19.1 | 10.0 | 28.0 | 28.0 | 5.9 | 23.9 | 23.9 |
| Actuated g/C Ratio | 0.08 | 0.22 | 0.22 | 0.10 | 0.25 | 0.25 | 0.13 | 0.37 | 0.37 | 0.08 | 0.31 | 0.31 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 260 | 781 | 340 | 359 | 882 | 384 | 448 | 1859 | 564 | 264 | 1587 | 481 |
| v/s Ratio Prot | 0.02 | 0.17 | | c0.11 | 0.14 | | c0.13 | 0.23 | | 0.02 | c0.29 | |
| v/s Ratio Perm | | | c0.21 | | | 0.01 | | | 0.16 | | | 0.02 |
| v/c Ratio | 0.29 | 0.75 | 0.96 | 1.05 | 0.56 | 0.03 | 0.98 | 0.63 | 0.43 | 0.31 | 0.92 | 0.05 |
| Uniform Delay, d1 | 33.5 | 27.9 | 29.5 | 34.3 | 25.1 | 21.8 | 33.2 | 20.0 | 18.3 | 33.4 | 25.4 | 18.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.6 | 4.0 | 38.9 | 62.1 | 0.8 | 0.0 | 36.3 | 0.7 | 0.5 | 0.7 | 9.2 | 0.0 |
| Delay (s) | 34.1 | 31.8 | 68.4 | 96.4 | 25.8 | 21.8 | 69.5 | 20.7 | 18.8 | 34.1 | 34.7 | 18.5 |
| Level of Service | C | C | E | F | C | C | E | C | B | C | C | B |
| Approach Delay (s) | | 47.8 | | | 54.7 | | | 30.5 | | | 34.2 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 38.9 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.95 | | |
| Actuated Cycle Length (s) | 76.6 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 77.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

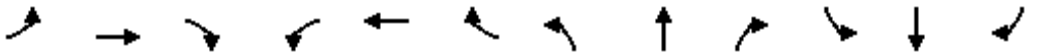


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 75 | 585 | 503 | 378 | 491 | 48 | 438 | 1166 | 473 | 82 | 1463 | 42 |
| v/c Ratio | 0.24 | 0.77 | 0.99 | 1.03 | 0.55 | 0.11 | 0.96 | 0.61 | 0.59 | 0.25 | 0.93 | 0.09 |
| Control Delay | 33.1 | 35.8 | 56.8 | 91.7 | 28.0 | 8.7 | 67.3 | 21.7 | 8.7 | 33.2 | 38.0 | 10.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 33.1 | 35.8 | 56.8 | 91.7 | 28.0 | 8.7 | 67.3 | 21.7 | 8.7 | 33.2 | 38.0 | 10.8 |
| Queue Length 50th (ft) | 17 | 135 | 138 | ~98 | 107 | 0 | 106 | 165 | 36 | 18 | 239 | 5 |
| Queue Length 95th (ft) | 36 | #196 | #336 | #181 | 160 | 25 | #193 | 216 | 125 | 38 | #334 | 26 |
| Internal Link Dist (ft) | | 772 | | | 852 | | | 461 | | | 615 | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 100 | 200 | | 100 | 200 | | 100 |
| Base Capacity (vph) | 366 | 760 | 508 | 366 | 900 | 428 | 458 | 1897 | 803 | 366 | 1566 | 494 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.20 | 0.77 | 0.99 | 1.03 | 0.55 | 0.11 | 0.96 | 0.61 | 0.59 | 0.22 | 0.93 | 0.09 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

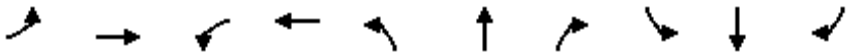
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 136 | 269 | 21 | 209 | 380 | 192 | 16 | 550 | 141 | 250 | 636 | 97 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3494 | | 1770 | 3332 | | 1770 | 3539 | 1543 | 1770 | 3539 | 1543 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3494 | | 1770 | 3332 | | 1770 | 3539 | 1543 | 1770 | 3539 | 1543 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 148 | 292 | 23 | 227 | 413 | 209 | 17 | 598 | 153 | 272 | 691 | 105 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 89 | 0 | 0 | 0 | 114 | 0 | 0 | 62 |
| Lane Group Flow (vph) | 148 | 307 | 0 | 227 | 533 | 0 | 17 | 598 | 39 | 272 | 691 | 43 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.7 | 13.1 | | 11.0 | 15.4 | | 1.4 | 18.9 | 18.9 | 12.8 | 30.3 | 30.3 |
| Effective Green, g (s) | 8.7 | 13.1 | | 11.0 | 15.4 | | 1.4 | 18.9 | 18.9 | 12.8 | 30.3 | 30.3 |
| Actuated g/C Ratio | 0.12 | 0.18 | | 0.15 | 0.21 | | 0.02 | 0.26 | 0.26 | 0.17 | 0.41 | 0.41 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 209 | 622 | | 265 | 697 | | 34 | 909 | 396 | 308 | 1457 | 635 |
| v/s Ratio Prot | 0.08 | 0.09 | | c0.13 | c0.16 | | 0.01 | c0.17 | | c0.15 | 0.20 | |
| v/s Ratio Perm | | | | | | | | | 0.03 | | | 0.03 |
| v/c Ratio | 0.71 | 0.49 | | 0.86 | 0.77 | | 0.50 | 0.66 | 0.10 | 0.88 | 0.47 | 0.07 |
| Uniform Delay, d1 | 31.2 | 27.3 | | 30.5 | 27.4 | | 35.8 | 24.5 | 20.9 | 29.7 | 15.8 | 13.1 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 10.5 | 0.6 | | 22.8 | 5.0 | | 11.1 | 1.7 | 0.1 | 24.4 | 0.2 | 0.0 |
| Delay (s) | 41.7 | 27.9 | | 53.3 | 32.4 | | 46.9 | 26.2 | 21.0 | 54.0 | 16.1 | 13.1 |
| Level of Service | D | C | | D | C | | D | C | C | D | B | B |
| Approach Delay (s) | | 32.3 | | | 38.0 | | | 25.6 | | | 25.5 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 29.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 73.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 68.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

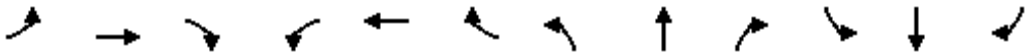
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 148 | 315 | 227 | 622 | 17 | 598 | 153 | 272 | 691 | 105 |
| v/c Ratio | 0.68 | 0.48 | 0.82 | 0.76 | 0.11 | 0.76 | 0.33 | 0.84 | 0.45 | 0.15 |
| Control Delay | 48.9 | 27.5 | 56.7 | 28.0 | 32.7 | 33.3 | 6.9 | 54.9 | 16.9 | 4.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.9 | 27.5 | 56.7 | 28.0 | 32.7 | 33.3 | 6.9 | 54.9 | 16.9 | 4.7 |
| Queue Length 50th (ft) | 66 | 64 | 102 | 113 | 7 | 132 | 0 | 122 | 104 | 0 |
| Queue Length 95th (ft) | #150 | 101 | #226 | 170 | 26 | 192 | 43 | #257 | 202 | 33 |
| Internal Link Dist (ft) | | 3113 | | 2530 | | 2902 | | | 2566 | |
| Turn Bay Length (ft) | 200 | | 200 | | 450 | | 150 | 450 | | 150 |
| Base Capacity (vph) | 227 | 807 | 279 | 941 | 203 | 870 | 495 | 329 | 1520 | 723 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.65 | 0.39 | 0.81 | 0.66 | 0.08 | 0.69 | 0.31 | 0.83 | 0.45 | 0.15 |

Intersection Summary

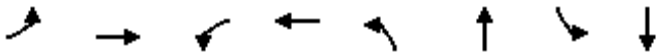
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 47 | 526 | 26 | 115 | 781 | 213 | 205 | 33 | 39 | 250 | 84 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.92 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3508 | | 1770 | 3394 | | 1770 | 3209 | | 1770 | 3406 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3508 | | 1770 | 3394 | | 1770 | 3209 | | 1770 | 3406 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 51 | 572 | 28 | 125 | 849 | 232 | 223 | 36 | 42 | 272 | 91 | 25 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 25 | 0 | 0 | 37 | 0 | 0 | 22 | 0 |
| Lane Group Flow (vph) | 51 | 597 | 0 | 125 | 1056 | 0 | 223 | 41 | 0 | 272 | 94 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 4.1 | 23.6 | | 8.1 | 27.6 | | 13.3 | 8.0 | | 15.1 | 9.8 | |
| Effective Green, g (s) | 4.1 | 23.6 | | 8.1 | 27.6 | | 13.3 | 8.0 | | 15.1 | 9.8 | |
| Actuated g/C Ratio | 0.06 | 0.33 | | 0.11 | 0.38 | | 0.18 | 0.11 | | 0.21 | 0.13 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 100 | 1140 | | 197 | 1290 | | 324 | 354 | | 368 | 460 | |
| v/s Ratio Prot | 0.03 | 0.17 | | c0.07 | c0.31 | | 0.13 | 0.01 | | c0.15 | c0.03 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.51 | 0.52 | | 0.63 | 0.82 | | 0.69 | 0.11 | | 0.74 | 0.21 | |
| Uniform Delay, d1 | 33.3 | 19.9 | | 30.8 | 20.2 | | 27.7 | 29.1 | | 26.9 | 27.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.3 | 0.4 | | 6.5 | 4.2 | | 6.0 | 0.1 | | 7.6 | 0.2 | |
| Delay (s) | 37.6 | 20.4 | | 37.4 | 24.4 | | 33.7 | 29.3 | | 34.5 | 28.2 | |
| Level of Service | D | C | | D | C | | C | C | | C | C | |
| Approach Delay (s) | | 21.7 | | | 25.7 | | | 32.5 | | | 32.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.65 | | |
| Actuated Cycle Length (s) | 72.6 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 64.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

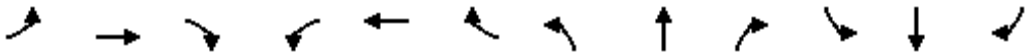
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 51 | 600 | 125 | 1081 | 223 | 78 | 272 | 116 |
| v/c Ratio | 0.29 | 0.53 | 0.51 | 0.81 | 0.68 | 0.20 | 0.73 | 0.24 |
| Control Delay | 38.8 | 23.4 | 39.7 | 26.4 | 41.6 | 18.8 | 42.4 | 26.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.8 | 23.4 | 39.7 | 26.4 | 41.6 | 18.8 | 42.4 | 26.3 |
| Queue Length 50th (ft) | 23 | 117 | 57 | 232 | 101 | 8 | 125 | 22 |
| Queue Length 95th (ft) | 62 | 200 | 121 | #416 | #223 | 27 | #280 | 45 |
| Internal Link Dist (ft) | | 2530 | | 2516 | | 725 | | 5230 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 207 | 1349 | 310 | 1514 | 388 | 878 | 414 | 968 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.44 | 0.40 | 0.71 | 0.57 | 0.09 | 0.66 | 0.12 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 55 | 604 | 54 | 209 | 721 | 341 | 110 | 147 | 76 | 386 | 150 | 91 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.94 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3484 | | 1770 | 3539 | 1545 | 1770 | 3330 | | 3433 | 3308 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3484 | | 1770 | 3539 | 1545 | 1770 | 3330 | | 3433 | 3308 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 60 | 657 | 59 | 227 | 784 | 371 | 120 | 160 | 83 | 420 | 163 | 99 |
| RTOR Reduction (vph) | 0 | 9 | 0 | 0 | 0 | 235 | 0 | 70 | 0 | 0 | 78 | 0 |
| Lane Group Flow (vph) | 60 | 707 | 0 | 227 | 784 | 136 | 120 | 173 | 0 | 420 | 184 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | |
| Actuated Green, G (s) | 4.5 | 18.2 | | 10.9 | 24.6 | 24.6 | 6.3 | 10.3 | | 10.0 | 14.0 | |
| Effective Green, g (s) | 4.5 | 18.2 | | 10.9 | 24.6 | 24.6 | 6.3 | 10.3 | | 10.0 | 14.0 | |
| Actuated g/C Ratio | 0.07 | 0.27 | | 0.16 | 0.37 | 0.37 | 0.09 | 0.15 | | 0.15 | 0.21 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 119 | 944 | | 287 | 1296 | 566 | 166 | 510 | | 511 | 689 | |
| v/s Ratio Prot | 0.03 | c0.20 | | c0.13 | 0.22 | | 0.07 | c0.05 | | c0.12 | c0.06 | |
| v/s Ratio Perm | | | | | | 0.09 | | | | | | |
| v/c Ratio | 0.50 | 0.75 | | 0.79 | 0.60 | 0.24 | 0.72 | 0.34 | | 0.82 | 0.27 | |
| Uniform Delay, d1 | 30.3 | 22.4 | | 27.1 | 17.3 | 14.8 | 29.6 | 25.4 | | 27.7 | 22.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.3 | 3.3 | | 13.8 | 0.8 | 0.2 | 14.4 | 0.4 | | 10.3 | 0.2 | |
| Delay (s) | 33.6 | 25.7 | | 40.8 | 18.1 | 15.0 | 44.0 | 25.8 | | 38.0 | 22.5 | |
| Level of Service | C | C | | D | B | B | D | C | | D | C | |
| Approach Delay (s) | | 26.3 | | | 21.0 | | | 31.8 | | | 32.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 25.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 67.2 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 64.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

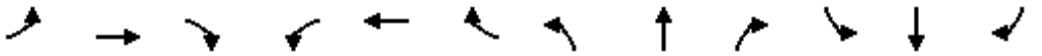
c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 60 | 716 | 227 | 784 | 371 | 120 | 243 | 420 | 262 |
| v/c Ratio | 0.31 | 0.80 | 0.76 | 0.58 | 0.45 | 0.57 | 0.44 | 0.79 | 0.33 |
| Control Delay | 32.2 | 31.0 | 45.8 | 20.6 | 4.6 | 40.4 | 18.9 | 40.1 | 15.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.2 | 31.0 | 45.8 | 20.6 | 4.6 | 40.4 | 18.9 | 40.1 | 15.4 |
| Queue Length 50th (ft) | 22 | 133 | 86 | 138 | 0 | 45 | 30 | 82 | 30 |
| Queue Length 95th (ft) | 59 | #250 | #214 | #236 | 59 | #118 | 60 | #172 | 58 |
| Internal Link Dist (ft) | | 2516 | | 1859 | | | 1112 | | 799 |
| Turn Bay Length (ft) | 200 | | 200 | | | 200 | | 200 | |
| Base Capacity (vph) | 220 | 935 | 303 | 1348 | 817 | 220 | 1047 | 533 | 1150 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.77 | 0.75 | 0.58 | 0.45 | 0.55 | 0.23 | 0.79 | 0.23 |

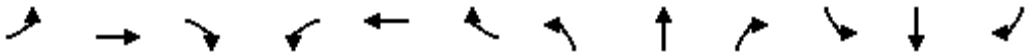
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 68 | 1489 | 253 | 1600 | 1868 | 279 | 384 | 22 | 459 | 251 | 4 | 77 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.94 | 0.91 | 1.00 | 0.97 | 1.00 | 0.88 | 0.97 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5036 | 1523 | 4990 | 5036 | 1523 | 3433 | 1863 | 2681 | 3433 | 1863 | 1523 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5036 | 1523 | 4990 | 5036 | 1523 | 3433 | 1863 | 2681 | 3433 | 1863 | 1523 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 74 | 1618 | 275 | 1739 | 2030 | 303 | 417 | 24 | 499 | 273 | 4 | 84 |
| RTOR Reduction (vph) | 0 | 0 | 97 | 0 | 0 | 79 | 0 | 0 | 458 | 0 | 0 | 79 |
| Lane Group Flow (vph) | 74 | 1618 | 178 | 1739 | 2030 | 224 | 417 | 24 | 41 | 273 | 4 | 5 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 7.5 | 47.1 | 47.1 | 50.0 | 89.6 | 89.6 | 18.0 | 11.5 | 11.5 | 14.5 | 8.0 | 8.0 |
| Effective Green, g (s) | 7.5 | 47.1 | 47.1 | 50.0 | 89.6 | 89.6 | 18.0 | 11.5 | 11.5 | 14.5 | 8.0 | 8.0 |
| Actuated g/C Ratio | 0.05 | 0.33 | 0.33 | 0.35 | 0.64 | 0.64 | 0.13 | 0.08 | 0.08 | 0.10 | 0.06 | 0.06 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 183 | 1683 | 509 | 1771 | 3202 | 968 | 439 | 152 | 219 | 353 | 106 | 86 |
| v/s Ratio Prot | 0.02 | c0.32 | | c0.35 | 0.40 | | c0.12 | 0.01 | | 0.08 | 0.00 | |
| v/s Ratio Perm | | | 0.12 | | | 0.15 | | | c0.02 | | | 0.00 |
| v/c Ratio | 0.40 | 0.96 | 0.35 | 0.98 | 0.63 | 0.23 | 0.95 | 0.16 | 0.19 | 0.77 | 0.04 | 0.06 |
| Uniform Delay, d1 | 64.5 | 46.0 | 35.4 | 45.0 | 15.6 | 11.0 | 61.0 | 60.2 | 60.3 | 61.6 | 62.8 | 62.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.5 | 13.9 | 0.4 | 17.2 | 0.4 | 0.1 | 30.1 | 0.5 | 0.4 | 10.1 | 0.1 | 0.3 |
| Delay (s) | 66.0 | 59.9 | 35.8 | 62.2 | 16.1 | 11.1 | 91.1 | 60.7 | 60.7 | 71.7 | 63.0 | 63.1 |
| Level of Service | E | E | D | E | B | B | F | E | E | E | E | E |
| Approach Delay (s) | | 56.7 | | | 35.4 | | | 74.2 | | | 69.6 | |
| Approach LOS | | E | | | D | | | E | | | E | |

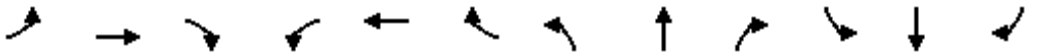
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 47.8 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 140.9 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 88.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 74 | 1618 | 275 | 1739 | 2030 | 303 | 417 | 24 | 499 | 273 | 4 | 84 |
| v/c Ratio | 0.40 | 0.96 | 0.45 | 0.98 | 0.63 | 0.29 | 0.95 | 0.16 | 0.74 | 0.77 | 0.04 | 0.51 |
| Control Delay | 72.0 | 60.4 | 19.7 | 62.3 | 17.2 | 4.2 | 92.9 | 62.3 | 11.9 | 77.2 | 62.0 | 23.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.0 | 60.4 | 19.7 | 62.3 | 17.2 | 4.2 | 92.9 | 62.3 | 11.9 | 77.2 | 62.0 | 23.0 |
| Queue Length 50th (ft) | 33 | 518 | 86 | 542 | 376 | 28 | 194 | 21 | 0 | 124 | 4 | 0 |
| Queue Length 95th (ft) | 65 | #702 | 187 | #735 | 516 | 81 | #328 | 52 | 57 | #200 | 16 | 53 |
| Internal Link Dist (ft) | | 600 | | | 1057 | | | 854 | | | 1013 | |
| Turn Bay Length (ft) | 200 | | 200 | 600 | | 200 | 200 | | 200 | 200 | | 200 |
| Base Capacity (vph) | 195 | 1684 | 606 | 1771 | 3202 | 1046 | 439 | 266 | 810 | 366 | 226 | 259 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.38 | 0.96 | 0.45 | 0.98 | 0.63 | 0.29 | 0.95 | 0.09 | 0.62 | 0.75 | 0.02 | 0.32 |

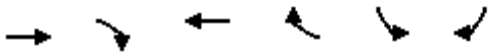
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2879 | 424 | 0 | 2437 | 185 | 0 | 0 | 0 | 730 | 0 | 1088 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.0 | | 4.9 | 4.0 | | | | 4.9 | | 4.9 |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | | | | 0.97 | | 0.76 |
| Frpb, ped/bikes | | 1.00 | 0.99 | | 1.00 | 0.98 | | | | 1.00 | | 0.95 |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.98 | | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 5036 | 1560 | | 5036 | 1544 | | | | 3304 | | 3427 |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 5036 | 1560 | | 5036 | 1544 | | | | 3304 | | 3427 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 3129 | 461 | 0 | 2649 | 201 | 0 | 0 | 0 | 793 | 0 | 1183 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lane Group Flow (vph) | 0 | 3129 | 461 | 0 | 2649 | 201 | 0 | 0 | 0 | 793 | 0 | 1180 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 4% | 2% | 2% |
| Turn Type | | | Free | | | Free | | | | custom | | custom |
| Protected Phases | | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | Free | | | Free | | | | 6 | | 6 |
| Actuated Green, G (s) | | 58.7 | 100.0 | | 58.7 | 100.0 | | | | 31.5 | | 31.5 |
| Effective Green, g (s) | | 58.7 | 100.0 | | 58.7 | 100.0 | | | | 31.5 | | 31.5 |
| Actuated g/C Ratio | | 0.59 | 1.00 | | 0.59 | 1.00 | | | | 0.32 | | 0.32 |
| Clearance Time (s) | | 4.9 | | | 4.9 | | | | | 4.9 | | 4.9 |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | | | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | | 2956 | 1560 | | 2956 | 1544 | | | | 1041 | | 1080 |
| v/s Ratio Prot | | c0.62 | | | 0.53 | | | | | | | |
| v/s Ratio Perm | | | 0.30 | | | 0.13 | | | | 0.24 | | c0.34 |
| v/c Ratio | | 1.06 | 0.30 | | 0.90 | 0.13 | | | | 0.76 | | 1.09 |
| Uniform Delay, d1 | | 20.6 | 0.0 | | 18.0 | 0.0 | | | | 30.9 | | 34.2 |
| Progression Factor | | 1.00 | 1.00 | | 0.69 | 1.00 | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 34.7 | 0.5 | | 3.3 | 0.1 | | | | 5.3 | | 56.3 |
| Delay (s) | | 55.3 | 0.5 | | 15.7 | 0.1 | | | | 36.1 | | 90.6 |
| Level of Service | | E | A | | B | A | | | | D | | F |
| Approach Delay (s) | | 48.3 | | | 14.6 | | | 0.0 | | | 68.7 | |
| Approach LOS | | D | | | B | | | A | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 41.7 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.07 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 84.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



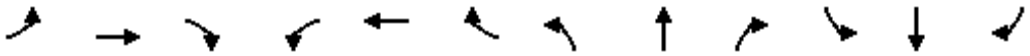
| Lane Group | EBT | EBR | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 3129 | 461 | 2649 | 201 | 793 | 1183 |
| v/c Ratio | 1.06 | 0.30 | 0.90 | 0.13 | 0.76 | 1.09 |
| Control Delay | 56.5 | 0.5 | 16.2 | 0.1 | 36.6 | 90.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 56.5 | 0.5 | 16.2 | 0.1 | 36.6 | 90.0 |
| Queue Length 50th (ft) | ~806 | 0 | 293 | 0 | 233 | ~375 |
| Queue Length 95th (ft) | #896 | 0 | 352 | m0 | 305 | #487 |
| Internal Link Dist (ft) | 1057 | | 1034 | | | |
| Turn Bay Length (ft) | | 200 | | 250 | | 200 |
| Base Capacity (vph) | 2956 | 1560 | 2956 | 1544 | 1041 | 1082 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.06 | 0.30 | 0.90 | 0.13 | 0.76 | 1.09 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2700 | 943 | 0 | 2349 | 847 | 410 | 0 | 209 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.9 | 4.0 | | 4.9 | 4.0 | 4.9 | | 4.9 | | | |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | 0.97 | | 1.00 | | | |
| Frpb, ped/bikes | | 1.00 | 0.98 | | 1.00 | 1.00 | 1.00 | | 0.97 | | | |
| Flpb, ped/bikes | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | | 1.00 | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | | 5036 | 1544 | | 5036 | 1583 | 3369 | | 1535 | | | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | | 5036 | 1544 | | 5036 | 1583 | 3369 | | 1535 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 2935 | 1025 | 0 | 2553 | 921 | 446 | 0 | 227 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 2935 | 1025 | 0 | 2553 | 921 | 446 | 0 | 225 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 10 | 10 | | | 10 | | 10 | | | |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | | | Free | | | Free | custom | | custom | | | |
| Protected Phases | | 4 | | | 8 | | | | | | | |
| Permitted Phases | | | Free | | | Free | 2 | | 2 | | | |
| Actuated Green, G (s) | | 69.1 | 100.0 | | 69.1 | 100.0 | 21.1 | | 21.1 | | | |
| Effective Green, g (s) | | 69.1 | 100.0 | | 69.1 | 100.0 | 21.1 | | 21.1 | | | |
| Actuated g/C Ratio | | 0.69 | 1.00 | | 0.69 | 1.00 | 0.21 | | 0.21 | | | |
| Clearance Time (s) | | 4.9 | | | 4.9 | | 4.9 | | 4.9 | | | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | | 3480 | 1544 | | 3480 | 1583 | 711 | | 324 | | | |
| v/s Ratio Prot | | c0.58 | | | 0.51 | | | | | | | |
| v/s Ratio Perm | | | c0.66 | | | 0.58 | 0.13 | | 0.15 | | | |
| v/c Ratio | | 0.84 | 0.66 | | 0.73 | 0.58 | 0.63 | | 0.69 | | | |
| Uniform Delay, d1 | | 11.4 | 0.0 | | 9.7 | 0.0 | 35.9 | | 36.5 | | | |
| Progression Factor | | 0.36 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | | 0.7 | 0.6 | | 1.4 | 1.6 | 4.2 | | 11.6 | | | |
| Delay (s) | | 4.8 | 0.6 | | 11.1 | 1.6 | 40.0 | | 48.0 | | | |
| Level of Service | | A | A | | B | A | D | | D | | | |
| Approach Delay (s) | | 3.7 | | | 8.6 | | | 42.7 | | | 0.0 | |
| Approach LOS | | A | | | A | | | D | | | A | |

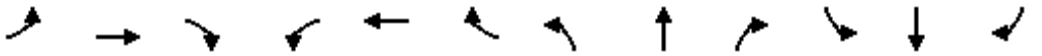
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.0 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 4.9 |
| Intersection Capacity Utilization | 74.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBT | EBR | WBT | WBR | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2935 | 1025 | 2553 | 921 | 446 | 227 |
| v/c Ratio | 0.84 | 0.66 | 0.73 | 0.58 | 0.63 | 0.70 |
| Control Delay | 4.9 | 1.2 | 11.3 | 1.6 | 40.4 | 48.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 4.9 | 1.2 | 11.3 | 1.6 | 40.4 | 48.7 |
| Queue Length 50th (ft) | 152 | 0 | 328 | 0 | 134 | 133 |
| Queue Length 95th (ft) | m147 | m0 | 383 | 0 | 186 | #232 |
| Internal Link Dist (ft) | 1034 | | 1005 | | | |
| Turn Bay Length (ft) | | 250 | | 250 | | 200 |
| Base Capacity (vph) | 3480 | 1544 | 3480 | 1583 | 711 | 326 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.84 | 0.66 | 0.73 | 0.58 | 0.63 | 0.70 |

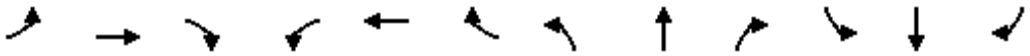
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1447 | 1436 | 374 | 283 | 1630 | 584 | 488 | 811 | 235 | 559 | 877 | 1357 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 | 0.97 | 0.91 | 0.88 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.93 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5036 | 2603 | 3433 | 5036 | 2676 | 3433 | 5085 | 2676 | 3433 | 5085 | 2676 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5036 | 2603 | 3433 | 5036 | 2676 | 3433 | 5085 | 2676 | 3433 | 5085 | 2676 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1573 | 1561 | 407 | 308 | 1772 | 635 | 530 | 882 | 255 | 608 | 953 | 1475 |
| RTOR Reduction (vph) | 0 | 0 | 150 | 0 | 0 | 211 | 0 | 0 | 170 | 0 | 0 | 645 |
| Lane Group Flow (vph) | 1573 | 1561 | 257 | 308 | 1772 | 424 | 530 | 882 | 85 | 608 | 953 | 830 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 45.0 | 65.2 | 65.2 | 17.9 | 38.1 | 38.1 | 16.0 | 30.1 | 30.1 | 19.0 | 33.1 | 33.1 |
| Effective Green, g (s) | 45.0 | 65.2 | 65.2 | 17.9 | 38.1 | 38.1 | 16.0 | 30.1 | 30.1 | 19.0 | 33.1 | 33.1 |
| Actuated g/C Ratio | 0.30 | 0.43 | 0.43 | 0.12 | 0.25 | 0.25 | 0.11 | 0.20 | 0.20 | 0.13 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 1030 | 2189 | 1131 | 410 | 1279 | 680 | 366 | 1020 | 537 | 435 | 1122 | 591 |
| v/s Ratio Prot | c0.46 | 0.31 | | 0.09 | c0.35 | | 0.15 | 0.17 | | c0.18 | 0.19 | |
| v/s Ratio Perm | | | 0.10 | | | 0.16 | | | 0.03 | | | c0.31 |
| v/c Ratio | 1.53 | 0.71 | 0.23 | 0.75 | 1.39 | 0.62 | 1.45 | 0.86 | 0.16 | 1.40 | 0.85 | 1.40 |
| Uniform Delay, d1 | 52.5 | 34.7 | 26.6 | 63.9 | 56.0 | 49.6 | 67.0 | 58.0 | 49.5 | 65.5 | 56.1 | 58.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 242.2 | 1.1 | 0.1 | 7.6 | 178.4 | 1.8 | 216.4 | 7.8 | 0.1 | 192.5 | 6.2 | 191.8 |
| Delay (s) | 294.7 | 35.9 | 26.7 | 71.5 | 234.3 | 51.4 | 283.4 | 65.7 | 49.6 | 258.0 | 62.2 | 250.2 |
| Level of Service | F | D | C | E | F | D | F | E | D | F | E | F |
| Approach Delay (s) | | 149.8 | | | 173.1 | | | 132.5 | | | 192.8 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 164.8 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.46 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 119.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

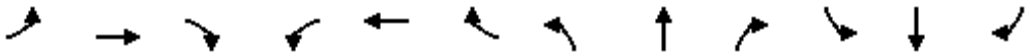


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1573 | 1561 | 407 | 308 | 1772 | 635 | 530 | 882 | 255 | 608 | 953 | 1475 |
| v/c Ratio | 1.53 | 0.71 | 0.32 | 0.75 | 1.39 | 0.71 | 1.45 | 0.86 | 0.36 | 1.40 | 0.85 | 1.19 |
| Control Delay | 278.3 | 37.3 | 10.1 | 75.9 | 219.6 | 32.5 | 261.2 | 67.8 | 12.0 | 238.2 | 64.3 | 116.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 278.3 | 37.3 | 10.1 | 75.9 | 219.6 | 32.5 | 261.2 | 67.8 | 12.0 | 238.2 | 64.3 | 116.9 |
| Queue Length 50th (ft) | ~1106 | 457 | 47 | 151 | ~841 | 184 | ~362 | 309 | 19 | ~408 | 330 | ~609 |
| Queue Length 95th (ft) | #1243 | 524 | 90 | 203 | #936 | 264 | #481 | 364 | 63 | #531 | 387 | #763 |
| Internal Link Dist (ft) | | 1005 | | | 2144 | | | 775 | | | 1639 | |
| Turn Bay Length (ft) | 250 | | 200 | 200 | | 200 | 200 | | 200 | 180 | | 200 |
| Base Capacity (vph) | 1030 | 2189 | 1282 | 458 | 1279 | 891 | 366 | 1020 | 707 | 435 | 1122 | 1236 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.53 | 0.71 | 0.32 | 0.67 | 1.39 | 0.71 | 1.45 | 0.86 | 0.36 | 1.40 | 0.85 | 1.19 |

Intersection Summary

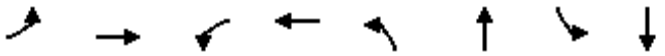
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 162 | 1539 | 91 | 61 | 1465 | 12 | 59 | 65 | 89 | 12 | 41 | 174 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.91 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3472 | | 1770 | 3500 | | 1770 | 3179 | | 1770 | 3038 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3472 | | 1770 | 3500 | | 1770 | 3179 | | 1770 | 3038 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 176 | 1673 | 99 | 66 | 1592 | 13 | 64 | 71 | 97 | 13 | 45 | 189 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 160 | 0 |
| Lane Group Flow (vph) | 176 | 1768 | 0 | 66 | 1605 | 0 | 64 | 87 | 0 | 13 | 74 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Heavy Vehicles (%) | 2% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 10.2 | 50.5 | | 5.9 | 46.2 | | 5.9 | 15.2 | | 1.3 | 10.6 | |
| Effective Green, g (s) | 10.2 | 50.5 | | 5.9 | 46.2 | | 5.9 | 15.2 | | 1.3 | 10.6 | |
| Actuated g/C Ratio | 0.11 | 0.56 | | 0.07 | 0.51 | | 0.07 | 0.17 | | 0.01 | 0.12 | |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | | 4.0 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 199 | 1933 | | 115 | 1783 | | 115 | 533 | | 25 | 355 | |
| v/s Ratio Prot | c0.10 | c0.51 | | 0.04 | 0.46 | | c0.04 | 0.03 | | 0.01 | c0.02 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.88 | 0.91 | | 0.57 | 0.90 | | 0.56 | 0.16 | | 0.52 | 0.21 | |
| Uniform Delay, d1 | 39.7 | 18.2 | | 41.2 | 20.2 | | 41.1 | 32.3 | | 44.4 | 36.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 33.9 | 7.2 | | 6.8 | 6.5 | | 5.7 | 0.1 | | 18.1 | 0.3 | |
| Delay (s) | 73.5 | 25.4 | | 47.9 | 26.7 | | 46.9 | 32.5 | | 62.5 | 36.5 | |
| Level of Service | E | C | | D | C | | D | C | | E | D | |
| Approach Delay (s) | | 29.7 | | | 27.5 | | | 36.4 | | | 37.9 | |
| Approach LOS | | C | | | C | | | D | | | D | |

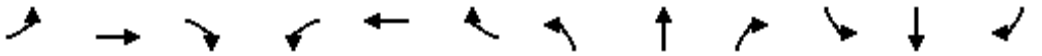
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 29.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 90.7 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 77.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 176 | 1772 | 66 | 1605 | 64 | 168 | 13 | 234 |
| v/c Ratio | 0.85 | 0.87 | 0.44 | 0.88 | 0.43 | 0.26 | 0.10 | 0.51 |
| Control Delay | 74.8 | 24.9 | 50.5 | 26.8 | 50.2 | 16.1 | 43.0 | 15.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 74.8 | 24.9 | 50.5 | 26.8 | 50.2 | 16.1 | 43.0 | 15.0 |
| Queue Length 50th (ft) | 101 | 459 | 36 | 399 | 35 | 17 | 7 | 15 |
| Queue Length 95th (ft) | #248 | #770 | 84 | #673 | 82 | 50 | 27 | 49 |
| Internal Link Dist (ft) | | 2167 | | 703 | | 1432 | | 1285 |
| Turn Bay Length (ft) | 200 | | 200 | | 200 | | 200 | |
| Base Capacity (vph) | 208 | 2027 | 167 | 1950 | 167 | 749 | 167 | 749 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.87 | 0.40 | 0.82 | 0.38 | 0.22 | 0.08 | 0.31 |

Intersection Summary

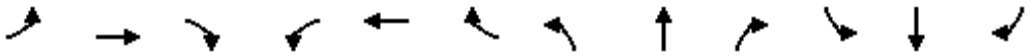
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 210 | 1319 | 114 | 54 | 1155 | 98 | 127 | 219 | 62 | 29 | 76 | 236 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1540 | 1770 | 3539 | 1540 | 1770 | 1863 | 1540 | 1770 | 1863 | 1540 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1540 | 1770 | 3539 | 1540 | 1770 | 1863 | 1540 | 1770 | 1863 | 1540 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 228 | 1434 | 124 | 59 | 1255 | 107 | 138 | 238 | 67 | 32 | 83 | 257 |
| RTOR Reduction (vph) | 0 | 0 | 55 | 0 | 0 | 59 | 0 | 0 | 53 | 0 | 0 | 157 |
| Lane Group Flow (vph) | 228 | 1434 | 69 | 59 | 1255 | 48 | 138 | 238 | 14 | 32 | 83 | 100 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 8.1 | 40.1 | 40.1 | 4.3 | 36.3 | 36.3 | 8.2 | 18.1 | 18.1 | 4.2 | 14.1 | 14.1 |
| Effective Green, g (s) | 8.1 | 40.1 | 40.1 | 4.3 | 36.3 | 36.3 | 8.2 | 18.1 | 18.1 | 4.2 | 14.1 | 14.1 |
| Actuated g/C Ratio | 0.10 | 0.47 | 0.47 | 0.05 | 0.43 | 0.43 | 0.10 | 0.21 | 0.21 | 0.05 | 0.17 | 0.17 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 329 | 1679 | 731 | 90 | 1520 | 662 | 172 | 399 | 330 | 88 | 311 | 257 |
| v/s Ratio Prot | c0.07 | c0.41 | | 0.03 | 0.35 | | c0.08 | c0.13 | | 0.02 | 0.04 | |
| v/s Ratio Perm | | | 0.04 | | | 0.03 | | | 0.01 | | | 0.07 |
| v/c Ratio | 0.69 | 0.85 | 0.09 | 0.66 | 0.83 | 0.07 | 0.80 | 0.60 | 0.04 | 0.36 | 0.27 | 0.39 |
| Uniform Delay, d1 | 37.0 | 19.6 | 12.2 | 39.4 | 21.3 | 14.2 | 37.4 | 29.9 | 26.3 | 38.9 | 30.7 | 31.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 6.2 | 4.5 | 0.1 | 15.9 | 3.8 | 0.0 | 23.0 | 2.4 | 0.1 | 2.5 | 0.5 | 1.0 |
| Delay (s) | 43.2 | 24.1 | 12.3 | 55.3 | 25.1 | 14.2 | 60.3 | 32.3 | 26.4 | 41.4 | 31.2 | 32.4 |
| Level of Service | D | C | B | E | C | B | E | C | C | D | C | C |
| Approach Delay (s) | | 25.7 | | | 25.5 | | | 40.1 | | | 32.9 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 84.5 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 70.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

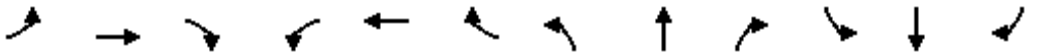
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 228 | 1434 | 124 | 59 | 1255 | 107 | 138 | 238 | 67 | 32 | 83 | 257 |
| v/c Ratio | 0.66 | 0.82 | 0.15 | 0.37 | 0.83 | 0.15 | 0.78 | 0.57 | 0.17 | 0.21 | 0.30 | 0.66 |
| Control Delay | 48.1 | 25.0 | 5.1 | 44.9 | 27.0 | 4.3 | 68.6 | 37.5 | 9.5 | 41.4 | 34.2 | 19.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.1 | 25.0 | 5.1 | 44.9 | 27.0 | 4.3 | 68.6 | 37.5 | 9.5 | 41.4 | 34.2 | 19.0 |
| Queue Length 50th (ft) | 64 | 381 | 6 | 32 | 307 | 1 | 77 | 125 | 0 | 17 | 40 | 34 |
| Queue Length 95th (ft) | #119 | #551 | 37 | 71 | 408 | 30 | #186 | #210 | 34 | 45 | 81 | 110 |
| Internal Link Dist (ft) | | 3716 | | | 2312 | | | 899 | | | 1126 | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 200 | 200 | | 200 | 200 | | 200 |
| Base Capacity (vph) | 346 | 1784 | 828 | 178 | 1743 | 810 | 178 | 418 | 397 | 178 | 401 | 479 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.66 | 0.80 | 0.15 | 0.33 | 0.72 | 0.13 | 0.78 | 0.57 | 0.17 | 0.18 | 0.21 | 0.54 |

Intersection Summary

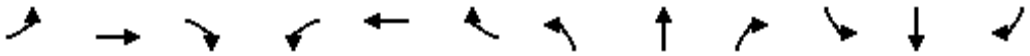
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 458 | 751 | 143 | 45 | 745 | 55 | 139 | 135 | 47 | 41 | 165 | 421 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1516 | 1770 | 3539 | 1543 | 1770 | 1863 | 1543 | 1770 | 1863 | 1543 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1516 | 1770 | 3539 | 1543 | 1770 | 1863 | 1543 | 1770 | 1863 | 1543 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 498 | 816 | 155 | 49 | 810 | 60 | 151 | 147 | 51 | 45 | 179 | 458 |
| RTOR Reduction (vph) | 0 | 0 | 96 | 0 | 0 | 44 | 0 | 0 | 38 | 0 | 0 | 225 |
| Lane Group Flow (vph) | 498 | 816 | 59 | 49 | 810 | 16 | 151 | 147 | 13 | 45 | 179 | 233 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 12.1 | 28.1 | 28.1 | 4.4 | 20.4 | 20.4 | 8.0 | 19.5 | 19.5 | 4.4 | 15.9 | 15.9 |
| Effective Green, g (s) | 12.1 | 28.1 | 28.1 | 4.4 | 20.4 | 20.4 | 8.0 | 19.5 | 19.5 | 4.4 | 15.9 | 15.9 |
| Actuated g/C Ratio | 0.16 | 0.38 | 0.38 | 0.06 | 0.27 | 0.27 | 0.11 | 0.26 | 0.26 | 0.06 | 0.21 | 0.21 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 560 | 1340 | 574 | 105 | 973 | 424 | 191 | 490 | 406 | 105 | 399 | 331 |
| v/s Ratio Prot | c0.15 | 0.23 | | 0.03 | c0.23 | | c0.09 | c0.08 | | 0.03 | 0.10 | |
| v/s Ratio Perm | | | 0.04 | | | 0.01 | | | 0.01 | | | c0.15 |
| v/c Ratio | 0.89 | 0.61 | 0.10 | 0.47 | 0.83 | 0.04 | 0.79 | 0.30 | 0.03 | 0.43 | 0.45 | 0.70 |
| Uniform Delay, d1 | 30.4 | 18.6 | 14.9 | 33.8 | 25.3 | 19.7 | 32.3 | 21.9 | 20.3 | 33.7 | 25.3 | 27.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 15.8 | 0.8 | 0.1 | 3.3 | 6.2 | 0.0 | 19.6 | 0.3 | 0.0 | 2.8 | 0.8 | 6.7 |
| Delay (s) | 46.2 | 19.4 | 15.0 | 37.0 | 31.5 | 19.8 | 51.9 | 22.2 | 20.4 | 36.5 | 26.1 | 33.7 |
| Level of Service | D | B | B | D | C | B | D | C | C | D | C | C |
| Approach Delay (s) | | 28.0 | | | 31.0 | | | 34.8 | | | 31.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 30.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 74.2 | Sum of lost time (s) | 22.7 |
| Intersection Capacity Utilization | 66.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

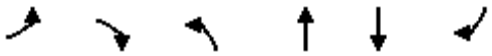
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 498 | 816 | 155 | 49 | 810 | 60 | 151 | 147 | 51 | 45 | 179 | 458 |
| v/c Ratio | 0.85 | 0.58 | 0.22 | 0.28 | 0.87 | 0.13 | 0.75 | 0.29 | 0.11 | 0.26 | 0.48 | 0.85 |
| Control Delay | 45.8 | 21.3 | 4.7 | 35.1 | 37.5 | 7.5 | 57.3 | 24.1 | 8.0 | 34.7 | 29.5 | 27.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 45.8 | 21.3 | 4.7 | 35.1 | 37.5 | 7.5 | 57.3 | 24.1 | 8.0 | 34.7 | 29.5 | 27.1 |
| Queue Length 50th (ft) | 116 | 171 | 0 | 21 | 187 | 0 | 69 | 56 | 0 | 19 | 70 | 70 |
| Queue Length 95th (ft) | #204 | 243 | 39 | 53 | #296 | 27 | #165 | 106 | 25 | 49 | 126 | #221 |
| Internal Link Dist (ft) | | 2312 | | | 1085 | | | 810 | | | 935 | |
| Turn Bay Length (ft) | 200 | | | 125 | | | 125 | | | 125 | | 200 |
| Base Capacity (vph) | 585 | 1403 | 694 | 201 | 960 | 463 | 201 | 515 | 463 | 201 | 479 | 609 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.58 | 0.22 | 0.24 | 0.84 | 0.13 | 0.75 | 0.29 | 0.11 | 0.22 | 0.37 | 0.75 |

Intersection Summary

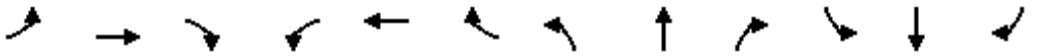
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 543 | 0 | 1380 | 992 | 284 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 617 | 0 | 1568 | 1127 | 323 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 855 | |
| pX, platoon unblocked | 0.81 | 0.81 | 0.81 | | | |
| vC, conflicting volume | 2093 | 745 | 1460 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1873 | 199 | 1087 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 4 | 100 | | | |
| cM capacity (veh/h) | 50 | 640 | 509 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 617 | 784 | 784 | 752 | 698 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 617 | 0 | 0 | 0 | 323 |
| cSH | 640 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.96 | 0.46 | 0.46 | 0.44 | 0.41 |
| Queue Length 95th (ft) | 346 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 52.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | | | | |
| Approach Delay (s) | 52.6 | 0.0 | | 0.0 | |
| Approach LOS | F | | | | |

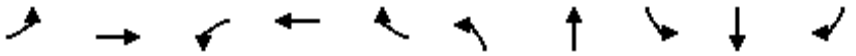
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.9 | | |
| Intersection Capacity Utilization | 78.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 396 | 386 | 143 | 84 | 383 | 216 | 93 | 406 | 23 | 292 | 478 | 179 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3368 | | 1770 | 3539 | 1535 | 1770 | 3505 | | 3433 | 3539 | 1503 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3368 | | 1770 | 3539 | 1535 | 1770 | 3505 | | 3433 | 3539 | 1503 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 450 | 439 | 162 | 95 | 435 | 245 | 106 | 461 | 26 | 332 | 543 | 203 |
| RTOR Reduction (vph) | 0 | 34 | 0 | 0 | 0 | 167 | 0 | 4 | 0 | 0 | 0 | 133 |
| Lane Group Flow (vph) | 450 | 567 | 0 | 95 | 435 | 78 | 106 | 483 | 0 | 332 | 543 | 70 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | 6 |
| Actuated Green, G (s) | 17.6 | 40.0 | | 9.6 | 32.0 | 32.0 | 10.3 | 18.6 | | 14.0 | 22.3 | 22.3 |
| Effective Green, g (s) | 17.6 | 40.0 | | 9.6 | 32.0 | 32.0 | 10.3 | 18.6 | | 14.0 | 22.3 | 22.3 |
| Actuated g/C Ratio | 0.18 | 0.40 | | 0.10 | 0.32 | 0.32 | 0.10 | 0.19 | | 0.14 | 0.22 | 0.22 |
| Clearance Time (s) | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 604 | 1347 | | 170 | 1132 | 491 | 182 | 652 | | 481 | 789 | 335 |
| v/s Ratio Prot | c0.13 | c0.17 | | c0.05 | 0.12 | | 0.06 | c0.14 | | 0.10 | c0.15 | |
| v/s Ratio Perm | | | | | | 0.05 | | | | | | 0.05 |
| v/c Ratio | 0.75 | 0.42 | | 0.56 | 0.38 | 0.16 | 0.58 | 0.74 | | 0.69 | 0.69 | 0.21 |
| Uniform Delay, d1 | 39.1 | 21.6 | | 43.2 | 26.4 | 24.4 | 42.8 | 38.4 | | 40.9 | 35.7 | 31.7 |
| Progression Factor | 1.00 | 1.00 | | 0.73 | 0.69 | 0.64 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.0 | 1.0 | | 3.3 | 0.8 | 0.6 | 4.7 | 4.5 | | 4.2 | 2.5 | 0.3 |
| Delay (s) | 44.0 | 22.6 | | 34.9 | 18.9 | 16.1 | 47.5 | 42.9 | | 45.2 | 38.2 | 32.0 |
| Level of Service | D | C | | C | B | B | D | D | | D | D | C |
| Approach Delay (s) | | 31.8 | | | 20.0 | | | 43.8 | | | 39.2 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 33.5 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.9 |
| Intersection Capacity Utilization | 60.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 450 | 601 | 95 | 435 | 245 | 106 | 487 | 332 | 543 | 203 |
| v/c Ratio | 0.74 | 0.43 | 0.49 | 0.38 | 0.37 | 0.58 | 0.74 | 0.69 | 0.69 | 0.43 |
| Control Delay | 46.9 | 22.3 | 37.9 | 20.3 | 4.0 | 55.3 | 45.2 | 48.7 | 40.3 | 10.5 |
| Queue Delay | 0.0 | 0.0 | 58.0 | 4.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 46.9 | 22.3 | 95.9 | 25.1 | 5.7 | 55.3 | 45.2 | 48.7 | 40.3 | 10.5 |
| Queue Length 50th (ft) | 140 | 137 | 45 | 50 | 0 | 65 | 153 | 104 | 167 | 16 |
| Queue Length 95th (ft) | 185 | 194 | m77 | 127 | m30 | 116 | 196 | 146 | 212 | 70 |
| Internal Link Dist (ft) | | 365 | | 52 | | | 574 | | 5552 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 200 | | 200 | | 100 |
| Base Capacity (vph) | 687 | 1407 | 212 | 1130 | 657 | 212 | 779 | 524 | 888 | 505 |
| Starvation Cap Reductn | 0 | 0 | 120 | 612 | 261 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.66 | 0.44 | 1.03 | 0.84 | 0.62 | 0.50 | 0.63 | 0.63 | 0.61 | 0.40 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 71 | 428 | 86 | 136 | 500 | 168 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1863 | 1535 | 1770 | 1863 | 1770 | 1503 |
| Flt Permitted | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1863 | 1535 | 1770 | 1863 | 1770 | 1503 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 81 | 486 | 98 | 155 | 568 | 191 |
| RTOR Reduction (vph) | 0 | 294 | 0 | 0 | 0 | 120 |
| Lane Group Flow (vph) | 81 | 192 | 98 | 155 | 568 | 71 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 3 | 8 | 2 | |
| Permitted Phases | | 4 | | | | 2 |
| Actuated Green, G (s) | 39.5 | 39.5 | 8.4 | 52.8 | 37.4 | 37.4 |
| Effective Green, g (s) | 39.5 | 39.5 | 8.4 | 52.8 | 37.4 | 37.4 |
| Actuated g/C Ratio | 0.40 | 0.40 | 0.08 | 0.53 | 0.37 | 0.37 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 736 | 606 | 149 | 984 | 662 | 562 |
| v/s Ratio Prot | 0.04 | | c0.06 | 0.08 | c0.32 | |
| v/s Ratio Perm | | c0.13 | | | | 0.05 |
| v/c Ratio | 0.11 | 0.32 | 0.66 | 0.16 | 0.86 | 0.13 |
| Uniform Delay, d1 | 19.1 | 20.9 | 44.4 | 12.1 | 28.9 | 20.6 |
| Progression Factor | 0.64 | 0.88 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 1.2 | 10.0 | 0.3 | 10.7 | 0.1 |
| Delay (s) | 12.6 | 19.6 | 54.4 | 12.5 | 39.5 | 20.7 |
| Level of Service | B | B | D | B | D | C |
| Approach Delay (s) | 18.6 | | | 28.7 | 34.8 | |
| Approach LOS | B | | | C | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 28.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 49.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

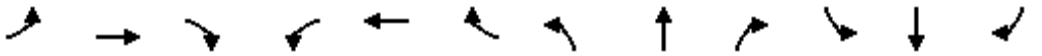
c Critical Lane Group



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 81 | 486 | 98 | 155 | 568 | 191 |
| v/c Ratio | 0.11 | 0.53 | 0.57 | 0.16 | 0.86 | 0.28 |
| Control Delay | 15.2 | 4.3 | 56.1 | 14.2 | 41.8 | 3.7 |
| Queue Delay | 0.7 | 1.4 | 0.0 | 0.1 | 0.8 | 0.0 |
| Total Delay | 15.9 | 5.7 | 56.1 | 14.3 | 42.6 | 3.7 |
| Queue Length 50th (ft) | 10 | 21 | 60 | 50 | 321 | 0 |
| Queue Length 95th (ft) | m35 | 67 | 111 | 94 | 408 | 36 |
| Internal Link Dist (ft) | 52 | | | 95 | 547 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 753 | 910 | 188 | 983 | 781 | 770 |
| Starvation Cap Reductn | 476 | 239 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 191 | 54 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.72 | 0.52 | 0.20 | 0.78 | 0.25 |

Intersection Summary

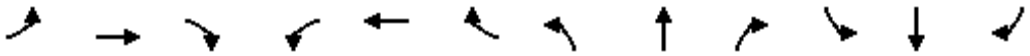
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 119 | 278 | 212 | 121 | 288 | 199 | 232 | 344 | 93 | 137 | 284 | 106 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1547 | 1770 | 3539 | 1523 | 1770 | 3539 | 1547 | 1770 | 3539 | 1547 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1547 | 1770 | 3539 | 1523 | 1770 | 3539 | 1547 | 1770 | 3539 | 1547 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 135 | 316 | 241 | 138 | 327 | 226 | 264 | 391 | 106 | 156 | 323 | 120 |
| RTOR Reduction (vph) | 0 | 0 | 195 | 0 | 0 | 183 | 0 | 0 | 76 | 0 | 0 | 95 |
| Lane Group Flow (vph) | 135 | 316 | 46 | 138 | 327 | 43 | 264 | 391 | 30 | 156 | 323 | 25 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 6.0 | 11.5 | 11.5 | 6.0 | 11.5 | 11.5 | 12.0 | 16.7 | 16.7 | 8.0 | 12.7 | 12.7 |
| Effective Green, g (s) | 6.0 | 11.5 | 11.5 | 6.0 | 11.5 | 11.5 | 12.0 | 16.7 | 16.7 | 8.0 | 12.7 | 12.7 |
| Actuated g/C Ratio | 0.10 | 0.19 | 0.19 | 0.10 | 0.19 | 0.19 | 0.20 | 0.28 | 0.28 | 0.13 | 0.21 | 0.21 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 177 | 678 | 297 | 177 | 678 | 292 | 354 | 985 | 431 | 236 | 749 | 327 |
| v/s Ratio Prot | 0.08 | 0.09 | | c0.08 | c0.09 | | c0.15 | c0.11 | | 0.09 | 0.09 | |
| v/s Ratio Perm | | | 0.03 | | | 0.03 | | | 0.02 | | | 0.02 |
| v/c Ratio | 0.76 | 0.47 | 0.16 | 0.78 | 0.48 | 0.15 | 0.75 | 0.40 | 0.07 | 0.66 | 0.43 | 0.08 |
| Uniform Delay, d1 | 26.3 | 21.5 | 20.2 | 26.4 | 21.6 | 20.2 | 22.6 | 17.6 | 15.9 | 24.7 | 20.5 | 19.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 17.5 | 0.5 | 0.2 | 19.2 | 0.5 | 0.2 | 8.3 | 0.3 | 0.1 | 6.8 | 0.4 | 0.1 |
| Delay (s) | 43.8 | 22.0 | 20.4 | 45.6 | 22.1 | 20.4 | 30.9 | 17.8 | 16.0 | 31.5 | 20.9 | 19.1 |
| Level of Service | D | C | C | D | C | C | C | B | B | C | C | B |
| Approach Delay (s) | | 25.7 | | | 26.3 | | | 22.1 | | | 23.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 17.8 |
| Intersection Capacity Utilization | 53.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

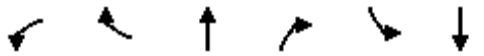
c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 135 | 316 | 241 | 138 | 327 | 226 | 264 | 391 | 106 | 156 | 323 | 120 |
| v/c Ratio | 0.56 | 0.45 | 0.48 | 0.57 | 0.47 | 0.47 | 0.73 | 0.39 | 0.20 | 0.52 | 0.46 | 0.30 |
| Control Delay | 38.7 | 24.3 | 7.4 | 39.1 | 24.5 | 7.4 | 39.4 | 22.1 | 6.5 | 31.2 | 24.3 | 7.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.7 | 24.3 | 7.4 | 39.1 | 24.5 | 7.4 | 39.4 | 22.1 | 6.5 | 31.2 | 24.3 | 7.3 |
| Queue Length 50th (ft) | 47 | 53 | 0 | 48 | 55 | 0 | 91 | 67 | 0 | 52 | 56 | 0 |
| Queue Length 95th (ft) | #127 | 93 | 48 | #131 | 96 | 47 | #229 | 113 | 33 | 114 | 94 | 35 |
| Internal Link Dist (ft) | | 4149 | | | 2339 | | | 887 | | | 4138 | |
| Turn Bay Length (ft) | 200 | | 150 | 200 | | 150 | 200 | | 250 | 200 | | 150 |
| Base Capacity (vph) | 252 | 1010 | 613 | 252 | 1010 | 595 | 379 | 1127 | 564 | 379 | 1022 | 532 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.54 | 0.31 | 0.39 | 0.55 | 0.32 | 0.38 | 0.70 | 0.35 | 0.19 | 0.41 | 0.32 | 0.23 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 102 | 347 | 314 | 0 | 0 | 329 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | | | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.98 | 1.00 | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | | | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1770 | 1556 | 1863 | | | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1770 | 1556 | 1863 | | | 1863 |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 116 | 394 | 357 | 0 | 0 | 374 |
| RTOR Reduction (vph) | 0 | 265 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 116 | 129 | 357 | 0 | 0 | 374 |
| Confl. Peds. (#/hr) | 10 | 10 | | 10 | 10 | |
| Turn Type | | Perm | | | | |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | 8.6 | 8.6 | 11.8 | | | 11.8 |
| Effective Green, g (s) | 8.6 | 8.6 | 11.8 | | | 11.8 |
| Actuated g/C Ratio | 0.28 | 0.28 | 0.39 | | | 0.39 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | | | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | 504 | 443 | 728 | | | 728 |
| v/s Ratio Prot | 0.07 | | 0.19 | | | c0.20 |
| v/s Ratio Perm | | c0.08 | | | | |
| v/c Ratio | 0.23 | 0.29 | 0.49 | | | 0.51 |
| Uniform Delay, d1 | 8.3 | 8.4 | 6.9 | | | 7.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.4 | 0.5 | | | 0.6 |
| Delay (s) | 8.5 | 8.8 | 7.5 | | | 7.6 |
| Level of Service | A | A | A | | | A |
| Approach Delay (s) | 8.7 | | 7.5 | | | 7.6 |
| Approach LOS | A | | A | | | A |

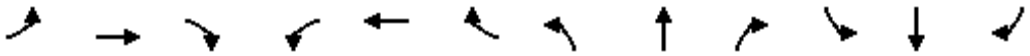
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 8.0 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 30.2 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 47.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | WBL | WBR | NBT | SBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 116 | 394 | 357 | 374 |
| v/c Ratio | 0.23 | 0.56 | 0.50 | 0.52 |
| Control Delay | 10.1 | 5.3 | 10.5 | 10.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 10.1 | 5.3 | 10.5 | 10.9 |
| Queue Length 50th (ft) | 12 | 2 | 34 | 36 |
| Queue Length 95th (ft) | 43 | 42 | 111 | 117 |
| Internal Link Dist (ft) | 341 | | 745 | 584 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 1392 | 1296 | 1659 | 1659 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.08 | 0.30 | 0.22 | 0.23 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 135 | 71 | 161 | 0 | 0 | 0 | 77 | 149 | 2 | 245 | 102 | 124 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.97 | | | | 1.00 | 1.00 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | | | 1.00 | 1.00 | | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1531 | | | | 1770 | 1859 | | 3433 | 1678 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1531 | | | | 1770 | 1859 | | 3433 | 1678 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 153 | 81 | 183 | 0 | 0 | 0 | 88 | 169 | 2 | 278 | 116 | 141 |
| RTOR Reduction (vph) | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 67 | 0 |
| Lane Group Flow (vph) | 153 | 81 | 32 | 0 | 0 | 0 | 88 | 170 | 0 | 278 | 190 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | | | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 7.4 | 7.4 | 7.4 | | | | 3.6 | 14.4 | | 6.2 | 17.0 | |
| Effective Green, g (s) | 7.4 | 7.4 | 7.4 | | | | 3.6 | 14.4 | | 6.2 | 17.0 | |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.17 | | | | 0.08 | 0.34 | | 0.15 | 0.40 | |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | | | | 4.9 | 4.9 | | 4.9 | 4.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 307 | 323 | 265 | | | | 149 | 627 | | 498 | 668 | |
| v/s Ratio Prot | c0.09 | 0.04 | | | | | 0.05 | 0.09 | | c0.08 | c0.11 | |
| v/s Ratio Perm | | | 0.02 | | | | | | | | | |
| v/c Ratio | 0.50 | 0.25 | 0.12 | | | | 0.59 | 0.27 | | 0.56 | 0.28 | |
| Uniform Delay, d1 | 16.0 | 15.3 | 14.9 | | | | 18.8 | 10.3 | | 17.0 | 8.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.3 | 0.4 | 0.2 | | | | 6.1 | 0.2 | | 1.4 | 0.2 | |
| Delay (s) | 17.2 | 15.7 | 15.1 | | | | 25.0 | 10.6 | | 18.3 | 9.0 | |
| Level of Service | B | B | B | | | | C | B | | B | A | |
| Approach Delay (s) | | 16.0 | | | 0.0 | | | 15.5 | | | 13.8 | |
| Approach LOS | | B | | | A | | | B | | | B | |

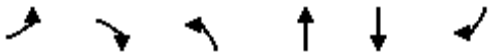
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 42.7 | Sum of lost time (s) | 14.7 |
| Intersection Capacity Utilization | 37.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



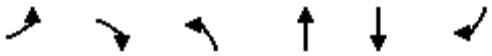
| Lane Group | EBL | EBT | EBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 153 | 81 | 183 | 88 | 171 | 278 | 257 |
| v/c Ratio | 0.35 | 0.18 | 0.36 | 0.27 | 0.24 | 0.37 | 0.30 |
| Control Delay | 17.3 | 15.3 | 5.4 | 21.1 | 15.6 | 17.9 | 8.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.3 | 15.3 | 5.4 | 21.1 | 15.6 | 17.9 | 8.9 |
| Queue Length 50th (ft) | 31 | 16 | 0 | 18 | 34 | 28 | 27 |
| Queue Length 95th (ft) | 78 | 46 | 35 | 62 | 85 | 73 | 82 |
| Internal Link Dist (ft) | | 474 | | | 214 | | 745 |
| Turn Bay Length (ft) | 200 | | 73 | 200 | | 200 | |
| Base Capacity (vph) | 874 | 920 | 845 | 363 | 1018 | 902 | 1024 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.18 | 0.09 | 0.22 | 0.24 | 0.17 | 0.31 | 0.25 |

Intersection Summary



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 392 | 745 | 1562 | 1280 | 1734 | 235 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 0.97 | 0.88 | 0.94 | 0.91 | 0.91 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 2787 | 4990 | 5085 | 5085 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 2787 | 4990 | 5085 | 5085 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 426 | 810 | 1698 | 1391 | 1885 | 255 |
| RTOR Reduction (vph) | 0 | 683 | 0 | 0 | 0 | 120 |
| Lane Group Flow (vph) | 426 | 127 | 1698 | 1391 | 1885 | 135 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | | | | 6 |
| Actuated Green, G (s) | 15.6 | 15.6 | 33.0 | 74.2 | 37.2 | 37.2 |
| Effective Green, g (s) | 15.6 | 15.6 | 33.0 | 74.2 | 37.2 | 37.2 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.33 | 0.74 | 0.37 | 0.37 |
| Clearance Time (s) | 4.9 | 4.9 | 4.0 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 538 | 437 | 1653 | 3788 | 1899 | 591 |
| v/s Ratio Prot | c0.12 | | c0.34 | 0.27 | c0.37 | |
| v/s Ratio Perm | | 0.05 | | | | 0.09 |
| v/c Ratio | 0.79 | 0.29 | 1.03 | 0.37 | 0.99 | 0.23 |
| Uniform Delay, d1 | 40.4 | 37.1 | 33.3 | 4.5 | 31.1 | 21.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 7.8 | 0.4 | 29.4 | 0.1 | 18.8 | 0.2 |
| Delay (s) | 48.3 | 37.5 | 62.7 | 4.5 | 49.9 | 21.6 |
| Level of Service | D | D | E | A | D | C |
| Approach Delay (s) | 41.2 | | | 36.5 | 46.5 | |
| Approach LOS | D | | | D | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 40.7 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.97 | | |
| Actuated Cycle Length (s) | 99.6 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 85.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 426 | 810 | 1698 | 1391 | 1885 | 255 |
| v/c Ratio | 0.79 | 0.72 | 1.03 | 0.37 | 0.99 | 0.36 |
| Control Delay | 52.4 | 7.0 | 63.0 | 4.8 | 50.7 | 7.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.4 | 7.0 | 63.0 | 4.8 | 50.7 | 7.9 |
| Queue Length 50th (ft) | 136 | 0 | ~413 | 96 | 432 | 26 |
| Queue Length 95th (ft) | #201 | 56 | #507 | 115 | #555 | 83 |
| Internal Link Dist (ft) | 360 | | | 1639 | 1871 | |
| Turn Bay Length (ft) | | | 800 | | | 200 |
| Base Capacity (vph) | 551 | 1127 | 1654 | 3788 | 1900 | 711 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.77 | 0.72 | 1.03 | 0.37 | 0.99 | 0.36 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 2 | 543 | 113 | 2 | 1310 | 334 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 1863 | 1583 | 3433 | 1863 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 2 | 590 | 123 | 2 | 1424 | 363 |
| RTOR Reduction (vph) | 0 | 513 | 0 | 2 | 0 | 0 |
| Lane Group Flow (vph) | 2 | 77 | 123 | 0 | 1424 | 363 |
| Turn Type | | Perm | | Perm | Prot | |
| Protected Phases | 8 | | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | | |
| Actuated Green, G (s) | 8.5 | 8.5 | 10.0 | 10.0 | 32.9 | 46.9 |
| Effective Green, g (s) | 8.5 | 8.5 | 10.0 | 10.0 | 32.9 | 46.9 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.15 | 0.15 | 0.50 | 0.72 |
| Clearance Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.0 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 231 | 206 | 286 | 243 | 1732 | 1340 |
| v/s Ratio Prot | 0.00 | | c0.07 | | c0.41 | 0.19 |
| v/s Ratio Perm | | c0.05 | | 0.00 | | |
| v/c Ratio | 0.01 | 0.37 | 0.43 | 0.00 | 0.82 | 0.27 |
| Uniform Delay, d1 | 24.7 | 25.9 | 25.0 | 23.4 | 13.7 | 3.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.0 | 1.1 | 1.0 | 0.0 | 3.3 | 0.1 |
| Delay (s) | 24.7 | 27.1 | 26.1 | 23.4 | 17.0 | 3.3 |
| Level of Service | C | C | C | C | B | A |
| Approach Delay (s) | 27.0 | | 26.0 | | | 14.2 |
| Approach LOS | C | | C | | | B |

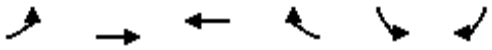
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 65.2 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 55.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2 | 590 | 123 | 2 | 1424 | 363 |
| v/c Ratio | 0.01 | 0.82 | 0.43 | 0.01 | 0.83 | 0.27 |
| Control Delay | 25.5 | 13.4 | 31.5 | 19.0 | 21.2 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.5 | 13.4 | 31.5 | 19.0 | 21.2 | 4.3 |
| Queue Length 50th (ft) | 1 | 0 | 43 | 0 | 198 | 30 |
| Queue Length 95th (ft) | 7 | 95 | 101 | 6 | #503 | 99 |
| Internal Link Dist (ft) | 345 | | 660 | | | 854 |
| Turn Bay Length (ft) | | | | | 300 | |
| Base Capacity (vph) | 444 | 839 | 467 | 399 | 1819 | 1562 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.00 | 0.70 | 0.26 | 0.01 | 0.78 | 0.23 |

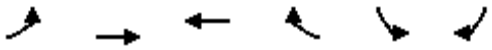
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 122 | 968 | 1198 | 1001 | 870 | 127 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 133 | 1052 | 1302 | 1088 | 946 | 138 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 525 | 0 | 94 |
| Lane Group Flow (vph) | 133 | 1052 | 1302 | 563 | 946 | 44 |
| Turn Type | Prot | | | Perm | | Perm |
| Protected Phases | 7 | 4 | 8 | | 6 | |
| Permitted Phases | | | | 8 | | 6 |
| Actuated Green, G (s) | 7.9 | 43.3 | 31.4 | 31.4 | 24.8 | 24.8 |
| Effective Green, g (s) | 7.9 | 43.3 | 31.4 | 31.4 | 24.8 | 24.8 |
| Actuated g/C Ratio | 0.10 | 0.56 | 0.40 | 0.40 | 0.32 | 0.32 |
| Clearance Time (s) | 4.0 | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 179 | 2826 | 2050 | 638 | 1093 | 504 |
| v/s Ratio Prot | c0.08 | 0.21 | 0.26 | | c0.28 | |
| v/s Ratio Perm | | | | c0.36 | | 0.03 |
| v/c Ratio | 0.74 | 0.37 | 0.64 | 0.88 | 0.87 | 0.09 |
| Uniform Delay, d1 | 34.0 | 9.7 | 18.7 | 21.5 | 25.0 | 18.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 15.3 | 0.1 | 0.7 | 13.6 | 7.3 | 0.1 |
| Delay (s) | 49.3 | 9.8 | 19.3 | 35.1 | 32.3 | 18.7 |
| Level of Service | D | A | B | D | C | B |
| Approach Delay (s) | | 14.2 | 26.5 | | 30.6 | |
| Approach LOS | | B | C | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.86 | | |
| Actuated Cycle Length (s) | 77.9 | Sum of lost time (s) | 13.8 |
| Intersection Capacity Utilization | 76.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 133 | 1052 | 1302 | 1088 | 946 | 138 |
| v/c Ratio | 0.74 | 0.37 | 0.64 | 0.94 | 0.87 | 0.23 |
| Control Delay | 60.5 | 10.3 | 20.6 | 21.2 | 35.1 | 4.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 60.5 | 10.3 | 20.6 | 21.2 | 35.1 | 4.9 |
| Queue Length 50th (ft) | 66 | 101 | 186 | 78 | 224 | 0 |
| Queue Length 95th (ft) | #154 | 128 | 233 | #478 | #325 | 37 |
| Internal Link Dist (ft) | | 1859 | 600 | | 561 | |
| Turn Bay Length (ft) | 250 | | | | | |
| Base Capacity (vph) | 182 | 2886 | 2101 | 1170 | 1153 | 623 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.73 | 0.36 | 0.62 | 0.93 | 0.82 | 0.22 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

# Appendix M:
# Urban Decay Analysis

**Final Report**

# Selma Crossings Urban Decay Analysis

*The Economics of Land Use*

Prepared for:

City of Selma

Prepared by:

Economic & Planning Systems, Inc.

April 2012

EPS #20047

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# 1. INTRODUCTION AND SUMMARY OF FINDINGS

Economic & Planning Systems, Inc. (EPS) has been retained by Michael Brandman Associates to conduct an "urban decay" analysis for the Selma Crossings mixed-use development proposal (the Project) located in Selma, California. The Project is anticipated to be composed primarily of retail and auto mall uses with a residential, office, and hotel component, as well as a water park/entertainment use. This analysis focuses on the retail component of the Project and addresses the following primary issues:

- How will the proposed Selma Crossings Project individually and cumulatively affect the performance of the retail sector in Selma and the broader regional retail market?
- Does the Selma Crossings Project possess the potential to start an economic chain reaction that could lead to physical deterioration of the built environment and urban decay?

This report evaluates the Project's impact over a 20 year buildout. This buildout schedule corresponds to the time horizon for the Fresno Council of Governments (Fresno COG) population and employment growth projections. It is worth stating that this 20-year buildout schedule differs from the 12-year schedule evaluated in the Environmental Impact Report (EIR) associated with this Project. To the extent that the Project would have a more rapid pace of development, the effect on the local retail market would be more pronounced.

## Report Organization

This report contains four chapters. Following this chapter, **Chapter 2** provides the background context for the Project and supplementary information on the geographic area. **Chapter 3** provides an overview of the retail trends and sales patterns in the Trade Area, and **Chapter 4** describes the methodology and scenarios for potential urban decay analysis.

## Primary Data Sources

This report relies on a variety of data sources cited throughout the document as well as previous market studies completed for the City. In addition to the primary sources of information listed below, the findings are also based on existing EPS research and in-house data from other retail studies. The primary information sources include, but are not limited to, the following:

- Demographic and economic data from the Council of Fresno County Governments (COG), the U.S. Census Bureau, the California State Board of Equalization (SBE), the California Department of Finance (DOF), the U.S. Bureau of Labor Statistics (BLS), and other publicly available sources.
- Operational and project description information related to Selma Crossings from the Project application.
- Urban Decay Analysis and Economic Impact for Selma Crossings prepared by Ramsay Group.

- Interviews with City staff, real estate brokers, and field work.

This analysis is conducted in constant 2009 dollars (adjusting for inflation) based on the most recent data available.

## Summary of Findings

The key findings from this analysis are summarized below.

1. ***Success of the retail sector's performance in Selma will be driven by the Trade Area's population and employment growth, ability to capture visitor and commuter expenditures, and ability to continue taking full advantage of the remaining retail opportunities.*** Demand for new retail space is expected to increase over time as population and employment in the Trade Area relevant to the Selma Crossing Project continues to grow (Fowler, Parlier, Dinuba, Reedley, Kingsburg). The Project is well-positioned to capture most of this new growth given the limited amount of other new retail space in the planning pipeline. In addition, the retail portion of the Project is estimated to capture existing Trade Area sales leakage in the Apparel and Home Furnishings and Appliances categories and additional visitor sales.

2. ***The Selma Crossings Project will require market support beyond that provided by existing and projected Trade Area growth during full buildout of the proposed retail component.*** The EPS urban decay analysis indicates that 2.1 million square feet of retail planned for the Project will require capture of additional sales from outside the primary Trade Area during the 20-year time frame given the demographic conditions and trends within the Trade Area alone. Specifically, retail sales of $732 million a year are estimated to be generated by the Selma Crossings Project. Meanwhile, projected sales increase from future population, employment, and visitor spending growth as well as existing leakage capture in the Trade Area is about $546 million over the next 20 years, approximately 75 percent of the required sales to support the Project based on standard sales for new development.

   Although the City of Selma's General Plan accommodates a large increase in population, the time-frame for this growth is well beyond the buildout schedule assumed for the Selma Crossing project. Selma Crossing's retail component reflects an increase of over 300 percent above the existing non-automotive retail sales in Selma, while the City's General Plan buildout accommodates an increase in population of about 400 percent at full buildout, assumed in 2047. As a result, it appears that the Project would require additional sales from sources outside the primary Trade Area, changes in project buildout timeframe, or faster than anticipated population and employment growth to support full buildout.

3. ***Full build-out of the Project would likely be supported given existing Trade Area market conditions and growth if "super-regional" serving land uses are identified and successfully developed.*** Adequate market support necessary for the level of retail development proposed for Selma Crossing will likely require tenants and land uses capable of capturing demand from a much broader area, including Fresno, Visalia, and other travelers along State Route (SR) 99. To the extent that the Project can successfully incorporate a "super-regional" destination-oriented theme or concept full build-out of 2.1 million retail

square feet is unlikely to create conditions conducive to urban decay. In fact, such a development could have positive impacts on existing Trade Area retail by creating "spill-over" opportunities from customers who might not otherwise visit or shop in the area. A variety of concepts have been successful in other California locations in creating super-regional retail destinations, such as outlet centers or retail districts that leverage entertainment, tourist, and/or recreation-related activity. Historically, Selma's auto dealerships have also helped draw customers from a relatively large geographic region.

4. ***Actual outcomes will vary depending on sales performance of new retail establishments, attraction of specific tenants that compete directly with one or several existing centers, and the rate of Project buildout.*** To the extent that the development schedule is extended beyond a time period of 20 years evaluated in this analysis, the conditions conducive to urban decay are likely to diminish (conversely, these conditions may be exacerbated if the development schedules are accelerated). A variety of options may be available to existing property owners that could help mitigate against the potential for urban decay, such as transitioning their properties to other non-retail uses that are more viable from a market and financial perspective. Finally, given that the actual level of development and absorption at Selma Crossings is likely to be responsive to market support, potential impact on existing retail would be minimized.

5. ***The findings in this analysis are premised on a number of assumptions that are subject to change depending on actual market forces and socioeconomic changes.*** These assumptions include population and employment projections, completion of other retail projects in the Trade Area, and sales performance of the site. Population and employment growth assumptions are based on Fresno COG's projections. Population projections in this analysis are more conservative relative to historic growth over the last 20 years.

   This analysis assumes that other Trade Area jurisdictions will not capture any significant new retail space that could potentially compete with Selma Crossings. In addition, this analysis assumes an average Selma Crossings sales rate of $350 per square foot, a typical sales rate for new retail space in Central California. To the extent that the Project would generate different sales rates, the findings in this analysis may change.

# 2. PROJECT BACKGROUND AND TRADE AREA

This chapter provides a detailed overview of the Selma Crossings Project and its local and regional context.

## Project Background

Selma Crossings is a mixed-use development Project located along SR 99 and proposed to include nearly 3.5 million square feet of building space assumed to be developed over a 20-year time frame for the purpose of this analysis. The Project's uses include a mix of retail, auto mall, office, residential, hotel and waterpark/entertainment uses. While no specific tenants have been identified, the Project is proposed to include the following allocation of uses:

- Retail 2,092,200 square feet
- Auto Mall 400,000 square feet
- Office 540,000 square feet
- Residential 252,000 square feet
- Hotel 155,000 square feet
- Waterpark/Entertainment 10,000 square feet

In this context, the Selma Crossings project proposes nearly 3.5 million square feet of building space with about 2.5 million square feet dedicated to retail sales-generating uses (retail and auto mall). Based on standard assumptions regarding likely retail sales targets needed to support new retail development of $350 per square foot, these new uses are estimated to generate about $892 million in retail and automotive sales ($732 million for retail only) per year, as shown in **Table 1**.

**Table 1**
**Selma Crossings Project Description and Sales Estimate**
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | Building Size (sq.ft.) | Annual Sales Per Sq.Ft. | Projected Annual Sales |
|---|---|---|---|
| Retail (1) | 2,092,200 | $350 | $732,270,000 |
| Auto Mall | 400,000 | $400 | $160,000,000 |
| Office | 540,000 | na | na |
| Residential | 252,000 | na | na |
| Hotels | 155,000 | na | na |
| Waterpark/Entertainment | 10,000 | na | na |
| **TOTAL** | **3,449,200** | | **$892,270,000** |

(1) Includes anchors, majors, shops, and restaurant pads.

Source: Economic & Planning Systems, Inc.

## Trade Area Description

A trade area is a geographic region that contains the elements of demand and supply that will determine the performance of a particular retail store or project. Trade areas are influenced by a variety of factors, including the location and density of the targeted residential population, the location of key competitors, the relative distance or travel time for each of the above, geographic and psychological barriers, and existing commute and shopping patterns. Retail establishments outside of a given trade area are not considered to be at risk of urban decay from development within the trade area.

There is no single or definitive methodology for establishing a trade area. The approach typically varies with the type of retail or specific tenants involved (i.e., a coffee shop has a smaller trade area relative to a "big box") as well as the overall size of a project. This analysis utilizes a relatively generic approach for establishing a trade area, as described below, since specific tenants at Selma Crossings have not been identified.

### Primary Trade Area (Trade Area)

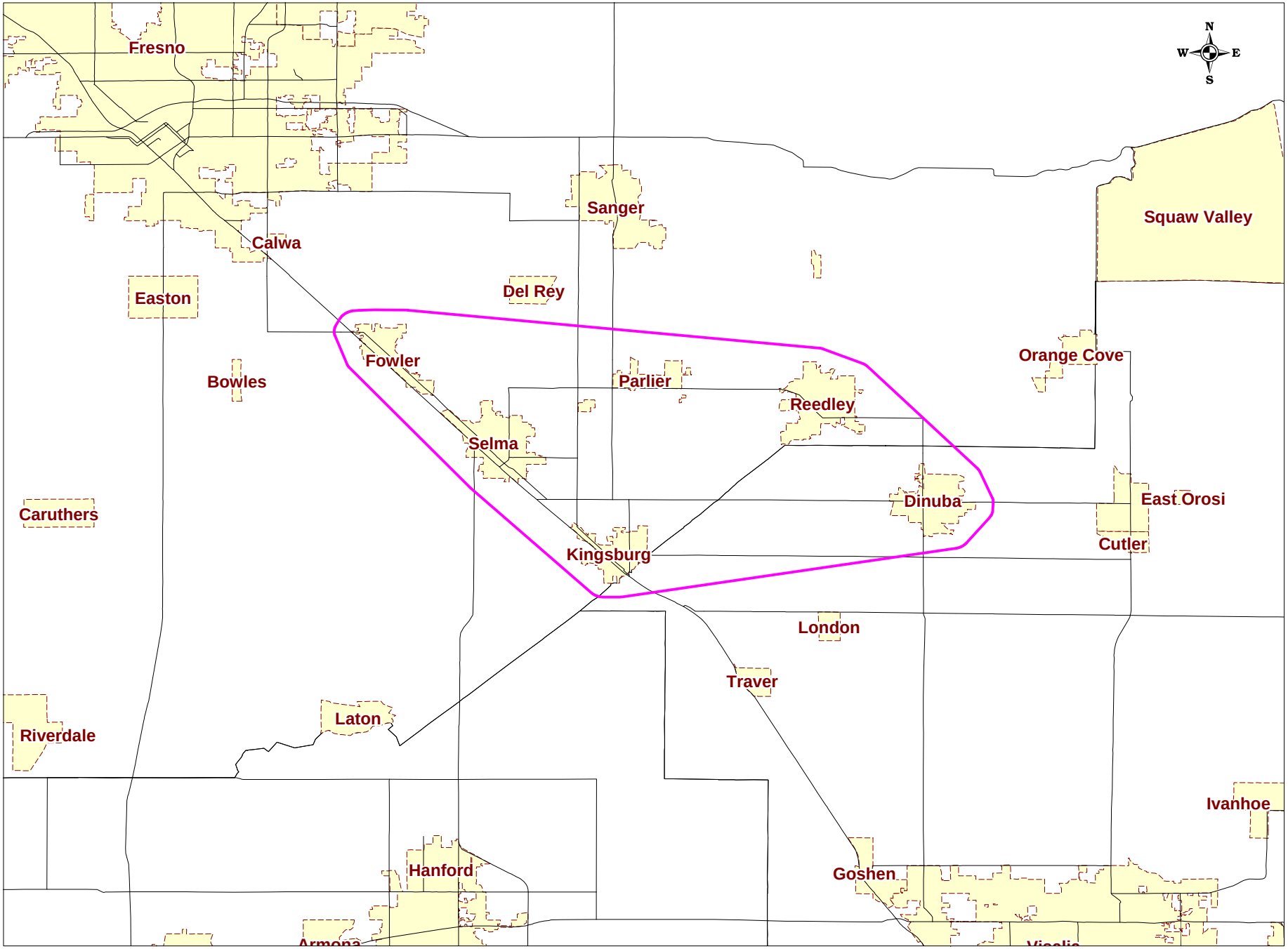
Because of the significant amount of retail space within the Project, this analysis considers the Trade Area outside of the City limits as Selma Crossings will provide a retail mix that appeals to customers well beyond the City's boundary. The Trade Area identified in this analysis consists of neighboring jurisdictions and unincorporated areas around Selma, including Fowler, Parlier, Dinuba, Reedley, and Kingsburg. These communities benefit from direct and convenient access to retail located in Selma and typically have less established retail markets. The Trade Area excludes Fresno and Visalia, the two major regional retail centers to the north and south, as well as smaller towns that fall within more favorable accessibility and geographic location to Fresno and Visalia relative to Selma. These two cities have substantial retail space capacity and effectively serve as separate markets. The Trade Area map is shown in **Figure 1**.

It is important to note that trade areas are also influenced by the type of tenant as different tenants may draw upon various geographic areas. Given the scale of the Selma Crossings retail, there will likely be a substantial regional retail-serving component, drawing shoppers from a wide geographical sphere and serving residents of cities outside the Trade Area. However, the significance of this regional draw will depend on the existence of competitive establishments elsewhere with similar product lines to those offered at the Project (e.g., big box retailers in other jurisdictions).

Fresno and Visalia are not included in the primary Trade Area as both maintain relatively substantial and self-contained retail markets of their own. A substantial increase in capture of retail sales from these nearby cities may be difficult to support given that both Fresno and Visalia appear to be oversupplied with retail relative to their population and have a queue of new retail projects in the pipeline that will further expand their supply, as described below.

- Fresno has between 4.0 million and 6.6 million square feet of planned, proposed and entitled retail space, which, if fully built, would support additional sales capacity of up to $2 billion.

# Figure 1:
# Selma Trade Area






*Economic & Planning Systems, Inc.* *Trade Area excludes Reedly Municipal Airport* *P:\20000s\20047Selma\Maps\MapInfo\Figure1.wor*

- Visalia is in the process of updating its General Plan and is looking for opportunities to revitalize its commercial corridors such as Mooney Boulevard. Visalia already has a diversified mix of retail supply that supports a regional sales capture. This suggests that the Trade Area for Selma Crossings would be bounded by a smaller geographic area limited by Fowler to the north and Traver to the south.

### Secondary Trade Area

The Selma primary Trade Area size represents a conservative estimate of a relatively self-contained retail market for the purpose of this analysis. However, Selma Crossings could potentially capture sales outside of the primary Trade Area because of its size, mix of uses, and competitive market position along SR 99, especially if it is able to differentiate itself from competitive supply of regional retail space. As a result, a broader "Secondary Trade Area" is also considered in this analysis. Specifically, sales capture from tenants and households located in Fresno and Visalia, each within a 30-minute drive from the Selma Crossings site, is considered another potential source of demand for the Project.

# 3. RETAIL MARKET TRENDS AND SALES CONDITIONS

This chapter provides an overview of the retail market trends relevant to the performance and success of Selma Crossings, the City's sales trends, and leakage analysis. It focuses on retail market conditions, key demographic factors, future retail supply, and retail sales flows.

## National Retail Market Conditions

National retail market trends and conditions provide some insight into factors that are currently influencing the retail sector and may influence future retail growth to support the Project. The recent recession has had a significant effect on the retail sector, especially in areas like the Central Valley. Starting in 2008 a combination of increasing unemployment rates, reduced consumer credit, home foreclosures, and declining consumer confidence resulted in a significant decline in retail spending nation-wide. The decline in retail spending resulted in bankruptcies, store closures, and consolidations among a wide range of formerly successful retail chains including Mervyn's, Sharper Image, Gottschalks, and KB Toys (bankruptcy); Linens 'N Things, Circuit City, Office Depot, Home Expo, and Starbucks (closures); and CVS's acquisition of Long's Drugs (consolidation) which in turn resulted in an over-supply of retail space. The national retail sector has appeared to stabilize and in some categories actually rebounded in 2010–11 with the opening of several chains in California, including Fresh & Easy, WinCo, and Kohl's. Although many shopping centers have attracted replacement tenants including Macy's, Forever 21, and Anna's Linens, among others, vacancies remain somewhat elevated, and significant uncertainty remains.

As described later, Selma's current square footage of retail space falls below the U.S. national average, although this could increase substantially with the completion of Selma Crossings. The retail sector can be expected to continue to evolve to respond to economic and social trends. This leads to uncertainty of the ultimate type and mix of retail that will be attracted to the Project. The Project has not identified specific tenants and the site plan provides flexibility to meet the needs of different retail and commercial concepts, subject to the upper limit of analyzed square footage and trip generation.

Although some retail markets may be perceived as saturated, there may still be opportunities for expansion or upgrades in the type of product available. For instance, many markets enhance their performance through innovative strategies such as a differentiated product or market niche, the relocation or consolidation of existing retail categories, direct competition, or a combination of the above. It is also important to note that the recent economic trends suggest that the national retail market is likely to undergo significant transformation in the upcoming years, including substantial consolidation and store closings. Although the recent recession has caused significant turbulence in the retail market and created a higher degree of uncertainty with regard to tenanting and absorption forecasting, fundamental changes in retail also presents new opportunities as more competitive retail tenants, concepts, and formats emerge and establish their presence in new locations.

# Citywide Socio-Economic Trends

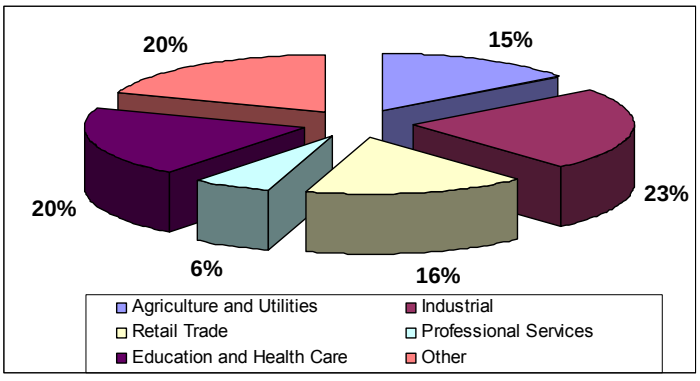
## Existing Trends

Located in the heart of the San Joaquin Valley, the City of Selma has a population of approximately 23,400 residents and 6,600 households. Although relatively small, the City is located along SR 99 roughly equal distance from Fresno and Visalia. SR 99 provides connectivity to other major transportation routes, while the City is also located within 20 minutes of an international airport. Selma's population has been growing at the average annual rate of about 2.3 percent over the last two decades, as shown in **Table 2**. This rate of growth is slightly below the broader regional average growth of 2.5 percent a year.

The City has historically experienced comparatively strong retail performance relative to expenditure potential of its residents. The reason for this performance is a diverse retail sector that attracts expenditures from a sub-regional area, including Fowler, Parlier, Dinuba, Reedley, and Kingsburg. This Trade Area has a population of an additional 79,000 residents outside of the City's boundary. The retail performance in Selma has also been enhanced by a cluster of auto dealerships, as well as big box stores such as Wal-Mart and Home Depot. It is worth stating that the City has been conducting various economic development efforts to support its retail performance, such as development of an economic development business plan, utilization of a redevelopment agency, and market studies[1]. Examples of successful economic development include creation of an auto mall and development of Pea Soup Andersen's restaurant (subsequently renamed Spike and Rail).

The majority of employment in Selma is in the industrial category (construction, manufacturing, wholesale trade, and transportation/warehousing), followed by education and healthcare and retail trade (see **Figure 2**). Selma has historically experienced an unemployment rate above that of the State average with the current estimate of 18.4 percent according to Sperling's Best Places to Live data.

**Figure 2: Selma Employment Distribution**




*Source: U.S. Census Bureau*

[1] As part of this analysis, EPS reviewed a number of documents provided by the City, including Selma's Economic Development Business Plan, Buxton Marketing Study for a commercial site in Selma, and 2009 q4 Sales Tax Capture and Gap Analysis conducted by MuniServices.

**Table 2**
**Trade Area Historic Population Growth (1990-2010)**
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | 1990 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 1990-2010 Growth Total | 1990-2010 Growth % Change | 1990-2010 Growth Avg. Annual Growth Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Trade Area Cities | | | | | | | | | | | | | | | |
| Selma | 14,757 | 19,444 | 19,946 | 20,383 | 21,032 | 21,846 | 22,361 | 22,876 | 23,044 | 23,238 | 23,301 | 23,435 | 8,678 | 58.8% | 2.3% |
| Fowler | 3,394 | 4,046 | 4,097 | 4,238 | 4,367 | 4,613 | 4,718 | 4,843 | 5,257 | 5,562 | 5,671 | 5,764 | 2,370 | 69.8% | 2.7% |
| Parlier | 7,938 | 11,145 | 11,420 | 12,085 | 12,241 | 12,297 | 12,679 | 12,862 | 12,993 | 13,299 | 13,555 | 13,658 | 5,720 | 72.1% | 2.8% |
| Dinuba | 12,743 | 16,844 | 17,126 | 17,528 | 18,388 | 18,688 | 19,215 | 19,445 | 19,843 | 20,917 | 21,237 | 21,542 | 8,799 | 69.0% | 2.7% |
| Reedley | 15,791 | 20,756 | 20,990 | 21,215 | 21,466 | 21,815 | 22,549 | 23,287 | 24,751 | 25,538 | 25,723 | 26,227 | 10,436 | 66.1% | 2.6% |
| Kingsburg | 7,245 | 9,231 | 9,719 | 10,100 | 10,584 | 11,189 | 11,210 | 11,218 | 11,161 | 11,234 | 11,427 | 11,504 | 4,259 | 58.8% | 2.3% |
| Incorporated Total | 61,868 | 81,466 | 83,298 | 85,549 | 88,078 | 90,448 | 92,732 | 94,531 | 97,049 | 99,788 | 100,914 | 102,130 | 40,262 | 65.1% | 2.5% |
| Unincorporated Trade Area (1) | 4,171 | 5,493 | 5,616 | 5,768 | 5,939 | 6,098 | 6,252 | 6,374 | 6,543 | 6,728 | 6,804 | 6,886 | 2,715 | 65.1% | 2.5% |
| **Total Trade Area Population** | 66,039 | 86,959 | 88,914 | 91,317 | 94,017 | 96,546 | 98,984 | 100,905 | 103,592 | 106,516 | 107,718 | 109,016 | 42,977 | 65.1% | 2.5% |

(1) It is assumed that approximately 7% of the trade area population resides in unincorporated areas based on the 2010 Census figures.

Sources: CA Department of Finance, Census 2010, and Economic & Planning Systems, Inc.

### Projected Trends

Selma's population and employment growth are expected to contribute to future retail demand. The City of Selma recently completed a General Plan update that plans for new growth capacity over the next 25 years. The City is projecting robust population growth of up to 4 percent a year, nearly double the historical growth rate (see **Table 3**). Fresno COG, an agency that provides a forecast for population and employment growth for cities in Fresno County by the sphere of influence, projects 2.2 percent annual population growth in the Trade Area cities in Fresno County over the next 20 years[2]. Selma's employment growth is also projected to continue, although annual employment growth of 2.1 percent will be below the level of population growth over the next 20 years. This means that the jobs housing balance will worsen in the City. Selma's average annual employment growth rate of 2.0 percent falls in the middle of a range of all Trade Area cities, as shown in **Table 4.**

## Selma Retail Market Review

### Current Market Conditions

Selma's retail market is estimated to contain approximately 600,000 square feet of space with relatively diversified retail options and clusters. The majority of retail in the Trade Area is located within Selma although limited retail options are available in adjacent unincorporated communities and other cities. According to the Terranomics Q4 2010 market report, the two largest shopping centers in Selma have an annual average leasing rate of $15 per square foot, below the broader Fresno County average lease rate of $20 per square foot. The broader Fresno County retail space has a vacancy rate of between 10 and 11 percent, as estimated by Terranomics. These trends suggest Selma's relative cost advantage but locational inferiority compared to the broader Fresno County market, dominated by the City of Fresno. Lower lease rates are also a function of lower land costs in Selma, which reflect its relative affordability on a regional level.

Retail sales in Selma have generally followed the broader economic trends with the sales peaking in 2006 and declining since. The City's share of the broader countywide sales has remained relatively stable historically ranging between 3 and 4 percent during the last decade. However, the City's share of sales started decreasing after the 2006 peak, dropping to a 13-year low of 2.7 in 2009. This trend, illustrated in **Table 5**, suggests that Selma has had a relatively well-established retail market, although its retail sales may be more vulnerable to economic cycles than the broader region. It is worth stating that the City's rent and vacancy trends are not tracked by any broker houses but broker interviews reveal that the City has experienced a similar market downturn to the broader region reflected through rent decreases and vacancy increases.[3]

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[2] It is worth noting that the Trade Area population growth of 2.6 percent shown in **Table 3** is above that forecasted by Fresno COG because the higher rate of Selma's growth assumed in this analysis is based on the City's General Plan forecast.

[3] Based on the interview with Mike Arfsten with Retail California.

**Table 3**
**Trade Area Population Projections (2010-2030)***
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | 2010 | 2015 | 2020 | 2025 | 2030 | 2010-2030 Growth | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Total | % Change | Avg. Annual Growth Rate |
| Selma (1) | 26,521 | 32,267 | 39,258 | 47,763 | 58,111 | 31,590 | 119.1% | 4.0% |
| Fowler | 7,417 | 8,604 | 10,042 | 11,989 | 14,682 | 7,265 | 97.9% | 3.5% |
| Parlier | 13,630 | 14,610 | 15,798 | 17,406 | 19,630 | 6,000 | 44.0% | 1.8% |
| Dinuba (2) | 21,542 | 23,435 | 25,730 | 28,839 | 33,139 | 11,597 | 53.8% | 2.2% |
| Reedley | 24,525 | 26,344 | 28,550 | 31,536 | 35,666 | 11,141 | 45.4% | 1.9% |
| Kingsburg | 11,867 | 12,507 | 13,284 | 14,336 | 15,791 | 3,925 | 33.1% | 1.4% |
| Total/Average | 105,503 | 117,768 | 132,662 | 151,870 | 177,021 | 71,518 | 67.8% | 2.6% |

*Note: projections are based on aggregations of the traffic analysis zones that represent sphere of influence of the cities rather than the incorporated city boundaries.

(1) Based on the General Plan forecast of 4.0 percent a year through 2035. It is worth noting that this rate of projected population growth exceeds Selma's forecasted average by Fresno COG of 2.5% a year.

(2) Employment projections for Dinuba are not available and are based on a weighted average annual growth rate for the other market area cities.

Sources: Fresno COG, Selma General Plan, and Economic & Planning Systems, Inc.

**Table 4**
**Trade Area Employment Projections (2010-2030)***
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | 2010 | 2015 | 2020 | 2025 | 2030 | 2010-2030 Growth | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Total | % Change | Avg. Annual Growth Rate |
| Selma | 7,249 | 7,801 | 8,507 | 9,633 | 10,844 | 3,595 | 49.6% | 2.0% |
| Fowler | 3,902 | 4,386 | 4,999 | 6,077 | 7,086 | 3,184 | 81.6% | 3.0% |
| Parlier | 1,731 | 1,928 | 2,174 | 2,530 | 2,971 | 1,239 | 71.6% | 2.7% |
| Dinuba (1) | 5,948 | 6,450 | 7,089 | 8,128 | 9,217 | 3,269 | 55.0% | 2.2% |
| Reedley | 7,348 | 7,813 | 8,406 | 9,231 | 10,323 | 2,975 | 40.5% | 1.7% |
| Kingsburg | 4,369 | 4,586 | 4,862 | 5,292 | 5,775 | 1,406 | 32.2% | 1.4% |
| Total/Average | 30,547 | 32,964 | 36,037 | 40,891 | 46,215 | 15,668 | 51.3% | 2.1% |

*Note: projections are based on aggregations of the traffic analysis zones that represent sphere of influence of the cities rather than the incorporated city boundaries.

(1) Employment projections for Dinuba are not available and are based on a weighted average annual growth rate for the other market area cities.

Sources: Fresno COG, and Economic & Planning Systems, Inc.

**Table 5**
**Selma's Sales Share in Fresno County (2000-2009)**
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|---|---|---|---|---|---|---|---|---|---|---|
| SBE Expenditures (in $1,000s) | | | | | | | | | | |
| Selma | $337,422 | $359,498 | $370,492 | $382,744 | $394,349 | $429,109 | $440,091 | $410,020 | $330,969 | $273,899 |
| Fresno County | $8,472,055 | $8,592,575 | $9,038,725 | $9,742,637 | $10,722,491 | $11,888,436 | $12,560,649 | $12,308,257 | $11,729,171 | $9,966,448 |
| Selma as % of Fresno County | 4.0% | 4.2% | 4.1% | 3.9% | 3.7% | 3.6% | 3.5% | 3.3% | 2.8% | 2.7% |
| Other Trade Area Cities | | | | | | | | | | |
| Fowler | $46,995 | $40,684 | $52,134 | $69,429 | $86,996 | $115,622 | $111,942 | $116,273 | $120,275 | $90,376 |
| Parlier | $17,840 | $17,258 | $17,986 | $19,587 | $22,317 | $24,530 | $26,358 | $27,374 | $30,695 | $30,174 |
| Dinuba | $113,786 | $119,228 | $127,847 | $139,923 | $149,588 | $190,565 | $213,189 | $214,873 | $193,938 | $254,019 |
| Reedley | $119,437 | $127,289 | $125,868 | $127,043 | $132,723 | $147,811 | $146,066 | $146,933 | $144,451 | $124,604 |
| Kingsburg | $56,157 | $55,342 | $55,003 | $58,986 | $61,993 | $66,615 | $71,869 | $78,393 | $81,654 | $74,135 |
| Trade Area Total | $691,637 | $719,299 | $749,330 | $797,712 | $847,966 | $974,252 | $1,009,515 | $993,866 | $901,982 | $847,207 |

Source: CA State Board of Equalization; Economic & Planning Systems, Inc.

One key retail cluster in the City is in the Central Business District (CBD) in downtown. It offers a range of stand-alone and ground floor retail in a mixed-use walkable setting located along SR 99. It contains small shops, boutique businesses, and restaurants, while larger retail space, including big box stores such as Wal-Mart and Home Depot, is concentrated in northwest Selma outside of the CBD. The majority of the retail inventory in the CBD is relatively dated with new development in the CBD limited. Selma's CBD has remained mostly a niche market with the City being the largest town in Central Valley without a Starbucks. Selma's CBD has maintained relatively low retail vacancies despite the broader economic conditions because of its well-diversified tenant mix and scarce space supply. Some of the City's existing CBD business remained in the area despite lease expiration. A number of tenants used this opportunity to secure larger spaces in a better downtown location while taking advantage of lower rents associated with the broader economic trends. For example, The Scrapbooking Garden relocated from its free CBD location subsidized by the City's RDA into a site with better visibility and foot traffic, though the business has subsequently closed. Other recently relocated CBD businesses include the Kratos Music Center and Maddy N Me Boutique. In addition, the former CBD Cost Less store is being renovated as part of the conversion to a mall. Continued investment and tenant activity provide empirical evidence about optimistic CBD outlook during the economic recovery.

### Future Supply

EPS gathered information on anticipated future retail supply within major retail development in the Trade Area based on data from the Trade Area cities. EPS understands that the precise levels and retail tenants for the area have yet to be determined; therefore, this report does not differentiate between types of retail. Instead, retail supply is calculated by estimating the typical or average sale volumes for new space of sales in addition to existing supply and is then compared to projected Trade Area demand for retail sales.

The analysis assumes minimal new retail supply will be developed in the Trade Area as only one project (the Parlier project) is under construction and one project in Reedley is entitled. When completed, the two Trade Area developments are estimated to support combined annual retail sales of $35 million, as shown in **Table 6**. It is worth stating that Reedley has a modest downtown retail cluster and has demonstrated an anti-big box sentiment with a Wal-Mart Supercenter voted down in the City in 2002. Fowler, Parlier, Dinuba, and Kingsburg are smaller semi-rural communities with limited retail opportunities.

## Trade Area Sales Flow

Selma's retail sales have grown through 2006 and have decreased since, as shown in **Table 5**. EPS has projected retail demand in Selma based on several major retail sales factors as described below. The City's Sales typically include four major expenditure sources:

1. Resident households
2. Visitors, such as through commuters
3. Workers who live elsewhere (nonresidents)
4. Business-to-business purchases

**Table 6**
**Current Retail Pipeline***
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Project Name | City | Intersection | Retail Square Footage | Planning Stage | Average Sales per Sq.Ft. | Total Sales |
|---|---|---|---|---|---|---|
| West Isaac Commercial Center | Parlier | S Newmark & E Manning | 30,000 | Under Construction | $350 | $10,500,000 |
| Unknown | Reedley | Manning Ave. & Zumwalt Ave. | 60,000-80,000 | Entitled | $350 | $24,500,000 |
| **Total** | | | **100,000** | | | **$35,000,000** |

*Note: does not include a Rockwell Pond development proposal that includes 973,100 square feet of retail space in Selma.

Source: Respective City Planning Department; Economic & Planning Systems, Inc.

The difference between total taxable sales and retail taxable sales is attributable to business-to-business, internet, and other non-site based sales. This analysis assumes the business-to-business sales are excluded from retail taxable sales as this category does not typically have significant results on the urban decay analysis findings.

EPS has formulated an approach to estimate average population per capita expenditure, non-resident worker expenditure, and visitor expenditure in the Trade Area. Population and visitor per capita expenditures are based on the Trade Area's 10-year taxable retail and restaurant sales average shown in **Table 7**. This approach utilizes retail sales average between 2000 and 2009 in order to provide a proxy for long-term retail sales under normalized market conditions rather than reflect a recent instability of a retail market and associated retail sales fluctuations. It also implies that visitor expenditure will increase in proportion to population growth.

Non-resident employee expenditures are assumed to comprise 10 percent of the overall Trade Area sales based on an average taxable spending of $5 per day reflective of typical lunch and gasoline expenditures. Trade Area population-based and visitor retail expenditures are assumed to comprise the remaining 90 percent of the sales. This methodology results in the annual retail and restaurant spending of $7,300 per capita attributed to the Trade Area residents and visitors based on the average over the last decade (see **Table 8**).

If the projected level of population, employment, and visitor growth materializes over the next 20 years, retail expenditures associated with the Project could increase by $536 million, a growth of over 200 percent over existing sales. This analysis assumes that the other cities and unincorporated areas outside of Selma will not add any new retail space to their existing inventory above the limited pipeline data discussed above. To the extent that these other communities increase their retail space supply, the ability of Selma Crossings to capture new sales would be diminished.

As shown in **Table 8**, per-employee and per-capita sales expenditures are assumed to be fixed going forward (i.e., the total will increase in proportion to the Trade Area population and employment growth respectively). This analysis is based on the assumption that the majority of the new population and employment growth will be concentrated in incorporated areas within the Trade Area, which is a preferred outcome for many growing agricultural regions. To the extent that some new population or employment growth occurs in unincorporated areas, additional demand for retail space would be created for Selma Crossings beyond the level estimated in this analysis. In addition, this analysis assumes that the per-capita expenditures in Selma and the broader Trade Area will remain constant (adjusted for inflation) during the forecast period. To the extent that household real incomes increase, Trade Area residents' disposable expenditures may also increase which would improve retail performance relative to the estimates provided herein.

## Retail Leakage Analysis

To better illustrate the types of retail offered in Selma relative to the purchases of local residents, **Table 9** illustrates the major retail categories and the amounts supplied based on 2009 sales data and retail expenditure patterns from State Board of Equalization (SBE) and Bureau of Labor Statistics (BLS). These calculations illustrate the concept of "retail leakage" and

**Table 7**
**Selma's Sales per Capita (2000-2009) (constant $2009)**
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|---|---|---|---|---|---|---|---|---|---|---|
| Retail and Food Service Sales ($1,000s) | | | | | | | | | | |
| Selma | $376,366 | $391,311 | $397,542 | $405,008 | $419,791 | $450,760 | $447,272 | $402,978 | $296,040 | $239,482 |
| Fowler | $20,580 | $18,872 | $24,817 | $32,291 | $38,427 | $45,901 | $49,604 | $52,088 | $56,047 | $44,555 |
| Parlier | $18,786 | $17,527 | $18,176 | $19,316 | $21,826 | $23,532 | $23,571 | $23,982 | $25,922 | $22,593 |
| Dinuba | $124,337 | $126,236 | $131,827 | $141,230 | $151,891 | $188,867 | $209,642 | $205,708 | $177,616 | $231,609 |
| Reedley | $116,665 | $119,807 | $120,384 | $120,322 | $121,660 | $133,906 | $127,737 | $119,547 | $113,633 | $96,275 |
| Kingsburg | $59,478 | $54,141 | $51,328 | $55,474 | $56,906 | $60,494 | $62,916 | $64,096 | $64,302 | $56,568 |
| Total | $716,212 | $727,893 | $744,075 | $773,641 | $810,501 | $903,460 | $920,743 | $868,400 | $733,561 | $691,082 |
| Population-Driven Sales (1) | $644,590 | $655,104 | $669,668 | $696,277 | $729,451 | $813,114 | $828,668 | $781,560 | $660,205 | $621,974 |
| Citywide Population | 81,466 | 83,298 | 85,549 | 88,078 | 90,448 | 92,732 | 94,531 | 97,049 | 99,788 | 105,503 |
| Unincorporated Trade Area Pop. (2) | 5,493 | 5,616 | 5,768 | 5,939 | 6,098 | 6,252 | 6,374 | 6,543 | 6,728 | 7,113 |
| Total Trade Area Population | 86,959 | 88,914 | 91,317 | 94,017 | 96,546 | 98,984 | 100,905 | 103,592 | 106,516 | 112,616 |
| Per Capita Sales (3) | $7,413 | $7,368 | $7,333 | $7,406 | $7,555 | $8,215 | $8,212 | $7,545 | $6,198 | $5,523 |

(1) About 90% of the total sales are assumed to be population-driven rather than non-resident employee-driven.
(2) It is assumed that approximately 7% of the trade area population resides in unincorporated areas based on the 2010 Census figures.
(3) Reflect sales driven by local population and visitor spending; this analysis implies that all of the trade area residents support retail sales within the Trade Area cities since most of the retail space within the Trade Area is located in incorporated areas.

Source: CA State Board of Equalization; Economic & Planning Systems, Inc.

**Table 8**
**Trade Area Sales Estimates (2009)**
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | Total |
|---|---|
| Trade Area Expenditure | |
| Population and Visitor Expenditure Per Capita (1) | $7,277 |
| Expenditure Per Employee (2) | $1,250 |
| New Growth (2010-2030) | |
| Population (3) | 71,518 |
| Employment (3) | 15,668 |
| Non-Resident Employment (4) | 12,535 |
| Sales Increase | |
| Population | $520,423,909 |
| Employment | $15,668,130 |
| Total | $536,092,039 |

(1) Average food and retail sales per capita between 2000 and 2009.
(2) Based on a net new average daily expenditure of $5 per workday assuming 250 work days per year.
(3) Incorporated areas with the Trade Area.
(4) Net of employees that live in the Trade Area; assumes that 20% of employees live in the Trade Area based on Selma's 2008 employment distribution as reported by Census 2000.

Sources: DOF, Census 2000, State Board of Equalization, and Economic & Planning Systems, Inc.

**Table 9**
**Retail Leakage Analysis in Selma (2009)***
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Category | HH Demand for Expenditure *$1,000s* | Actual Retail Sales *$1,000s* | Net Capture/(Leakage) *$1,000s* |
|---|---|---|---|
| **Capture** | | | |
| General Merchandise | $5,509 | $44,304 | $38,795 |
| Food Stores (1) | $20,925 | $49,290 | $28,365 |
| Restaurants (2) | $12,714 | $28,767 | $16,053 |
| Building Materials and Construction | $3,208 | $23,709 | $20,501 |
| Service Stations | $13,924 | $15,656 | $1,732 |
| Total Capture | $56,280 | $161,726 | $105,446 |
| **Leakage** | | | |
| Apparel | $8,283 | $1,543 | ($6,740) |
| Home Furnishings and Appliances | $6,830 | $3,916 | ($2,914) |
| Total Leakage | $15,114 | $5,459 | ($9,655) |
| Selma Total (net of automotive sales and supplies) | $71,394 | $167,185 | $95,792 |

*Note: exclude other retail stores and non-retail sales.

(1) It is assumed that taxable sales generated by food stores are roughly 1/3 of total sales given no tax on food expenditures.
(2) Eating and drinking places.

Sources: Bureau of Labor Statistics, State Board of Equalization, and Economic & Planning Systems, Inc.

"retail capture" in the Trade Area by showing how much of a particular category is in demand based on the income and demographic characteristics of local residents and whether the retail sector is meeting this demand. Non-retail expenditures, such as business-to-business and internet sales, are excluded from this analysis.[4]

As shown in **Table 9**, Selma's 2009 retail sales by category combine for $167 million, significantly exceeding demand generated by local residents estimated at $71 million.[5] This suggests that the City captured at least $96 million in retail sales from residents of other jurisdictions and travelers along SR 99. Apparel and home furnishings are the only two categories that have exhibited retail "leakage," where demand from Selma residents was below the actual retail sales, suggesting that Selma residents shop elsewhere for apparel and home furnishing goods. Selma's retail leakage is estimated at $9.7 million, significantly below its capture of $105 million, which suggests a strong retail presence in the City. These findings are generally consistent with the City's official leakage forecast for Q4 2009[6].

It is also worth noting that a significant amount of retail space in the Project is dedicated for an expanded auto mall. Automotive sales and supplies is a unique category that has recently experienced a significant contraction in the wake of the national recession and the nature and timing of its recovery is highly uncertain. However, Selma has established a cluster of automotive dealers and has historically been successful at attracting regional automotive expenditures. The City recently attracted Chrysler, Dodge, and Jeep dealerships. Additional automotive dealerships proposed as part of the Project could enhance regional competitiveness of the existing automotive sales cluster despite limited expenditure potential of Selma residents. In addition, the automotive retail sector is unique as it often captures regional expenditures without adverse impacts on other retail categories because of the distinct nature of its focus. As a result, the automotive sales and supplies category is excluded from the urban decay analysis.

Comparing sales per household in Selma to California average confirms the City's overall retail capture and reflects its per household expenditures above those of the State average, as shown in **Table 10**. While Selma's net retail expenditure capture is predominantly attributed to its automotive sales cluster, its residents generate fewer sales per household than the State average in the Apparel, Home Furnishings and Supplies (which generally confirms the leakage analysis results), as well as Service Stations categories, suggesting that additional sales capacity may exist in these retail categories.

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[4] These sales typically do not require any retail space and are assumed to be mostly attributed to business-to-business sales, rather than resident, employee, or visitor expenditures.

[5] Excludes "automotive sales and supplies" and "other" retail stores and non-retail sales.

[6] Based on the Selma Sales Tax Capture and Gap Analysis Report conducted by MuniServices and an interview with D-B Heusser on July 6, 2011.

**Table 10**
**Household Spending by Category Compared to State Average (2009)**
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | Selma | | California | | Difference |
|---|---|---|---|---|---|
| | Total Sales *in $1,000s* | Sales *per HH* | Total Sales *in $1,000s* | Sales *per HH* | |
| Households | 6,577 | | 12,790,143 | | |
| Apparel Stores | $1,543 | $235 | $25,641,272 | $2,005 | ($1,770) |
| General Merchandise Stores | $44,304 | $6,736 | $64,460,769 | $5,040 | $1,696 |
| Food Stores (1) | $49,290 | $7,494 | $67,638,855 | $5,288 | $2,206 |
| Restaurants | $28,767 | $4,374 | $49,921,543 | $3,903 | $471 |
| Building Materials and Construction | $23,709 | $3,605 | $23,978,313 | $1,875 | $1,730 |
| Home Furnishings and Appliances | $3,916 | $595 | $21,865,358 | $1,710 | ($1,114) |
| Motor Vehicles and Parts | $89,956 | $13,677 | $44,488,199 | $3,478 | $10,199 |
| Service Stations | $15,656 | $2,380 | $39,077,835 | $3,055 | ($675) |
| Total | $257,141 | $39,097 | $337,072,144 | $26,354 | $12,743 |

(1) It is assumed that taxable sales generated by food stores are roughly 1/3 of total sales given no tax on food expenditures.

Source: CA State Board of Equalization; U.S. Census; DOF; Economic & Planning Systems, Inc.

# 4. URBAN DECAY ANALYSIS

This chapter defines urban decay, describes the analysis methodology and assumptions, and evaluates the potential impact of the retail portion of Selma Crossings and other known major retail projects on the Trade Area retail market (assumed to consist of Selma and surrounding communities). The results of this analysis are used to evaluate the degree to which the potential impacts might result in the physical deterioration of the environment because of an over-saturation of retail supply within the Trade Area and examine whether local retail has the potential to start an economic chain reaction that leads to physical deterioration and urban decay.

## Urban Decay Description and Assumptions

Urban decay is a physical effect that can result from extended vacancy, deferred maintenance, and abandonment. In its study entitled *Supercenters and the Transformation of the Bay Area Grocery Industry: Issues, Trends, and Impacts*, the Bay Area Economic Forum describes the process as follows:

> *"Vacant buildings, along with their large parking lots, can attract litter, graffiti, and vandalism, as well as loiterers and homeless population. A decaying building both worsens its own prospects for refurbishment and weakens the vitality both of the buildings around it."*

The primary impetus of urban decay often stems from financial conditions faced by the individual property owners; if a landlord is unable to collect rent on a vacant property with minimal likelihood that it can be re-leased, s/he may lose the incentive to maintain it. The effect can spread to adjacent properties and become a self-fulfilling prophecy as customers start to avoid an area and other property owners or tenants perceive an area as no longer vital or safe. Urban decay can be reinforced by a reduction in the fiscal resources of local governing entities because of declining sales and property revenue.

The urban decay process generally takes a number of years to fully materialize and is reinforced by declining economic conditions in a broader area. It is generally not the result of a single property standing vacant for one or two years in an otherwise vibrant market.

It is worth noting that a declining regional mall known as a "grayfield" can pose a particularly high risk for urban decay if not promptly re-leased. Not only are these facilities bigger and thus generally more difficult to quickly re-lease or reuse compared to small "infill" sites, they are also more visually significant and thus provide a more widespread signal of decay and negative business climate. In contrast, a number of smaller parcels with varied building types often have a better chance of being adapted and re-leased.

Given the multi-faceted nature of urban decay, its prospects for likelihood can be difficult to predict or quantify with precision. This analysis focuses on three indicators to assess its probability:

- ***Existing Condition of Retail Sector:*** All other things being equal, a weak or faltering retail sector will be more susceptible to urban decay. Conversely, a new competitive retail project is less likely to precipitate urban decay if existing market conditions are strong. As described in **Chapter 3**, the Selma retail market is currently in the midst of an economic slump that has put the retail sector in a relatively vulnerable position.

- ***Incidence, Duration, and Size of Sales Shift and/or Vacancies:*** Urban decay is more likely if a new competitive project results in a relatively large and prolonged shift in retail sales away from existing establishments or high and extended periods of vacancy. Although there is no absolute rule, generally speaking, a shift in retail sales away from existing establishments within a trade area of greater than 10 percent and lasting three to five years may be large enough to lead to the physical abandonment of buildings. Most establishments can usually withstand a temporary sales shift of 5 to 7 percent over a three- to five-year timeframe, as this is equivalent to a typical business cycle downturn. Likewise, market-wide vacancy rates of greater than 10 percent and lasting longer than five years can be difficult to sustain. Since the sales shift or vacancy impacts are not likely to be distributed equally across all businesses in a trade area, the incidence of these impacts may also be relevant. For example, if the total sales shift is likely to be focused on several large properties then the potential for urban decay may exist even if the total sales shift is within the thresholds described above.

- ***Attributes and Reuse Options of Affected Properties:*** The type, location, and parcel configuration of affected properties as well as the range of potential reuse options will also play a role in their susceptibility to urban decay. As noted above, an abandoned "ghost box" poses a particularly strong risk for urban decay because of the difficulty in finding an appropriate replacement tenant. Such a large vacancy can occur as a result of a vulnerable tenant going out of business or a viable tenant relocating to the subject site from within the Trade Area. Given the size and configuration of the big box center, finding viable replacement uses can be difficult and prolonged.

## Urban Decay Analysis Methodology

The proposed Selma Crossings retail will potentially capture retail sales from three major sources:

1. Demand that has been historically "leaked" to establishments outside the Trade Area
2. Demand from new households and visitors/through commuters
3. Demand from new workers who live elsewhere (nonresidents)

The economic impact of the Selma Crossings Project will depend upon the degree to which these three sources of demand are captured. To the extent that the Project captures newly created demand, or demand currently leaking outside the Trade Area, the retail market impact on existing establishments will be reduced. However, negative retail market impacts may result if the Project captures sales from within the Trade Area that formerly were captured by existing establishments. It is likely that a portion of the Trade Area residents will continue to shop

elsewhere; however, this leakage is assumed to be generally offset by expenditures of non-Trade Area residents who would potentially be attracted to Selma by the Selma Crossings Project. Each retail sales source is described below.

### Leakage Outside the Trade Area

While leakage analysis described in the previous chapter and shown in **Table 9** suggests an overall retail sales capture in Selma, apparel and home furnishings and supplies are the only two categories that have exhibited retail "leakage" adding up to $9.7 million, suggesting that Selma residents shop elsewhere for these goods. This analysis assumes that Selma Crossings will capture the existing leakage in the apparel goods and home furnishings and supplies category.

### Population, Employment, and Visitors/Regional Commuters Growth

The projected level of population and employment growth over the next 20 years will attribute to the largest share of new retail expenditures that would likely be captured by the Selma Crossings Project. This analysis assumes that the Trade Area's capture of visitors/regional commuters will increase in proportion to population growth. Since many Trade Area employees are also residents, this analysis assumes that 80 percent of the Trade Area employees live elsewhere and will result in net new sales beyond those captured under the population retail growth estimates. This ratio is based on Selma's employment composition as reported by Census 2000.

New population, non-resident employees, and visitor growth is estimated to increase retail sales by $536 million, a growth of over 200 percent over existing sales. This projection reflects population growth within a sphere of influence of incorporated Trade Area cities, where most of the growth is likely to occur over the next 20 years.

While through commuters are assumed as a component of the overall visitor spending, this category does not generate significant expenditures as most of the sales occur at their origin or destination points. For example, shoppers are generally reluctant to purchase "big ticket" items at establishments that are a significant distance from their homes because of inconveniences related to transport and service follow-up (e.g., product return), although long-distance commuters do generate a small level of expenditures associated with gasoline and food/snack purchases. However, only a small portion of through commuters seeking gasoline and food purchases would be captured by Selma Crossings given a large supply of these services along SR 99.

## Potential Urban Decay Results

Retail capture by the proposed Selma Crossings retail includes existing leakage in apparel, expenditures from new population, employment, and visitors/commuter expenditure growth, as shown in **Table 11**. This approach results in the Project capture of $546 million in sales or 75 percent of its retail sales capacity, suggesting that the excess project supply of the remaining $187 million of the total project sales capacity would need to be captured from "external" sources (e.g., sources beyond the Trade Area) or shifted from existing retail in the Trade Area.

**Table 11**
**Impacts on New Retail and Sales Estimate**
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | Retail Sales |
|---|---|
| **Project Sales (1)** | $732,270,000 |
| **Sources of New Demand (2010-2030)** | |
| Existing Leakage | $9,654,626 |
| Primary Trade Area Growth | $536,092,039 |
| Net New Sales | $545,746,665 |
| Excess Project Supply (2) | $186,523,335 |
| **Trade Area Supply** | |
| Existing Trade Area Supply (3) | $847,207,000 |
| Other Trade Area Retail Pipeline | $35,000,000 |
| Total Trade Area Supply | $882,207,000 |
| Project as % of Total Trade Area Supply | 83% |
| Excess Supply as % of Trade Area Supply | |
| Selma Crossings only | 22% |
| With Other Pipeline | 21% |

(1) Net of automotive sales and supplies and non-retail sales.
(2) Reflects a capture of existing Trade Area sales or sales that would have to be captured from the secondary trade area, such as Fresno and Visalia.
(3) From Table 5.

Sources: Economic & Planning Systems, Inc.

Excess retail supply generated by the Selma Crossings Project is estimated to comprise between 21 and 22 percent of the Trade Area total, depending on whether other cumulative projects in the pipeline are considered. In other words, over 20 percent of retail sales would be shifted from existing establishments in the Trade Area, which could potentially create conditions conducive to urban decay unless sales from outside the Trade Area are attracted. The Project's sales capacity exceeds the current citywide capacity by over 300 percent (not considering projected population and employment growth), as shown in **Table 12**.

Despite the level of retail in Selma Crossings significantly exceeding the level of market support from the existing Trade Area, the Project's unique scale could appeal to a wider market area and capture regional demand from outside of its Trade Area. Specifically, developing the Selma Crossings Project as a "super-regional" destination, drawing a significant amount customers and traffic from beyond the primary Trade Area could provide sufficient sales to support the Project and other retail in the Trade Area.[7] If successful, a project would likely benefit rather than hurt existing retail in the area since it would create significant "spill-over" demand opportunities. For example, customers traveling to the Trade Area to patronize Selma Crossing establishments may also stop and make purchases at other nearby retail establishments.

Major destinations with a well-diversified and well-positioned blend of retail space often generate significant retail demand because of a unique focus and a larger market appeal. By targeting a unique retail concept, the Selma Crossings Project may support the size of the retail portion of the Project. For example, uses such as entertainment, outlet centers and tourist/recreation destinations often create a market draw that exceeds that of conventional retail centers. Several prototypical "super-regional" destinations are described below.

- **Entertainment Destinations:** retail space located within entertainment-oriented centers often benefits from a wide market draw generated by these centers and supplements their entertainment focus. California examples of entertainment-oriented retail include Magic Mountain, Disneyland, and/or ski resorts. The proposed water park provides some attraction, but the Project would also need additional large-scale entertainment uses to become a super-regional entertainment destination.

- **Outlet Center:** Outlet centers largely consist of branded retail tenants run by brand name manufactures devoted to selling their merchandise at discounted prices. They are typically located in rural areas or tourist locations and generally utilize retail tenant clusters that provide affordable goods to attract customers from a wider market area despite many tenants offering competing merchandise. Unique nature and large size of outlet centers often results in a large market draw that exceeds that of conventional retail. Examples of California outlet centers include Premium Outlets in Gilroy and Vacaville.

- **Tourist/Recreation Destinations:** This category includes retail clusters that are well-positioned adjacent to tourism and/or other recreation destinations to capture significant traffic and spill-over sales from tourists. These destinations benefit from a wide market draw generated by the tourism industry. Tourist/recreation destination examples include coastal

[7] This analysis does not identify or justify the particular land use or tenants capable of generating such demand or the geography of a super-regional trade area.

**Table 12**
**Potential Selma Crossings Impacts Over Time***
**Selma Crossings Urban Decay Analysis; EPS #20047**

| Item | Total |
|---|---|
| Project Sales Capacity | $732,270,000 |
| Existing Sales | $239,482,000 |
| Project as % of Existing Sales | 306% |

*Note: net of automotive sales and supplies and non-retail sales.

Source: Economic & Planning Systems, Inc.

towns with beaches and quaint downtowns, wine country and vineyard communities, and cities within proximity to state and national parks, forests, rivers, and lakes (i.e., Yosemite National Park, Lake Tahoe, Modoc National Forest). Selma's central location situates it within proximity to Sequoia and Kings Canyon National Parks, Kings River, Pine Flat Reservoir, Yosemite, Sierra National Forest, and other outdoor recreation opportunities. Large scale outdoor and sporting related stores are examples of retail uses that are known to attract super-regional customers and could benefit from Selma's proximity to outdoor recreation attractions.

- **Other Specialized or Unique Commercial Cluster**: In addition to the concepts described above, other commercial formats can serve as super-regional draws provided that they offer something attractive and unique. For example, the "Regional Mall of America" has become a national destination based on it sheer size, and other elements. As noted earlier, Selma's cluster of auto dealerships have historically helped draw customers from a relatively large geographic region.

There are examples of other California cities with unique retail centers located outside of the major metropolitan areas that have achieved a high level of retail sales per capita. As shown in **Table 13**, Selma currently generates lower sales relative to some of the other high sales-generating cities in California on a per capita basis. While Selma's per capita sales would significantly increase as a result of Selma Crossings development, the new citywide per capita sales would still be below some of the higher sales-generating cities in the State.

A combination of different outcomes is possible for implementation of the Selma Crossings given the size of the Project. Some of the potential outcomes include alternative development with non-retail commercial or other uses, retail underperformance, the effective re-use of affected retail properties, and isolated rather than across-the-board impacts on existing retail. Each of these potential scenarios is described below.

- **Larger Absorption/Buildout Schedule:** if a "super-regional" serving land use(s) are not identified and successfully developed, full build-out of the Project would not be likely given existing Trade Area market conditions and growth trends. Although it appears optimistic that 2.1 million square feet of retail will be fully built and absorbed in Selma in the next 20 years, a slower buildout would result in less potential impacts of this retail space. In other words, the level of development and absorption at the site is likely to be responsive to the level of market support, regardless of the approved land use designation. An extension of the Project buildout schedule or inclusion of more non-retail commercial uses consistent with the site's Regional Commercial designation will also minimize its potential impact on existing retail.

  It is important to note that the 20-year buildout schedule differs from the 12-year schedule evaluated in the Environmental Impact Report (EIR) associated with this Project. To the extent that the Project would have a more rapid pace of development, the effect on the local retail market would be more pronounced.

**Table 13**
**Sales per Capita for Select California Cities (FY2007-08)**
**Selma Crossings Urban Decay Analysis; EPS #20047**

| City | County | Sales (1) | Population | Sales per Capita | Market Profile |
|---|---|---|---|---|---|
| Selma | | | | | |
| FY2007-08 | Fresno | $291,559,172 | 23,238 | $12,547 | |
| With Selma Crossings (2) | | $1,183,829,172 | 58,111 | $20,372 | |
| Selected Cities | | | | | |
| Bishop | Inyo | $166,587,800 | 3,543 | $47,019 | Tourism/recreation (Death Valley) |
| Carmel | Monterey | $171,559,500 | 4,031 | $42,560 | High end coastal/tourism |
| Sonora | Tuolumne | $187,083,400 | 4,666 | $40,095 | Yosemite gateway/recreation |
| Del Rey Oaks | Monterey | $56,205,000 | 1,619 | $34,716 | High end coastal/tourism |
| Alturas | Modoc | $86,001,200 | 2,793 | $30,792 | National forest gateway |
| Willits | Mendocino | $152,242,800 | 5,008 | $30,400 | Wine country |
| Corning | Tehama | $195,340,800 | 7,200 | $27,131 | High volume freeway access |
| Gilroy | Santa Clara | $1,085,039,700 | 50,947 | $21,297 | Outlet center |
| Petaluma | Sonoma | $863,620,900 | 57,187 | $15,102 | Outlet center |
| California | | | | | |
| 50th percentile | | $414,299,336,512 | 37,883,992 | $10,936 | |
| 75th percentile | | $639,341,614,190 | 37,883,992 | $16,876 | |

(1) Converted from citywide tax revenues by applying a 1% factor to reflect local government sales tax capture.
(2) Reflects populating growth forecasted through 2030.

Source: California State Controller's Office, DOF, and Economic & Planning Systems, Inc.

- **Lower Sales Performance:** while this analysis projects an average sales rate of $350 per square foot for Selma Crossings, new retail may generate lower sales rates. If it does, the Project will generate lower sales, resulting in less of an impact on the existing retail space than projected in this analysis. The actual sales generation will depend on a number of factors, such as ability to create a unique retail mix and creation of a super-regional draw.

- **Reuse of affected retail properties:** The type, location, and parcel configuration of affected properties as well as the range of potential reuse options will play a role in their susceptibility to urban decay. For example, an abandoned "ghost box", caused by the closure of a vulnerable tenant or a relocation of a viable tenant within the trade area, poses a particularly strong risk for urban decay because of the difficulty in re-tenanting such space. Given the size and configuration of the big box center, finding viable replacement uses can be difficult and prolonged. On the other hand, smaller downtown retail space could be less susceptible to urban decay as it is easier to reuse as another viable non-competing use, such as office space, which may be desirable in downtown.

- **Isolated Impacts on Existing Retail:** while the Project could result in conditions conducive to urban decay, these conditions could materialize in a number of ways, including targeting specific existing retail locations. To the extent that the impacts will be isolated, the urban decay potential may be mitigated by existing property owners. Such mitigation measures include transitioning properties to other non-retail uses that are more viable from a market and financial perspective.

## Sources of Uncertainty

This report relies on a number of assumptions that cannot be predicted with certainty at this time. The key assumptions are described below.

- ***Population and employment growth:*** this analysis is based on projected sales increase from future population, employment, and visitor spending growth. Population and employment forecasts used in this analysis are used as a basis for the sales increase projections over a 20-year period. If population and employment growth exceeds this forecast, the conditions conducive to urban decay would likely diminish. On the contrary, if the level of growth in the Trade Area is delayed, these conditions may worsen.

- ***Project absorption:*** this analysis assumes that the Selma Crossings Project would take 20 years to build out. Given the size of the Project and uncertainty related to long-term retail market conditions and economic fluctuations, the development period is uncertain. To the extent that the development schedule is extended beyond a time period of 20 years evaluated in this analysis, the conditions conducive to urban decay are likely to diminish; conversely, these conditions may be exacerbated if the development schedules are accelerated.

- ***Project sales:*** this analysis assumes that the Project generates an average retail sales rate of $350 per square foot. This is a typical sales rate for new retail space in Central California and reflects a mix of big box, grocery stores, and inline retail. However, given uncertainty about potential tenants and their sales generation, the Project could generate a different sales rate. For example, if a large portion of space is left vacant or is occupied by non sales-

generating tenants (i.e. bank, gym, martial arts studio), overall sales would reduce. While lower sales would result in positive impacts on the Trade Area conditions conducive to urban decay, it may raise feasibility or other implementation issues for the Project.

- ***Regional retail growth:*** this analysis assumes that other Trade Area jurisdictions will not develop any significant new retail space that could potentially compete with Selma Crossings. This assumption is based on the existing pipeline for new retail space in the Trade Area, which is minimal. However, if other Trade Area jurisdictions pursue new retail development, the overall supply of retail space in the Trade Area would increase. As a result, conditions conducive to urban decay may be exacerbated.

- ***Income growth:*** this analysis assumes that the per-capita expenditures in the Trade Area will remain constant (adjusted for inflation) during the next 20 years. To the extent that household real incomes increase, Trade Area residents' disposable expenditures may also increase which would improve retail demand and retail performance relative to the estimates provided in this analysis.

- ***National and state retail trends:*** this analysis assumes that post-recession consumer behavior is likely to continue to recover and stabilize in a manner consistent with pre-recession trends. However, the retail sector has experienced dynamic changes during the recent years that raised questions about its long-term viability. Key trends related to evolving role of the internet, credit card purchases, and consumer preferences in general present significant uncertainty. While some of these shifts may be attributed to recession-driven short-term consumer preferences, others may be long-term shifts that could undermine the physical performance of new retails space.